

# Truckee River Flood Management Authority



**Board of Directors  
Meeting Agenda Book**

**December 21, 2012**



Truckee River  
Flood Management  
Authority

Board of Directors  
Meeting

December 21, 2012

Call to Order

TAC Report

Army Corps of Engineers'  
Monthly Report

MOU with Corps and TRFMA

Financial Items

Working Group Report

General Counsel Performance  
Evaluation

Comments, Requests,  
and Future Agenda Items

Public Comment

Adjournment

# TRUCKEE RIVER FLOOD PROJECT COMMONLY USED ACRONYMS

<b>AASHTO</b>	American Association of State Highway Officials
<b>AF or AC-FT</b>	Acre Feet
<b>AFB</b>	Alternative Formulation Briefing
<b>AIA</b>	American Institute of Architects
<b>ASA</b>	Assistant Secretary of the Army
<b>ATR</b>	Agency Technical Review
<b>BCC</b>	Board of County Commissioners
<b>BCERE</b>	Baseline Cost Estimate for Real Estate
<b>CERCLA</b>	Comprehensive Environmental Response, Compensation and Liability Act
<b>CFS</b>	Cubic Feet Per Second
<b>COE</b>	Corps of Engineers
<b>CORPS</b>	U.S. Army Corps of Engineers
<b>CRA</b>	Continuing Resolution Authority
<b>CY</b>	Cubic Yards
<b>EIS</b>	Environmental Impact Statement
<b>ERDC</b>	Army Corps Environmental Research and Development Center
<b>ETR</b>	External Technical Review
<b>FCSA</b>	Feasibility Cost Sharing Agreement
<b>FEMA</b>	Federal Emergency Management Agency
<b>FHWA</b>	Federal Highway Administration
<b>FMA</b>	Flood Management Authority
<b>FPCC</b>	Flood Project Coordinating Committee
<b>FRM</b>	Flood Risk Management
<b>GIS</b>	Geographical Information System
<b>GRR</b>	General Reevaluation Report
<b>IWRWC</b>	Interim Western Regional Water Commission
<b>HEC-RAS</b>	Hydrologic Engineering Center - River Analysis System (the River Hydraulic Model)
<b>HEC-1</b>	Hydrologic Engineering Center - 1 (the Hydrologic Model)
<b>HQUSACE</b>	Headquarters, U.S. Army Corps of Engineers (Washington DC)
<b>HTRW</b>	Hazardous, Toxic, and Radioactive Wastes
<b>ICA</b>	Interlocal Cooperative Agreement
<b>IDIQ</b>	Indefinite Delivery, Indefinite Quantity
<b>ILA</b>	Interlocal Agreement
<b>JPA</b>	Joint Powers Authority
<b>LERRD</b>	Lands, Easements, and Rights-of-Way, Relocations and Disposal Areas
<b>LID</b>	Low Impact Development
<b>LID</b>	Local Improvement District
<b>LIP</b>	Local Interest Plan
<b>LPP</b>	Locally Preferred Plan
<b>LRP</b>	Local Rate Plan
<b>MCACES</b>	Micro-Computer Aided Cost Estimating System
<b>MOA</b>	Memorandum of Agreement
<b>MOU</b>	Memorandum of Understanding

# TRUCKEE RIVER FLOOD PROJECT COMMONLY USED ACRONYMS

<b>NDEP</b>	Nevada Division of Environmental Protection
<b>NDOT</b>	Nevada Department of Transportation
<b>NED</b>	National Economic Development Plan
<b>NEPA</b>	National Environmental Policy Act
<b>NFIP</b>	National Flood Insurance Program
<b>NRS</b>	Nevada Revised Statutes
<b>NWRA</b>	Nevada Water Resources Association
<b>PDT</b>	Project Delivery Team
<b>PED</b>	Planning, Engineering and Design
<b>PMP</b>	Project Management Plan
<b>PMT</b>	Project Management Team
<b>PPA</b>	Project Partnership Agreement with the U.S. Army Corps of Engineers for the financing and construction of the project.
<b>R and U</b>	Risk and Uncertainty
<b>REDM</b>	Real Estate Design Memorandum
<b>REP</b>	Real Estate Plan
<b>RFP</b>	Request for Proposals
<b>RFQ</b>	Request for Qualifications
<b>ROD</b>	Record of Decision
<b>RSIC</b>	Reno Sparks Indian Colony
<b>RTAA</b>	Reno Tahoe Airport Authority
<b>RTC</b>	Regional Transportation Commission
<b>SHPO</b>	State Historic Preservation Office
<b>SNPLMA</b>	Southern Nevada Public Land Management Act
<b>SOW</b>	Scope of Work
<b>TAC</b>	Technical Advisory Committee
<b>TRFMA</b>	Truckee River Flood Management Authority
<b>TMWA</b>	Truckee Meadows Water Authority
<b>TMSA</b>	Truckee Meadows Service Area
<b>TMWRF</b>	Truckee Meadows Water Reclamation Facility
<b>TNC</b>	The Nature Conservancy
<b>TRAction</b>	Truckee River Action (Project)
<b>TRFP</b>	Truckee River Flood Project
<b>TROA</b>	Truckee River Operating Agreement
<b>URA</b>	Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act
<b>URA Reg</b>	Federal regulations implementing the URA
<b>WCDWR</b>	Washoe County Department of Water Resources
<b>WG</b>	Working Group
<b>WRDA</b>	Water Resources Development Act
<b>WSEL</b>	Water Surface Elevations

# TRUCKEE RIVER FLOOD MANAGEMENT

**Meeting Date: December 21, 2012**

**VOTING MEMBERS (Quorum = four):**

- Ron Smith, Chair (*City of Sparks*)
- Robert Cashell (*City of Reno*)
- Oscar Delgado (*City of Reno*)
- David Humke (*Washoe County*)
- Kitty Jung (*Washoe County*)
- Geno Martini (*City of Sparks*)

**VOTING ALTERNATES:**

- TBD (*Reno*)
- Ed Lawson (*Sparks*)
- Bob Larkin (*Washoe County*)

**STAFF**

- Jay Aldean (*Executive Director*)
- Ed Evans (*Sr. Hydrogeologist*)
- Mimi Fujii-Strickler (*Admin Svcs/Govt Affrs Mgr*)
- Danielle Henderson (*Natural Resource Mgr*)
- Laura McAuley (*Administrative Assistant II*)
- Eric Scheetz (*Licensed Engineer*)
- Paul Urban (*Senior Licensed Engineer*)
- Lori Williams (*Sr. Financial Analyst*)
- Michael Wolz (*General Counsel*)

**END OF ROLL CALL**



## NOTICE OF BOARD MEETING AND AGENDA

**PLEASE NOTE NEW DATE FOR THIS MEETING:**

**Friday, December 21, 2012 – 8:30 a.m.**

**Washoe County Commission Chambers  
1<sup>st</sup> Floor of Building A  
1001 East Ninth Street, Reno, Nevada**

### **Board Members**

Ron Smith, Chair  
Robert Cashell  
Oscar Delgado

David Humke  
Kitty Jung  
Geno Martini

### **Pursuant to NRS 241.020, this notice has been posted at the following locations:**

Washoe County Administration, 1001 East Ninth Street, Reno, Nevada  
Sparks City Hall, City Clerk, 431 Prater Way, Sparks, Nevada  
Reno City Hall, City Clerk, One East First Street, Reno, Nevada  
Truckee River Flood Management Authority Office, 9390 Gateway Drive, Reno, Nevada  
Truckee River Flood Project Website: <http://truckeeflood.us/140/meeting.agendas.html>

**Possible Changes to Agenda Order and Timing:** Discussion may be delayed on any item on this agenda and items on this agenda may be taken out of order, combined with other items and discussed or voted on as a block, removed from the agenda, moved to the agenda of another later meeting, moved to or from the consent section. Items designated for a specified time will not be heard before that time, but may be delayed beyond the specified time.

**Special Accommodations:** The meeting facility is accessible to the disabled; if special accommodations are required for the meeting, call the Authority staff at (775) 850-7429, at least 48 hours before the meeting.

**Public Comment; Disruption of Meeting:** During the “Public Comment” periods listed below, anyone may speak pertaining to any matter that is not on the agenda or that is not listed as an action item on the agenda. Additionally, during action items, public comment will be heard on that particular item before action is taken. In either event, each speaker must fill out a “Request to Speak” form and/or submit comments for the record to the recording secretary. Public comment is limited to three minutes per person unless extended by questions or action of the Board. Comments are to be directed to the Board as a whole and not to one individual. The presiding officer may (with or without advance warning) order the removal of a person whose conduct willfully disrupts the meeting to the extent that its orderly conduct is made impractical.

1. **CALL TO ORDER**

A. **ROLL CALL, ESTABLISHMENT OF QUORUM, AND PLEDGE OF ALLEGIANCE**

B. **PUBLIC COMMENT**

During this comment period, any person is invited to speak on any topic that is not listed as an action item on this agenda. Each speaker must fill out a Request to Speak card and must limit comments to three minutes. Action may not be taken on any matter raised during this public comment period until the matter is specifically listed on a future agenda.

C. **APPROVAL OF AGENDA (FOR POSSIBLE ACTION)**

D. **MINUTES (FOR POSSIBLE ACTION)** – Approve draft minutes of TRFMA Meeting of November 9, 2012.

E. **ANNOUNCEMENTS/CLIPPINGS**

2. **TECHNICAL ADVISORY COMMITTEE (TAC) REPORT (FOR POSSIBLE ACTION)**

*John Martini, TAC Chair*

Report and discussion on activities related to the Truckee River Flood Management Authority's Technical Advisory Committee. Possible action to provide direction to staff.

3. **ARMY CORPS OF ENGINEERS MONTHLY REPORT (FOR POSSIBLE ACTION)**

*Darren Suen, Project Manager, Civil Works Branch, ACOE*

Report on activities related to the Truckee River Flood Management Project, including but not limited to, project scheduling and funding. Possible action to provide direction to staff related to flood project scheduling and other items as set forth in the report.

4. **CONSIDERATION OF MEMORANDUM OF UNDERSTANDING BETWEEN THE ARMY CORPS OF ENGINEERS AND TRFMA REGARDING POSSIBLE CREDIT FOR THE COST OF OUR PRELIMINARY ENGINEERING PLANNING AND DESIGN (FOR POSSIBLE ACTION)**

*Jay Aldean, Executive Director, TRFMA*

Discussion and possible action to approve the Memorandum of Understanding between the Department of the Army and the Truckee River Flood Management Authority for Work Provided or Performed Prior to Execution of a Project Partnership Agreement for the Truckee Meadows Flood Control Project, Nevada (MOU). The MOU is a prerequisite to the Corps granting credit for the expenditure of funds for the engineering, planning and design services for the Local Interest Plan.

5. **FINANCIAL ITEMS**

A. **MONTHLY REPORT ON FLOOD PROJECT FINANCIAL STATUS AND RELATED FINANCIAL ACTIVITIES (FOR POSSIBLE ACTION)**

*Lori Williams, Senior Financial Analyst, TRFMA*

Possible action to provide direction to staff.

B. **REQUEST TO APPROVE A PROFESSIONAL SERVICES CONTRACT WITH HDR ENGINEERING INC. FOR COMBINED ENGINEERING SERVICES (FOR POSSIBLE ACTION)**

*Jay Aldean, Executive Director*

Discussion and possible action to approve a contract with HDR Engineering, Inc. to perform Combined Engineering Services in an approximate amount not-to-exceed \$5,400,000.

6. **WORKING GROUP MONTHLY REPORT (FOR POSSIBLE ACTION)**

*Danielle Henderson, Natural Resource Manager, TRFMA*

Report on and discussion of the Working Group meeting of November 28, 2012. Possible action to provide direction to staff.

7. **PERFORMANCE EVALUATION OF TRFMA GENERAL COUNSEL**

*Laura McAuley, Administrative Assistant II / Human Resources Representative, TRFMA*

Discussion of the performance evaluation of TRFMA General Counsel in accordance with §2.03 of his Employment Agreement. Possible action to provide direction to staff.

8. **BOARD MEMBER COMMENTS, REQUESTS AND FUTURE AGENDA ITEMS**

- Discussion regarding selection of Chair and Vice Chair for 2013.

9. **PUBLIC COMMENT**

During this comment period, any person is invited to speak on any topic that is not listed as an action item on this agenda. Each speaker must fill out a Request to Speak card and must limit comments to three minutes. Action may not be taken on any matter raised during this public comment period until the matter is specifically listed on a future agenda.

10. **ADJOURNMENT (FOR POSSIBLE ACTION)**



## BOARD OF DIRECTORS **DRAFT** MEETING MINUTES

**Friday, November 9, 2012**

**Washoe County Commission Chambers  
1001 East Ninth Street, Reno, Nevada**

1. **CALL TO ORDER**

A. **ROLL CALL, ESTABLISHMENT OF QUORUM, AND PLEDGE OF ALLEGIANCE**

Chair Smith called the meeting of the Truckee River Flood Management Authority (TRFMA) Board of Directors to order at 8:45 a.m.

A quorum was established with the following Directors present: David Aiazzi, Geno Martini, and Ron Smith. Director Bob Larkin joined the meeting via telephone.

Directors David Humke, Kitty Jung, Jessica Sferrazza were not in attendance.

Staff members present included Jay Aldean, Ed Evans, Mimi Fujii-Strickler, Danielle Henderson, Laura McAuley, Eric Scheetz, Paul Urban, Lori Williams, Michael Wolz, and Kathy Garcia, Acting CFO.

Director Aiazzi led the pledge of allegiance.

B. **PUBLIC COMMENT**

Chair Smith called for public comment and hearing none, he closed this item.

C. **APPROVAL OF AGENDA (FOR POSSIBLE ACTION)**

*Chair Smith asked to take Item 4B prior to Item 2. Director Martini moved to approve the agenda as amended; Director Aiazzi seconded and it passed unanimously.*

D. **MINUTES (FOR POSSIBLE ACTION)**

*Director Aiazzi moved to approve the Draft Minutes of the TRFMA Meeting of September 14, 2012; Director Martini seconded and it passed unanimously.*

E. **ANNOUNCEMENTS/CLIPPINGS** – Executive Director Aldean made these announcements:

- He received a proposal from Don Minoli which he will forward to the Board.
- He sent an update to the Board regarding the Tracy Project.
- The Corps' South Pacific Division Update Meeting has been rescheduled for November 27<sup>th</sup>.

4. **B. LIABILITY INSURANCE RENEWAL (FOR POSSIBLE ACTION)**

Mimi Fujii-Strickler, Administrative Services Manager explained the quotes received for general liability insurance coverage and their terms from Lexington Insurance Company and Houston Casualty Company.

Brandon Lewis of Wells Fargo Insurance further explained the differences between the two carriers. Most insurance carriers want to see the project further along (i.e., in maintenance mode) before they will provide coverage.

***Director Martini moved to direct staff to renew the liability insurance policy held with Lexington Insurance Company; Director Aiazzi seconded and it passed unanimously.***

2. **TECHNICAL ADVISORY COMMITTEE (TAC) REPORT (FOR POSSIBLE ACTION)**

Executive Director Aldean reported that the TAC went over the language of the RFP at their last meeting. Staff included those comments and released the RFP. Per approval by the Board in September, Chair Smith did review the RFP prior to release.

3. **ARMY CORPS OF ENGINEERS MONTHLY REPORT (FOR POSSIBLE ACTION)**

***No report was given; weather issues prevented Corps' attendance.***

4. **FINANCIAL ITEMS**

A. **MONTHLY REPORT ON FLOOD PROJECT FINANCIAL STATUS AND RELATED FINANCIAL ACTIVITIES (FOR POSSIBLE ACTION)**

Kathy Garcia, Acting CFO explained the new format and reviewed the June and August balance sheets for both the general and capital budgets.

Aiazzi asked if Washoe County passes the whole 1/8 cent sales tax collected to TRFMA. Washoe County keeps \$197,000 each month which goes to debt service per Garcia.

***Director Aiazzi moved to accept the report; Director Martini seconded and it passed unanimously.***

5. **POSSIBLE USE OF COOPERATIVE EXTENSION BUILDING FOR OVERFLOW HOMELESS SHELTER (FOR POSSIBLE ACTION)**

***Director Aiazzi moved to authorize use of the Cooperative Extension building for a temporary overflow homeless shelter for the upcoming winter months, and to authorize the Chairman to execute a contract with the City of Reno for such use; Director Martini seconded and it passed unanimously.***

6. **INITIATION OF PERFORMANCE EVALUATION OF TRFMA GENERAL COUNSEL (FOR POSSIBLE ACTION)**

Jay Aldean, Executive Director, TRFMA discussed a proposal to disseminate an evaluation survey to members of the Board for the performance evaluation of TRFMA General Counsel in accordance with §2.03 of his Employment Agreement.

Chair Smith directed staff to send the evaluation form to all current Board Members for their input.

7. **BOARD MEMBER COMMENTS, REQUESTS AND FUTURE AGENDA ITEMS**

Chair Smith noted that this is Director Aiazzi's last meeting; he congratulated Aiazzi on his election to the School Board and thanked him for his service and for bringing a different perspective to this board.

Director Aiazzi stated that it has been a pleasure to work on this board and we have established a great foundation for this organization.

8. **PUBLIC COMMENT**

Chair Smith called for public comment and hearing none, he closed this item.

9. **ADJOURNMENT (FOR POSSIBLE ACTION)**

***Director Aiazzi moved to adjourn at 9:07 a.m.; Director Martini seconded and it passed unanimously.***

Respectfully submitted,  
Laura McAuley, Recording Secretary

Approved in session on \_\_\_\_\_.



## **2013 MEETING SCHEDULE**

Month	FMA	TAC	Working Group
January	1-11-13	1-25-13	1-30-13
February	2-8-13 <sup>1</sup>	2-22-13	2-27-13
March	3-8-13	3-29-13	3-27-13
April	4-12-13	4-26-13	4-24-13
May	5-10-13	5-31-13	5-29-13
June	6-14-13	6-28-13	6-26-13
July	7-12-13	7-26-13	7-31-13
August	8-9-13	8-30-13	8-28-13
September	9-13-13	9-27-13	9-25-13
October	10-11-13	11-1-13 <sup>2</sup>	10-30-13
November	11-8-13	11-22-13 <sup>2</sup>	11-27-13
December	12-13-13	12-27-13	TBD
Usual Day (Unless Noted)	2 <sup>nd</sup> Friday	Last Friday of the month	Last Weds. of the month
Time (Unless Noted)	8:30 a.m.	10:00 a.m. – noon	3:00 – 5:00 p.m.
Location (Unless Noted)	BCC Chambers	TRFMA Tahoe Conf Room	TRFMA Tahoe Conf Room

- 1- Location changed to Sparks City Council Chambers
- 2- Date changed due to holiday

# **Hot Off The Press**



**News clippings on the  
Truckee River Flood Project  
and related topics  
November 1, 2012 to  
December 7, 2012**

## Communities did little flood prep

By Thomas Frank and Brad Heath

USA Today

Many coastal cities and towns slammed by Hurricane Sandy have done little to protect themselves from flood damage, ignoring federal incentives even as they have been flooded repeatedly, a USA Today analysis of federal records shows.

More than 100 municipalities in areas declared a federal emergency this week have received the worst ratings from Washington under a program that rewards communities for trying to minimize flood damage.

The program, run by the Federal Emergency Management Agency, evaluates communities in 18 areas and gives discounts on flood-insurance premiums in towns that take steps such as telling the public about flood risk, requiring higher elevations for homes and removing development from property that floods frequently. FEMA, which provides the insurance, created the program to reduce flooding risks.

Roughly 1,000 communities across the U.S. have won discounts of 10 per-

cent or more for their property owners through the program.

But in New Jersey, for example, coastal communities such as Sea Bright, Lacey, Barnegat and Ocean Township get no discounts because they took either minimal or no flood-prevention action and received the worst insurance rating, federal records show.

Those communities have more than 6,000 insured properties worth \$1.4 billion, records show, and have sustained major damage over the years. Property owners in the four towns have filed 2,500 claims against FEMA's flood-insurance program since 1978, receiving \$26 million in payments, the records show.

Sea Bright Mayor Dina Long said her community's insurance rating doesn't reflect its recent flood-mitigation efforts, but nothing would have protected it from Sandy: "It would be absurd to imply that any kind of readiness could have protected us from the surf. The only thing that could have protected us would be to physically move the town."

**Subject:** FW: Water policy: Senate panel to begin work on WRDA -- 11/13/2012 -- www.eenews.net

<http://www.eenews.net/EEDaily/2012/11/13/11>

## **Senate panel to begin work on WRDA**

The Senate Environment and Public Works Committee will this week take the first step toward Chairwoman Barbara Boxer's (D-Calif.) ambitious goal of passing a Water Resources Development Act by the end of the year.

The committee will convene Thursday for a legislative hearing on a draft bill that it released Friday. It has been more than five years since Congress passed a WRDA (pronounced "word-uh"), which funds projects ranging from levees, locks and dams to restoring ecosystems.

Deficit hawks object to WRDA's multibillion-dollar price tags (the 2007 bill swelled to \$23 billion by the end of the process), and other skeptics have said it is politically unfeasible to pass a bill given Republicans' ban on earmarks, because water projects are usually requested by individual lawmakers for the benefit of their home state or district.

The new draft bill gets around the earmark ban by setting a handful of criteria that, if met, would automatically authorize a project. There are currently 18 projects that meet the criteria.

Interest groups are still sizing up the 135-page draft bill but cheer the fact that the bill would incorporate some elements of reform called for by industry. The bill includes a provision aimed at streamlining the process for nonfederal entities to move forward with projects on their own, as well as one that seeks to free up money that has accumulated in the Harbor Maintenance Trust Fund, but which has for years been used to offset deficits elsewhere in the budget.

Sen. David Vitter (R-La.), the panel's new ranking member, said in September that he would push for the next WRDA to include "significant" reforms of the Army Corps of Engineers, which he called "a broken agency" married to "a broken process" (*Greenwire*, Sept. 20).

One of the biggest changes in the draft bill is a provision allowing for as many as 10 pilot projects a year to use "innovative financing." The provision, called the "Water Infrastructure Financing and Innovation Act" (WIFIA), is modeled on a popular provision in the federal transportation bill -- the Transportation Infrastructure Finance and Innovation Act (TIFIA).

Even projects that land in a WRDA that passes Congress still must receive funding through the appropriations process before shovels can break ground. The backlog of WRDA-authorized-but-unfunded projects is estimated at roughly \$60 billion, and appropriators dole out about \$2 billion a year, which means most projects will never receive funding.

Lawmakers from both sides of the aisle have backed the idea of using public-private partnerships as a way of getting much-needed water projects built at a time when additional federal funds are hard to come by. The Army Corps has been exploring the idea, too.

"For the federal government, I don't really see a downside," said Don Riley, former deputy commander of the Army Corps and now senior vice president at the water resources lobbying firm

Dawson & Associates. "There are still things to work out -- that's why they're starting with pilot projects."

He noted that some states have already moved in this direction for their projects, for example by having a private developer build a levee along a river and then getting paid by taxing each house protected by it.

Whether the draft WRDA bill moves during an already packed lame-duck session, however, remains to be seen. Boxer said at the September hearing that she wants to have a bill ready to go should the opportunity to pass one arise. If the opportunity does not arise, the work on the bill could largely be rolled over into the next Congress, since water development interests tend to be more regional than partisan.

Taxpayer advocates, for their part, have strongly objected to the prospect of moving the bill during the lame duck.

"If they haven't been able to get something done in the last 22 months, they shouldn't try to get it done in the last two months," said Steve Ellis, vice president at Taxpayers for Common Sense, during a call with reporters last week.

Beginning work on a WRDA now is "absolutely unnecessary, it's absolutely preposterous to try to be doing major legislation here in the last 12 months and in the waning days of the 112th Congress," Ellis said.

**Schedule:** The hearing is Thursday, Nov. 15, at 10 a.m. in 406 Dirksen.

**Witnesses:** None scheduled.

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# Devastating drought likely to linger, make winter bleaker

Central, western USA will endure harshest effects

Doyle Rice  
@usatodayweather  
USA TODAY

The merciless drought that has scorched much of the central USA this year shows no signs of letting up, according to the most recent forecast from the Climate Prediction Center.

For a massive portion of the nation — in almost every state west of the Mississippi River — drought is forecast to continue throughout the next several months: “The drought is likely to persist through the winter,” Weather Underground meteorologist Jeff Masters reported.

Beyond the winter, the forecast gets murky: “We’re expecting persistence of the drought through the winter months and through early spring, and with the climate signals being relatively weak ... it’s very difficult to really say how the spring will materialize with regard to the drought outlook,” said Jon Gottschalck, a meteorologist with the Climate Prediction Center, part of the National Oceanic and Atmospheric Administration (NOAA).

The area currently in a drought expanded slightly this week after a few weeks of improvement.

According to Wednesday’s U.S. Drought Monitor, a weekly federal re-

port that tracks drought across the nation, the percentage of the USA enduring drought conditions worsened slightly from the week before, from 58.8% to 60.1%. This is the first time in five weeks that the national percentage went up.

Parts of every state west of the Mississippi, except for soggy Washington state, are seeing some level of drought conditions. All of six states — Oklahoma, Kansas, Nebraska, South Dakota, Colorado and Iowa — are entirely in a drought.

Farmers in the Plains are coping the best they know how: Gregg Ode, who farms near Brandon, S.D., said he has done the best he can and has secured his feed for the winter, spring and part of next summer.

“We just hope that Mother Nature will bless us with some rains in the spring when we get the crops put in,” Ode said.

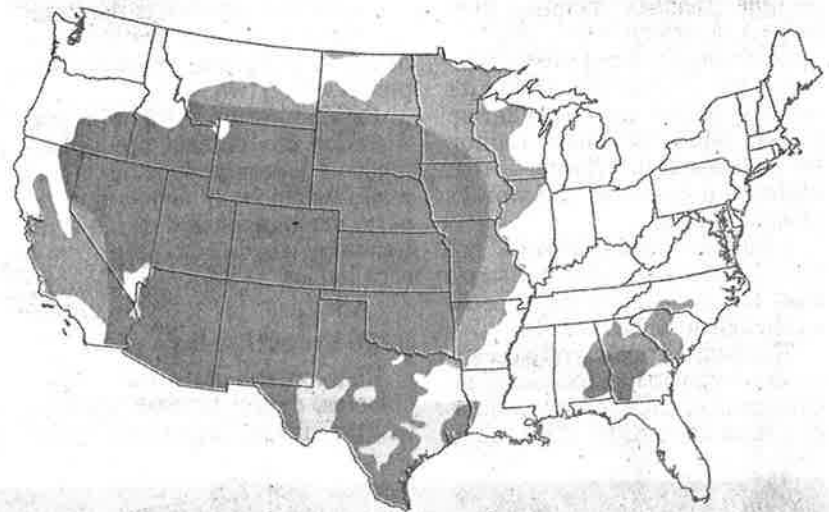
Even with the devastation from Superstorm Sandy in the Northeast, it’s the drought that could do the most damage to the U.S. economy.

“Sandy’s damages of perhaps \$50 billion will likely be overshadowed by the huge costs of the great drought of 2012,” Masters said.

Masters said it will be several months before the costs of America’s worst

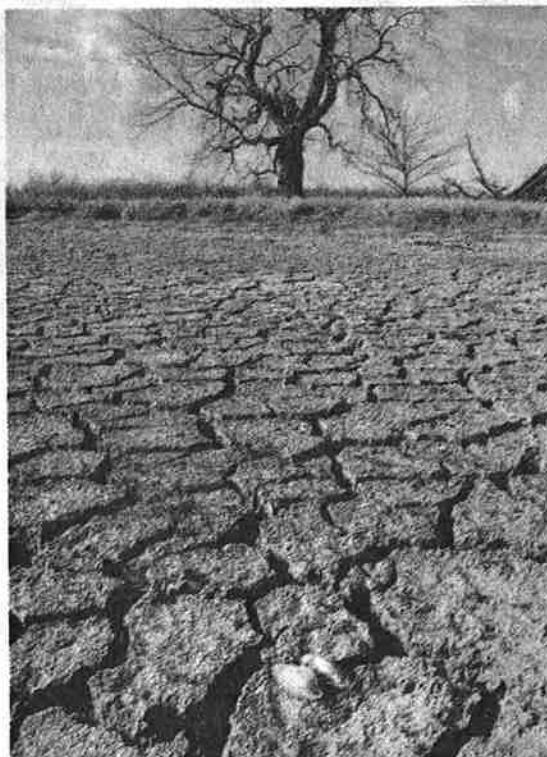
## WINTER DROUGHT OUTLOOK

The devastating drought is forecast to persist or intensify through the winter across much of the central and western USA.



- Drought to persist or intensify
- Drought ongoing, with some improvement
- Drought development likely
- No drought

Source Climate Prediction Center  
DOYLE RICE AND JULIE SNIDER, USA TODAY



Shells rest on a dried lake in Waterloo, Neb., in November. Waterloo is about 20 miles west of Omaha.

NATI HARNIK, AP

drought since 1954 are known. However, the 2012 drought is expected to cut the USA’s gross domestic product by 0.5 to 1 percentage point, Deut-

sche Bank Securities told Bloomberg News this week.

Given the U.S. GDP is about \$15 trillion, the drought of 2012 represents a \$75 billion to \$150 billion hit to the U.S. economy, Masters reported.

Other drought facts:

► In order for parts of Oklahoma and Arkansas to come out of their drought, they would need more than a foot of rain, according to the Climate Prediction Center.

► Nebraska and Wyoming are enduring their driest year on record, according to the National Climatic Data Center.

► NOAA reported that a drought severity index for the primary hard red winter wheat area (located mainly in Oklahoma, Nebraska and Kansas) last month reached its worst reading since the 1950s.

Contributing: Christopher Doering, Gannett Washington Bureau

RGT 11/24/12 - USA TODAY SECTION

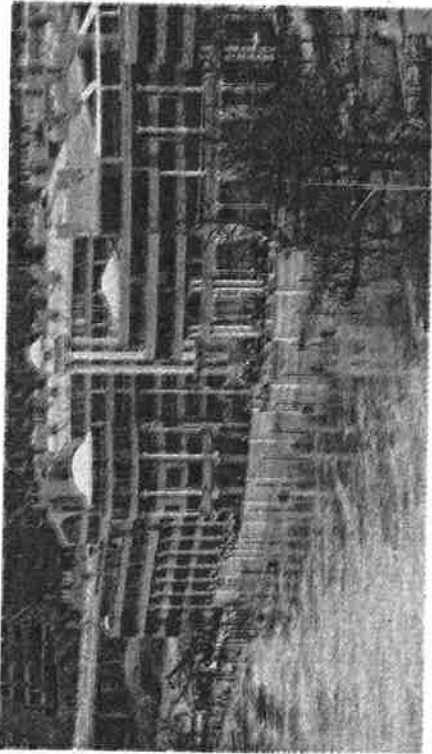
# NYC mulls building 5-mile storm barriers

By Jeff Donn  
Associated Press

Think Sandy was just a 100-year storm that devastated New York City? Imagine one just as bad, or worse, every three years.

Prominent planners and builders say now is the time to think big to shield the city's core: a 5-mile barrier blocking the entryway to New York Harbor, an archipelago of man-made islets guarding the tip of Manhattan, or something like CDM Smith engineer Larry Murphy's 1,700-foot barrier — complete with locks for passing boats and a walkway for pedestrians — at the mouth of the Arthur Kill waterway between the borough of Staten Island and New Jersey.

These strategies aren't just pipe dreams. Not only do these technologies already exist, some of the concepts have been around for decades and have been deployed successfully in



These flood gates protect the Washington Harbour complex in Washington, D.C., from waters overflowing from the Potomac River. AP

other countries and U.S. cities. Like the argument in towns across America when citizens want a traffic signal installed at a dangerous intersection, Sandy's 43 deaths and estimated \$26 billion in damages citywide might not be enough to galvanize the public and the politicians into action.

"Unfortunately, they proba-

bly won't do anything until something bad happens," said CDM Smith's Murphy. "And I don't know if this will be considered bad enough."

By century's end, researchers forecast up to four feet higher seas, producing storm flooding akin to Sandy's as often as several times each decade. Even at current sea levels,

## VULNERABLE MANHATTAN

The famous island can be pounded by storm surges from three sides: from the west via the Arthur Kill waterway, from the south through the Upper Bay, and from the Long Island Sound through the East River. Relatively shallow depth offshore allows storm waters to pile up; the north-south shoreline of New Jersey and the east-west orientation of Long Island further channel gushing seas right at Manhattan.

Sandy's floodwaters filled subways, other tunnels and streets in parts of Manhattan.

The 13-mile-long island serves as the country's financial and entertainment nerve center. Within a 3-mile-long horseshoe-shaped flood zone around its southernmost quadrant are almost 500,000 residents and 300,000 jobs. Major storms swamp places like Wall Street and the site of the World

## Trade Center.

Seizing the initiative from government, business and academic circles have fleshed out several dramatic concepts to hold back water before it tops the shoreline. Two of the most elaborate proposals are:

» A rock causeway, with 80-foot-high swinging ship gates, would sweep five miles across the entryway to inner New York Harbor from Sandy Hook, N.J., to Breezy Point, N.Y. To protect Manhattan, another shorter barrier is needed to the north, where the East River meets Long Island Sound, and another small blockage would go up near Sandy Hook.

» A green makeover of lower Manhattan would install an elaborate drainage system beneath the streets, build up the very tip by 6 feet, pile 30-foot earthen mounds along the eastern edge, and create perimeter wetlands and a phalanx of artificial barrier islets — all to absorb the a huge storm.

# Stream bank project helps Lyon County road at risk

By Keith Trout

kt trout@masonvalleynews.com

The Dayton Valley Conservation District scheduled five Carson River stream bank stabilization and restoration projects this year, including one that's helping to improve things for a Lyon County road.

Officially, four of the projects are being done along or near River Road with a final project farther east on Break-A-Heart Road near Hodges Transportation property.

Lyon County public works director Mike Workman said a few years ago, he became aware of a situation along River Road in Dayton where the river was undercutting into an area right before the roadway.

That caused concern that the river flow might eventually cut more into that area next to the road — especially in high water flows — and the road would be lost.

Workman talked with Rich Wilkinson, manager of the Dayton Valley Conservation District, and learned the district had funding sources for stream bank stabilization projects, so the area near River Road



Heavy equipment works on a Dayton Valley Conservation District river bank stabilization project in the Carson River along River Road this fall. HANDOUT

was included in this year's projects.

Wilkinson reported the total length of the projects this year amounted to protection of about 3,600 linear feet along the riverbank, with the cost coming to about \$335,000.

He said the district receives funding from various sources, including the Carson Water Subconservancy District, the Carson-Truckee Conservancy District and Lyon County.

Wilkinson said the district looks for areas where excessive scouring and erosion has oc-

curred along the riverbanks.

Workman was pleased with the work that was done in the area to protect the road, saying it was a "significant improvement."

"I have been very concerned that when river flows increase beyond the normal flow, that we might lose that section of River Road. With reduced county staff and funding, losing a section of roadway would be very difficult to overcome," Workman said.

Wilkinson said that the projects reshape and protect the riverbanks, using rock for riprap on the banks, and make use of bioengineering, which consists of use of plants and vegetation to stabilize the stream bank.

Wilkinson said the goal in these riverbank stabilization and restora-

tion projects is "to minimize erosion, re-establish native vegetation and to enhance wildlife habitat."

He emphasized that "all of our work is environmental and for protection of natural resources and not for flood protection," although the latter could be a by-product. "It is ecology-based management of the river."

He added, "We've been very successful at stopping any more erosion in the areas we treat," as the design traps sediment. "We've also been effective in helping protect agricultural lands."

The main contractor on the projects was Coons Construction of Dayton while Kelley Erosion Control Inc. also participated in the projects.

# Heavy rain, high elevation snow expected

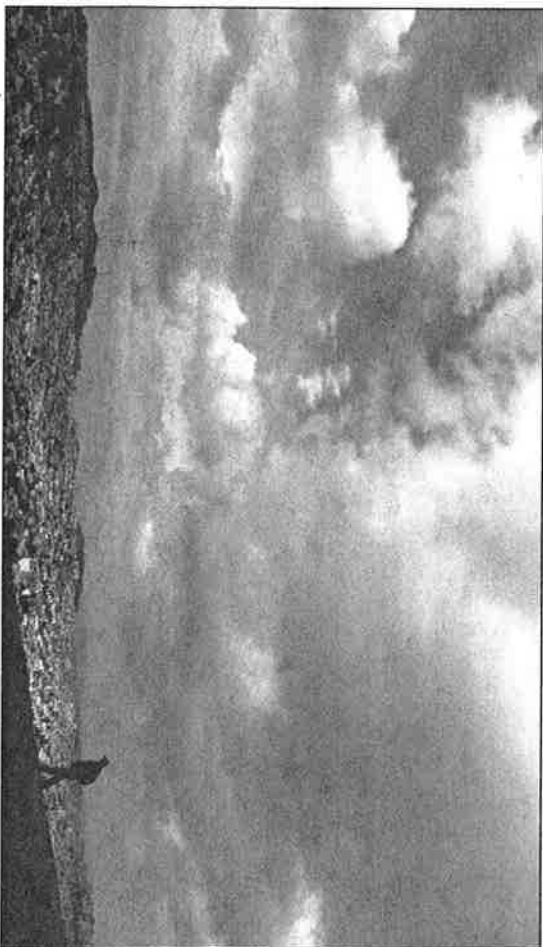
Staff Report

A series of wet winter storms is expected to drop lots of rain, and snow at high elevations, through the weekend in the Sierra Nevada.

"A fast moving storm system will bring a period of wet weather to the Sierra and far western Nevada Wednesday and Wednesday evening," according to a statement from the National Weather Service in Reno. "Wet weather with this system will be short lived with accumulating snow remaining near and above 6,500 feet."

A more significant set of storms is expected Thursday night and into the weekend. These storms will bring a prolonged period of heavy precipitation to the region, according to the weather service.

"These storms will have high snow levels (above 7,500 to 8,000 feet and possibly over 9,000 feet at times) ... therefore significant snowfall



THE ASSOCIATED PRESS

**A man walks along Bernal Heights Hill under fog and clouds in San Francisco on Tuesday. Northern California residents are bracing for gusty winds, rain and snow at higher elevations, as a series of storms gets set to touch down. The rain and snow should begin falling today and continue through Sunday, according to the National Weather Service.**

will likely be relegated to only the highest elevations of the Sierra," according to the statement. "Heavy rains will cause rises in river and

streams but flooding is not expected. The main threat in western Nevada Thursday night and Friday appears to be strong winds followed by

heavy rain on Sunday." Wind advisories have been issued for the next several days. Ridge gusts could reach 110 mph. Two- to 4-foot

waves are also expected on Lake Tahoe Wednesday, with higher waves expected Thursday night and Friday.

Travel could be affected over the highest mountain passes this weekend and the wet weather will cause a seasonal closure of dirt roads in the Eldorado National Forest Thursday. The dirt roads will remain closed until at least April 1, according to a statement from the U.S. Forest Service.

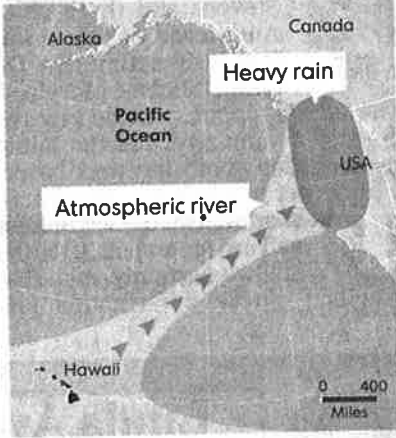
"This is an unusual move for me to set a date for the beginning of the seasonal closure when the roads are not yet soaked," Forest Supervisor Kathy Hardy said in the statement. "However, based on the special weather alert issued by the National Weather Service, it looks like the coming storm will produce a considerable amount of rainfall. I wanted to give visitors as much advanced notice as possible about the impending dirt road closures."

# Rain, winds to lash Northern California

RGJ 11/28/12 USA TODAY SECTION

## THE PINEAPPLE EXPRESS

This "atmospheric river" brings huge amounts of tropical air and moisture from near Hawaii to the West Coast.



Source ESRI  
JANET LOEHRKE AND DOYLE RICE, USA TODAY

**Doyle Rice**  
USA TODAY

An intense storm will slam into Northern California today with strong winds and heavy rain, the first in a series of powerful storms forecast to hit the state over the next several days. Today's storm should roar into the San Francisco area with lightning and wind this morning before moving inland.

Rain totals should top a foot in some spots by the time the storms end Sunday, and wind gusts likely will howl up to 95 mph in the mountains.

The rain will likely lead to flash and river floods, along with mudslides and debris flows, says George Cline, a meteorologist with the National Weather Service in Sacramento.

The weather service warns power outages should be expected in Northern California from downed trees and limbs. Cline says this will be the most rain California has seen since last year.

The storms, which are rotating around a large area of low pressure in the Gulf of Alaska, will be fueled in part by the "pineapple express," an

atmospheric river of tropical moisture that moves from the Hawaiian Islands to the West Coast. The pineapple express typically runs a few times each winter.

Separate storms will move along this "river" every day through Sunday, says AccuWeather meteorologist Ken Clark. Although each individual storm wouldn't be enough to cause major problems, Clark says it's the cumulative effect that could cause flooding problems.

The heaviest rain is likely for higher elevations northeast of Sacramento, Clark reports. By Sunday, rain amounts of 3-7 inches are expected in the valleys, 6-12 in the foothills and 10-20 in the mountains, the weather service forecasts.

Southern Oregon will also see heavy rain and strong winds. But Southern California will not get the level of rain on tap for Northern California.

The storms will produce up to at least a foot of snow over the highest elevations of the Sierra, the Bitterroots, Tetons and the Washington Cascades, Weather Channel meteorologist Jonathan Erdman says.

RGJ 11/28/12

# Warm storms set to bring heavy rainfall

By Jeff DeLong  
jdelong@rgj.com

A series of strong, warm storms is lining up to hit the Reno-Tahoe area today through the weekend, bringing drenching mountain rains to all but the highest elevations.

No significant river flooding is expected, but heavy rains could cause small streams to rise quickly and also pose erosion problems in areas burned by recent wildfires, experts said Tuesday.

"An atmospheric river is pretty much what we're looking at" as the coming storms tap an ample plume of moisture from the central Pacific, said Gary Barbato, a hydrologist from the National Weather Service office in Reno.

See **STORMS**, Page 5A

## ON RGJ.COM

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**SEND US YOUR PHOTOS:** Send your weather-related photos to [readerphotos@rgj.com](mailto:readerphotos@rgj.com), and log in to see other readers' images.

## Storms

Continued from Page 1A

After a promising start to the ski season from early season storms, the newest set of storms won't prove particularly helpful, dropping snow only at the highest elevations of the Sierra and rain everywhere below that.

The first quick-moving system is expected to hit this afternoon and into tonight, bringing several inches of wet, slushy snow to the Sierra above 6,500 feet, said Chris Smallcomb, a weather service meteorologist.

A second and stronger punch is expected Thursday night through Saturday morning. It will come with high winds—gusting up to 55 mph on the valley floors—and heavy precipitation.

Up to a foot of snow might fall in the Sierra's higher elevations and several inches of rain below that.

The third storm, warmest of the three, is expected Saturday afternoon into Sunday, bringing the heaviest rain, with snow levels at 8,000 to 9,000 feet.

Over the length of the entire five-day event, 8 to 10 inches of rain is expected along the Sierra crest, with up to 4 inches falling around Lake Tahoe and about an inch in the Reno-Carson area.

One "worst case" model predicted as much as 15 inches of rain along the crest.

"This is certainly a significant event," Smallcomb said.

"These are the ones that bring us the highest precipitation, the warmest precipitation and the highest probability of flooding," Barbato said. "What we've got going for us is it's been dry for a year and a half now."

### Reservoirs ready

Drought conditions have lowered reservoirs, leaving ample storage for runoff from the storms. Soils are parched and will soak up a lot of moisture.

Recent storms have left some snow in the high country, but not enough to pose serious problems if melted by rain, Barbato said.

## RENO-AREA FORECAST

**TODAY:** Chance of rain showers, high 52, low 37

**THURSDAY:** Showers likely, high 57, low 43

**FRIDAY:** Rain likely, high 58, low 43

## TAHOE-AREA FORECAST

**TODAY:** Snow/rain, high 40, low 31

**THURSDAY:** Rain, high 40, low 35

**FRIDAY:** Rain, high 40, low 38

Source: National Weather Service

**“The small streams will be the problem once we get things saturated.”**

**GARY BARBATO**  
NWS hydrologist

For those reasons, no serious flooding is anticipated along the Truckee, Carson or Walker rivers, though significant rises in river levels are possible by the weekend.

The Susan River near Susanville could come within a foot of flood stage by Sunday.

### Burned areas at risk

Of more concern is the potential for stream and urban flooding at Lake Tahoe and along the east Sierra front and foothills of Reno, Carson City and Douglas County.

"The small streams will be the problem once we get things saturated," Barbato said.

Prolonged, heavy rains could also pose the risk of mudslides and debris flows in areas where wildfires burned last summer in Douglas and Lassen counties.

Areas of Reno where big fires burned earlier in the year or in late 2011 will also bear watching, he said.

"That would be a whole other issue. That takes a lot less rain," Barbato said of potential erosion problems in burn areas.

# Rain could bring minor flooding

NEVADA  
APPEAL  
11/29/12

Nevada Appeal Staff Report

Rain from Wednesday will continue through Sunday, coming in waves, bringing the possibility of minor flooding on creeks and the possibility for mudslides on recently burned areas.

Precipitation through Friday will moisten the ground enough that when the final wave of precipitation hits the area on Saturday, the ground will not be able to soak up any more water, National Weather Service Meteorologist Shane Snyder said.

"It will be moist enough that the ground won't soak up any more water," he said.

Mud flows and slides are possible in areas that have burned recently, he said.

The potential, in the burned areas, for the wet earth to slide or slough off is present. Small creeks are susceptible to over-running their banks.

The snow level, at its peak, will reach 9,000 feet, allowing almost the entire range to contribute to the water coming into the valley.

The storm is expected to bring 3-4 inches into the Carson Range and an inch into the valley.

If potential flooding weren't enough, strong winds are expected, with gusts up to 55 mph tonight and Friday. Gusts in the ridges are expected to reach 100 mph winds.

A cold front on Sunday afternoon will bring the snow levels down, ending the flooding threat, according to the National Weather Service.

# Nevada in for a soaking, but events will go on

By Steve Timko  
stimko@rgj.com

Two more storms are expected to bring rain to the Sierra and the valleys of western Nevada, increasing the chance of flooding, the National Weather Service reports.

Rain might also fall on weekend events and keep Renoites from skating on the downtown

Rink on the River.

The greatest flood risk is from small creeks and streams along U.S. 395 and through western Nevada into California, the weather service reported. Steamboat Creek also could flood.

The Wolf Pack has contingency plans for its Saturday game in Reno against Boise State in case of flooding, but

snow or rain is not enough to cancel a football game, sports information spokesman Chad Hartley said.

Oregon State Police asked Boise State fans traveling to and from Reno along U.S. 95 to allow extra time because of the weather, to drive safely and to drive sober. It warned of special enforcement Friday and Sunday on the stretch of highway

that cuts across southeast Oregon.

The Christmas tree lighting in Sparks is still on for 6:30 p.m. Friday, and the Intuit Home-towne Christmas Parade is set for 1 p.m. Saturday, Sparks spokesman Adam Mayberry said.

No decision had been made

See STORMS, Page 5A

## Storms

Continued from Page 1A

on how the rain might affect Rink on the River, Reno spokeswoman Michele Anderson said. Those decisions are often made in the morning.

"Our scheduling of the rink is as weather permits," Anderson said.

She urged people to call the rink hotline at 775-334-6268 or use the Rink on the River link on [www.reno.gov](http://www.reno.gov).

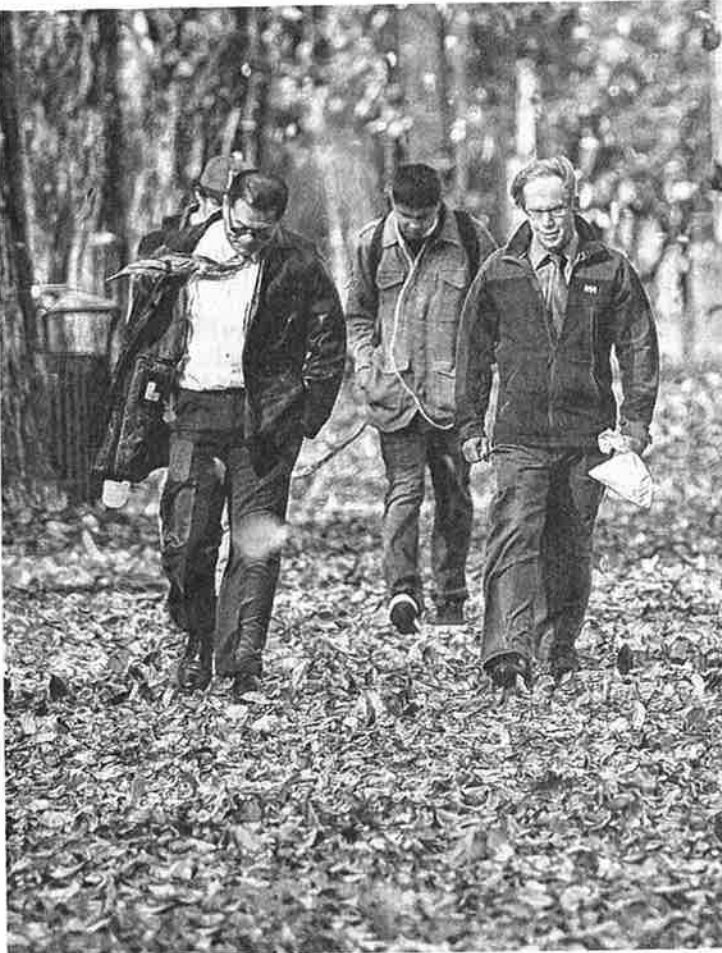
A low pressure system stuck off the coast of British Columbia is sending an "atmospheric river" across California into Nevada, the weather service said.

The storm on Wednesday began soaking dry soil, and that will continue with storms moving through today and Saturday night, the weather service said. Mudslides and rockslides are possible in steep terrain and areas recently burned in wildfires.

The wave arriving tonight through Friday will leave snow at altitudes higher than 7,500 feet. It's expected to drop 1 to 3 inches of rain in the Lake Tahoe basin and a half inch in the valleys of western Nevada.

The snow level could climb as high as 10,000 feet on Saturday, with rain washing away any snow below that altitude.

This system will have



People walk through the blustery wind on the UNR campus on Wednesday. ANDY BARRON/RGJ

strong winds with gusts to 100 mph in the highest ridges in the Sierra. This could make travel difficult for high-profile vehicles, the weather service said.

The next storm arrives Saturday night and goes into Sunday. It could leave 2 to 4 inches of rain in the Lake Tahoe basin and an up to an inch in the valleys.

### RENO-AREA FORECAST

**TODAY:** Scattered showers, cloudy. High near 57, overnight low near 43. Wind gusts could reach 60 mph overnight.

**FRIDAY:** Showers, less wind. High near 59, low near 40.

**SATURDAY:** Rain, especially Saturday night. High near 58, low near 45.

**SUNDAY:** Rain during the day, windy. High near 54, low near 33. Snow level dropping to 5,100 feet by Sunday night.

### SOUTH LAKE TAHOE-AREA FORECAST

**TODAY:** Showers, breezy with stronger winds overnight. High near 46, low near 36.

**FRIDAY:** Showers and windy. High near 46, low near 34.

**SATURDAY:** Rain and breezy. High near 45, low near 40.

**SUNDAY:** Rain and snow. Snow level starting at 9,200 feet and lowering to 6,600 feet. High near 44, low near 26.

Source: National Weather Service



## ECONOMIC RECOVERY

# Taxable sales rise for full year

## September increase lifts hopes for holiday season

By Bill O'Driscoll  
bodriscoll@rgj.com

In a hoped-for precursor to the holiday shopping season, taxable sales in Washoe County rose 9.1 percent in September from a year earlier, marking a full year of monthly increases as the region slowly emerges from recession.

The state report Thursday showed increases in September in all major sales sectors across the greater Reno-Sparks area, from apparel to automobiles to construction equipment and materials.

The findings from the

### TAXABLE SALES

#### SEPTEMBER 2012 VS. 2011:

**Washoe:** \$489 million +9.1%

**Carson:** \$62.4 million +0.5%

**Douglas:** \$54.5 million +11.2%

**Lyon:** \$13.3 million -59.2%

**Clark:** \$2.7 billion +4.9%

**Statewide:** \$3.73 billion +4.2%

Source: Nevada Department of Taxation

See SALES, Page 4A

## Sales

Continued from Page 1A

Department of Taxation, including a 4.2 percent increase statewide, the 27th straight monthly rise, reaffirmed the Retail Association of Nevada's predictions of a 6.8 percent improvement in holiday sales this year over 2011.

September's figures "only underscore just how merry retail sales are expected to be as we enter December," said Bryan Wachter, director of government affairs for the Carson City-based industry group.

Mark Pingle, economist at the University of Nevada, Reno, stopped short of declaring a full-on recovery after four years of recession that brought the highest unemployment in the nation to Nevada and at one point 35 straight months of year-over-year declines in Washoe's taxable sales.

Pingle put more significance on the magnitude of September's sales rise in Washoe County than in the current string of increases since October 2011.

"Nine percent is much more than normal, which is 3 to 4 percent," he said. "We're still a long ways from being out of the hole,

but it indicates consumer confidence."

Washoe's September sales in key sectors included a 5.8 percent rise in clothing/accessories, a 7.5 percent increase in furniture/furnishings and a 6.2 percent improvement in restaurant/bar business, according to the report.

But Pingle and others said confidence was particularly evident in Washoe's automobile-related sales, one of the biggest sectors which rose 21.6 percent from a year earlier, continuing a string of several months of double-digit increases.

John Raffaelli, owner of Bill Pearce Motors in Reno, said business in his company's Honda and BMW lines has been brisk all year.

"People's attitudes are more optimistic," he said, citing a 32 percent rise in Honda sales and a 14 percent boost in BMW sales.

In addition, he said, "There's some pent-up demand as the age of the (used-car) fleet out there is rising, and gas prices work in our favor with our Honda vehicles. So a lot of things have come together for us. Things are definitely improving."

While taxable sales for October and November won't be known until early 2013, Raffaelli



Jordan Field shops at the new T.J. Maxx at the Outlets at Legends in Sparks on Thursday. In a hoped-for precursor to the holiday shopping season, taxable sales in Washoe County rose 9.1 percent in September from a year earlier, marking a full year of monthly increases as the region slowly emerges from recession. MARILYN NEWTON/RGJ

li said rising sales at Bill Pearce Motors have continued into the fall.

"October was good. November seems to be much better than last year," he said. "We're very pleased."

But the remainder of 2012 is uncertain, Pingle believes, given the ongoing political drama

in Washington, D.C., over the impending "fiscal cliff" — the wholesale expiration of Bush-era tax cuts and the simultaneous implementation of across-the-board spending cuts locked into place more than a year ago in hopes the threat would have forced a compromise on a deficit reduction deal

before now.

That uncertainty, Pingle said, can tip the balance on confidence with U.S. consumers whose spending fuels 70 percent of the nation's economy.

"Consumer confidence is key," he said.

The Associated Press contributed to this story.

# Storms threaten damaging floods

- Sparks Hometowne Christmas Parade postponed.
- Reno's downtown, Sparks industrial area are vulnerable.
- Officials make sandbags available to the public. **3A**

By Jeff DeLong  
jdelong@rgj.com

With a pair of drenching rainstorms barreling toward the region, experts warned Thursday of the potential of serious flooding along the Truckee River in Reno-Sparks come Sunday.

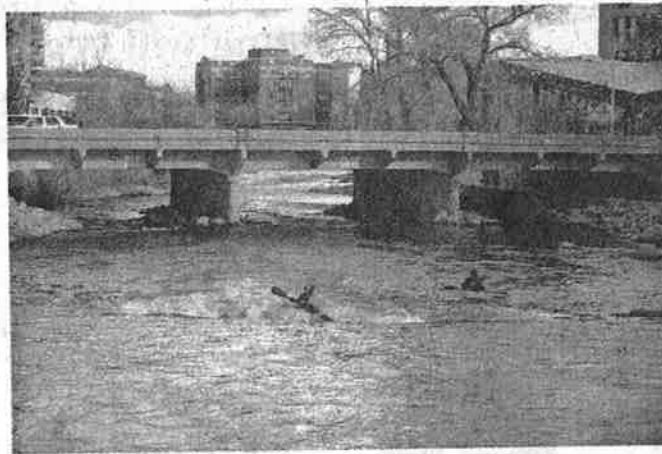
Forecasts varied in severity throughout the day, but it's clear that some level of potentially damaging flooding is possible Sunday in the Sparks industrial area, downtown Reno, Lockwood, Wadsworth and other flood-vulnerable areas.

"The way it's shaping up right now, it's a big one," said Gary Barba-to, a hydrologist with the National Weather Service in Reno.

Serious flooding hazards are also anticipated along small creeks and streams west of U.S. 395 through Reno and Carson City and at Lake Tahoe. Mudslides and rock slides are possible in steep terrain and in areas burned by wildfires.

Forecasts issued Thursday night by California-Nevada River Forecast Center said the Truckee River at Vista Boulevard could peak at just over 19 feet about 6 p.m. Sunday, 4 feet above flood stage and at sufficiently serious levels to submerge parts of the Sparks industrial area in

See FLOODS, Page 3A



Kayaker Johnathan Lau paddles in the rapids while Bradley Parker watches Thursday in downtown Reno.

## RGJ.COM/FLOOD

» Log on for more coverage and updates on the flood situation, as well as resources for residents in the areas that face a flood threat.

» See galleries from the 2005 and 1997 floods.

## FLOOD FORECAST

### Vista Boulevard in Sparks:

» Truckee River peaks at 19.2 feet, 4 feet above flood stage, about 6 p.m. Sunday. Significant flooding possible from U.S. 395 in Reno to Nixon, with the Sparks industrial area potentially flooded by up to 4 feet in areas and some buildings flooded. A larger flood

could affect homes in Lockwood, Wadsworth and Nixon.

» Vulnerable roads in the area include Rock Boulevard south of Greg Street, East McCarran from Interstate 80 south to Pembroke Drive and Mill Street east of Greg Street.

### Reno:

» Truckee River peaks at 10.6 feet, just below flood stage of 11 feet. It's unclear whether minor flooding would occur from Mogul to U.S. 395, including downtown Reno.

» Vulnerable areas include Wingfield Park and the Arlington Street Bridge.

Source: National Weather Service's California-Nevada River Forecast Center.

# Floods

Continued from Page 1A

4 feet of water.

At his east Reno business on North Edison Way next to the Truckee River, George McHenry said he was going to prepare his metal working shop for a potential flood, including getting equipment off the ground and taking his tools home.

"I'll probably be here all weekend just in case," McHenry said on Thursday.

McHenry said he wasn't very concerned about the potential for flooding, given a relatively low snowpack compared to the 1997 flood.

"But I've been wrong before," he said.

In Reno, the river was forecast to crest at about 10.6 feet — just below the flood stage — about 3 p.m. Sunday. At 11 feet, minor flooding could occur between Mogul and U.S. 395, including in downtown Reno, officials said.

The flood forecast diminished in severity from one issued early in the day, when the center predicted high water levels at Vista of nearly 22 feet, producing a flood nearly as severe as the epic flood of January 1997.

The later forecast indicated the possibility of a flood similar to one that hit Dec. 31, 2005 — still a significantly damaging event, Barbato said.

Aware that anything could happen, officials in Reno-Sparks made plans Thursday to ready distribution centers for sandbags and otherwise prepare for potential flooding.

## Getting ready

To ensure adequate emergency personnel are available to respond if necessary, Sparks officials decided to postpone the Sparks Homeowne Christmas Parade, planned Saturday, until Dec. 8.

"We're mobilizing. We're taking it seriously," Sparks spokesman Adam Mayberry said.

Forecasts indicate the possibility of a "very significant" flood, Mayberry said.

Three sandbag stations were expected to be operating by 6 p.m. Thursday, with a total of 11 planned in the flood-prone industrial area, Mayberry said. Reno officials said they were also planning to establish sandbag stations at three locations and crews were working to clear drainage and irrigation ditches in advance of drenching rains.

Crews are working "to ensure we are prepared for the upcoming winds and heavy rain and/or snow with potential flooding," Reno City Manager Andrew Clinger said.

The Washoe County School District has activated the district flood emergency plan, according to Tracy Moore, the

## ON TWITTER

Follow #NVflood for updates related to the flood situation.

school district's Emergency Manager.

The District Emergency Response Team met Thursday afternoon with Superintendent Pedro Martinez to discuss a plan of action.

"We are going to meet Sunday at 10 a.m. to determine if this storm is going to have an impact on school for Monday," Moore said.

If schools will be closed or delayed on Monday, the district will inform parents after that meeting.

In the meantime, precautionary measures are being taken. About 120 school buses and equipment that are housed in the district's Vista Boulevard yard right off of Kleppe Lane will be moved Friday afternoon to Reed High School and the north bus yard off of Old U.S. 395 near Stead.

In addition, the district on Friday will move the Nutrition Services facility, Moore said. The facility is off Spice Island Drive.

## Variable factors

Rainfall amounts on Saturday could be between 3 to 5 inches in the Lake Tahoe Basin and up to 7 inches along parts of Tahoe's west shore, according

to the National Weather Service. Western Nevada could receive an inch or more of rain on the valley floors and up to 3 inches in foothill locations, forecasters said.

Forecasts for anticipated flooding will be updated several times each day today through Sunday, Barbato said.

Several variable factors, including temperatures, snow levels and wind strength, could combine to determine whether serious flooding actually occurs.

"There's still uncertainty. It's going to bounce up and down until it gets here," Barbato said.

Washoe County Emergency Manager Aaron Kenneston met with colleagues from Reno-Sparks. He said it's anyone's guess how serious flooding might actually be but that the potential of a serious event can't be ignored.

The lack of a significant mountain snowpack and the fact that soils were not saturated up until Thursday helps diminish the threat, Kenneston said.

"What we do have is that Pineapple Express pointed right at us," Kenneston said. "When the warning is sounded, we can't ignore it. For areas that are prone to flooding, there's a high possibility they could flood again."

Reno Gazette-Journal reporters Brian Duggan and Jackie Green contributed to this story.

## SANDBAG LOCATIONS

Sandbags will be available to the public at the following locations:

### SPARKS

- » Gateway Park, south of 21st Street and Greg Street
- » Cottonwood Park, end of Spice Island Drive at Truckee River
- » Southeast corner of Deming Way and Kleppe Lane

### RENO

- » Idlewild Park, 1900 Idlewild Drive
- » First Street at Riverside Drive
- » Governor's Bowl Park, off East Fourth Street at the end of Line Drive

### TRUCKEE

- » Truckee Fire Protection District Station 92, 11479 Donner Pass Road

## RENO-AREA FORECAST

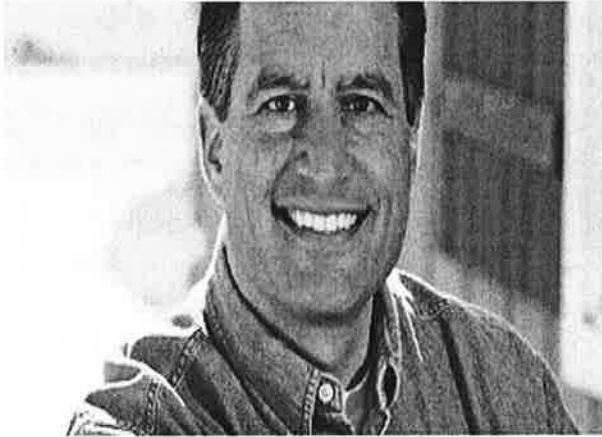
- TODAY:** Showers; high 54, low 40
- SATURDAY:** Heavy rain late; high 55, low 45
- SUNDAY:** Heavy rain early; high 54, low 33

## TAHOE FORECAST

- TODAY:** Showers; high 42, low 35
- SATURDAY:** Heavy rain late; high 44, low 40
- SUNDAY:** Rain/snow; high 43, low 27

Source: National Weather Service

## Governor Sandoval Issues Statement on Expected Flooding



Gov. Brian Sandoval

Published: 2:02 pm

Updated: 2:06 pm

Governor Brian Sandoval made a statement today after receiving a briefing from the Nevada Division of Emergency Management regarding this weekend's predicted flooding in the Reno and Sparks areas.

"I want to assure all Nevadans that the state is prepared for the anticipated flooding in the Reno and Sparks areas this weekend. According to forecasters, flooding can be expected Saturday evening into Sunday, particularly around the Truckee River system and streams and creeks in and around the Truckee Meadows and Storey County. For those citizens living in these areas, as well as in the greater Reno/Sparks area, I encourage you to pay attention to weather reports and take necessary precautions. Should you or your family require non-emergency assistance, you may contact Washoe County at 211. If it is an emergency, call 911."

"The Department of Public Safety Division of Emergency Management will continue to monitor the situation and will provide continual updates to the public and to my office."

### Sponsored Links



#### What is Your Flood Risk?

Protect your home from floods. Get your flood risk profile today.  
[www.floodsmart.gov](http://www.floodsmart.gov)



#### 1 Shocking Tip To Kill Belly Fat

Nevada: Celebrity Doctor Uncovers 1 Simple Trick To A Flat Stomach.  
[LiveHealthyDigest.com](http://LiveHealthyDigest.com)



#### Weird Loophole in Nevada

(NOV 2012): If you pay for car insurance you better read this...  
[www.ConsumerFinanceDaily.com](http://www.ConsumerFinanceDaily.com)

[Buy a link here](#)

## State of emergency declared in Washoe County



Published: 1:43 pm

Updated: 1:45 pm

RENO, Nev. (KRNV & MyNews4.com) -- Authorities in Reno, Sparks, and Washoe County have declared a state of emergency due to expected local flooding.

Emergency workers will remain on staff throughout the weekend, in addition to the National Weather Service to monitor potentially dangerous high winds on Saturday, and localized flooding on Sunday that could become serious in some areas. Residents of the Truckee Meadows are advised to take precautionary measures to deal with the expected weather.

Reno, Sparks, and Washoe County have set up more than 40 sand bag locations where residents may fill and pick up sand bags to protect their property. Anyone in need of sand bags is advised to bring a shovel to one of those locations this weekend. Residents are also advised to ensure they have access to flashlights, food and water, medications, batteries, and other emergency supplies throughout the weekend in case of power outages.

For a complete list of sand bag locations, information about emergency kits, and links to related websites, please visit [www.floodawareness.com](http://www.floodawareness.com). This website will be updated as necessary through the weekend as the situation develops.

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CARSON APPEAL 12-1-12

# Weekend storm has officials on high alert

Nevada Appeal Staff and Wire Reports

Northern Nevada authorities declared a state of emergency and piled sandbags Friday ahead of an intense storm packing heavy rain, strong winds and fears of widespread weekend flooding in the Reno area.

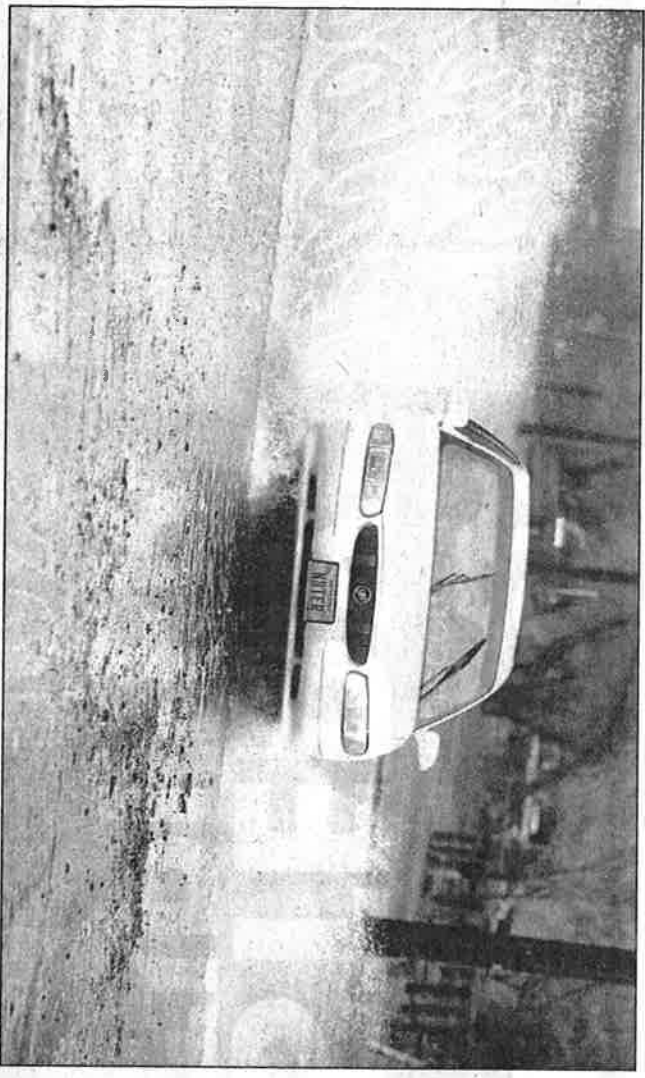
The Nevada National Guard, state Division of Forestry and other emergency relief agencies mobilized after the National Weather Service issued a flood warning for the length of the Truckee River.

The National Oceanographic and Atmospheric Administration predicts the Truckee River will reach near 8 feet between 3 a.m. and 3 p.m. Sunday — flood stage for this portion of the river is 4.5 feet, according to a late Friday afternoon statement from Placer County.

See **Storm**, Page **A6**

## REPORT FLOODING

To report flooding in Carson City, call 775-887-2012.



A car drives through a puddle on Carmine Street in Carson City on Friday.

SHANNON LITZ / NEVADA APPEAL

# STORM

From Page A1

## REPORT POWER OUTAGES

Moderate or minor flooding is possible with the Truckee River in Reno, NWS reports, and in other areas in the Reno/Sparks, Carson City and Minden/Gardnerville areas, as well as in the Sierra foothill communities of Grass Valley and Nevada City.

Washoe County Emergency Manager Aaron Keneston told reporters in Reno that officials were preparing for what could be the worst flooding in many years.

**NV Energy recommends that residents and businesses do not proactively shut down individual power systems or gas meters, unless they have an immediate hazard. If you experience a power outage or encounter a downed power line, stay away, call 911 and report it to the NV Energy Service Center, 775-834-4100, or outside Reno/Carson City call 800-962-0399.**

The concern about potential minor flooding prompted authorities in Carson City and Storey County to make sandbags available.

Carson City announced Friday that sandbags would be available at Public Works Corporate Yard on Butte Way. The city also urged anyone with flooding issues to telephone city dispatch at 887-2012.

In Storey County, preparations included plans for sand or sandbags in several areas.

"Our area of primary concern is the river area," said Storey County Manager Pat Whitten, who said both the Truckee River in the Lockwood area and a creek in the northern part of the county could swell and cause problems.

Whitten said other areas of concern included Mark Twain Estates, near Dayton,

and Virginia City Highlands. In Lockwood, sand was available at 400 Ave de la Colors; in Mark Twain Estates at Fire Station 73, 500 San Clemens; and in Virginia City Highlands at Fire Station 72, 2610 Cartwright Road.

"With the potential for localized flooding, sandbags and sand will be available for the public," Whitten said, adding that residents should bring shovels to fill the sandbags.

Weather Service meteorologist Brian Brong in Reno said warnings like the ones issued Friday were typically seen in Nevada only once or twice in a decade.

Reno spokeswoman Michele Anderson said city employees would work overtime through the weekend to control what was expected to be the worst flooding since 2005.

Rain fell throughout Friday afternoon, and weather reports projected more than a 50 percent chance of precipitation continuing during the night and upgrading to a 90 percent chance today.

Sunday's precipitation projection was set at 100 percent. Gusty winds were expected to continue.

Rainfall amounts of 2 to 4 inches are possible in the foothills west of Highway 395, with amounts of 0.75 to 1.5 inches likely along valley floors in Reno,

Carson City and Minden. In the Carson City area, relatively mild daytime temperatures in the low 50s today and Sunday were expected, along with lows in the mid- to low 30s at night.

Sparks and Reno were expected to get about 1½ inches of rain and minor flooding along the Truckee River, while mountain areas around Lake Tahoe were expected to get up to 8 inches of rain.

Snow levels with the second system will start near 7,500 to 8,000 feet and may rise as high as 10,000 feet early Sunday morning. Snow levels should lower Sunday, but may not fall

below 8,000 feet until Sunday afternoon.

More than 40 sandbag locations were set up in Reno, Sparks and Washoe County for residents looking to fill bags during the weekend.

County authorities told residents to monitor the streams and ditches around them, avoid driving unless "absolutely necessary" and take important documents and pets with them in the event of an evacuation.

The Red Cross designated Sparks High School as an evacuation shelter. Kenneston said he did not expect the emergency in northern Nevada to be as severe as the major floods of 1997 and 2005, when the snowpack was heavier and reservoirs were fuller.

U.S. Sen. Harry Reid said he asked the Federal Emergency Management Agency and the Army Corps of Engineers to "be prepared for the worst." Gov. Brian Sandoval said he would also be monitoring the situation through the weekend.

"I want to assure all Nevadans that the state is

prepared for the anticipated flooding in the Reno and Sparks areas," he said. Nevada had not closed any roads by Friday evening, but authorities were warning Northern Nevada residents to be vigilant for mudslides and falling rocks.

Nevada Department of Transportation spokesman Scott Magruder said heavy rain could pry boulders loose from cliffs and leave them in the path of motorists.

"It could be the size of a bowling ball, it could be the size of a Volkswagen. You just want to be careful," he said.

Authorities postponed weekend Christmas parades and tree lightings in Truckee and Sparks.

Truckee Assistant City Manager Alex Terrazas said the priority was ensuring the safety of residents and homes.

"Folks that live near the river here should be concerned," he said.

**• Nevada Appeal reporter John Barrette, Sierra Sun Editor Kevin MacMillan and The Associated Press contributed to this report.**

## Chances of flooding appear more certain

- Reno, Sparks, Washoe in state of emergency.
- Sandbags distributed at dozens of locations.
- High winds today usher in powerful storm.

By Jeff DeLong

[jdelong@rgj.com](mailto:jdelong@rgj.com)

With confidence mounting that a significant flood will hit the Truckee River on Sunday, officials from Reno, Sparks and Washoe County declared a state of emergency, bracing for the worst.

The latest forecasts indicate the downtown Reno area should escape with only minor problems, but concern centered on the Sparks industrial area, where businesses could be inundated under up to 4 feet of water. Major flooding is also possible upstream in the Truckee area as a second powerful storm lashes the area with strong winds and heavy rain today into Sunday.

At Vista Boulevard in Sparks, the river is projected to crest at just over 19 feet at about 7 p.m. Sunday, about 4 feet above flood stage.

"Sparks has the most skin in this game," Sparks Mayor Geno Martini said shortly before he joined officials from Reno and the county in declaring an emergency on Friday. An evacuation center was to be opened today at Sparks High School.

More than 40 sandbag distribution sites were set up Friday across the three jurisdictions, and many businesses in the Sparks industrial area already had sandbags in place well before noon.

Among them was Moore Automotive on Cal

See FLOOD, Page 4A



Two unidentified men fill sandbags for the businesses in the area surrounding Spice Island Drive in Sparks on Friday in preparation for a possible flood along the Truckee River. ANDY BARRON/RGJ

## Article Continued Below

[See FLOOD on Page A04](#)

### Flood

Continued from Page 1A

Lane, where owner Patricia Moore and employees had stacked 49 sandbags early in the morning and were preparing to get more. The business has been at that location only since October, but Moore was aware her building flooded both in 1997 and 2005.



"We're trying to get everything off the floor as much as possible, and we're just hoping for the best," Moore said. "I think we'll be OK. We might get a little damp, but I think we'll be OK."

Sandbags were also stacked at nearby LDR, a Web-based company that just moved to that location in early November.

"Of course this concerns us. We just moved in," Antionette Williamsen said as she prepared to make another sandbag run. "This is our second week, and this is what we get to do."

Flooding potential solidified Friday as one major storm pummeled the region and another barreled in for today and into Sunday. The storms are expected to leave from 2 to 3 feet of snow in the Sierra above 8,000 feet and up to 16 inches above 7,000 feet, but precipitation below those elevations is all supposed to come as heavy rain.

Rainfall amounts by Sunday were expected to be 3 to 5 inches around Lake Tahoe, with more than an inch possible on the valley floors and 2 to 4 inches in the foothills, according to the National Weather Service office in Reno. Winds are expected to gust up to 70 mph in western Nevada, 80 mph to 90 mph in windprone areas and as high as 125 mph along the Sierra crest.

"This is definitely one of the more intense storms we've seen for awhile," meteorologist Mark Deutschendorf said.

Projections call for the river to crest at Vista Boulevard at about 19.2 feet Sunday. That would be about a foot below levels experienced during the last significant flood, on Dec. 31, 2005, and significantly less than major floods in 1963, 1986 and 1997, said Gary Barbato, a weather service hydrologist. Still, the flood could be serious enough to cause significant damage.

"It's a significant event — especially up at Truckee and down at Vista," Barbato said.

In Truckee, the river is expected to rise to nearly 8 feet Sunday, well the above flood stage of 4.5 feet. Major damage to homes, roads and bridges could be possible in an event similar to what occurred in that area in 1955, according to the weather service.

Anyone in the Truckee Meadows that experienced flooding problems in the most recent floods of 1997 and 2005 should be prepared for the possibility of some impact with Sunday's event, Aaron Kenneston, Washoe County's emergency manager, said Friday. Moderate flooding along Steamboat Creek is also forecast.

"It's certainly time to batten down the hatches," Kenneston said.

Experts are paying particular attention to areas burned by wildfire where landslides, mudslides or debris flows could be triggered by heavy rains, Kenneston said. The burn areas of Reno's Caughlin Fire of Nov. 18, 2011, and the Washoe Drive Fire, south of Reno, of Jan. 19 were spared serious tests during a dry winter of 2011-12 but could still be subject to problems now. Other fires have burned more recently in the region, including a blaze that charred 300 acres near Reno's Mayberry Park Thursday.

"We're looking at all those places very carefully. They are a potential hazard," Kenneston said. "We're keeping a very close eye on that because there is always a potential for mudslides."

At a press conference at Regional Emergency Operations Center, officials urged people to stay off the streets and away from the river Sunday.

"If you don't need to get out, stay home," said Reno Mayor Bob Cashell.



**Juan Moran shovels sand as Mike Minsch holds the bag Friday at the Washoe County School District's bus yard in Sparks as crews prepare for a flood. LIZ MARGERUM/RGJ**

## River project still stalled amid new flood menace

By Jeff DeLong

[jdelong@rgj.com](mailto:jdelong@rgj.com)

On Jan. 1, 1997, a deep mountain snowpack washed out in heavy, warm rain, triggering an epic flood that surged the Truckee River over its banks and submerged much of the Truckee Meadows but also reenergized efforts to prevent such disasters in the future.

Nearly 16 years later, much has arguably been accomplished, but the river stands as ready to flood as ever.

It's a situation that leaves many officials acknowledging frustration but still determined to look ahead.

"There's a feeling we're not doing anything, I understand that," said Jay Aldean, executive director of the Truckee River Flood Project. "The community wants flood protection."

After the 1997 flood, a community coalition of interested residents, technical experts and local officials was formed to pursue a long-envisioned flood control project to prevent disastrous floods on the river. Countless meetings were held and a strategy ultimately agreed upon to pursue a "living river" project that would address flooding in a manner more compatible with nature than a concrete- and-levee approach characterizing other proposals.

In 2006, a panel of elected officials from Reno, Sparks and Washoe County — formed amid concern the flood project continued to evolve at a glacial pace — endorsed a project they said would protect the area from floods, enhance the environment and provide needed recreational opportunities.

Review of the plan by the U.S. Army Corps of Engineers, however, came with continued delays and technical problems as the estimated cost of the project soared to as much as \$1.6 billion. The project stalled early this year amid a changing economic and political climate here and in Washington.

Roughly \$50 million has been spent over the years to acquire about 143 acres of flood-prone property along the river. While in line with long-term flood-protection goals, the land acquisition does relatively little when it comes to actually controlling flooding, officials acknowledge.

About \$18 million, much of it federal and state grant funding, has been spent on a series of river restoration projects on the lower Truckee. Again, those improvements come with substantial ecological benefits but do nothing when it comes to preventing destructive flooding in the Reno-Sparks area.

### One piece finished

Only one component completed thus far — construction of a \$5.8 million levee and floodwall on Reno-Sparks Indian Colony land off East Second Street and east of U.S. 395, completed in 2009 — offers real, on-the-ground flood protection. Even that improvement is unlikely to come seriously into play during the flood expected this Sunday, Aldean said.

It's a situation that has had Sparks Mayor Geno Martini frustrated for years and Friday — with yet another flood on the horizon — was certainly no exception.

"There's no doubt, I've said it in the past," Martini said. "We have to do something because we know we're going to get flooded, and here we are again. It's very frustrating."

Much of the blame lies with continued delays that can be squarely attributed to an agonizing review process by the Army Corps of Engineers, Martini said. But much blame can also be attributed to local leaders.

"It's not all their fault," Martini said. "There are some things that could have been done better, and we probably made the project bigger than it really should have been. I'll take some of the heat for that."

Martini, Aldean and others are now pursuing a much scaled-down flood project — probably costing about \$520 million. And while there's still hope to partner with the Army Corps and secure substantial federal funding to aid the project, the idea now is to pursue flood-control improvements that can be entirely locally financed should that prove necessary.

Just this week, the Truckee Meadows Flood Management Authority was finalizing a contract with a consulting firm to proceed with final engineering studies for a project being pursued on a schedule Aldean described as the most aggressive he's seen over a 34-year career.

"We can't rely on the Corps for our salvation," Aldean said.

**FLOOD RESOURCES Want flood information?**

» Log on to [RGJ.com/flood](http://RGJ.com/flood) for updates, photos, videos, and resources relating to the flood threat. On Twitter, follow #NVFlood and @RGJ . » For safety tips, local sandbag locations and weather forecasts, visit [www.floodawareness.com](http://www.floodawareness.com) .

The site is sponsored by the Truckee River Flood Project and will updated throughout the weekend with any new developments.

» Flood information is also available by calling 211 . Only use 911 for emergencies.

» In Truckee, get instant updates from the police department at

[www.townoftruckee.com](http://www.townoftruckee.com) . » In Carson City, if you are having flooding issues, contact the sheriff's office dispatch at 775-887-2012 . » To obtain cellphone alerts about emergency situations, sign up at [www.ReadyWashoe.com](http://www.ReadyWashoe.com) .

**Sandbags**

To see a map of sandbag locations and latest information posted by Washoe County, visit [www.co.washoe.nv.us](http://www.co.washoe.nv.us) or call 775-328-2180 for information. For sites in Sparks, visit [www.cityofsparks.us](http://www.cityofsparks.us) or call 775-353-5555. For sites in Reno, visit [www.reno.gov](http://www.reno.gov), or call Reno Direct at 775-334-4636. Residents must bring their own shovel. The Reno Gazette-Journal also has a map of sandbags and will be updating sandbag location information. Visit [RGJ.com/flood](http://RGJ.com/flood). Sandbags are available at:

**RENO:** Governors Bowl parking area on Line Drive off of the East Fourth Street parking area; Idlewild Park parking lot near Nevada Peace Officers Memorial, 1900 Idlewild Drive; West First Street-Riverside Drive intersection parking area.

**SPARKS:** Cottonwood Park, Spice Island Drive; west side of old Costco Building, Coney Island Drive-Linda Way intersection; Deming Way-Kleppe Lane; Freeport Boulevard- Industrial Way; Gateway Park, 2101 Greg St.; Glendale Avenue east of the 21st southside parking lot; Kresge Lane near former ASPCA; John Ascuaga's Nugget parking lot, Nugget Avenue-Pyramid Way; Rock Park; southeast lot on Solomon Circle-Vista Boulevard; Stanford Way between Cal Lane and Greg Street.

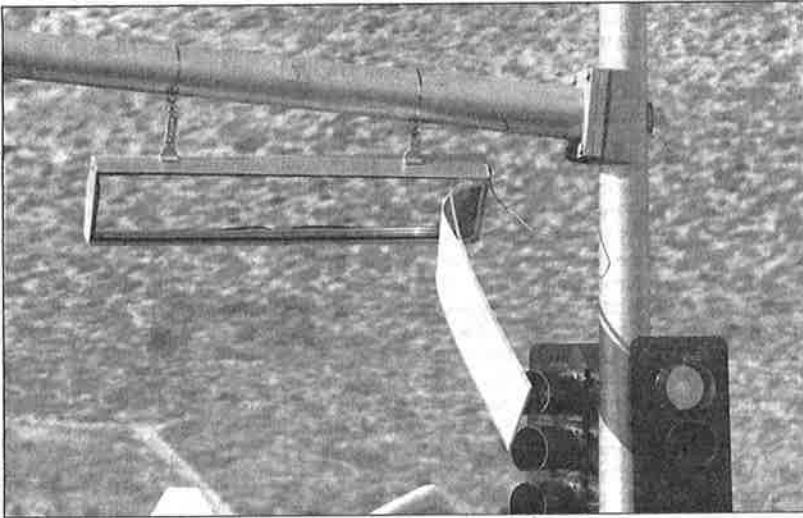
**WASHOE COUNTY:** Fire Station 13, 10575 Silver Lake Blvd.; Fire Station 14, 12000 Old Virginia Road; Fire Station 16 1240 Eastlake Blvd., Washoe Valley; Fire Station 17, 500 Rockwell Blvd., Sparks; Fire Station 18, Diamond Peak, Cold Springs; Fire Station 35, across from Boomtown Casino and Hotel; Fire Station 38, 16255 Mt. Rose Hwy.; Fire Station 227, 3010 Lakeshore Blvd.; Reno Fire Station 5, 1500 Mayberry Drive; Hidden Valley Volunteer Fire Department, 3255 West Hidden Valley Drive; Pleasant Valley Volunteer Fire Department, 12300 Old U.S. 395 S.; Silver Lake Volunteer Fire Department, 11525 Red Rock Road; Wadsworth Volunteer Fire Department, 400 Stampmill Drive, Wadsworth; Washoe Valley Volunteer Fire Department, 245 Bellevue Road, Washoe Valley; Andrew Lane-Paddlewheel Lane intersection; Bartley Ranch Regional Park, 6000 Bartley Ranch Road; Golden Valley Road-Estate Drive; Pleasant Valley Elementary School, 405 Surrey Drive; Sun Valley General Improvement District, 4th Avenue, Sun Valley, Toll Road-Nevada 341; Truckee Meadows Water Authority, 9675 Western Skies Drive; Washoe County Yard, 3101 Longley Lane.

Source: *Truckee Meadows Flood Awareness*

**Tips for the public**

» Washoe County offered several tips for the public to prepare for possible floods this weekend. Keep curb and gutter drop inlets and grates, driveway culvert pipe ends, roadside ditches free of debris. » Don't block culverts, roadside ditches, or drainage easements. Contact the Washoe County Roads Division, 775-328-2180, if you see a plugged or damaged pipe. » Make a family disaster plan and emergency preparedness kit with enough to survive for three days. Limit outings to ones that are necessary, drive slower, and never drive or walk through areas with pooled water. » During a power outage when traffic signals are out, treat it like a four-way intersection stop.

Source: *Washoe County*



SHANNON LITZ / NEVADA APPEAL

A street sign succumbs to the weather Saturday at the intersection of U.S. Highway 395 and Topsy Lane.

# Flooding expected to happen quickly

BY MARTIN GRIFFITH  
The Associated Press

RENO — Gov. Brian Sandoval toured sandbag stations Saturday as officials and residents prepared ahead of a powerful storm that's stoking fears of widespread flooding in the Reno area.

Officials were bracing for major flooding this morning around Truckee, Calif., and for minor to moderate flooding today and Monday around Reno after the National Weather Service issued a flood warning for the length of the Truckee River.

The Truckee, which flows more than 100 miles from Lake Tahoe to Nevada's Pyramid Lake, was expected to crest above flood stage after heavy rains hit the region Saturday night and Sunday morning. The weather Saturday included high winds that prompted more than a dozen flight cancellations at the Reno airport.

"Looking at the river now, it gives a false sense of security because it looks normal," city of Sparks spokesman Adam Mayberry told The Associated Press on Saturday night. "It will look like a flash flood (after the heavy rain) because the river will rise rapidly. Water will come into the area very quickly."

Across Western Nevada, rainfall amounts of 2 to 4 inches are possible in the foothills west of Highway 395, with amounts of 1 to 2 inches forecast for valley floors in the Reno/Carson City/Minden areas, according to the National Weather Service.

Over the past two or three days, up to 6.41 inches of precipitation has fallen around Tahoe and 1.44 inches of rain has been reported around Reno.

The high winds were supposed to continue throughout the night into this morning. Winds were expected to range between 25

See **Flooding**, Page A4

## CARSON CITY

Sandbags are available at Public Works Corporate Yard on Butti Way. The city also urged anyone with flooding issues to call city dispatch at 775-887-2012.

## DOUGLAS COUNTY

Sandbags are available at the following locations: Topaz Community Center, Ruhensroth Firehouse, across from the Gardnerville Ranchos Firehouse, Johnson Lane Firehouse, Genoa Firehouse, Jack's Valley Firehouse and for the residences at Lake Tahoe, Zephyr Cove Firehouse. Additional locations will be added as determined by the storm.

Visit <http://douglasnvgis.maps.arcgis.com> to view areas of past flooding and local sandbag sites. This site would be updated should road closures or additional sandbag sites be needed.

The nonemergency number for Dispatch is 775-782-5126, and for emergency 911.

## STOREY COUNTY

Sandbags and sand will be available for the public at the following locations:

- 400 Ave de la Colors, Lockwood;
- Fire Station 73- 500 Sam Clemens-Mark Twain Estates;
- Fire Station 72- 2610 Cartwright Road-Virginia City Highlands;
- Fire Station 71- 145 North C Street, Virginia City. Sand is available at the Ice House Lot on Toll Road.

Visit [www.storeycounty.org](http://www.storeycounty.org) or call 847-4636 for information related to flooding and Emergency Preparedness.

## FLOODING

From Page A1

and 45 mph with gusts up to 70 mph.

Northern Nevada authorities declared a state of emergency Friday after forecasters said heavy rain and a melting Sierra snowpack would send the Truckee over its banks for the first time since a January 2006 flood. Storey County declared a state of emergency mid-Saturday in preparation for the storm. Douglas County implemented a precautionary action plan Saturday afternoon. Douglas officials were concerned about potential localized flooding, flash flooding and landslides, especially in the recent burn areas, south of Gardnerville, near Ray May Way and Topaz Ranch Estates.

The snow level was expected to rise as high as 10,000 feet by early this morning and may not fall below 8,000 feet until late this afternoon.

Forecasters were calling for minor flooding in the downtown Reno casino area and for moderate flooding in the nearby Sparks industrial area, where hundreds of businesses have 20,000 to 25,000 employees.

Among other things, Sandoval was briefed Saturday afternoon on the area's flood preparation efforts.

Winds of up to 140 mph over the Sierra crest prompted at least 16 flight cancellations and several delays Saturday at Reno-Tahoe International Airport, spokesman Brian Kulpin said.

"That's all about safety. The airlines make the decision, not the airport," he said Saturday night. "We can't do anything about Mother Nature."

Kulpin urged travelers to check airline websites for the status of flights before heading to the airport this morning.

• Nevada Appeal staff and Sierra Sun Editor Kevin MacMillian contributed to this report.

**FLOOD RESOURCES Want flood information?**

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[www.ReadyWashoe.com](http://www.ReadyWashoe.com) .

**Evacuation sites**

**RESIDENTS AND SMALL ANIMALS:** Sparks High School has been designated the emergency evacuation center for residents, and Washoe County Regional Animal Services will also be housed there. It will open up for evacuations at noon.

**LARGE ANIMALS:** Flooding is possible in the Pleasant Valley area, and livestock there and elsewhere can be evacuated to the Reno-Sparks Livestock Events Center beginning at 9 a.m. Sunday. Animal Services staff will be present.

**Closures**

**SPARKS:** Sparks closed Kleppe Lane between Franklin Way and Greg Street on Saturday to construct a flood levee. Other Sparks closures will begin at 8 a.m. Sunday, and access to the Sparks Industrial Area will end completely at 10 a.m. Roads closing will include Rock, Vista and Sparks boulevards at Interstate 80; the Galletti Way-Kietzke Lane intersection; and the McCarran Boulevard-Nugget Avenue intersection.

**RENO:** Beginning 8 a.m., Sunday, Virginia Street and Arlington Avenue bridges will be closed to prepare for flooding.

**Air travel**

Winds, not water, from the weather system projected to cause flooding Sunday cancelled or delayed around a half a dozen flights to and leaving from Reno on Saturday. More flights could be delayed or cancelled as high winds continue to push through the area. Anyone flying out of the airport or picking someone up there is encouraged to go to airline Web sites for information on the flights.

**Sandbags**

To see a map of sandbag locations and latest information posted by Washoe County, visit

[www.co.washoe.nv.us](http://www.co.washoe.nv.us) or call 775-328-2180 for information. For sites in Sparks, visit

[www.cityofsparks.us](http://www.cityofsparks.us) or call 775-353-5555. For sites in Reno, visit [www.reno.gov](http://www.reno.gov) , or call Reno Direct at 775-334-4636. Residents must bring their own shovel. The Reno Gazette-Journal also has a map of sandbags and will be updating sandbag location information. Visit [RGJ.com/flood](http://RGJ.com/flood). Sandbags are available at:

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**WASHOE COUNTY:** Fire Station 13, 10575 Silver Lake Blvd.; Fire Station 14, 12000 Old Virginia Road; Fire Station 16 1240 Eastlake Blvd., Washoe Valley; Fire Station 17, 500 Rockwell Blvd., Sparks; Fire Station 18, Diamond Peak, Cold Springs; Fire Station 35, across from Boomtown Casino and Hotel; Fire Station 38, 16255 Mt. Rose Hwy.; Fire Station 227, 3010 Lakeshore Blvd.; Reno Fire Station 5, 1500 Mayberry Drive; Hidden Valley Volunteer Fire Department, 3255 West Hidden Valley Drive; Pleasant Valley Volunteer Fire Department, 12300 Old U.S. 395 S.; Silver Lake Volunteer Fire Department, 11525 Red Rock Road; Wadsworth Volunteer Fire Department, 400 Stampmill Drive, Wadsworth; Washoe Valley Volunteer Fire Department, 245 Bellevue Road, Washoe Valley; Andrew Lane-Paddlewheel Lane intersection; Bartley Ranch Regional Park, 6000 Bartley Ranch Road; Golden Valley Road-Estate Drive; Pleasant Valley Elementary School, 405 Surrey Drive; Sun Valley General Improvement District, 4th Avenue, Sun Valley, Toll Road-Nevada 341; Truckee Meadows Water Authority, 9675 Western Skies Drive; Washoe County Yard, 3101 Longley Lane. **Note:** All sandbag locations will close at 5 p.m. except for the Washoe County Yard site on Longley Lane, which will stay open until supplies run out.

Source: *Truckee Meadows Flood Awareness*

## Stuck in dispute, firms face new flood

By Brian Duggan

[bduggan@rgj.com](mailto:bduggan@rgj.com)

Steve Young shoveled sand into bags to protect his business next to the Truckee River to prepare for the deluge expected later today.

But one fact gnawed the back of Young's mind as he loaded sandbags into the back of his white pickup truck: It wasn't supposed to be this way for Young and his neighbors inside of two buildings on N. Edison Way.

Seven years ago, the Truckee River Flood Management Authority set aside money to relocate businesses like Young's, which are next to the Truckee River and in the middle of its floodplain. Instead, what ensued in the years that followed was a dispute over relocation costs between the flood authority and Young's landlord, John DiFrancesco, who bought the buildings in 1989.

Stuck in the middle continue to be several business owners like Young who spent the last two days preparing for the worst.

"As far as I can see they (the flood authority) don't want to pay the money to take care of the problem," said Young, who has maintained a mining-related business at DiFrancesco's property for the last 10 years.

Young said he wants to leave but doesn't want to abandon his landlord. Regardless, the flood authority agreed in 2005 to pay for the businesses to move, just like it did for several other businesses along North Edison Way that were acquired by the authority in 2007. Those properties were demolished earlier this year.

"It's frustrating. I think we're kind of being held out," Young said as he stood next to a mound of sand. "The end result is we're the ones who catch it in the neck. We got to keep cleaning this mess up all the time."

DiFrancesco filed his lawsuit against the flood authority in July, claiming the authority intentionally delayed offers to buy and relocate his N. Edison Way properties in an attempt to force him into a lower asking price.

His lawsuit also names Washoe County and the cities of Reno and Sparks as defendants.

He also accused local governments of allowing law enforcement to conduct biweekly training operations at the nearby vacant properties as well as setting up a winter-time homeless shelter that negatively affected his tenants.

The process to buy up Di-Francesco's properties and relocate his tenants started in 2005, but several offers and counteroffers ultimately went nowhere.

The authority accused Di-Francesco of trying to profit from the relocation program while DiFrancesco said the authority delayed its responses to his offers.

When they did respond, the authority's asking price was far below the value calculated by an independent appraiser.

On Wednesday, Washoe District Court Judge Jerome Polaha agreed DiFrancesco's complaint should have its day in court and dismissed the flood authority's request that the complaint be thrown out.

The flood authority has declined comment because the matter deals with active litigation, but will formally respond to the claims in the coming weeks.



Steve Young shovels dirt to make sandbags on Friday to prepare for flooding at his North Edison Way business. BRIAN DUGGAN/RGJ

## Truckee River level surges today

» **Impact to hit hardest in Truckee**

» **Evacuation center: Sparks High » Reno bridges, Sparks roads close** Staff report

The Truckee River is expected to flood in multiple places today, briefly in Reno and longer and more severely in Sparks and Truckee, where the river is expected to exceed the flood stage by more than 4 feet and 3 feet, respectively.

Another weather complication: Winds are expected to reach between 45 and 50 mph in the three cities.

Officials urge the public to stay off the roads today so as not to hinder authorities further.

See full story on page **5A**.



From left, Ernie Sousa, Marty Sherman, and Siona Tangitau sandbag the Sparks industrial area on Saturday.

JULIE DAWES/ SPECIAL TO THE RGJ

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## Reno's risk minor, Sparks' moderate, Truckee's major

By Jaclyn O'Malley

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If you heeded the advice about today's predicted flooding because of the "pineapple express" storm blowing through Washoe and Storey Counties, your sandbags are stacked and your emergency kits are filled.

And, you are staying home. Right?

Moderate flooding — estimated to be around 4 feet of water — is predicted for the Sparks industrial area and Steamboat Creek Basin, while Reno is expected to receive minor flooding, according to the National Weather Service in Reno.

Truckee is in store for major flooding Sunday, from a storm that began Saturday night, the weather service said. But it doesn't end there. Another big storm is expected to hit the historic California mountain town on Wednesday.

Heavy rains are expected to pound Washoe County sometime after 9 a.m. today, said Reno meteorologist Brian Brong, adding that the Sparks industrial area off Vista Boulevard, south of Steamboat Creek and down to Rosewood Lakes Golf Course will receive the worst of the storm. The foothills area near Storey County could see rain before dawn. Snow is expected in Lake Tahoe by this afternoon.

High winds in Washoe County will also be a weather factor this morning. The Reno-Tahoe International Airport on Saturday said high winds had already canceled or delayed at least a half-dozen flights to or from Reno. More delays could occur today, depending on the wind, airport officials said, adding that travelers should monitor individual airlines' Web sites for cancellations.

Heavy rains are expected to disappear around 5 or 6 p.m., Brong said. Truckee's rains may last a bit longer.

And because Monday's temperatures are expected to be in the low 50s, rainslickened roads likely won't freeze, he said.

Because days-old rains have already saturated the ground, the heavy rains on Sunday — caused by atmospheric rivers pushing winter moisture from Hawaii through the West Coast, known in weather lingo as a "Pineapple Express" — will contribute to the flooding.

What mitigates today's flood predictions from the New Year's Eve 2005 flood that caused severe damage in the area, is that environmental conditions are different. Brong explained that, in 2005, the region had deep snowpacks and high river flows. An even more intense flood in 1997 had similar conditions. Now, there is no snow to melt, and river flows are fairly low, he said.

So will today be "floodageddon?"

"There's always a chance of flood damage even with sandbags," Brong said. "It's hard to say how severe this is going to be. But we want people to take it seriously and be prepared."

Saturday, Storey County joined Washoe County and the cities of Reno and Sparks in declaring a state of emergency in preparation for the floods. They will now have quicker access to federal funding and resources to battle the storm.

Sparks officials on Saturday afternoon toured industrial areas with Gov. Brian Sandoval. They noted the Truckee River was deceptive at that moment, as predictions say the river could rise a foot or more by the hour today.

"It's a false sense of security," Sparks spokesman Adam Mayberry said. "It looks normal now. The uniqueness of this flood is that when the river rises, it will rise rapidly, and if it overflows, it will happen quickly."

In Sparks, off of Vista Boulevard, the National Weather Service predicted the Truckee River will exceed flood levels between 1 and 2 p.m., reaching 16.6 feet by 2 p.m. The flood stage is 15 feet. By its peak at 9 p.m., the river will have risen to 18.9 feet, but will decrease to 16.9 feet by 11 p.m.

By 1 a.m. Monday, the weather service said the river will be below flood stage at 14.4 feet, and by 4 a.m., will be at 12.8 feet, below flood monitoring level of 13 feet.

In Reno, the river will exceed the 11-foot flood stage at about 3 p.m., reaching 11.2 feet, the weather service predicted. By 4 p.m., it will decrease, but still be hovering right at flood stage level at 10.9 feet. By 10 p.m., the river will be at 8.9 feet, below flood monitoring level of 9 feet.



## SNOW FREEZES FLOOD FEARS

### Cold front moves in; river stays in banks

By Jeff DeLong

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Reno-Sparks and Truckee escaped significant flooding Sunday as a powerful Pacific storm came in colder and faster than expected, dropping more snow instead of anticipated flooding rains.

The Truckee River at Vista crested well short of flood stage, avoiding moderate flooding that experts had expected in the Sparks industrial area by Sunday night. The river crested in Truckee before noon — again short of flood stage — avoiding a flood disaster there that had been anticipated to be the worst in decades.

"We dodged the bullet," said Gary Barbato, a hydrologist with the National Weather Service office in Reno.

No major flood damage was reported across the region, though the Susan River at Susanville, Calif., did rise above flood stage and jumped its banks in several locations, Barbato said.

The Truckee River roiled fast and muddy through the Truckee Meadows throughout the day but stayed within its banks. Another storm system is expected Tuesday into Wednesday but should pose no significant flooding concerns, forecasters said.

On Sunday, folks across the region breathed a collective sigh of relief.

"So far, so good," Gov. Brian Sandoval said during a 2:30 p.m. tour beside a swiftly flowing river near Vista Boulevard in Sparks.

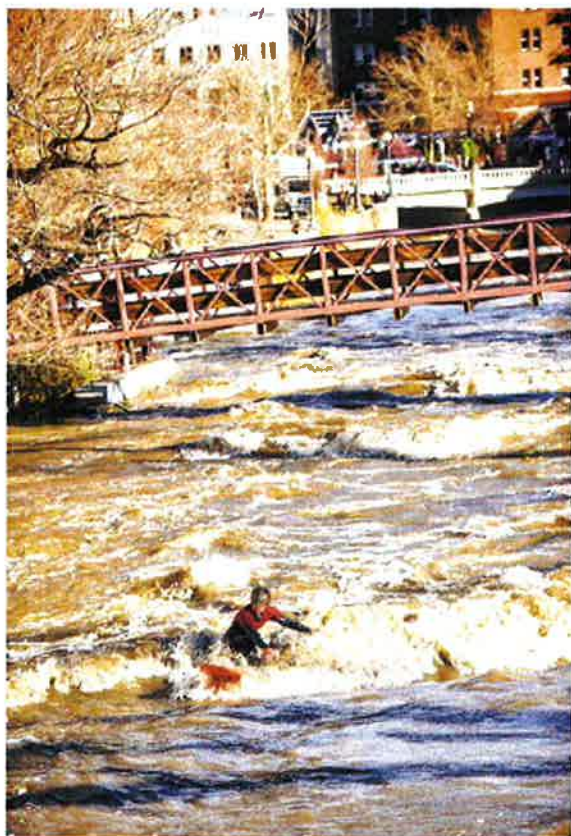
Sandoval spoke of a welcome change in the weather that helped avoid a serious flood and lauded officials from Sparks, Re

**See FLOOD, Page 4A**



People look at the swollen Truckee River on Sunday from the Arlington Avenue bridge in downtown Reno. LIZ MARGERUM/RGJ

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## Article Continued Below

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[See FLOOD on Page A05](#)

### Flood

Continued from Page 4A

no and Washoe County for an effective joint effort in preparing for expected flooding.

"You prepare for the worst and hope for the best, and that's exactly what happened," Sandoval said. "You can never take anything for granted. We were ready for whatever was going to take place."

"We were very lucky," agreed Steve Driscoll, assistant city manager for the city of Sparks. Businesses across the Sparks industrial area were ringed with

sandbags in advance of the expected flooding while crews also built an earthen berm to hold back floodwaters near the North Truckee Drain.

Whipped by strong winds, heavy rain fell in the Truckee River watershed throughout the night, with significant flooding still expected well into the morning hours.

That changed about 10 a.m. as snow began falling heavily in the Truckee area, quickly diminishing the likelihood the rain-swollen river would flood over its banks, Barbato said.

Snow levels late in the morning had dropped to 6,000 feet or lower. Flood danger was also reduced by the fact the storm cleared the area significantly faster than expected.

"As the heaviest precipitation was coming in we saw the snowfall drop much quicker than we expected," Barbato said. "Once it starts snowing, basically you stop putting water into the rivers and streams."

Changing conditions were decidedly fortunate in terms of reducing flood potential, Barbato said.

"If we hadn't had this cooling occur and the snow levels had stayed up another three to six hours, we would have had the flood we forecast," Barbato said.

The degree of expected flood danger was a moving target throughout the week. At one point Thursday, the California-Nevada River Forecast Center was predicting the river at Vista Boulevard would crest at more than 22 feet — levels nearly as serious as seen during the disastrous flood of January 1997. As time progressed, models indicated a lesser flood more similar to the one that hit the region Dec. 31, 2005.

As late as Sunday morning, the expected crest at Vista was still put at 18.7 feet, still nearly 4 feet above flood stage.

Flood forecasts take into account how much overall precipitation is expected, at what levels it will fall as rain or snow and how much is expected to fall over a given period, Barbato said.

In the end, the change in snow levels proved the key factor in avoiding flooding this time around, he said.

It's incumbent on the National Weather Service and other experts to forecast the potential worst-case scenario to allow local emergency officials the ability to prepare for possible disaster, Barbato said.

"We gave our best forecast we could to get people prepared," Barbato said. "Obviously, the threat was there. We lucked out."

"We're dealing with Mother Nature, and we do the best we can."

As Sunday's storm closed in, a very worrying situation developed that, in the end, provided a "very effective drill" for the region's emergency planners, public works experts, fire agencies, police and others, said Sparks Mayor Geno Martini.

"This was people on the ground doing things to prevent a flood," Martini said. "I don't know that we've ever been as well prepared for something that didn't happen, but at least it didn't happen."

## Waters rise but don't spill over

**Clockwise from top: A car drives through a flooded parking lot along South Virginia near McCabe Drive on Sunday. LIZ MARGERUM/RGJ**

**A man surfs the rapids on the Truckee River on Sunday in downtown Reno.**

LIZ MARGERUM/RGJ

**A shovel waits to take debris out of the swollen Truckee River on Sunday in downtown Reno.**

LIZ MARGERUM/RGJ

**People come out to play and enjoy the sunshine along the river Sunday in downtown Reno after the threat of a flood dissipated.**

ANDY BARRON/RGJ

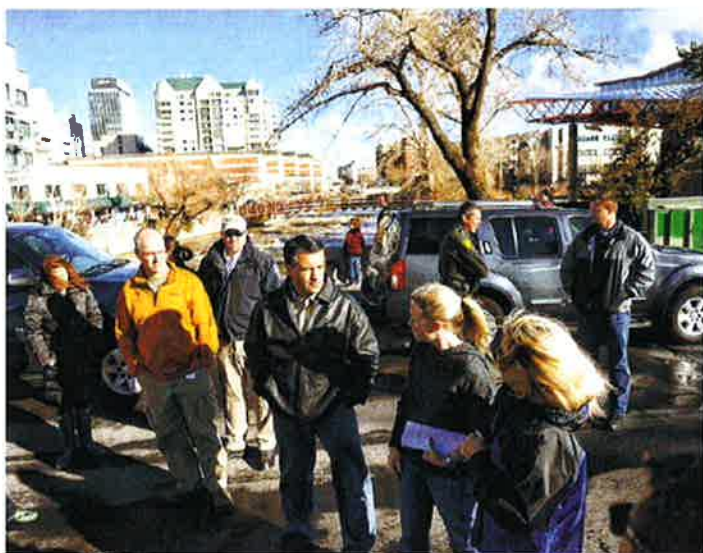
**Gov. Brian Sandoval talks to officials Sunday on the Arlington Avenue bridge in downtown Reno.**

LIZ MARGERUM/RGJ

**People look at the swollen Truckee River on Sunday in downtown Reno.**

LIZ MARGERUM/RGJ





## Residents relieved as risk subsides

By Brian Duggan

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Like dozens of other people on Sunday afternoon, Chuck Smith and his family drove up to the banks of the Truckee River on N. Edison Way to get a peek of the swollen river.

"I'm concerned, especially my daughter she works at the Kmart warehouse and the last time they had a big flood like this it flooded them out and a lot of the people living in that area," Smith said. "I have some concern for them that they'll be safe."

Ultimately, those concerns passed with no damage on Sunday after the river crested without leaving its banks thanks to a

See REACTION, Page 5A

### Article Continued Below

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[See REACTION on Page A05](#)

#### Reaction

Continued from Page 1A

snowfall that unexpectedly reached lower elevations. Officials with the National Weather Service said the Truckee River was expected to recede starting Sunday night.

Before the news turned for the better, residents and government officials spent most of Sunday anticipating the worst. Evacuation centers were opened while roads in the Sparks industrial area, ground zero for a potential flood, were closed between 10 a.m. and 3:30 p.m. Businesses in the area had sandbags piled in front to help prevent a deluge from damaging anything inside.

The only reported damage from the storm came from the strong winds late Saturday and early Sunday, which affected several homes in the Nixon area, according to Washoe County officials. In the Truckee Meadows, several trees and power lines were knocked down because of the wind, which knocked out electricity for 230 homes on Sunday.

When Reno resident Ashley Brune returned home at 11 a.m. on Sunday, she was welcomed by a tree that had uprooted and toppled over onto her second-story apartment on Plumas Street near McCarran Boulevard.

"I can't even get out on my balcony right now because there are branches everywhere," she said, adding there was no damage to the inside of her apartment. "I'm sure it's going to be a pain to cut down the tree to get it out of here."

Gov. Brian Sandoval and public officials from Sparks, Reno and Washoe County toured the areas threatened by potential flood waters on Sunday.

Sandoval breathed a sigh of relief when the threat passed Sunday afternoon, praising the cooperation of local governments in the Truckee Meadows. Had there been a flood, more than 1,000 soldiers and airmen with the Nevada National Guard stood ready to help had there been a disaster.

"I would have rather been more ready than not," Sandoval said. "Again, everyone came to the table and was ready to go."

Neil Krutz, the Sparks deputy city manager for community services, said things would likely return to normal late Sunday night.

Compared to the 1997 and 2005 floods, government officials said they had enough time to prepare for a natural disaster this time around, said Washoe County Manager Katy Simon.

Today, those governments have an emergency operations center where they can coordinate their preparation and response efforts to natural disasters. Simon said officials had enough time to get ready for a potential disaster that thankfully did not happen on Sunday.

"With two or three days of lead time we've had all of our emergency activation plans in place," she said. "You can see the great job people have done with sandbags."

She added, "It looks so far like we've dodged a bullet on this one."

Before the flood watch ended Sunday afternoon, Ryan Lewis anxiously watched the river rise near his Sparks business. He said he probably should have done more to prepare for a flood.

"It's pretty surprising," he said. "That's a lot of water that's not normally there."

## Washoe wind damage worse than flooding

Staff report

Flooding in Washoe County was less of a problem than high winds early Sunday morning.

Wind speeds approached 70 mph through the Truckee Meadows and the Pyramid Lake area, knocking fences down, blowing over trailers and ripping roof shingles off buildings.

The Truckee River was rushing at 4,400 cubic-feet per second at about 6 p.m. Sunday, 10 times faster than usual for this time of the year, when William Paul Clark, 51, went missing after swinging on a tree bough near the Sutro Street bridge, which crosses the river just south of Fourth Street near downtown Reno.

Emergency responders searched for Clark on Monday but found no trace of him.

See full stories on page **3A**.



Reno firefighters David Delcol and Dennis Meyer search Monday for a man who fell into the Truckee River on Sunday.

TIM DUNN/RGJ

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## High winds damaged more than water in region's flood scare

By Emerson Marcus

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As the Truckee River grew louder Sunday, so did reports from state, county and municipal government agencies.

In the end, though, flooding was less of a factor early Sunday morning than high winds that blew over fences and trailers and ripped shingles off dozens of buildings, including the Pyramid Lake Paiute Tribe community services building. Damage will continue to be assessed this week.

A man, identified as William Paul Clark, 51, went missing after swinging on a tree bough near the Sutro Street Bridge that connects to Fourth Street just east of downtown Reno. River levels were rushing at 4,400 cubic-feet per second when he fell in at 6:21 p.m. Sunday, 10 times faster than usual for this time of the year, officials said.

No other injuries were reported, authorities said. Emergency responders answered a few reports of overflowing culvert drains, but snow levels dropped at least four hours early to keep most of the water in the Sierra.

### Damage

Home Depot lumber associate Tony Quintana said he had a busy day Monday with dozens of customers coming in for fence posts, brackets, concrete and roofing repair.

"We've been getting a lot of people today," Quintana said. "All types of fencing stuff. All types of people have lost stuff in their fences. Wind damage did a lot of damage, especially here in the north."

Wind speeds approached 70 mph in the Truckee Meadows through the Pyramid Lake area beginning Saturday evening, hitting peak gusts early Sunday morning, according to the National Weather Service in Reno.

"We are going to spend the next day or so looking closely at each area and making sure there were no environmental impacts," Washoe County Emergency Manager Aaron Kenneston said. "Once that is done, the first course of action is working with insurance companies."

Kenneston reported two transmission towers had been knocked over, a greenhouse was destroyed and a couple of travel trailers had flipped. Pyramid Lake Emergency Manager Don Pelt said at least 30 roofs were damaged on tribal land.

"Our social services office building on Capitol Hill had its roof torn off," he said. "It was lifted up and over."

"We are working on assessments now," Pelt said. "We are working in conjunction with Washoe County and the state division of emergency management to formalize a declaration of emergency, and we will see if it meets threshold for federal assistance."

### Sandbags

Based on community reports, the number of sandbags reached into the tens of thousands as the first line of defense for those worried about the weekend flood warning.

Sandbags are reusable for about a year before they begin to deteriorate, which they are designed to do after about one year, Kenneston said.

Businesses and residences with sandbags can store them for future events or drop them off at the locations where they picked them up, Washoe County officials said.

"We don't want to leave sandbags to deteriorate," Kenneston said. "They can plug up storm drains or become nuisance trash. If you need to return the sandbags, take them to the drop-off locations or, if you are in the rural areas, take them back to the location they came from."

### Emergency response

Before flood warnings grabbed the region's attention, a 300-acre fire burned through portions of western Truckee Meadows on Thursday.

No damage was done to homes, but Washoe County and the city of Reno performed specific tasks based on their jurisdictions: Washoe County fighting the fire's spread on county and federal land and Reno firefighters holding a fire line in the Steamboat Ditch as the blaze moved to within a quarter mile of Caughlin Ranch homes.

On Sunday, several government agencies, organized by the Regional Emergency Operations Center, worked to prepare for the flood.

"Disasters don't understand jurisdictional boundaries," Kenneston said.

The emergency center works under an inter-local agreement to form multiagency coordination in a state of emergency.

Washoe County, Reno and Sparks declared a state of emergency on Friday. Streets in the industrial area in Sparks, along with downtown Reno bridges, were shut down for flood preparation. They reopened late Sunday afternoon.

Private contractors were also called, including from the Nevada Chapter of Associated General Contractors, which provided two excavators that were stationed on downtown Reno bridges to scoop up debris that was floating down the river.

"There was hardly any (debris from the flood)," AGC Safety Director Dee Stueve said. "There was one giant log that came down."





Stead resident Michael Fisher works to replace two panels of fencing that blew down Saturday night. TIM DUNN/RGJ



Businesses in the industrial area of Sparks returned sandbags at Stanford Way and Coney Island Drive. ANDY BARRON/RGJ

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# Officials deserve praise for storm preparations

In retrospect, there may be a temptation to accuse emergency management officials in the Truckee Meadows of overreacting to the threat of flooding from the series of wet storms that passed through this past weekend.

Don't believe it.

Thanks to a slight change in the weather that lowered temperatures in the Sierra and turned the rain into snow that stayed in the mountains — exactly where we wanted it — Reno-Sparks avoided the kind of damage that it suffered in past years when the Truckee River and area creeks overflowed their banks.

Had the temperatures not dropped, however, residents, businesses and emergency agencies would have been ready to respond, and that's what *should* happen.

As we have learned from storms that hit the Gulf and Atlantic coasts in recent years, it's far better to appear to overreact to the possibility of a disaster than to underreact and pay the price.

Everyone involved deserves our praise ... and our thanks.

■ ■ ■

Hurricane Katrina showed the entire country what happens when officials don't take a storm seriously. A slight turn in the storm's direction left much of New Orleans helpless; the failure of officials to enforce an early evacuation order was responsible for the deaths of residents; and there were few facilities prepared to deal with the refugees from the storm.

Preparations for "super-storm" Sandy showed that both federal and state officials had learned the right lessons. Mandatory evacuations were in place well before the storm finally struck the coastline, unquestionably saving many lives. Where preparations failed — nursing homes near beaches in New York City that weren't evacuated, for instance — lives



Signs were installed around the Truckee Meadows over the weekend to warn residents of possible flooding. RGJ

## SNAPSHOT

**ISSUE:** This weekend's "Pineapple Express"

**OUR VIEW:** Although colder temperatures turned the rain to snow and there was no major flooding, officials were right to ensure we were prepared for the worst.

were needlessly lost.

The good news is that the forecasting abilities of the National Weather Service and others are much improved. The forecasts of Sandy's route were as accurate as anyone could expect and much better than those of previous Atlantic storms. The forecasts of the Pineapple Express that hit Northern Nevada this weekend were pretty good, too.

For a while on Sunday, it was, in fact, touch and go in many parts of the valley. By the time the river and creeks started rising, we were prepared for the worst.

According to the National Weather Service, the Truckee

River crested at 4.1 feet in Truckee, just shy of the 4.5-foot flood stage; in Reno, the river reached 8 feet, 3 feet below flood stage; and it was expected to top 12 feet east of Sparks, 3 feet from the flood mark.

That certainly was better than the storm of 1986, when nearly a week of rain flooded the valleys along the Sierra front, left much of the area without natural gas when a pipeline over the Truckee River broke and collapsed roads.

It was better than 1997, when the Truckee overflowed, inundating downtown Reno, the Sparks industrial area and Rosewood Lakes.

And this storm, too, easily could have been worse, and we should all be thankful that it wasn't. We should also be thankful, however, that emergency officials made sure we were ready this time, even if it seems inconvenient after the fact.

**YOUR VOICE:** The Reno Gazette-Journal Editorial Board invites your comments on topics we write about. Go to [RGJ.com](http://RGJ.com) and click on the "Voices" link to share your thoughts.

# Disaster Averted

## Large-scale water woes fail to materialize in wake of heavy rains

BY GARRETT VALENZUELA  
gvalenzuela@dailysparkstribune.com



**S**PARKS — A few days of preparation work was nullified Sunday afternoon when the National Weather Service removed the flood warning for northern Nevada and induced a sigh of relief for the Sparks industrial area.

After initial forecasts predicted flooding of the Truckee River on Sunday, snow levels in the Sierra mountains dropped to 8,000 feet instead of staying at the predicted 9,000 feet. National Weather Service Meteorologist Mark Deutschendorf said the accumulations of snow were not enough to cause heavy runoff into the Truckee River.

“That snow is still melting today but at a much slower rate toward the river basins,” he said. “It takes much longer for that snow to runoff when it is melting by the sun and not being affected by heavy rain.”

Deutschendorf said the rivers in northern Nevada would still be flowing quickly though no more flooding is expected to occur. He said another storm is expected to arrive Wednesday with high snow levels in the Sierras, but it would be “less intense” than the weekend’s conditions.

One of the most active loca-

Tribune/Garrett Valenzuela  
**City of Sparks maintenance staff** filled trucks with used sandbags during cleanup efforts in the Sparks industrial area Monday afternoon. Many buildings in the south Sparks region were saved from flooding.

tions during all flood preparations was the Washoe County Regional Emergency Operations Center, which coordinated with local businesses, emergency crews and media outlets throughout the weekend. Emergency Manager Aaron Kenneston said the winter season is just getting started and that flood-

ing supplies should be on standby.

“People have been turning in sandbags (Monday) and we don’t want to put that stuff away too far because we may need it for later in the season,” Kenneston said. “We can’t let our guard down just yet, and we need to safeguard

See **Averted** page 10A

*“We learned a lot in 1997 and the biggest thing we learned was that these emergencies don’t have jurisdictional boundaries.”*

— Aaron Kenneston, Washoe County Emergency Manager

# AVERTED

from page 1A

those assets in case we need them again."

The National Weather Service reported the Truckee River at the Vista Boulevard gauge peaked at 11.36 feet at 2:45 a.m. Sunday and began steadily receding thereafter.

The river went below 10 feet at 9 a.m. and dwindled to 7.5 feet by Sunday evening. The flood stage of the river at Vista Boulevard is 15 feet.

Kenneston said the county's preparation techniques and strategies constantly evolve with each possible emergency. He said the floods of 1997 and 2005 taught emergency planners what could be improved, and that avoiding a flood came with its lessons as well.

"We learned a lot in 1997 and the biggest thing we learned was that these emergencies don't have jurisdictional boundaries, and out of that came the interlocal agreement that when they occur, we stand shoulder to shoulder as one region," Kenneston said. "What came out of 2005 was the realization we had to get better at informing and work-

ing with citizens and businesses and be prepared quicker. That's what you saw this time around. We were really pushing for everyone to come fill sandbags and we were trying to keep the public informed."

Kenneston said he and his team members will be meeting frequently during the next few weeks to assess what they learned. He said though data has not been collected from the event, he felt the efforts "went smoothly" and preparation for the flood was done much better.

"We still want to continue working closely with citizens and businesses to get the warnings out and improve how quickly we can respond to those danger areas," Kenneston said. "We already know we want to move quicker and communicate better."

The City of Sparks reported Sunday that all barricades blocking the industrial area would be removed at 3:30 p.m. and all traffic signals would return to normal working status. The city removed the state of emergency at 7 p.m. Sunday and also said there were no reports of any significant damage, adding the damage assessment team would not be deployed.

Kenneston stressed that living in an area such as northern Nevada comes with perks and hazards alike given the layout and composition of the region. He said it is important not to forget potential threats and become complacent.

"We live in such a beautiful region that has so many good things about it that it is easy to forget we have hazards also," he said. "We urge everyone to take a couple moments and think which hazards can affect them, whether it be fire or flooding and we are all

prone to earthquakes. Citizens should develop supply kits for any emergency which can keep them alive during the hours of first response."

The City of Sparks began removing unwanted sandbags Monday and will continue to pick them up through Friday. The city has asked that anyone wishing to discard their sandbags to place them on the nearest city of Sparks street, keeping them clear of travel lanes, sidewalks and off of pallets.

All 11 sandbag locations have been removed therefore sandbags should not be returned there. Anyone wishing to keep their sandbags for future use should take necessary measures to keep them from the elements.

Kenneston said although planning efforts were not put to the test, the preparation by the cities of Sparks and Reno in conjunction with the county will continue to be available.

"If you think about how much it costs to be unprepared, the cost of being prepared is very minor," he said. "We could not be more proud of the City of Sparks and the City of Reno and all the businesses who took it seriously and made the necessary preparations."

## News

# Storm moves in, but flooding not expected

By Terry Collins  
Associated Press

The Sierra will see wind gusts and rain today, the National Weather Service said, but no flood monitoring or warnings are expected in the Reno-Sparks area.

The Truckee River won't reach flood, or even flood monitoring, levels in Reno or Sparks, the weather service predicted.

The town of Truckee, which dodged a potentially major flood Sunday, was projected to get a half to three-quarters of an inch of rain today. The Truckee River was not expected to reach flood or flood monitoring levels there, either.

Reno, Sparks and Truckee had anticipated flooding Sunday, but the river crested without leaving its banks thanks to a snowfall that unexpectedly reached lower elevations.

A new storm system made its way Tuesday through already drenched Northern California, prompting renewed flood concerns in parts of the region.

A lake wind advisory was in effect Tuesday for Lake Tahoe. Winds were forecast to be in the 15-35 mph range for the lake, and waves of 2-4 feet were predicted. Boaters were urged to keep small craft off the lake.

Rain began falling along the California Pacific Coast around 5 a.m. and reached inland areas in the afternoon.

Forecasters in California were not expecting weather as severe as the series of storms that rocked the region over a five-day period that ended Sunday.

"The winds will be much lighter than over the weekend. The rainfall amounts will also be lower," meteorologist Holly Osbourne said.

She called the latest storm a warm system, meaning snow levels will be at around 8,000 to 9,000 feet.

Stretches of Northern California and southern Oregon were under a flood watch, partly because of swollen waterways and saturated ground from the previous storms that dumped 15 to 20 inches of rain in some areas and more than 5 feet of snow in the high Sierra Nevada.

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Comstock Chronicle



*Photo provided by Storey County  
Members of the Nevada Division of Forestry aided with  
the placement of sand bags on Nov. 30 in Lockwood.*

## Residents prepared for threatened flooding

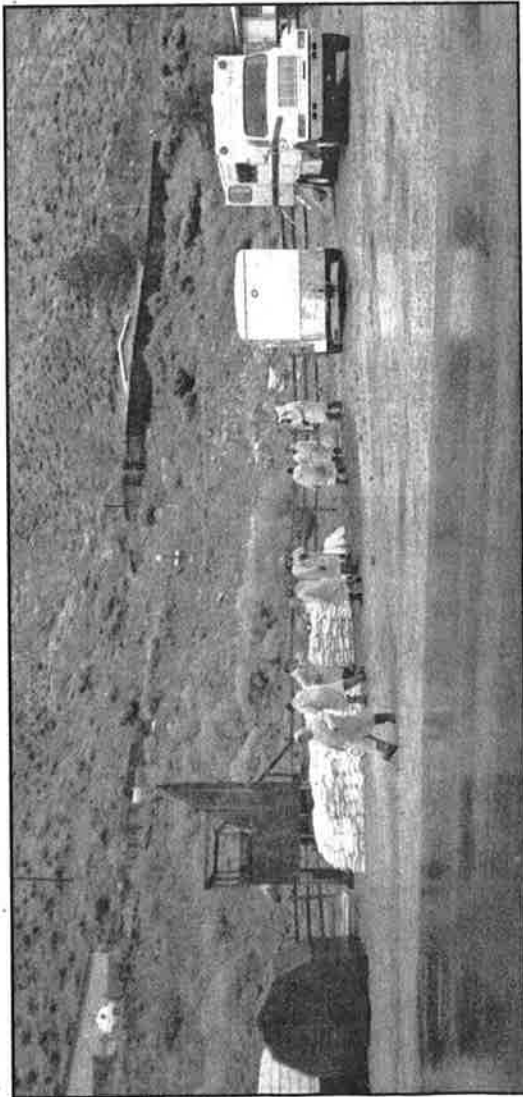
It is better to be safe than sorry, as the saying goes, and last week was a time of intense preparation for flooding that was expected in Northern Nevada.

The good part was it didn't happen.

Weather forecasters

warned of a series of three storms hitting the West Coast, and they did all hit. Winds were ferocious in advance of the rains that hit the Comstock and River District of Storey County as well as the region.

*See Flooding, page 16*



*Thousands of sand bags are ready to go in the event there is potential flooding in the River District. Crews from the Nevada Division of Forestry worked to help residents prepare.*

*Photo provided by Storey County*

## Flooding

From page 1

County officials monitored weather conditions and coordinated their efforts with surrounding

jurisdictions with the threat of flooding.

Sand and bags were

available in Lockwood as well as Mark Twain,

Virginia City and Virginia

### City Highlands.

The late-Saturday-early-Sunday storm that did hit was colder than forecast and turned to snow, thus slowing the flow of water. By Sunday afternoon, blue skies returned and the emergency declaration that had been issued by Storey County was discontinued. On Monday, businesses and residents that picked

up sandbags over the weekend were told to keep the sandbags so as to be prepared for any future events.

If sandbags are kept for future use, the bags should be protected from the elements by covering or storing them inside. A sandbag stored out of the elements may last for a season before the bag deteriorates.



**BOARD OF DIRECTORS  
STAFF REPORT  
MEETING DATE: December 21, 2012**

**DATE:** December 17, 2012  
**TO:** Truckee River Flood Management Authority Board Members  
**FROM:** Paul Urban, Chief Engineer, TRFMA, 850-7428, [purban@washoecounty.us](mailto:purban@washoecounty.us)  
**THROUGH:** Jay Aldean, Executive Director, TRFMA, 850-7470, [jaldean@washoecounty.us](mailto:jaldean@washoecounty.us)  
**SUBJECT:** **TECHNICAL ADVISORY COMMITTEE (TAC) REPORT**

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## **SUMMARY**

The purpose of the Technical Advisory Committee (TAC) is to bring together financial, engineering, planning, and government management functions to coordinate and vet flood project activities, and to provide technical assistance and guidance to the Truckee River Flood Management Authority. With their collective expertise, the TAC analyzes issues such as project schedules, construction sequencing, proposed TRAction Projects, flood project funding and governance. Working together, the TAC's efforts have facilitated greater efficiency in synchronizing efforts to move the flood project ahead. The TAC Chair provides an oral report to the Flood Management Authority at each monthly meeting.

The TAC meeting regularly scheduled for November 30, 2012 was opened, the roll was called, and a quorum could not be determined. The meeting was then adjourned due to lack of a quorum. No minutes were taken.

## **PREVIOUS ACTION**

A Technical Advisory Committee report has been presented to the local governing board for the Flood Project since 2007.

## **FISCAL IMPACT**

There is no identified fiscal impact for this agenda item

## **RECOMMENDATION**

It is recommended that the Board approve this report

## **POSSIBLE MOTION**

If the Board approves this report a simple motion to approve the report will be sufficient.





**BOARD OF DIRECTORS  
STAFF REPORT  
MEETING DATE: December 21, 2012**

**DATE:** December 13, 2012  
**TO:** Truckee River Flood Management Authority Board Members  
**THROUGH:** Jay Aldean, Executive Director, TRFMA, 850-7470, [jaldean@washoecounty.us](mailto:jaldean@washoecounty.us)  
**FROM:** Danielle Henderson, Natural Resource Manager, TRFMA, 850-7461, [dhenderson@washoecounty.us](mailto:dhenderson@washoecounty.us)  
**SUBJECT:** ARMY CORPS OF ENGINEERS MONTHLY REPORT

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**SUMMARY**

A representative from the U.S. Army Corps of Engineers (Corps) Sacramento District office plans to attend or call-in to the Truckee River Flood Management Authority (TRFMA) Board of Directors meeting to provide information on project status, including tasks completed; issues or problems that have developed; project schedule; and funding.

**PREVIOUS ACTION**

A report by the Corps on their activities in relation to the Truckee River Flood Management Project has been established as a standing agenda item for each meeting of the Flood Project Coordinating Committee and will now be a standing agenda item for each meeting of the TRFMA.

**FISCAL IMPACT**

None.

**RECOMMENDATION**

No specific recommendation is proposed.

**POSSIBLE MOTION**

No specific motion has been developed.

**Attachments:** 1. Corps' Study Update

JA:dmh

## **Attachment 1**

# **Truckee Meadows General Reevaluation Report (Feasibility Study) Sacramento District, U.S. Army Corps of Engineers**

Study Update for the  
Truckee River Flood Management Authority Board of Directors  
December 13, 2012

### **PROJECT STATUS UPDATE:**

Due to a rigorous quality assurance process, the Corps has moved the Alternative Formulation Briefing to 5 February with an In-progress review in January. The project development team is finalizing documents for sending to Headquarters in Washington DC on 19 December.



**BOARD OF DIRECTORS  
STAFF REPORT  
MEETING DATE: December 21, 2012**

**DATE:** December 14, 2012

**TO:** Flood Management Authority Board Members

**FROM:** Michael Wolz, Esq., General Counsel, TRFMA,  
850-7444, [mwolz@washoecounty.us](mailto:mwolz@washoecounty.us)

**SUBJECT: MEMORANDUM OF AGREEMENT WITH THE ARMY CORPS OF ENGINEERS FOR CREDIT FOR WORK PROVIDED PRIOR TO EXECUTION OF A PROJECT PARTNERSHIP AGREEMENT.**

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**SUMMARY**

Federal law provides that a cost sharing partnership agreement may provide credit toward the TRFMA's required cash contribution of funds for the value of material or services provided by the local sponsor prior to the execution of a cost sharing partnership agreement. It is anticipated that a portion of the money to be spent for the engineering services under the agreement with HDR Engineering, Inc. will be eligible for credit toward TRFMA's cash contribution for the project. However, in order to be at least considered for future eligibility for credit an agreement must first be executed with the Army Corps of Engineers (USACE), and only expenditures made after the execution of such an agreement are eligible for credit.

Staff seeks approval of the Memorandum of Agreement between the USACE and TRFMA in order to preserve the right to request credit for the amount spent on the HDR contract.

The Memorandum of Agreement does not create an obligation on the part of the USACE to grant credit for the work performed, and expressly provides that the work is taken at TRFMA's own risk.

**PREVIOUS ACTION**

- Apr. 13, 2012:** Board approves Feasibility Cost Share Agreement with the Army Corps of Engineer's for contribution of \$1.4 million toward the completion of the General Reevaluation Report and the Environmental Impact Statement.
- Aug. 22, 2012:** Memorandum of Agreement/Feasibility Cost Share Agreement is executed and becomes effective.

- Sep. 14, 2012:** Board approves the Request for Proposal for professional engineering services for the combined preliminary engineering contract.
- Dec. 21, 2012:** Proposed contract with HDR Engineering Inc. for performance of the combined preliminary engineering services is presented to the Board for approval.

## **DISCUSSION**

Section 221(a) of the Flood Control Act of 1970, as amended by Section 2003 of the Water Resources Development Act of 2007, provides that a cost sharing partnership agreement may provide credit for the value of materials or services provided before the execution of a cost sharing partnership agreement if the Secretary and the non-Federal interest enter into an agreement under which the non-Federal interest shall carry out such work. The only expenditures that will be eligible for credit are for work carried out specifically for the Federal project elements of the local 100-year plan after the execution of such an agreement. Any credit for eligible in-kind contributions will be afforded only toward TRFMA's required contribution of funds (i.e. cash contribution) under the Project Partnership Agreement for the project. Credit will not be afforded toward TRFMA's requirement to provide in cash 5 percent of the costs allocated to structural flood damage reduction.

A draft of the proposed agreement, entitled the Memorandum of Understanding between the Department of the Army and the Truckee River Flood Management Authority For Work Provided or Performed Prior To Execution of a Project Partnership Agreement For the Truckee Meadows Flood Control Project, Nevada (the MOU) is attached. The form and terms of the MOU are mandated by the USACE, and may not be changed or amended by the TRFMA. Negotiations and finalization of this agreement will continue after publishing this staff report and a final contract will be presented to the Board during the TRFMA meeting on the 21<sup>st</sup> for final consideration.

The MOU sets forth a description of the specific work for which TRFMA will seek credit. Credit will not be granted for expenditures made for work not set forth on the MOU.

The USACE is not bound to accept any expenditures for credit, and any work or expenditures taken by TRFMA are at its own risk. The MOU is not an assurance regarding later approval of the project.

Under the terms of the MOU, to be eligible for credit:

1. USACE must make a determination that the Proposed Work is integral to the design of the project;
2. The proposed work will be subject to review to ensure they are done satisfactorily and in compliance with Federal law;
3. The costs will be subject to audit;
4. The costs are not subject to interest or adjustment in price levels;
5. Federal program funds may not be used;
6. Only the costs that do not exceed the USACE's cost estimates will be allowed;

7. The contract for engineering services must comply with Federal law;
8. The Project Partnership Agreement will contain terms granting credit for the costs incurred.

**FISCAL IMPACT**

None

**RECOMMENDATION**

It is recommended that the Flood Management Authority Board of Directors approve the Memorandum of Understanding between the Department of the Army and the Truckee River Flood Management Authority For Work Provided or Performed Prior to Execution of a Project Partnership Agreement For the Truckee Meadows Flood Control Project, Nevada.

**POSSIBLE MOTION**

Should the Board agree with staff's recommendation, a possible motion would be: "Move to approve the Memorandum of Understanding between the Army Corps of Engineers and the Truckee River Flood Management Authority."

MW

MEMORANDUM OF UNDERSTANDING  
BETWEEN  
THE DEPARTMENT OF THE ARMY  
AND THE  
TRUCKEE RIVER FLOOD MANAGEMENT AUTHORITY

FOR WORK PROVIDED OR PERFORMED  
PRIOR TO EXECUTION OF

A

PROJECT PARTNERSHIP AGREEMENT

FOR

THE TRUCKEE MEADOWS FLOOD CONTROL PROJECT, NEVADA

THIS MEMORANDUM OF UNDERSTANDING (hereinafter the “MOU”) is entered into this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, by and between the Department of the Army (hereinafter the “Government”), represented by the U.S. Army Engineer \_\_\_\_\_ District (hereinafter the “District Engineer”) and the Truckee River Flood Management Authority (hereinafter the “Non-Federal Interest”), represented by its chairman of the Board of Directors.

WITNESSETH, THAT:

WHEREAS, Section 221(a) of the Flood Control Act of 1970, as amended by Section 2003 of the Water Resources Development Act of 2007, provides that a cost sharing partnership agreement may provide credit for the value of materials or services provided before the execution of such cost sharing partnership agreement if the Secretary and the non-Federal interest enter into an agreement under which the non-Federal interest shall carry out such work and only work carried out following the execution of such agreement shall be eligible for credit;

WHEREAS, the Non-Federal Interest understands and acknowledges that any credit for eligible in-kind contributions will be afforded only toward the required non-Federal contribution of funds (i.e. cash contribution) under the Project Partnership Agreement for the project except such credit will not be afforded toward the non-Federal requirement to provide in cash 5 percent of the costs allocated to structural flood damage reduction; and

WHEREAS, by letter dated **December x, 2012**, the Non-Federal Interest stated its intent to perform certain work (hereinafter the “Proposed Work”, as defined in Paragraph 1 of this MOU) prior to the execution of the Project Partnership Agreement for the Truckee Meadows Food Control Project, Nevada.

NOW, THEREFORE, the Government and the Non-Federal Interest agree as follows:

1. The Non-Federal Interest shall provide or perform the Proposed Work in accordance with the terms and conditions of this MOU. The Proposed Work shall consist of feasibility level engineering planning and design services for the development of a 100-year flood protection plan concentrated mainly within the urban area of Reno, Sparks and Washoe County, Nevada, but to include mitigation improvements, if needed, for the lower Truckee Canyon from Vista Street in Sparks to Wadsworth, Nevada as generally described in the letter from the Non-Federal Interest.

2. The Non-Federal Interest shall keep books, records, documents, and other evidence pertaining to costs and expenses incurred pursuant to this MOU to the extent and in such detail as will properly reflect total costs for the Proposed Work and the Non-Federal Interest shall make such evidence available for inspection and audit by authorized representatives of the Government.

3. The parties to this MOU shall each act in an independent capacity in the performance of their respective functions under this MOU, and neither party is to be considered the officer, agent, or employee of the other.

4. Nothing in this MOU creates any duty, obligation, or responsibility for the Government. Any activity undertaken by the Non-Federal Interest for the implementation of the Proposed Work is solely at the Non-Federal Interest's own risk and responsibility.

5. The Non-Federal Interest understands that to be eligible for credit for the costs of the Proposed Work:

a. The Government must make a determination that the Proposed Work is integral to the design of the project;

b. The Proposed Work shall be subject to a review by the Government to verify that all engineering, real estate, and environmental analyses or other items performed or provided are accomplished in a satisfactory manner and in accordance with applicable Federal laws, regulations, and policies;

c. The costs for the Proposed Work that may be eligible for credit shall be subject to an audit by the Government to determine the reasonableness, allocability, and allowability of such costs;

d. The costs incurred for the Proposed Work are not subject to interest charges, nor are they subject to adjustment to reflect changes in price levels between the time the Proposed Work is completed and the time that credit may be afforded;

e. The Non-Federal Interest shall not use Federal program funds (either funds or

grants provided by a Federal agency as well as any non-Federal matching share or contribution that was required by such Federal agency for such program or grant) for the Proposed Work unless the Federal agency providing the Federal portion of such funds verifies in writing that expenditure of such funds for such purpose is expressly authorized by Federal law;

f. Only the costs of the Proposed Work that do not exceed the Government's estimate of the cost of such work if the work been accomplished by the Government may be eligible for credit;

g. Any contract awarded for the Proposed Work shall include provisions consistent with all applicable Federal laws and regulations and the Non-Federal Interest shall comply with all applicable Federal and State laws and regulations, including, but not limited to Section 601 of the Civil Rights Act of 1964, Public Law 88-352 (42 U.S.C. 2000d), and Department of Defense Directive 5500.11 issued pursuant thereto, as well as Army Regulation 600-7, entitled "Nondiscrimination on the Basis of Handicap in Programs and Activities Assisted or Conducted by the Department of the Army"; and

h. Crediting for the costs of the Proposed Work may be withheld, in whole or in part, as a result of the Non-Federal Interest's failure to comply with the terms of this MOU.

6. If the parties agree to enter into a Project Partnership Agreement for the The Truckee Meadows Flood Control Project, Nevada, then the Project Partnership Agreement will contain provisions regarding affording credit for costs of the Proposed Work, if the Secretary determines that the Proposed Work is integral to the design of the project.

7. Execution of this MOU shall not be interpreted as a Federal assurance regarding later approval of any project; shall not commit the United States to any type of reimbursement or credit for the Proposed Work; does not alter any process to be followed by the Government in making a determination to execute a future Project Partnership Agreement; nor does it provide any assurance that any future agreement will ever be executed for the project, the Proposed Work, or any portion of the project. Further, this MOU shall not be interpreted to signify any Federal participation in or commitment to the project or the Proposed Work. Finally, this MOU shall not be construed as committing the Government to assume any responsibility placed upon the Non-Federal Interest or any other non-Federal entity or as preventing the Government from modifying the project that could result in the Proposed Work performed by the Non-Federal Interest no longer being an integral part of the design of the project.

IN WITNESS WHEREOF, the parties hereto have executed this MOU, which shall become effective upon the date it is signed by the District Engineer.



DEPARTMENT OF THE ARMY

TRUCKEE RIVER FLOOD  
MANAGEMENT AUTHORITY

BY: \_\_\_\_\_  
[TYPED NAME]  
[TITLE IN FULL]

BY: \_\_\_\_\_  
Ron Smith  
Chairman of the Board of Directors

DATE: \_\_\_\_\_

DATE: \_\_\_\_\_

CERTIFICATE OF AUTHORITY

I, \_\_\_\_\_, do hereby certify that I am the principal legal officer of the Truckee River Flood Management Authority, that the Truckee River Flood Management Authority is a legally constituted public body with full authority and legal capability to perform the terms of the MOU between the Department of the Army and the Truckee River Flood Management Authority in connection with the Proposed Work to be provided or performed prior to execution of a Project Partnership Agreement for the The Truckee Meadows Flood Control Project, Nevada [and that the persons who have executed this MOU on behalf of the Truckee River Flood Management Authority have acted within their statutory authority.

IN WITNESS WHEREOF, I have made and executed this certification this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_.

By : \_\_\_\_\_  
Michael L. Wolz  
General Counsel,  
Truckee River Flood Management Authority

**Truckee River Flood Management Authority**  
**Combining Balance Sheet - General Fund and Capital Projects Fund**  
**October 31, 2012**

	General Fund	Capital Projects Fund	Total
<b>ASSETS</b>			
Cash	\$ 1,333,110	\$ -	\$ 1,333,110
Investment Pool	15,617,307	4,246,061	19,863,368
Reserves Held by Washoe County			
ICA Reserve	118,986	-	118,986
Encumbrances	34,192	-	34,192
Nevada Land Trust	35,000	-	35,000
Other	20,364	-	20,364
Interfund Balances	-	-	-
Due from Washoe County	-	-	-
Interest Receivable	88,563	-	88,563
Prepaid Account	50	-	50
	<hr/>	<hr/>	<hr/>
Total Assets	\$ 17,247,572	\$ 4,246,061	\$ 21,493,633
	<hr/> <hr/>	<hr/> <hr/>	<hr/> <hr/>
<b>LIABILITIES AND FUND BALANCE</b>			
		-	
<b>LIABILITIES</b>			
Accounts Payable	34,844	1,340	36,184
Salaries Payable	32,265	-	32,265
Deferred Revenue	1,185	-	1,185
Deposits - Home Elevation Program	10,500	-	10,500
	<hr/>	<hr/>	<hr/>
Total Liabilities	78,794	1,340	80,134
	<hr/>	<hr/>	<hr/>
<b>FUND BALANCE</b>			
Nonspendable	208,592	-	208,592
Restricted	-	4,300,134	4,300,134
Unassigned	16,960,186	(55,414)	16,904,772
	<hr/>	<hr/>	<hr/>
Total Fund Balance	17,168,778	4,244,721	21,413,499
	<hr/>	<hr/>	<hr/>
<b>TOTAL LIABILITIES AND FUND BALANCE</b>	\$ 17,247,572	\$ 4,246,061	\$ 21,493,633
	<hr/> <hr/>	<hr/> <hr/>	<hr/> <hr/>

**Truckee River Flood Management Authority**  
**Statement of Revenues, Expenditures and Changes in Fund Balance**  
**General Fund**  
**for the Period Ended October 31, 2012**

	October	Adjusted Budget	Actual YTD	Variance
<b>REVENUES</b>				
Intergovernmental Revenues:				
Net Sales Tax -Washoe County	\$ 427,880	\$ 4,486,500	\$ 1,602,548	\$ (2,883,952)
Miscellaneous Revenues:				
Federal Grant Reimbursements	268,590	-	268,590	268,590
Investment income	(5,797)	100,000	125,161	25,161
Rental Income	-	24,101	-	(24,101)
Reimbursements/Washoe County	4,350	4,500	401,017	396,517
<b>TOTAL REVENUES</b>	<b>695,023</b>	<b>4,615,101</b>	<b>2,397,316</b>	<b>(2,217,785)</b>
<b>EXPENDITURES</b>				
Public Safety Function:				
Current:				
Salaries and Wages	72,607	902,828	288,084	614,744
Employee Benefits	27,879	336,462	112,798	223,664
Services & Supplies				
Professional services	10,181	2,462,041	1,447,350	1,014,691
Overhead paid to Washoe County	11,711	200,000	46,868	153,132
Payments to Washoe County	-	-	630,141	(630,141)
Other	62,612	1,065,170	217,660	847,510
Undesignated	-	11,451,265	-	11,451,265
<b>TOTAL EXPENDITURES</b>	<b>184,990</b>	<b>16,417,766</b>	<b>2,742,902</b>	<b>13,674,864</b>
Excess (Deficiency) of Revenues Over Expenditures	510,033	(11,802,665)	(345,587)	11,457,078
<b>TRANSFERS</b>				
Construction Fund	-	(5,476,993)	(4,500,000)	976,993
<b>SPECIAL ITEM</b>				
Transfer of Operations-Washoe County	-	22,179,925	4,516,965	(17,662,960)
Net Change in Fund Balance	510,033	4,900,267	(328,622)	(5,228,889)
<b>BEGINNING FUND BALANCE</b>	<b>16,658,745</b>	<b>-</b>	<b>17,497,399</b>	<b>17,497,399</b>
<b>ENDING FUND BALANCE</b>	<b>\$ 17,168,778</b>	<b>\$ 4,900,267</b>	<b>\$ 17,168,777</b>	<b>\$ 12,268,510</b>

**Truckee River Flood Management Authority**  
**Statement of Revenues, Expenditures and Changes in Fund Balance**  
**Capital Projects Fund**  
**for the Period Ended October 31, 2012**

	October	Adjusted Budget	Year to Date Actual	Variance
<b>REVENUES</b>				
Miscellaneous Revenues:				
Investment income	\$ -	\$ 32,400	\$ -	\$ (32,400)
Other	-	14,000	-	(14,000)
<b>TOTAL REVENUES</b>	-	46,400	-	(46,400)
<b>EXPENDITURES</b>				
Public Safety Function:				
Services and supplies	55,413	-	255,279	(255,279)
Capital outlay	-	5,523,393	-	5,523,393
<b>TOTAL EXPENDITURES</b>	55,413	5,523,393	255,279	5,268,114
Excess (Deficiency) of Revenues Over Expenditures	(55,413)	(5,476,993)	(255,279)	5,221,714
<b>TRANSFERS</b>				
General Fund	-	5,476,993	4,500,000	(976,993)
Net Change in Fund Balance	(55,413)	-	4,244,721	4,244,721
<b>BEGINNING FUND BALANCE</b>	4,300,134	-	-	-
<b>ENDING FUND BALANCE</b>	\$ 4,244,721	\$ -	\$ 4,244,721	\$ 4,244,721

**Truckee River Flood Management Authority**  
**Combining Balance Sheet - General Fund and Capital Projects Fund**  
**September 30, 2012**

	General Fund	Capital Projects Fund	Total
<b>ASSETS</b>			
Cash	\$ 1,159,907	\$ -	\$ 1,159,907
Investment Pool	15,256,847	4,301,842	19,558,690
Reserves Held by Washoe County			
ICA Reserve	118,986	-	118,986
Encumbrances	34,899	-	34,899
Nevada Land Trust	35,000	-	35,000
Other	25,345	-	25,345
Due from Washoe County	-	-	-
Interest Receivable	87,390	-	87,390
Prepaid Account	50	-	50
	<hr/>	<hr/>	<hr/>
Total Assets	\$ 16,718,423	\$ 4,301,842	\$ 21,020,266
	<hr/> <hr/>	<hr/> <hr/>	<hr/> <hr/>
<b>LIABILITIES AND FUND BALANCE</b>			
		-	
<b>LIABILITIES</b>			
Accounts Payable	10,165	1,708	11,873
Salaries Payable	22,586	-	22,586
Deferred Revenue	16,427	-	16,427
Deposits - Home Elevation Program	10,500	-	10,500
	<hr/>	<hr/>	<hr/>
Total Liabilities	59,678	1,708	61,386
	<hr/>	<hr/>	<hr/>
<b>FUND BALANCE</b>			
Nonspendable	214,229	-	214,229
Restricted	-	4,300,134	4,300,134
Unassigned	16,444,516	-	16,444,516
	<hr/>	<hr/>	<hr/>
Total Fund Balance	16,658,745	4,300,134	20,958,880
	<hr/>	<hr/>	<hr/>
<b>TOTAL LIABILITIES AND FUND BALANCE</b>	<b>\$ 16,718,423</b>	<b>\$ 4,301,842</b>	<b>\$ 21,020,266</b>
	<hr/> <hr/>	<hr/> <hr/>	<hr/> <hr/>

**Truckee River Flood Management Authority**  
**Statement of Revenues, Expenditures and Changes in Fund Balance**  
**General Fund**  
**for the Period Ended September 30, 2012**

	<b>September</b>	<b>Adjusted Budget</b>	<b>Actual YTD</b>	<b>Variance</b>
<b>REVENUES</b>				
Intergovernmental Revenues:				
Net Sales Tax -Washoe County	\$ 393,945	\$ 4,486,500	\$ 1,174,668	\$ (3,311,832)
Miscellaneous Revenues:				
Investment income	6,521	100,000	130,958	30,958
Rental Income	-	24,101	-	(24,101)
Reimbursements/Washoe County	44,370	4,500	396,667	392,167
<b>TOTAL REVENUES</b>	<b>444,836</b>	<b>4,615,101</b>	<b>1,702,292</b>	<b>(2,912,809)</b>
<b>EXPENDITURES</b>				
Public Safety Function:				
Current:				
Salaries and Wages	70,265	902,828	215,477	687,351
Employee Benefits	27,242	336,462	84,920	251,542
Services & Supplies				
Professional services	11,820	2,462,041	1,437,169	1,024,872
Overhead paid to Washoe County	11,711	200,000	35,157	164,843
Payments to Washoe County	197,624	-	630,141	(630,141)
Other	36,043	1,065,170	155,048	910,122
Undesignated	-	11,451,265	-	11,451,265
<b>TOTAL EXPENDITURES</b>	<b>354,704</b>	<b>16,417,766</b>	<b>2,557,911</b>	<b>13,859,855</b>
Excess (Deficiency) of Revenues Over Expenditures	90,132	(11,802,665)	(855,619)	10,947,046
<b>TRANSFERS</b>				
Construction Fund	-	(5,476,993)	(4,500,000)	976,993
<b>SPECIAL ITEM</b>				
Transfer of Operations-Washoe County	-	22,179,925	4,516,965	(17,662,960)
Net Change in Fund Balance	90,132	4,900,267	(838,654)	(5,738,921)
<b>BEGINNING FUND BALANCE</b>	<b>16,568,612</b>	<b>-</b>	<b>17,497,399</b>	<b>17,497,399</b>
<b>ENDING FUND BALANCE</b>	<b>\$ 16,658,745</b>	<b>\$ 4,900,267</b>	<b>\$ 16,658,745</b>	<b>\$ 11,758,478</b>

**Truckee River Flood Management Authority**  
**Statement of Revenues, Expenditures and Changes in Fund Balance**  
**Capital Projects Fund**  
**for the Period Ended September 30, 2012**

	<b>September</b>	<b>Adjusted Budget</b>	<b>Year to Date Actual</b>	<b>Variance</b>
<b>REVENUES</b>				
Miscellaneous Revenues:				
Investment income	\$ -	\$ 32,400	\$ -	\$ (32,400)
Other	-	14,000	-	(14,000)
<b>TOTAL REVENUES</b>	<b>-</b>	<b>46,400</b>	<b>-</b>	<b>(46,400)</b>
<b>EXPENDITURES</b>				
Public Safety Function:				
Services and supplies	4,966	-	199,866	(199,866)
Capital outlay	-	5,523,393	-	5,523,393
<b>TOTAL EXPENDITURES</b>	<b>4,966</b>	<b>5,523,393</b>	<b>199,866</b>	<b>5,323,527</b>
Excess (Deficiency) of Revenues Over Expenditures	(4,966)	(5,476,993)	(199,866)	5,277,127
<b>TRANSFERS</b>				
General Fund	-	5,476,993	4,500,000	(976,993)
Net Change in Fund Balance	(4,966)	-	4,300,134	4,300,134
<b>BEGINNING FUND BALANCE</b>	<b>4,305,101</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>ENDING FUND BALANCE</b>	<b>\$ 4,300,134</b>	<b>\$ -</b>	<b>\$ 4,300,134</b>	<b>\$ 4,300,134</b>





**BOARD OF DIRECTORS  
STAFF REPORT  
MEETING DATE: December 21, 2101**

**DATE:** December 14, 2012  
**TO:** Truckee River Flood Management Authority Board Members  
**FROM:** Jay Aldean, Executive Director, TRFMA, 850-7470, [jaldean@washoecounty.us](mailto:jaldean@washoecounty.us)  
**SUBJECT:** **REQUEST TO APPROVE A PROFESSIONAL SERVICES CONTRACT WITH HDR ENGINEERING INC. FOR COMBINED PRELIMINARY ENGINEERING SERVICES (FOR POSSIBLE ACTION)**

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## **SUMMARY**

Staff is requesting approval of a Professional Services Agreement with HDR Engineering in an approximate amount not-to-exceed \$5,400,000 for the Combined Preliminary Engineering Services. The expected outcome for the engineering services is to develop a Local Interest Plan which is to be submitted to the Corps of Engineers for inclusion into their General Re-evaluation Report (GRR) and Environmental Impact Statement (EIS) prior to consideration of the project by Congress.

## **PREVIOUS ACTION**

- |                    |  |
|--------------------|--|
| June 1, 2012       | Board of Directors approved staff's strategy for advancing the flood project forward. This included two engineering contracts; the first to assist staff with the description of the rate plan, and a second for further analysis and design development of our own 100-year project which could be combined with the Corps' report for Congressional authorization of our plan. |
| June 1, 2012       | Board of Directors provided direction to staff to bring back recommendations to the Board for consideration of revising the LPP with the understanding that the revisions would be for a project that would provide protection against a 100-year storm event and minimal other benefits.  |
| August 10, 2012    | Board of Directors approved a contract with Ms. Ruth Villalobos in the amount of \$150,000 to provide assistance with development of the RFP for the Combined Engineering Services Contract and also to assist with quality control services throughout the duration of the engineering contract.  |
| September 14, 2012 | Board of Directors approved issuing a Request for Proposals (RFP) to seek an engineering consultant to perform the work for the Combined Engineering Services Contract.  |

September 28, 2012 TRFMA Technical Advisory Committee approved the RFP with conditions.

October 5, 2012 TRFMA staff incorporated TAC's conditions and released the RFP to the public.

## **BACKGROUND**

The Board gave direction to staff to follow a dual path strategy for advancing the flood project forward; the primary direction - continue with the Corps as the lead agency for design and construction of the project, as a secondary direction – begin a local planning and design effort to develop our own desired 100-year project thus avoiding delay should efforts to partner with the Corps of Engineers ultimately fail. To that end, the Board approved the concept to proceed with two engineering efforts:

1. Engineering analysis for our Local Rate Plan (LRP<sup>1</sup>) needed to complete the financial rate model – this contract will be referred to as the Flood Fee Engineering contract; and
2. Preliminary engineering associated with project design/NEPA documentation for further development of the LRP and to determine a Local Interest Plan (LIP<sup>2</sup>) that can be submitted to the Corps for eventual Congressional consideration. This contract is referenced as the Combined Preliminary Engineering contract.

### **Combined Preliminary Engineering Contract**

The Combined Preliminary Engineering contract must be able to serve as the basis for both of the two future scenarios being considered by the Board; either

- Continuing with the Corps, which includes the potential for the following:
  - Completion of environmental NEPA documents and a Record of Decision (ROD),
  - Receipt of Federal funding for construction, and
  - Corps oversight of construction of the entire project (LIP); or
- Build the complete LRP with only local effort and financing.

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<sup>1</sup> The Local Rate Plan (LRP) consists of the entire grouping of project elements that will be ultimately constructed for flood protection and other purposes such as restoration or recreation. The expected flood fee will be set on the basis of the cost of this plan.

<sup>2</sup> The Local Interest Plan (LIP) refers to a subset of project elements from the LRP which will be turned over to the Corps of Engineers for consideration for inclusion in the GRR/EIS. This plan represents the project that the Corps would be able to recommend to Congress and build with Federal funding participation.

Generally the deliverables from the Combined Preliminary Engineering contract will fulfill the following goals:

1. Generate preliminary engineering plans and cost estimate for the LRP and consequently the LIP,
2. Estimate the benefits associated with the LIP for Corps B/C evaluation, and
3. To the extent practicable given the funding limitations, develop analysis and data required to allow for modification of the Corps EIS document and use by the Truckee Meadows Flood Project for our new 100-year plan,
4. Information needs to be developed to serve the need for a local option or a Corps option for construction.

In the process of preparing to solicit requests for proposals for the Combined Preliminary Engineering contract it became clear if the information developed during this contract is to be of any use by the Corps, it is critical that the information developed be prepared exactly according to Corps criteria following Corps prescribed methods. Furthermore, due to the anticipated timing of events and upcoming milestones, there will only be minimal opportunity for integrating this information into the Corps planning effort. This will present a challenge for the consulting engineering company to produce the required reports, designs and other information in a timely and acceptable manner. This work must be prepared properly with the first submittal; there is no time to rework the deliverables.

### **Consultant Procurement**

It was the intention to complete the consultant solicitation process by the end of this year and bring a recommended contract for Board consideration at minimum by the January TRFMA meeting. Due to demanding nature of the schedule of this work effort, the procurement process was developed to enable consultant selection and contract negotiation as early as possible and staff is pleased to bring this contract to the Board at the December meeting.

The selection committee consisted of management level staff from all TRFMA member agencies. There were four members of the selection committee; Mr. John Flansberg representing the City of Reno, Mr. Neil Krutz representing the City of Sparks and Ms. Rosemary Menard representing Washoe County, I represented the TRFMA. The selection committee met to review the three proposals received and determine a short list for interviews. Two interviews were held on the 29<sup>th</sup> of November, the first, a team led by CH2MHILL and finally one by HDR. In each case after review of the proposals and after conclusion of the interviews, all decisions were unanimous in support of the selected consultant team.

### **Contract Negotiations**

The RFP included a conceptual scope of services based upon staff's understanding of the kind of data, analysis and document format the Corps of Engineers expected to allow us to combine our project developed under the Combined Engineering contract with their report. Since the issuance of the RFP this understanding has changed as the Corps has made further stipulations to staff regarding the format and nature of the documents we eventually submit. The cost of this contract effort was anticipated to be approximately \$5 million. The cash flow analysis presented to the Board in June of this year to accompany the new TRFMA strategy for going forward included \$5 million for the engineering contract with an additional \$1.5 available for unforeseen circumstances. The \$6.5 million represents the last of the uncommitted funds available for use by the Board to

advance its goals. The noted changes to the document format now required by the Corps has added some additional tasks and they are now reflected in this contract's scope of services. The contract amount is approximately \$5,400,000.

NEGOTIATIONS AND FINALIZATION OF THIS AGREEMENT WILL CONTINUE AFTER PUBLISHING THIS STAFF REPORT; A FINAL CONTRACT WILL BE PRESENTED TO THE BOARD DURING THE TRFMA MEETING ON DECEMBER 21ST FOR FINAL CONSIDERATION. HDR HAS COMMITTED TO PROVIDING A FULLY EXECUTED AND FINAL VERSION OF THE CONTRACT DOCUMENTS AND FEE ESTIMATE BY THURSDAY, DECEMBER 20<sup>TH</sup> AND THIS PACKAGE WILL BE DISTRIBUTED IMMEDIATELY TO THE BOARD AT THAT TIME.

**FISCAL IMPACT**

The not-to-exceed approximate cost of \$5,400,000 for the agreement with HDR Engineering, INC. would be provided by the Flood Project's dedicated 1/8 cent sales tax fund. There are sufficient funds in Truckee River Flood Management Project Fund Professional Services account to fund the project.

**RECOMMENDATION**

It is recommended that the TRFMA approve the HDR Combined Preliminary Engineering Contract in an amount set forth in the contract, but at this time estimated at not-to-exceed \$5,400,000.

**POSSIBLE MOTION**

Motion to approve the staff recommendation.

JLA



**BOARD OF DIRECTORS  
STAFF REPORT  
MEETING DATE: December 21, 2012**

**DATE:** December 13, 2012  
**TO:** Truckee River Flood Management Authority Board Members  
**FROM:** Danielle Henderson, Natural Resource Manager, TRFMA, 850-7461, [dhenderson@washoecounty.us](mailto:dhenderson@washoecounty.us)  
**THROUGH:** Jay Aldean, Executive Director, TRFMA, 850-7470, [jaldean@washoecounty.us](mailto:jaldean@washoecounty.us)  
**SUBJECT:** **WORKING GROUP MONTHLY REPORT**

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**SUMMARY**

The Truckee River Flood Management Authority (TRFMA) Working Group met on November 28, 2012 and September 26, 2012 and discussed the topics identified in the meeting Agendas (**Attachment 1 and Attachment 2**).

Approved meeting minutes from the TRFMA Working Group meeting on September 26, 2012 and July 25, 2012 are included as **Attachment 3** and **Attachment 4** of this staff report.

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The Working Group is a dedicated group of citizens representing a wide variety of stakeholder interests; the group meets monthly to discuss various issues affecting the Flood Project. These meetings provide a forum that allows the public to share ideas and evaluate Flood Project alternatives and priorities. There is no official membership of the Working Group; all interested citizens are invited to attend and participate.

**PREVIOUS ACTION**

The Working Group monthly report was originally established as a standing agenda item by the Truckee River Flood Project Coordinating Committee and maintained as such by the TRFMA.

**FISCAL IMPACT**

None.

**RECOMMENDATION**

No recommendation is proposed.

**POSSIBLE MOTION**

No motion has been provided.

**Attachments:**

1. TRFMA Working Group November 28, 2012 Meeting Agenda
2. TRFMA Working Group September 26, 2012 Meeting Agenda
3. TRFMA Working Group September 26, 2012 Meeting Minutes (final)
4. TRFMA Working Group July 25, 2012 Meeting Minutes (final)

JA:dmh

## **WORKING GROUP MEETING**

**Wednesday, November 28, 2012 — 3:00 to 5:00 pm**

### **LOCATION**

Truckee River Flood Management Authority (TRFMA) Office  
Tahoe Conference Room  
9390 Gateway Drive, Suite 230, Reno, NV 89521

### **AGENDA**

1. **INTRODUCTIONS**

2. **APPROVAL OF MINUTES**

Approve Provisional Minutes of the Working Group (WG) Meeting of September 26, 2012.

3. **ANNOUNCEMENTS**

4. **PRESENTATION ON THE RTC SOUTHEAST CONNECTOR PROJECT**

*Garth Oksol, RTC Project Manager*

Status report/discussion on the Regional Transportation Commission (RTC) Southeast Connector (SEC) project as it relates to the Truckee River Flood Project.

5. **U.S. ARMY CORPS OF ENGINEERS' ACTIVITIES**

*Jay Aldean, TRFMA Executive Director*

Update/discussion on continuing project-related activities by the U.S. Army Corps of Engineers (Corps); including recent coordination meetings, project schedule/milestones, and project documentation (General Reevaluation Report and Environmental Impact Statement).

6. **REQUEST FOR PROPOSALS FOR PROFESSIONAL ENGINEERING SERVICES FOR THE COMBINED PRELIMINARY ENGINEERING CONTRACT**

*Jay Aldean, TRFMA Executive Director*

Update/discussion on the Request for Proposals (RFP) for the Combined Preliminary Engineering Contract; which will develop project designs, economic analyses and environmental documentation on a Local Interest Project to submit to the Corps for potential approval and Congressional authorization.

7. **TRUCKEE RIVER WATERSHED REGIONAL HYDROLOGIC MODEL**

*Paul Urban, TRFMA Chief Engineer*

Status report/discussion on the Truckee River Watershed regional hydrologic modeling effort currently underway by Manhard Consulting (sponsored by the Truckee River Flood Management Authority).

8. **WORKING GROUP MEMBER REPORT**

Discussion on the WG Member Report to develop report content and seek member volunteer(s) to write and present the report at the next TRFMA Board of Directors meeting (Dec. 14, 2012).

9. **WORKING GROUP MEMBER COMMENTS AND REQUESTS FOR FUTURE AGENDA ITEMS**



## **WORKING GROUP MEETING**

**Wednesday, September 26, 2012 — 3:00 to 5:00 pm**

### **LOCATION**

Truckee River Flood Management Authority (TRFMA) Office  
Tahoe Conference Room  
9390 Gateway Drive, Suite 230, Reno, NV 89521

### **AGENDA**

1. **INTRODUCTIONS**

2. **APPROVAL OF MINUTES**

Approve Provisional Minutes of the Working Group (WG) Meeting of July 25, 2012.

3. **ANNOUNCEMENTS**

4. **UPDATE ON U.S. ARMY CORPS OF ENGINEERS' ACTIVITIES**

*Jay Aldean, TRFMA Executive Director*

Update on continuing project-related activities by the U.S. Army Corps of Engineers (Corps); including recent coordination meetings, project schedule/milestones, and project documentation (General Reevaluation Report and Environmental Impact Statement).

5. **REQUEST FOR PROPOSALS FOR PROFESSIONAL ENGINEERING SERVICES FOR THE COMBINED PRELIMINARY ENGINEERING CONTRACT**

*Jay Aldean, TRFMA Executive Director*

Presentation and discussion on the upcoming Request for Proposals (RFP) for the Combined Preliminary Engineering Contract; which will develop project designs, economic analyses and environmental documentation on a Local Interest Project to submit to the Corps for potential approval and Congressional authorization.

6. **DISCUSSION ON COORDINATION WITH FEDERAL EMERGENCY MANAGEMENT AGENCY**

*Paul Urban, TRFMA Chief Engineer*

Discussion on the potential need for coordination with the Federal Emergency Management Agency (FEMA) and local floodplain managers during Flood Project planning and construction.

7. **WORKING GROUP MEMBER REPORT**

Discussion on the WG Member Report to develop report content and seek member volunteer(s) to write and present the report at the next TRFMA Board of Directors meeting (Oct. 12, 2012).

8. **WORKING GROUP MEMBER COMMENTS AND REQUESTS FOR FUTURE AGENDA ITEMS**

**WORKING GROUP MEETING**

**Wednesday, September 26, 2012 — 3:00 to 5:00 pm**

**MEETING MINUTES**

**Members Present:**

<u>Name</u>	<u>Representing</u>	<u>Name</u>	<u>Representing</u>
Dave Hollecker	Trails West	Shaker Gorla	AMEC
Scott Smith	Kleinfelder	Steve Alastuey	Self
Jean Stone	NDEP-BWQP	Burnham Moffat	Self
Bob Ramsey	Rosewood Lakes HOA	Mary Horvath	Wood Rodgers
Marge Frandsen	Hidden Valley HOA	Kerri Lanza	City of Reno PW
Dick Mills	Pick N Pull	Pat Martinez	UNR

**TRFMA Staff Present:**

Jay Aldean, Paul Urban, Michael Wolz, Danielle Henderson

1. **Introductions.** A meeting of the Truckee River Flood Management Authority (TRFMA) Working Group (WG) was held at the TRFMA office located at 9390 Gateway Drive, Suite 230, Reno, NV 89521. Attending members and staff introduced themselves.
2. **Approval of Minutes.** The minutes of the July 25, 2012 WG meeting were submitted for approval and the motion passed unanimously.
3. **Announcements.** Danielle Henderson announced that Garth Oksol from the Regional Transportation Commission (RTC) would present an update on the Southeast Connector project at the next TRFMA WG meeting.
4. **Update on U.S. Army Corps of Engineers' Activities.** Jay Aldean summarized the outcomes from the most recent coordination meeting with the U.S. Army Corps of Engineers (Corps), stating that the Corps is moving forward on-time and within budget. However, the Locally Preferred Plan (LPP) alternative will not be included in the Corps' project documentation (General Reevaluation Report and Environmental Impact Statement). This decision has potential ramifications on federally-designated floodplains; policy interpretations are still being worked out by Corps Headquarters (more discussion followed under item 6).

Mr. Aldean mentioned several project schedule milestones, including the Alternative Formulation Briefing (AFB) in December 2012, the Civil Works Review Board (CWRB) meeting at the end of October 2013, and the Chief's Report anticipated in spring of 2014. He stressed the importance of the National Environmental Policy Act (NEPA) process, which includes public comment and input from resource agencies responsible for managing the Truckee River.

5. **Request for Proposals for Professional Engineering Services for the Combined Preliminary Engineering Contract.** Jay Aldean described the Combined Preliminary Engineering Contract Request for Proposals (RFP) and summarized the intent of the work. In response to members' questions he clarified the difference between the Local Interest Plan (LIP), a set of elements that are Corps' policy-compliant and therefore suitable for Congressional authorization; and the Local Rate Plan (LRP), our revised local plan ("vision") for the Flood Project, which may include a larger set of elements than the LIP.

Mr. Aldean outlined the somewhat atypical RFP process for this contract and mentioned several important deadlines/milestones, stating that the consultant contract would be presented to the TRFMA Board for approval in December or January; by the end of April 2013, most of the Corps-related work tasks and products would be completed by the selected consultant.

Members expressed concerns that the LIP/LRP development process would not include participation by public stakeholders and asked if any flexibility remained in selecting what elements would remain in the plan(s). Mr. Aldean explained that although there was some flexibility in the downtown Reno Reach and at Vista Narrows, TRFMA has limited time now to evaluate options and come up with answers in order to move the Flood Project forward, therefore the public stakeholder process must be abbreviated. Discussion on agency revenues and land purchases followed. As the discussion continued, WG members stressed that all of this needs to be explained to the public in a clear and consistent message.

6. **Discussion on Coordination with the Federal Emergency Management Agency.** Paul Urban summarized the National Flood Insurance Program (NFIP); stating that developers in our area must follow flood insurance regulations including those that relate to potential impacts to the Federal Emergency Management Agency (FEMA) base flood elevation. Corps projects cannot have adverse impacts—impacts caused by the project require mitigation. Members discussed this and asked for clarification on potential adverse impacts of the Flood Project, including flood risk management work proposed at the Vista Narrows. Mr. Urban described various flood easements and other projects (e.g., the raised walkway at Rainbow Bend) that were proposed for mitigation.

Members pointed out that the RTC SEC is not utilizing federal funds yet still must apply for a Corps Section 404 permit, and asked how that might relate to the Flood Project. Mr. Urban responded by stating that RTC must satisfy the requirements of no adverse impact to Critical Flood Zone 1 (per the City of Reno's floodplain storage mitigation ordinance). Prior to the recent decision by RTC to remove ecosystem restoration from the project designs, the SEC project met those requirements. The agency is now in the process of revising the model to reflect new project designs, which still include excavation for floodplain storage mitigation. TRFMA staff reiterated that RTC would present an official SEC project update at the

next TRFMA WG meeting. Mr. Urban commended the WG for all of its work to protect floodplains (including work on the ordinance).

He noted that the Flood Project will change existing FEMA maps. Originally the agency (TRFMA) assumed that the maps would be updated once the entire Flood Project was completed. However, because of construction delays there is some pressure to start addressing the issue now. Discussion followed regarding the map revision process (CLOMR/LOMR)—would it encompass the project as a whole or be phased? If a phased approach is taken, how might FEMA flood elevations be affected now and during Flood Project construction? Mr. Urban noted the potentially difficult transition between now and when the Flood Project is completed.

Discussion continued regarding flood insurance and levee certification. In response to members' questions, Mr. Urban stated that if the project is implemented locally (without federal assistance from the Corps) we might certify the levees ourselves, and then FEMA can choose whether or not to accept this certification (for the 100-year flood event). Members wrapped up the discussion with some additional comments on how the Corps has recently "de-certifying" many levees in the Sacramento, CA area.

7. **Working Group Member Report.** After some discussion, the group declined to prepare a formal report for the Board.
8. **WG Member Comments and Requests for Future Agenda Items.** Ms. Henderson called for additional comments and member requests; hearing none and there being no further business, the meeting was adjourned at approximately 4:43 PM.

Respectfully submitted by,

Danielle Henderson



## **WORKING GROUP MEETING**

**Wednesday, July 25, 2012 — 3:00 to 5:00 pm**

### **MEETING MINUTES**

#### **Members Present:**

<u>Name</u>	<u>Representing</u>	<u>Name</u>	<u>Representing</u>
Dody Gustafson	Hidden Valley HOA	Jean Stone	NDEP-BWQP
Marge Frandsen	Hidden Valley HOA	Brian Janes	Atkins
Todd Welty	RTAA	Noel Laughlin	HDR
Mark Gookin	AMEC	Mark Forest	HDR
Dick Mills	Pick N Pull	Kerri Lanza	City of Reno PW
Tim Loux	USFWS	Pat Martinez	UNR
Vicky Healey	UNR	Steve Alastuey	Self
Jack Norberg	NCE	Mary Horvath	Wood Rodgers

#### **TRFMA Staff Present:**

Jay Aldean, Eric Scheetz, Danielle Henderson

- 1. Introductions.** A meeting of the Truckee River Flood Management Authority (TRFMA) Working Group (WG) was held at the TRFMA office located at 9390 Gateway Drive, Suite 230, Reno, NV 89521. Attending members and staff introduced themselves.
- 2. Approval of Minutes.** The minutes of the May 30, 2012 WG meeting were submitted for approval and the motion passed unanimously.
- 3. Announcements.** Danielle Henderson announced that TRFMA is now a standalone agency; assets were transferred from Washoe County and the agency is able and ready to independently conduct business. Ms. Henderson also noted that the TRFMA Board of Directors recently approved funding for the Tracy Power Plant Ecosystem Restoration Project (\$1.5M). Mark Gookin announced the upcoming Floodplain Management Association Conference to be held in Sacramento, CA on September 4-7, 2012.

4. **Update on Corps Activities.** Jay Aldean stated that the U.S. Army Corps of Engineers (Corps) plans to remove the Locally Preferred Plan (LPP) alternative from its National Environmental Policy Act (NEPA) document. The local sponsor (TRFMA) is lobbying to keep the LPP in the project documentation.

The Corps project is now a single-purpose flood risk management project that omits ecosystem restoration in the Lower Truckee River Reach and includes only limited recreation elements. Fish passage improvements may or may not be included depending on whether Senator Reid's office is able secure other funds to construct the elements. The proposed flood risk management project includes two alternatives: the "50-year Workshop Plan" and Alternative 2 (involves "ring levee" at University of Nevada, Reno Main Station Farm).

Mr. Aldean noted that this information came from the Corps after the TRFMA Board approved the \$1.4M cost-share agreement (which was supposed to facilitate study of the LPP and 50-yr alternatives). Working Group members discussed potential impacts to the Flood Project; including removal of certain elements (such as home elevation), level of flood protection provided, benefit-cost-ratio, and the Southeast Connector road construction project proposed by the Regional Transportation Commission. Members requested that TRFMA staffs send information on the Corps' Alternative 2 (description).

Mr. Aldean began describing the difference between the LPP, the Local Rate Plan (LRP) and the Local Interest Plan (LIP). The discussion segued into item 5 (summarized below).

5. **Presentation and Discussion on LPP Revision Process and LRP Development.** Jay Aldean provided a summary explanation of the Corps' cost-estimating process and the work recently completed by CH2MHill, stating that costs prepared by CH2MHill were fairly consistent with the Corps costs. As part of its work, CH2MHill removed some of the Corps' contingencies to reduce the overall cost of the project from about \$1.6B to \$1.08B.

Mr. Aldean went on to describe the process by which TRFMA staffs (Paul Urban and Eric Scheetz) further reduced the scope and cost of the LPP to develop a more affordable Local Rate Plan (LRP) for the community. This proposed plan would offer 100-yr flood protection at a cost of approximately \$550M.

Certain elements of the original LPP were removed, including most of the ecosystem restoration and all of the recreation elements. The scope of the project design was reduced from a 117-year to a 100-year level of flood protection in the Truckee Meadows Reach. Later iterations of the proposed LRP removed fish passage improvements and replacement of the Center Street Bridge, among other elements. Home elevation for Hidden Valley and Eastside Subdivision remained but Rosewood Lakes was eliminated. Although substantially reduced in scope, the LRP still includes downstream mitigation costs because TRFMA anticipates that the project may have hydraulic and/or environmental impacts due to work proposed at the Vista Narrows (for the 100-yr plan).

TRFMA staffs reiterated that this work was done in an attempt to make the proposed project more affordable for the community (perhaps more than \$1B in potential cost savings from the original LPP).

The Working Group discussed certain elements in greater detail, including resource agency concerns related to the Lower Truckee River Reach and impacts from upstream; Corps process and federal participation; and strategies for moving the project forward on our own locally if necessary. Members emphasized the importance of obtaining study results, models and data from the Corps to assist with local planning efforts. Some WG members noted that convincing the public to pay for the project (via assessed fees) might be challenging. Mr. Aldean restated his commitment to build an affordable project that protects the community (minimum of 100-yr protection).

6. **Working Group Member Report.** After some discussion, the group declined to prepare a formal report for the Board.
7. **WG Member Comments and Requests for Future Agenda Items.** Members asked for an update on the Regional Transportation Commission Southeast Connector Project at a future WG meeting. Members also requested that LPP revision spreadsheets be distributed to the group when available. Ms. Henderson called for additional comments; hearing none and there being no further business, the meeting was adjourned at approximately 4:40 PM.

Respectfully submitted by,

Danielle Henderson





**BOARD OF DIRECTORS  
STAFF REPORT  
MEETING DATE: December 21, 2012**

**DATE:** December 12, 2012

**TO:** Truckee River Flood Management Authority Board Members

**FROM:** Laura McAuley, Administrative Assistant II / Human Resources Representative, TRFMA, 850-7429, [lmcauley@washoecounty.us](mailto:lmcauley@washoecounty.us)

**THROUGH:** Jay Aldean, Executive Director, TRFMA, 850-7470, [jaldean@washoecounty.us](mailto:jaldean@washoecounty.us)

**SUBJECT:** **PERFORMANCE EVALUATION OF TRFMA GENERAL COUNSEL**

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## **SUMMARY**

In accordance with §2.03 Annual Reviews of the General Counsel Employment Agreement, the Authority and Employee agree to conduct written or oral annual reviews of Employee's performance and, in the discretion of the Board, merit pay increases may be awarded. TRFMA General Counsel Michael Wolz was hired effective November 9, 2011; therefore an annual review is due for the period of November 9, 2011 to November 9, 2012.

In accordance with direction received at the November 9, 2012 TRFMA Board Meeting, staff disseminated evaluation forms to all six Board Members. As of December 11, 2012, two responses were received. Those responses were combined and the results are shown on the attached *Performance Evaluation Report*.

## **PREVIOUS ACTION**

- September 9, 2011     The TRFMA Board of Directors unanimously voted to begin negotiations with Michael Wolz for the position of TRFMA General Counsel.
- November 9, 2011     Michael Wolz began employment as TRFMA General Counsel.
- November 9, 2012     TRFMA Board of Directors discussed the performance evaluation process and the Chair directed staff to send evaluation forms to all current Board Members for their input.

## **FISCAL IMPACT**

As indicated in §2.03 Annual Reviews of the General Counsel Employment Agreement, a merit pay increase may be awarded at the discretion of the Board. Due to the financial circumstances of the Authority and the community, Mr. Wolz has not requested a merit pay increase.

**RECOMMENDATION**

No specific recommendation is proposed.

**POSSIBLE MOTION**

No specific motion has been developed.

**Attachment:** Performance Evaluation Report

JA:lm



**GENERAL COUNSEL**

**PERFORMANCE EVALUATION REPORT**

***Note: This evaluation report represents the cumulative responses from the TRFMA Board of Directors. Two of the six Directors returned responses. The scores below reflect the average score for each section. All comments received are listed in each section.***

**I. IDENTIFICATION DATA**

- 1. Name: Michael Wolz, General Counsel
- 2. Employee Number: 7716
- 3. Reporting Period: From 11/9/11 To 11/9/12
- 4. Reason for Report: Annual

**II. JOB DESCRIPTION**

Reporting directly to and serving at the pleasure of the Board of Directors, General Counsel is the chief legal officer of the Authority who performs duties including but not limited to the following:

- 1. Advises the Board, Executive Director, and staff of the Authority on legal issues.
- 2. Assists in the negotiation, prepares or reviews as to form, all agreements of the Authority.
- 3. Drafts employment policies and procedures.
- 4. Drafts resolutions, proposed regulations and policy statements for adoption by the Board.
- 5. Represents, or oversees the representation of, the Authority in claims and legal proceedings by or against the Authority.
- 6. Renders legal opinions regarding the validity of contracts and actions of the Board.
- 7. Assists in the solicitation of proposals and provides recommendations as to the selection and terms of contracts with specialty counsel.
- 8. Attends all meetings of the Board and all of its committees.
- 9. Monitors the Authority’s risk management efforts.
- 10. Prepares reports of legal activities as required by the Board.
- 11. Performs other duties as required by the Board of Directors.

**III. PERFORMANCE FACTORS**

		BELOW STANDARDS	MEETS STANDARDS	EXCEEDS STANDARDS
1. Job Knowledge:	Possesses and provides an efficient and effective knowledge of the law as it applies to governmental entities and issues facing the Authority. Makes an effort to understand general community issues and concerns.	—	—	<b>X</b>
Comments:	<i>We hired Mike because of his qualifications. He has surpassed my expectations.</i>			
2. Professionalism:	Represents the Authority well and in a professional and positive manner. Works effectively with outside agencies and the public. Demonstrates high ethical standards. Stays active in professional organizations and legal issues.	—	—	<b>X</b>
Comments:	<i>Very professional at all times.</i>			

