

RECORD OF DECISION

TRUCKEE MEADOWS, NEVADA

The Final General Reevaluation Report (GRR) and the Final Environmental Impact Statement (EIS) for the Truckee Meadows, Nevada Project, dated March 2014, along with the report of the Chief of Engineers, dated April 11, 2014, address flood risk management and recreation opportunities in Washoe County, Nevada. Based on these reports, the views of other Federal, State and local agencies, input from the public, and the review by my staff, I find the project recommended by the Chief of Engineers to be technically feasible, economically justified, in accordance with environmental statutes, and in the public interest. Thus, I approve the Truckee Meadows, Nevada Project for construction.

The GRR and the EIS, incorporated herein by reference, document the evaluation of a number of non-structural and structural alternatives to reduce flood risk along the Truckee River. The plan selected for implementation is Alternative 3-Floodplain Terrace Plan with recreation. The recommended plan is the national economic development plan and consists of the following features:

- Construction of 9,650 feet of floodwalls and 31,000 feet of levees along the north and south banks of the Truckee River;
- Construction of about 9,000 feet floodplain terraces along the south bank of Truckee River from Greg Street to East McCarran Boulevard and planting with native vegetation;
- Construction of concrete box culverts south of Interstate 80, including a 200-foot extension and placement of caps on two junction structures for Peoples' Drain;
- Construction of under-seepage remediation and interior drainage management features;
- Construction of scour protection along the stream banks and around three bridges;
- Realignment of existing recreational trails, and construction of 18,600 feet of new trails with associated trail access, 4 kayak/canoe access points, 13 fishing access locations, 50 picnic areas, a parking area, a playground, restrooms, and two picnic shelters; and
- Monitoring of water quality and revegetation success on floodplain terraces.

In addition to the "no action" plan, several conceptual flood risk management alternatives were identified. Alternative 1-Levees and Floodwalls Plan and a locally developed plan were considered but were eliminated due to significant adverse environmental effects, greater flooding effects to downstream communities, and/or substantial public opposition. A detailed analysis of Alternative 2-Detention Plan, a plan

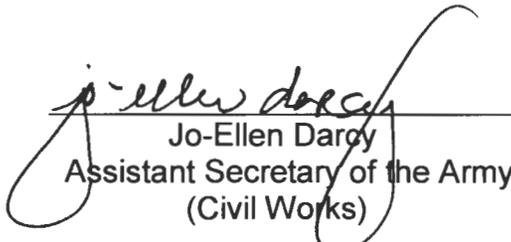
similar to the authorized plan, is included in the GRR and EIS. All practicable means to avoid or minimize adverse environmental effects have been incorporated into the project.

The recommended plan is considered the environmentally preferable alternative. The recommended plan avoids or minimizes adverse impacts to water quality and biological resources to a greater extent than do the other alternatives, while meeting the flood risk management project purpose. Potential adverse environmental effects are predicted to be offset through project design, construction practices, regulatory requirements and best management practices. No compensatory mitigation is proposed for the recommended plan because the potential adverse impacts are predicted to be offset through the beneficial effects associated with project design elements.

Pursuant to the Endangered Species Act, the U.S. Fish and Wildlife Service provided a Biological Opinion for short-term adverse effects to the Lahontan cutthroat trout and cui-ui lake sucker. The project will implement all reasonable and prudent measures and the terms and conditions identified in the Biological Opinion. Mitigation measures for air quality impacts include updating the estimated annual project emissions during the preconstruction engineering and design phase, and including in construction specifications, measures that would further reduce potential emissions from construction equipment and vehicles based on this estimate. Mitigation measures for wildlife hazards to aviation safety will reduce to less than significant any potential hazards from flood risk management or recreation features. The measures include minimizing attractants to birds during construction and, to the extent possible, the use of structural designs that discourage loafing, burrowing, or nesting opportunities along levees and recreational facilities. Coordination with the Federal Aviation Administration and Reno-Tahoe Airport will continue during the design, construction and operation of the project.

Technical and economic criteria used in the formulation of alternative plans were those specified in the Water Resource Council's 1983 Economic and Environmental Principles and Guidelines for Water and Related Land Resource Implementation Studies. All applicable laws, executive orders, regulations and guidelines were considered in evaluation of alternatives and the selection of the recommended plan. Based on review of these evaluations, I find that the flood risk management and recreation benefits gained by construction of the recommended plan serve the public interest and outweigh any adverse effects. This Record of Decision completes the National Environmental Policy Act process.

March 27, 2015
Date


Jo-Ellen Darcy
Assistant Secretary of the Army
(Civil Works)