

An aerial photograph showing a wide, muddy river or floodplain. In the background, a bridge spans across the water, and a city or town is visible on the right side. The water is brown and turbulent, with some debris floating. The sky is overcast with grey clouds.

Truckee River Flood Management Authority: DRAFT Capital Improvement Plan for FY 2026-2030

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Executive Director

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Washoe County Commission

Picture by Don Abbott, 2017 Flood



TRFMA

Introduction



Lower Truckee River (cooperative floodplain restoration site)

1. TRFMA is a joint effort among the cities of Reno and Sparks, Washoe County, and numerous other stakeholders to reduce the devastating impacts of flooding along the Truckee River.
2. TRFMA is building infrastructure and managing the floodplain to reduce flood damages, safeguard public health, and create a more resilient community.
3. Primary funding for TRFMA was passed by the Washoe County Commission in 1998 after the 1997 flood. (1/8 cent sales tax)
4. TRFMA was moved out from under the County in 2011 as a Joint Powers authority under State Statute and an Interlocal Cooperative Agreement with oversight from Reno, Sparks and the County.



Several Fold Mission of TRFMA

1. Improve floodplain planning/management by improving modeling and mapping of the floodplain.
2. Help first responders during flood events with information on flooding impacts.
3. Build flood mitigation infrastructure (like below) to decrease the impacts of flooding. (Truckee Meadows Flood Project – TMFP and other targeted projects.)



Reno Sparks Indian Colonies Levee and Floodwall during construction

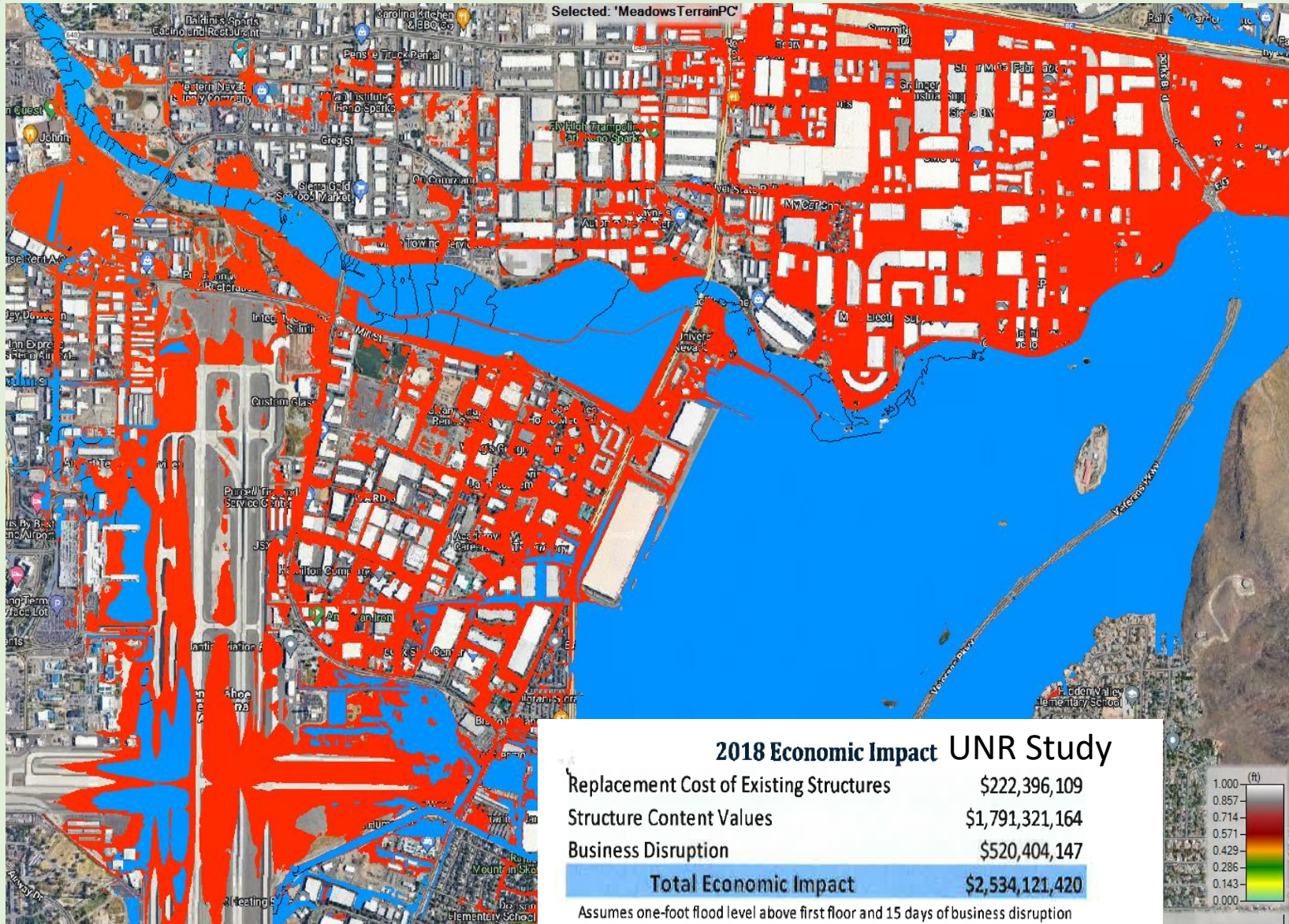


Why is there a TRFMA?

Graphic From
2024 HDR Report

1. A 1997 type flood would create severe economic damage that would cause loss of jobs, tax revenue drops, and economic disruption.

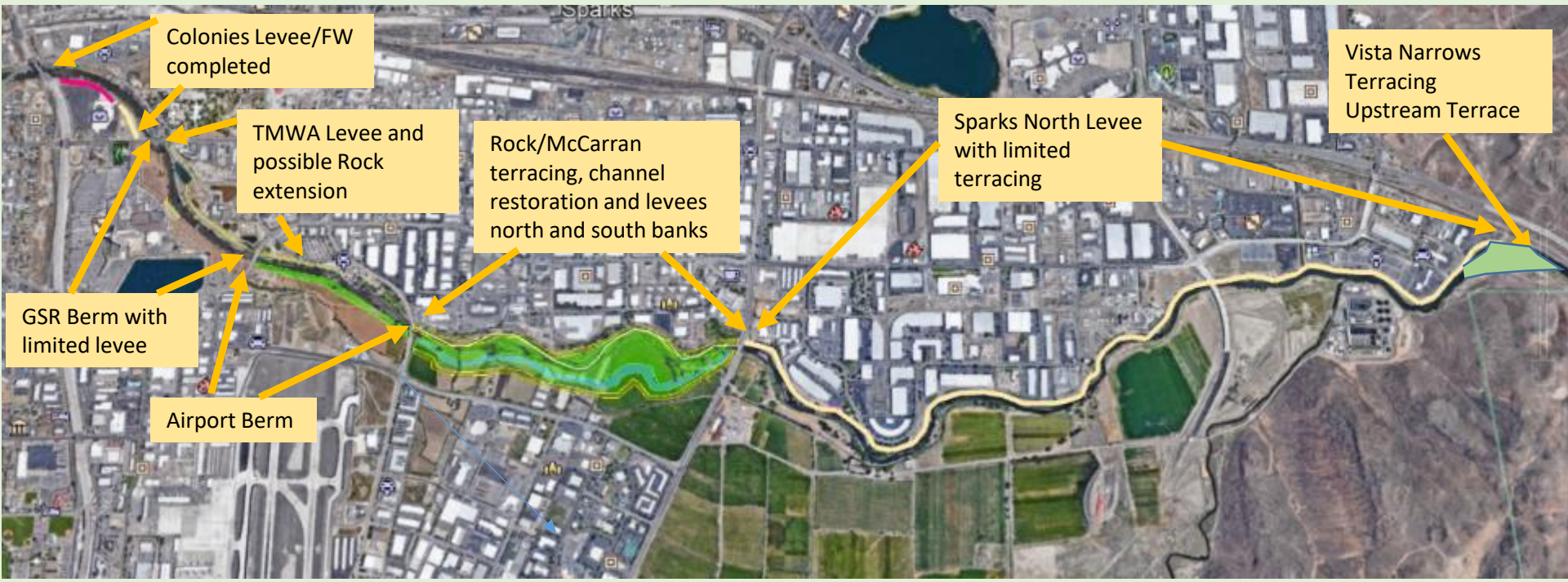
2. The River moving thru industrial areas sends pollutants to a sensitive terminal lake downstream.
*Red taken out of floodzone





TRFMA's Capital Improvements involve the Truckee Meadows Flood Project and other Targeted Projects

- Why the Truckee Meadows Flood Project? Of all possible projects these have been shown to have **highest Benefit/Cost (B/C) Ratio in past analyses.**
- Projects are **inner related,** for instance Vista Narrows is needed for to prevent extra flooding and need for mitigation in area South of River such as UNR farms or Hidden Valley areas. The entire length needs protection. from breakouts.

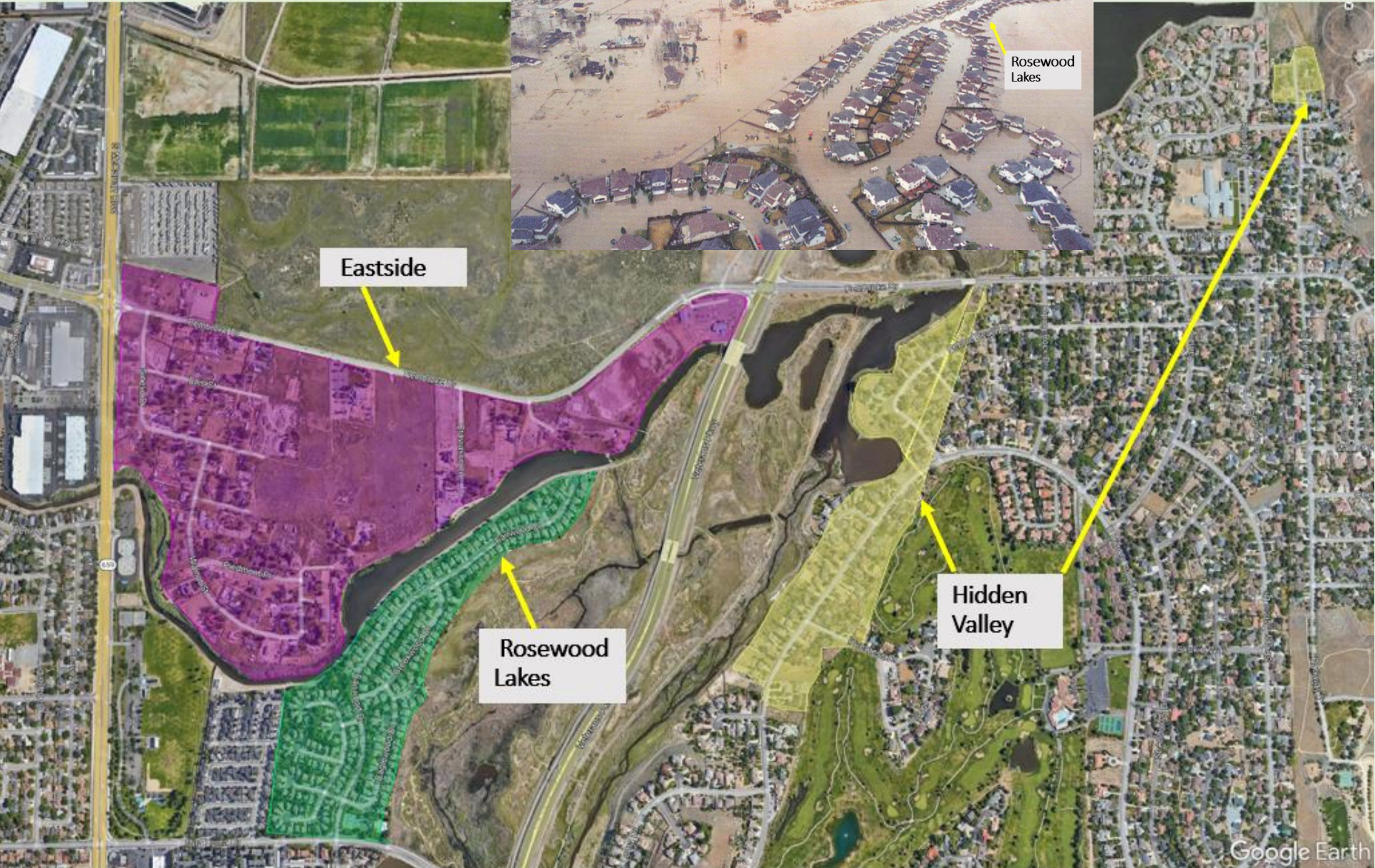


Riverside Area (TRFMA anticipating paying for construction costs)

Targeted Project



Home Elevation areas



Wadsworth Bridge Mitigation (currently ongoing project)

- After an alternatives study, it was found that simply replacing the bridge mitigates the difference in flow levels between the existing conditions and flows with the new project.
- The old pedestrian bridge was also in bad shape and it seems like several stakeholders were pleased with the idea of replacing the bridge. (see picture immediate right)
- The TRFMA Board of Directors has authorized the Wadsworth Bridge Mitigation to move forward immediately without waiting for the Vista Narrows permitting.
- One type of bridge being looked at are the metal bridges with wood floorboards and an arch such as the one below and to the right that is located just downstream from Mayberry Drive in Reno across the Truckee River.
- The project is in design and permitting and may be let out for construction later this year if permitting gets done.



CIP Components Costs Forward Total

Meadows Flood Project					
	Design	Permit	Construction	Post Const.	Total
1. Colonies Levee	\$0	\$0	\$0	\$0	\$0
2. Grand Sierra Assist	\$0	\$0	\$2,500,000	\$0	\$2,500,000
3. TMWA Lev/FW/CH	800,000	\$200,000	\$9,700,000	\$0	\$10,700,000
4. Airport Berm/Terrace	700,000	\$300,000	\$4,100,000	\$0	\$5,100,000
5. Rock McCarran	5,000,000	\$1,000,000	\$59,000,000	\$500,000	\$65,500,000
6. North Bank Levee	5,000,000	\$1,800,000	\$46,000,000	\$500,000	\$53,300,000
7. Vista Narr. Terracing	2,250,000	\$250,000	\$45,000,000	\$500,000	\$48,000,000
Total Meadows Flood	13,750,000	3,550,000	166,300,000	1,500,000	185,100,000
Other Targeted Projects					
1. Riverside Drive	\$0	\$0	\$3,000,000	\$0	\$3,000,000
2. Home Elevation	\$0	\$0	\$810,000	\$0	\$810,000
3. Wadsworth (Mitigation)	\$0	\$0	\$1,800,000	\$0	\$1,800,000
4. UNR Levee (Mitigation)	\$200,000	\$50,000	\$600,000	\$50,000	\$900,000
5. Rainbow Bend (Mit.)	\$200,000	\$100,000	\$525,000	\$0	\$825,000
Total other capital funds	\$400,000	\$150,000	\$6,735,000	\$50,000	\$7,335,000
Grand Total	\$14,150,000	\$3,700,000	\$173,035,000	\$1,550,000	\$192,435,000

CIP Components Costs by year

CIP Components Costs by year						
Meadows Flood Project						
	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	Total
1. Colonies Levee	\$0	\$0	\$0	\$0	\$0	\$0
2. Grand Sierra Assist		\$1,250,000	\$1,250,000			\$2,500,000
3. TMWA Lev/FW/CH	\$1,150,000	\$150,000	\$9,400,000			\$10,700,000
4. Airport Berm/Terrace	\$850,000	\$150,000	\$4,100,000			\$5,100,000
5. Rock McCarran	\$5,500,000	\$500,000	\$29,500,000	\$29,500,000	\$100,000	\$65,100,000
6. North Bank Levee	\$1,000,000	\$4,000,000	\$1,800,000	\$23,000,000	\$23,000,000	\$52,800,000
7. Vista Narr. Terracing	\$2,500,000	\$22,500,000	\$22,500,000	\$200,000	\$150,000	\$47,850,000
Total Meadows Flood	\$11,000,000	\$28,550,000	\$68,550,000	\$52,700,000	\$23,250,000	\$184,050,000
Other Targeted Projects						\$0
1. Riverside Drive	\$1,000,000	\$2,000,000				\$3,000,000
2. Home Elevation	\$270,000	\$540,000				\$810,000
3. Wadsworth (Mitigation)	\$1,800,000					\$1,800,000
4. UNR Levee (Mitigation)		\$200,000	\$600,000	\$50,000	\$50,000	\$900,000
5. Rainbow Bend (Mit.)		\$225,000	\$100,000	\$500,000		\$825,000
Total other capital funds	\$3,070,000	\$2,965,000	\$700,000	\$550,000	\$50,000	\$7,335,000
Grand Total	\$14,070,000	\$31,515,000	\$69,250,000	\$53,250,000	\$23,300,000	\$191,385,000

Financing

1. We currently have a ~\$62,000,000 in an investment account
2. We currently have approximately \$10,000,000 per year for Capital Projects
3. We have enough money to cover Vista Narrows and the Design Phase of several projects and some components of Targeted projects.
4. Based on Cash Flow analysis and scheduling of projects we will likely run out of funding stream money in the 2027-28 fiscal year.
5. We are looking at an infrastructure loan program that is available to entities like ours that are de-authorized. They have favorable fees and interest rates compared to bonding or other loan instruments. We are waiting on lower interest rates to move forward as well as positive news on Permits for Vista Narrows.
6. Based on costs and cash flows the bonding amount would be on the order of 100 million dollars. This can be handled with our current budget over a 20 year, or 30 year pay back period over the terms of a possible loan.





Questions