

Truckee River Flood Management Authority Capital Improvement Plan for Fiscal Years 2027-2031

**Presentation for the Washoe County Commission
January 20th, 2026**

**George Robison
TRFMA Executive Director**



Truckee River Flood
Management Authority



Overview of the Truckee River Flood Management Authority (TRFMA)



Lower Truckee River – Cooperative Floodplain Restoration Site

Who We Are

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.

What We Do

TRFMA is building infrastructure and managing the floodplain to reduce flood damages, safeguard public health, and create a more resilient community.

Governance

Since 2011, TRFMA has operated as an independent Joint Powers Authority under state statute, and an Interlocal Cooperative Agreement with oversight from Reno, Sparks, and Washoe County.

Funding

Primary funding for TRFMA was passed by the Washoe County Commission in 1998 after the 1997 flood. (1/8 cent sales tax)



TRFMA's Multi-Faceted Mission

Coordinating Projects That Reduce Flooding and Protect Communities

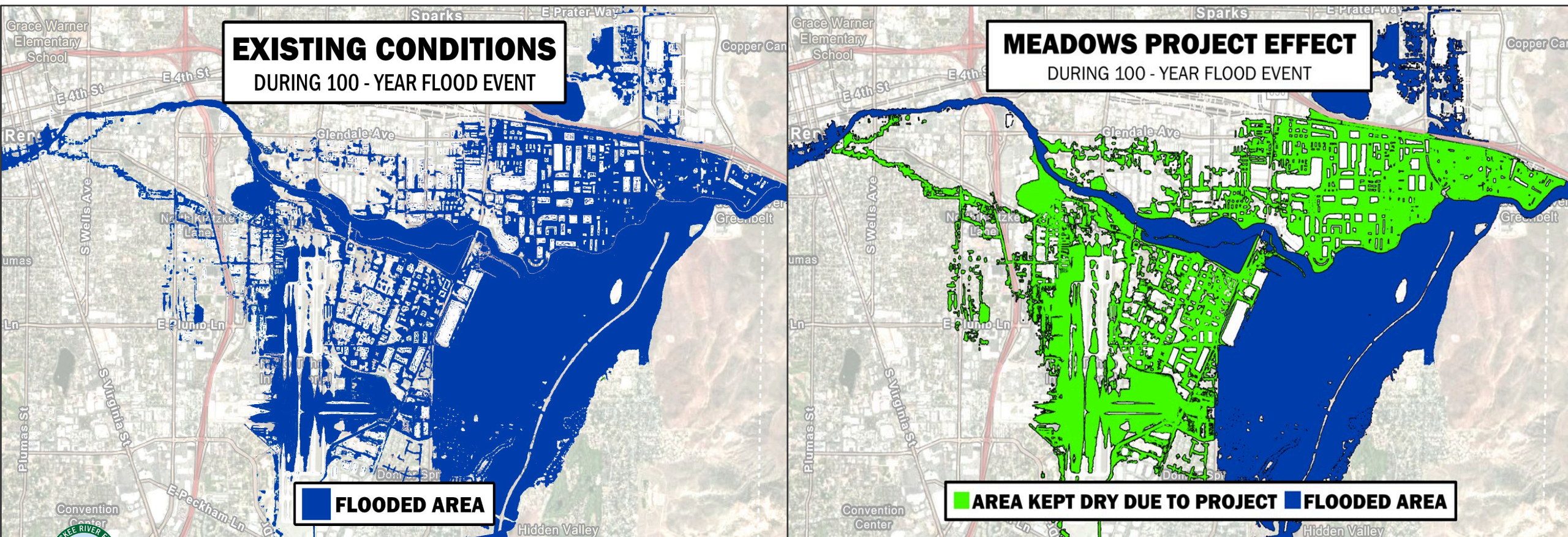
- **Improve Floodplain Planning:** Develop and improve models and maps to support land-use decisions and floodplain management.
- **Support Emergency Responders:** Support first responders during flood events by providing information on flooding impacts.
- **Build Flood Mitigation Infrastructure:** Plan, design, and construct flood mitigation projects (like below) to reduce flooding impacts, including the Truckee Meadows Flood Project (TMFP) and other targeted projects.



Reno–Sparks Indian Colony levee and floodwall during construction

The project would prevent up to **\$2 billion** in potential flood damages once built.

A flood the size of the 1997 New Year's Flood would result in an estimated \$2.5 billion in damages if it occurred today. Implementation of the Truckee Meadows Flood Project would significantly reduce this risk by mitigating floodwaters from the Truckee River and protecting critical regional infrastructure, including the Reno-Sparks industrial area, Reno-Tahoe International Airport, and surrounding communities.



The Truckee River Flood Project is Financially Feasible Using Available Funds and Financing

The Truckee River Flood Project includes seven major elements. The numbering in the graphic below reflects the general construction sequence, though Elements 3–6 may be built concurrently or in a different order. Several smaller supporting projects are part of the overall program but are not primary elements. (For example, Lake Street Berm and UNR farms berm)

Cost Forward

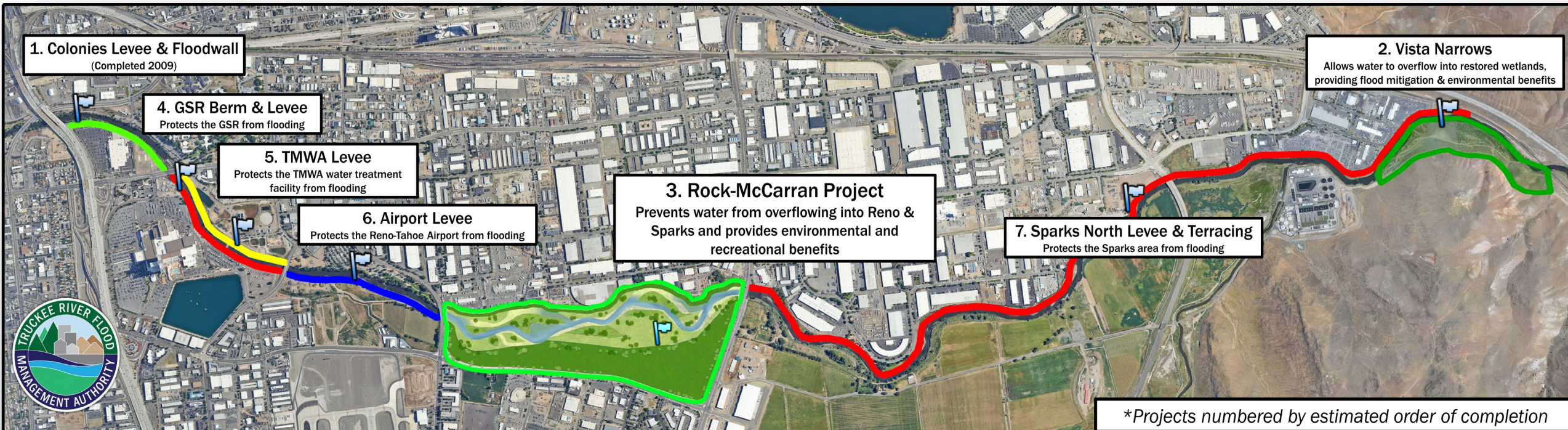
- Estimated cost forward for the entire TMFP is **\$202,350,000**

Overall Funds

- TRFMA has ~\$73 million saved
- Cash flow of ~\$11 million per year

Mitigation

- PLPT Mitigation Agreement \$17 million
- Wadsworth Pedestrian Bridge Replacement
- Berm at Rainbow Bend



Projected Costs of TMFP 2025–2032

Main cost forward components for Truckee Meadows Flood Project as of early 2026.

Project Element	Cost Est.
Rock-McCarran	\$77,000,000
Sparks North Bank Levee	\$55,300,000
Vista Narrows	\$51,000,000
TMWA Levee	\$11,700,000
Airport Terrace & Berm	\$6,600,000
GSR Berm & Levee	\$750,000
Total Est. Cost Forward	\$202,350,000



1997 Flood near E. McCarran Bridge

Costs of Targeted Projects 2025–2032

Costs forward of other projects undertaken by TRFMA to address flooding and mitigation concerns outside of the main project, as of early 2026.

Targeted Project Element	Cost Est.*
Home Elevation Program	\$400,000
Rainbow Bend Mitigation	\$825,000
UNR Farms Mitigation*	\$900,000
Wadsworth Bridge Mitigation	\$2,000,000
Riverside Dr. Floodwall/Levee/Berm	\$4,000,000
Total	\$8,125,000

*UNR Farms Project may be merged into Sparks North Bank Flood Project



Riverside Drive Pedestrian Trail Along the Truckee River in Reno

TRFMA Projected Cash Flow and Capital Funding Outlook (FY 2025–2031)

Available revenues support near-term expenditures; significant funding gaps emerge beginning in FY 2028–29, indicating the need for financing through loans, grants, or bonds after this date.

Cash Flow Projections* FY 2025–2032 (October 2025–June 2032)

Fiscal Year	Beginning Funds	Revenues*	General Fund Expenses	Capital Fund Project Expenses	Other Large Outlays**	Ending Balance
2025–26***	\$71,160,019	\$8,223,475	\$2,173,996	\$6,000,000	\$0	\$71,209,498
2026–27	\$71,209,498	\$11,444,400	\$3,121,200	\$11,540,000	\$0	\$67,992,698
2027–28	\$67,992,698	\$11,673,288	\$3,183,624	\$34,385,000	\$0	\$42,097,362
2028–29	\$42,097,362	\$11,906,754	\$3,247,296	\$78,700,000	\$2,300,000	–\$30,243,180
2029–30	–\$30,243,180	\$12,144,889	\$3,312,242	\$33,750,000	\$3,000,000	–\$58,160,533
2030–31	–\$58,160,533	\$12,387,787	\$3,378,487	\$22,225,000	\$4,000,000	–\$75,376,233
2031–32***	–\$75,376,233	\$12,635,542	\$3,446,057	\$23,850,000	\$5,000,000	–\$95,036,748
Totals		\$80,416,135	\$21,862,902	\$210,450,000	\$14,300,000	

* Revenues (from sales tax primarily) and General Fund expenses assume a 2% annual acceleration based on State guidance. Revenues 25-26: from 10/1/25 - 6/30/26

** Estimated yearly finance costs make up these outlays from 2028 – 2032 and include interest and financing fees

*** Not part of CIP: remainder of 2025–26 from October 1 forward this fiscal year and 2031–32 outside the 5-year CIP



TRFMA CIP Components –Targeted and Mitigation Projects

Planned Targeted Project and Mitigation Spending by Fiscal Year (FY 2026–2031).

Project	FY 26–27	FY 27–28	FY 28–29	FY 29–30	FY 30–31	Total
Riverside Drive	\$500,000	\$2,000,000	\$0	\$0	\$0	\$2,500,000
Home Elevation	\$270,000	\$130,000	\$0	\$0	\$0	\$400,000
Wadsworth (Mitigation)	\$1,800,000	\$0	\$0	\$0	\$0	\$1,800,000
UNR Levee (Mitigation)	\$0	\$200,000	\$600,000	\$50,000	\$50,000	\$900,000
Rainbow Bend (Mitigation)	\$0	\$225,000	\$100,000	\$500,000	\$0	\$825,000
Total Other Targeted and Mitigation Project Funds	\$2,570,000	\$2,555,000	\$700,000	\$550,000	\$50,000	\$6,425,000



Total Costs of TRFMA CIP Components (FY 2025–2031)

Includes main components of the Truckee Meadows Flood Project and all Targeted Projects & Mitigation efforts.

Project	FY 26–27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	Total
GSR Flood Project (Assist)	\$270,000	\$130,000	\$0	\$0	\$0	\$400,000
TMWA Flood Project	\$1,150,000	\$550,000	\$9,000,000	\$0	\$0	\$10,700,000
RNO Airport Flood Project	\$1,050,000	\$150,000	\$5,500,000	\$0	\$0	\$6,700,000
Rock–McCarran Flood Project	\$3,500,000	\$2,500,000	\$38,000,000	\$32,800,000	\$200,000	\$77,000,000
Sparks North Bank Flood Project	\$1,000,000	\$4,000,000	\$1,800,000	\$200,000	\$21,825,000	\$28,825,000
Vista Narrows Flood Project	\$2,000,000	\$24,500,000	\$23,700,000	\$200,000	\$150,000	\$50,550,000
Total Targeted and Mitigation	\$2,570,000	\$2,555,000	\$700,000	\$550,000	\$50,000	\$6,425,000
Truckee Meadows Flood Project Overall Cost	\$11,540,000	\$34,385,000	\$78,700,000	\$33,750,000	\$22,225,000	\$180,600,000





Questions and Discussion?



The 1997 New Year's Flood inundates First Street and flows north toward Second Street, submerging vehicles and flooding the Reno downtown corridor. The Mapes Hotel is visible in the background. -Photo credit: Marilyn Newton, RGJ