

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

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Executive Director



February 12, 2025  
Reno City Council

**Picture** by Donald Abbott, 2017

Flood



# TRFMA Introducti on



*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





# 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



***Reno Sparks Indian Colonies Levee and Floodwall during construction***





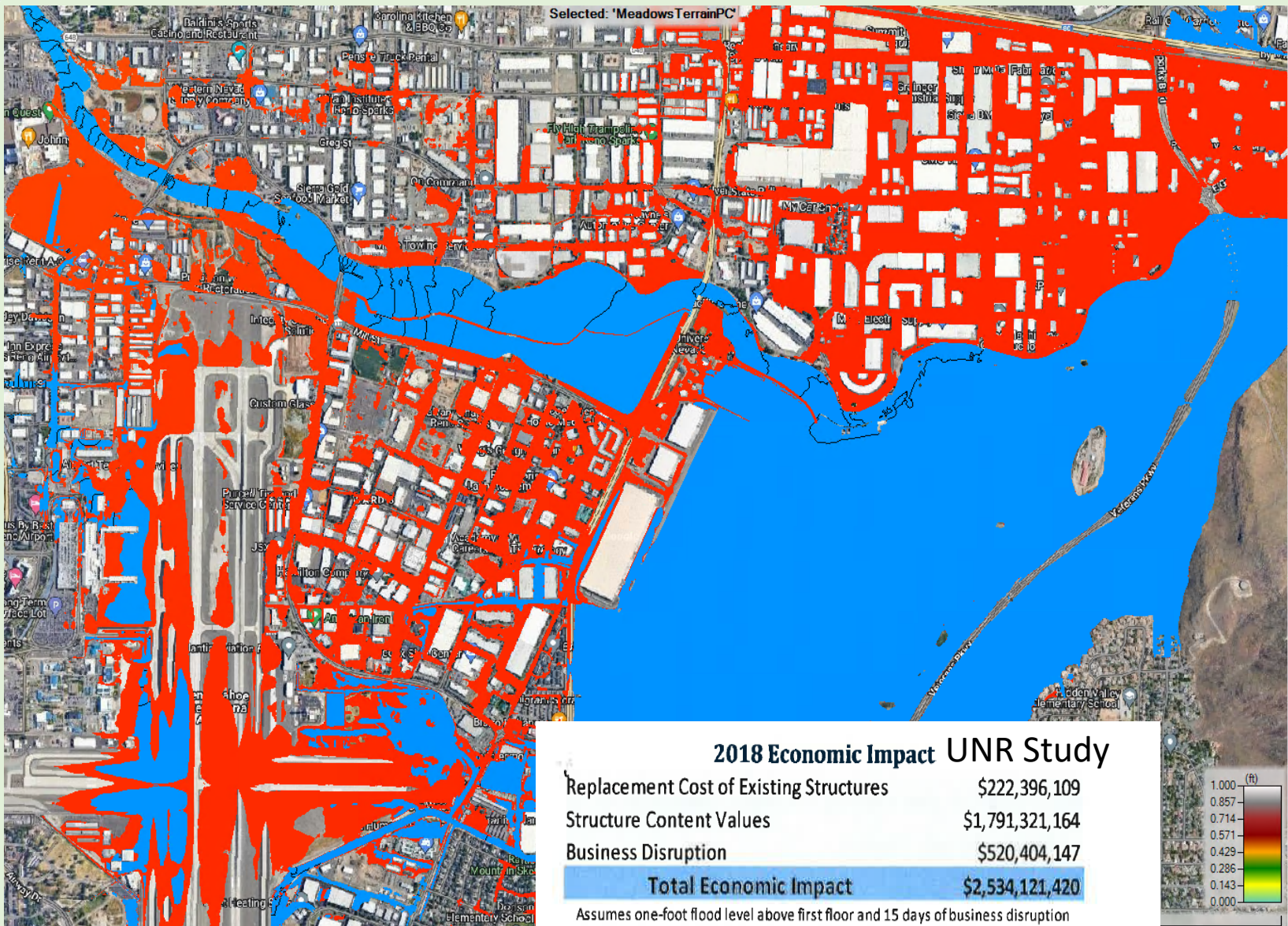
# Why is there a TRFMA?

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 flood zone

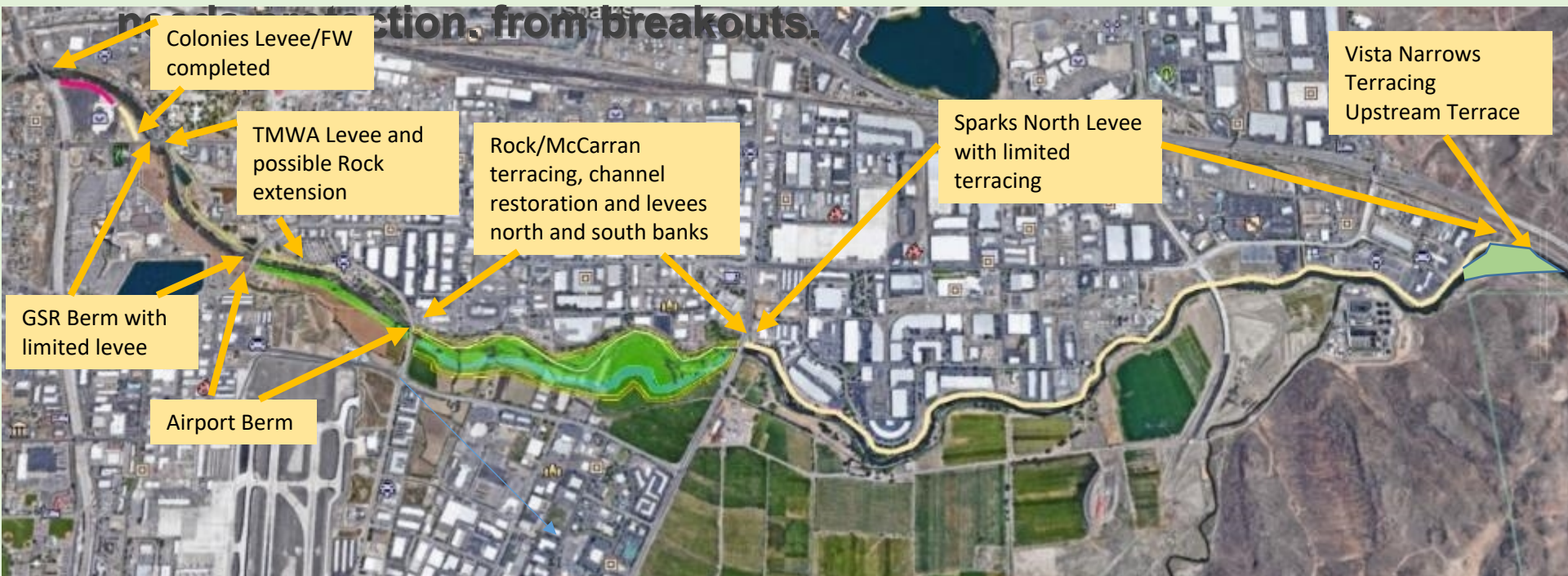






# TRFMA's Capital Improvements involve the Truckee Meadows Flood Project and other Targeted Projects

- 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)

## Example of a 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
<b>Total Meadows Flood</b>	<b>13,750,000</b>	<b>3,550,000</b>	<b>166,300,000</b>	<b>1,500,000</b>	<b>185,100,000</b>
<b>Other Targeted Projects</b>					
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
<b>Total other capital funds</b>	<b>\$400,000</b>	<b>\$150,000</b>	<b>\$6,735,000</b>	<b>\$50,000</b>	<b>\$7,335,000</b>
<b>Grand Total</b>	<b>\$14,150,000</b>	<b>\$3,700,000</b>	<b>\$173,035,000</b>	<b>\$1,550,000</b>	<b>\$192,435,000</b>



## 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
<b>Total Meadows Flood</b>	<b>\$11,000,000</b>	<b>\$28,550,000</b>	<b>\$68,550,000</b>	<b>\$52,700,000</b>	<b>\$23,250,000</b>	<b>\$184,050,000</b>
<b>Other Targeted Projects</b>						\$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
<b>Total other capital funds</b>	<b>\$3,070,000</b>	<b>\$2,965,000</b>	<b>\$700,000</b>	<b>\$550,000</b>	<b>\$50,000</b>	<b>\$7,335,000</b>
<b>Grand Total</b>	<b>\$14,070,000</b>	<b>\$31,515,000</b>	<b>\$69,250,000</b>	<b>\$53,250,000</b>	<b>\$23,300,000</b>	<b>\$191,385,000</b>



# Financing

1. TRFMA currently has ~\$62,000,000 in an investment account. The account is the result of strategic savings to avoid excessive loans and bonding.
2. TRFMA currently has approximately \$10,000,000 per year for Capital Projects in budget.
3. TRFMA has enough money to cover Vista Narrows and the design phase of several projects and most of costs for targeted projects.
4. Based on cash flow analysis and scheduling of projects, TRFMA will likely run out of funding stream money in the 2027-28 fiscal year for Capital Projects if TRFMA tries to build out entire project by end of 2030.
5. TRFMA is looking at an infrastructure loan program (from USACE) that is available to entities like ours that are non-Corps authorized projects. 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