REQUEST FOR QUALIFICATIONS

FROM:

PROFESSIONAL ENGINEERING FIRMS

FOR:

THE TRUCKEE RIVER FLOOD MANAGEMENT AUTHORITY

Engineering Contract: Reno-Tahoe International Airport Flood Project 30% and 60% Design: Terracing, Flood Control Berm and Hydraulic Effects Modeling

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RELEASE DATE: JANUARY 6, 2026

SUBMITTAL INFORMATION:
Sealed Statements of Qualifications must be received at the offices of the Truckee River Flood Management Authority, located at 9635 Gateway Drive, Suite A, Reno, Nevada 89521 **by 4:00pm PST on Tuesday February 17, 2026.**

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I. INTENT:

The intent of this Request for Qualifications (RFQ) is to:

1. Solicit sufficient and verifiable information from prospective providers of professional engineering services from which the successful proposer firm(s) will be selected.

2. Establish the specifications, terms, and conditions governing the selection of an engineering firm to take an approximate conceptual design and provide professional engineering and design for a 30% and then 60% level for terracing, berm, and hydraulic effects analysis along the south (right) bank of the Truckee River from the Greg St. Bridge downstream to the Rock Blvd. Bridge. Hydraulic analysis will also be necessary to set the height of the berm and understand impacts against the north (left) bank of the river. The 60% design will be used to support future efforts necessary for regulatory permitting.

II. INTRODUCTION

The Truckee River Flood Management Authority (TRFMA) invites sealed Statements of Qualifications (SOQs) from professional engineering consultants to perform engineering and economic analysis services for an element of the **Truckee Meadows Flood Project** known as the **RNO Airport Flood Project.**

The Truckee Meadows Flood Project is TRFMA's overall plan to mitigate flooding along the Truckee River within the reach from just downstream of the U.S. Highway 395 Bridge to Vista Narrows in east Sparks. It is composed of seven main project elements which work interdependently to provide flood mitigation. In addition to the Truckee Meadows Flood Project, there are several mitigation and stream/ecosystem restoration projects which extend downstream from Vista Narrows to Pyramid Lake. The downtown Reno reach includes projects to improve Riverside Drive and Lake Street breakout areas.

The RNO Airport Flood Project element is located along the south bank of the Truckee River within the reach extending from the Greg St. Bridge downstream to the Rock Blvd. Bridge. The project lies within the jurisdiction of the City of Reno, NV. The adjacent floodplain on the south side of the river is predominantly owned by the Reno-Tahoe International Airport (RNO) and is subject to Airport and Federal Aviation Administration (FAA) jurisdiction, along with other regulatory authorities.

Oversight for the RNO Airport Flood Project will be provided by TRFMA, a Joint Powers Authority created by an interlocal cooperative agreement between Washoe County and the cities of Reno and Sparks. TRFMA is governed by a six-member Board of Directors, which is composed of elected officials of the member jurisdictions. TRFMA is funded by a portion of a 1/8-cent sales tax authorized in 1999 and collected by Washoe County.

III. PROJECT SCOPE AND GOALS:

The Truckee Meadows Flood Project is intended to protect industrial areas near the river in Reno and Sparks, as well as the Reno-Tahoe International Airport from flooding due to breakouts within the project reach during events up to and exceeding the 100-year peak flow. The **target flood protection level** for the Truckee Meadows Flood Project is defined herein as **equivalent to the 1997 flood (117-year event) flow plus three feet of freeboard**.

Where feasible, the Truckee Meadows Flood Project also seeks to transform some of the land adjacent to the river channel within its reach from high disconnected terraces into a lower, functional floodplain terraces that reconnect the river to its floodplain and enhance aquatic and wildlife habitat. Reconnecting the river to its floodplain in this manner will allow it to effectively convey larger flows than under existing conditions. This functionality (particularly provided by the Vista Narrows and Rock-McCarran Projects) is necessary given increased flows associated with proposed upstream flood protection projects.

Within the **RNO Airport Flood Project** reach (Greg St. Bridge to Rock Blvd. Bridge, south bank), the conceptual design calls for limited terracing adjacent to and outside of the normal high flow channel and a gradually sloping (~ 2% gradient) berm constructed to an elevation sufficient to provide the target flood protection level.

General design goals include but are not limited to:

1. Design a berm capable of providing the target flood protection level which will contain peak flows associated with a 117-year Truckee River mainstem flood and protect the RNO Airport and surrounding industrial areas. This design should include 3 feet of freeboard within designed levees on the south bank of the Truckee River throughout the reach of the RNO Airport Flood Project to protect surrounding areas.

2. Design terracing to withstand higher flows and altered hydraulic conditions resulting from proposed upstream elements of the Truckee Meadows Flood Project without undue erosion or other damage while improving floodplain function including proper vegetative expression, and improved fish and wildlife habitat along the modified terraced bank area.

3. Investigate various configurations of the terrace and berm to optimize borrow and waste, minimize cost, and improve hydraulic function.

4. Properly evaluate and document impacts of the berm along with proposed upstream project elements included in the Truckee Meadows Flood Project on the north bank of the Truckee River.

5. Design berm & terracing in accordance with applicable FAA design standards and guidance to ensure safe separation between terrain & obstacles and aircraft operations related to the approach profiles/surfaces for Runways 17L & 17R and the departure profiles/surfaces for Runways 35L & 35R, and to ensure no interference with any FAA navigational aids and/or equipment. Design work for the RTAA-owned land will require direct coordination and review with the RTAA and the FAA.

IV. CONSULTANT SERVICES:

This contract will advance the design for the **RNO Airport Flood Project** on the south bank reach of the Truckee River from the Greg St. Bridge to Rock Blvd. Bridge, progressing from purely conceptual level design with goals and a general layout to 30% and then 60% design for terracing and berm improvements.

While final design, permitting, and construction are outside the scope of this contract, the 60% design (in concert with other information) is anticipated to aid TRFMA with regulatory permitting applications, subsequent final design and construction bidding.

The consultant may be required to perform some or all of the following services:

1. GIS-based mapping and CAD-based design.
2. Hydrologic and hydraulic analysis addressing upstream project influences from proposed Truckee Meadows Flood Project elements, including the GSR berm and levee and the TMWA levee and floodwall, and their effects on impact key peak flow parameters entering the reach at the Greg St. Bridge. This may require coordination with upstream design teams.
3. Coordination of geotechnical design and investigation for terracing and berm work;
4. Proper design of terraces and berms to meet various hydraulic, geotechnical, and environmental performance criteria;
5. Furnishing cost estimates related to construction;
6. Preparation of documentation for future use in regulatory permitting efforts, including but not limited to adequate consideration of design alternatives and public outreach that is appropriate for a 30% and 60% design; and
7. Limited but effective public outreach primarily through assisting with virtual stakeholder "Working Group" meetings.

The consultant may also be called upon to present (or assist in presenting) results to the RTAA leadership team, RTAA Board of Trustees, TRFMA Technical Advisory Committee, TRFMA Board of Directors and also to present to other advisory boards or groups as necessary.

V. BASIS OF AWARD:

Selection will be based on demonstrated qualifications and the evaluation criteria and guidelines outlined in Qualification Format and Content below. The award will be made after careful evaluation by the selection committee members and will be based on demonstrated competence with local representation as well as what is in the best interests of TRFMA as determined by the selection committee. The evaluation of submittals will include the following factors, among others, weighted (%) as indicated:

Evaluation criteria and weighting are as follows:

1. **Team Qualifications and Experience** (55%)

    a) Proposed team members' qualifications and experience in the design of terracing, laying out berms(s) that meet acceptance criteria as certified berm(s) for insurance purposes, geotechnical analysis, and knowledge of all applicable regulations. (20%)

    b) Proposed team members' qualifications and experience in and ability to understand stream hydraulics and floodplain hydraulics, including expertise in stream ecology and geomorphology for proper placement and elevations for terracing and berm. (12.5%)

    c) Proposed team members' qualifications and experience in ecosystem restoration, landscape design, wetland and riparian habitat ecology, and selection of proper native plants for terracing and berm areas. (7.5%)

d) Past success in completing similar projects in the past 10 years on time and within budget, including whether this has been done with a cohesive team (15%)

2. **Project Approach** (45%)

e) Approach contains a process to execute and achieve the objectives given in the RFQ. Process given must have sufficient detail and plausibility. (45%)

Expected SOQ Content:

TRFMA and the evaluation team expect that the SOQ will address each of evaluation criteria given above. The approach section is a significant evaluation factor. While no specific format is required, respondents should ensure clarity, completeness, and technical credibility.

- An introduction of the firm or team followed by the qualifications and experience of each member of the team addressing how the team member fulfills evaluation criteria "a – c," above, and assurance that key team members will be available for this project.

- A section identifying past similar projects completed by the firm or team to address "d" above.

- A section that outlines proposed design process and approach to be taken. This should include sequencing, the roles of each member of the team and team organization, and task assignment.

The proposed approach should include an early work plan, to be developed shortly after award, that defines tasks, schedules, and key design milestones. The project is expected to have 30% and 60% design milestones. However, there are several potential intermediate steps. The SOQ should demonstrate how the professional engineering consultant will address the design goals identified in Section III, including understanding of known information, and a process to acquire new information needed and accomplish goals. The SOQ may also describe whether an alternatives analysis will be conducted for the current proposed approach (as described by TRFMA) vs other potential alternatives (to be developed by the consultant). The proposed approach is a major factor in the evaluation of the SOQ.

These items are not mandatory elements of the SOQ nor do they prescribe a specific format. The formal requirements are provided in Section IX. Rather, these points illustrate what the evaluation team's expectations are for a strong and effective approach section.

VI. CALENDAR OF EVENTS:

The following is a schedule of milestones for this RFQ award process. These dates are approximate. A firm schedule will be developed by the time the professional engineering firm is selected.

Milestone	Approximate Date
RFQ Release Date	**January 6, 2026**
SOQ Submittal Deadline	**February 17, 2026 (4:00pm PST)**
Review / Interviews (if needed)	February 17 - March 4, 2026
Firm Selection	March 9, 2026

Contract Negotiations Complete	March 23, 2026
Board Approval & Award	April 10, 2026
Notice to Proceed	April 10, 2026 (as near as possible to this date)

VII. CONTACTS:

All interested firms at the outset must begin the process of submitting their SOQ by requesting access via email to the TRFMA Dropbox.

Send request email to:
Marti Swenson | Office Specialist | Truckee River Flood Management Authority |
mswenson@washoecounty.gov

The TRFMA Dropbox contains detailed technical background materials for the RFQ including past engineering studies at or near the area, documentation of the most recent hydraulic modeling along the reach, and related project documentation as well as any relevant updates and clarifications necessary to fulfill the SOQ requirements.

This RFQ will be posted at https://trfma.org and at our offices.
Truckee River Flood Management Authority
9635 Gateway Drive, Suite A
Reno, Nevada 89521

All questions and correspondence regarding the RFQ must be directed to **all** of the following people, in writing, via email:

George Robison | Executive Director | Truckee River Flood Management Authority |
grobison@washoecounty.gov

Danielle Henderson | Natural Resource Manager | Truckee River Flood Management Authority |
dhenderson@washoecounty.gov

Marti Swenson | Office Specialist | Truckee River Flood Management Authority |
mswenson@washoecounty.gov

All written inquiries, their answers, and background information will be posted on the TRFMA Dropbox under the correspondence folder. In addition to the TRFMA Dropbox, all relevant questions and answers will also be recorded and posted at the TRFMA office address as noted above.

VIII. ADDENDA:

Any addenda to this RFQ will be posted on the TRFMA website https://trfma.org in the TRFMA Dropbox provided to interested firms.

IX. STATEMENT OF QUALIFICATION FORMAT AND CONTENT:

In compliance with NRS 625.530 (3), the criteria upon which the award will be made **will not include cost.** Experience in providing services for similar projects in size, scope, complexity, and the approach are major deciding factors.

A statement of qualifications for a qualifying firm **must address all of the following points:**

1. Cover letter signed by a representative of the firm/team who has authority to sign contracts for the firm or lead the design team.

2. A description of the firm/team and a statement of the firm's qualifications for performing the referenced consulting services.

3. A summary of the firm's or team's recent experience with similar projects. Provide references for at least (3) related projects, including contact person, telephone number, name and date of project, a brief description of the project, and a list of project designers, planners and project managers of the design firm who were responsible for the "day-to-day" activities for past projects listed.

4. Description of the firm's procedures for quality assurance in professional services to be provided.

5. Description that details the firm's capacity to complete projects on schedule and to retain firm control of costs.

6. Summary of the qualifications and experience of each team member who will be permanently assigned to the project and their roles in its completion, including in-house and outside consultants. Include length of service. Complete resumes may be included in an appendix. Projects that were completed by employees while working for other firms must also be indicated if relying on those prior projects to establish qualifications. TRFMA reserves the right to approve outside consultants.

7. An organizational chart depicting the proposed project team. Firms using personnel from offices other than an office located in Washoe County should clearly indicate where staff members are located.

8. Provide a narrative on how your firm would approach the requested professional services, how resources and personnel would be allocated, and provide a proposed time schedule through the completion of design.

9. Statement of firm's ability to meet the insurance requirements of Exhibit A.

10. Statement of qualifications excluding appendix, shall be a **maximum of 30 pages, not including the appendix.** The appendix may be as large as needed.

11. The award shall be made after all TRFMA procedural requirements have been met.

12. Firms shall submit six (6) hard copies of their Statement of Qualifications along with one digital copy preferably in PDF format. Statements of Qualifications must be received no later than **4:00pm PST on Tuesday February 17, 2026,** at the office of the Truckee River Flood Management Authority, 9635 Gateway Drive Suite A, Reno, NV 89521. Digital copies will be included with the hard copies using a thumb drive or CD-ROM.

13. TRFMA reserves the right to reject any and all qualifications, to postpone the opening date for its own convenience, to make an award in its own best interest, and to waive any informalities or technicalities.

Proprietary Information Submittal

If a firm must include proprietary information in its SOQ, it shall submit that material in a separate sealed envelope labeled "Proprietary Information." The envelope must contain a letter from the firm's legal counsel describing the documents in the envelope, affirming in good faith that the information in each document meets the narrow definitions of proprietary information set forth in NRS 332.025, 332.061 and NRS Chapter 600A, and briefly stating the reasons that each document meets the said definitions. Upon receipt of a submittal accompanied by such a separate, sealed envelope, TRFMA will open the envelope to determine whether the procedure described above has been followed. Any information submitted pursuant to the above procedure may be used by TRFMA only for the purposes of evaluating submittals and conducting negotiations.

X. INDEMNIFICATION / INSURANCE:

TRFMA has established specific indemnification and insurance requirements for contracts/agreements with contractors/consultants to help assure that reasonable insurance coverage is maintained. Indemnification and hold harmless clauses are intended to ensure that contractors/consultants are aware of and accept the responsibility for losses or liabilities related to their activities. Attachment A is attached and included by reference. All conditions and requirements identified in this Attachment shall be completed prior to the commencement of any work under this Agreement.