The Waterway Resiliency Program
South Platte River & Tributaries,
Adams and Denver Counties, Colorado Project

Industry Event
January 20, 2023
1. Contract Administrator – Cindy Ackerman

2. Project Team
   - Ashlee Grace (CCD)
   - Cincere Eades (CCD)
   - Bert Matya (USACE)
   - Blended team: USACE, CCD and MHFD
- Introductions
- Project Overview
  - Background
  - CCD/USACE Partnership
  - Project requirements
  - Procurement opportunities and next steps
- Contract administration
- Question and Answer
Waterway Resiliency Program (WATR)

Former Names:
• South Platte and Tributaries Program
• Urban Waterways

Federal Name:
South Platte River and Tributaries, Adams and Denver Counties
Project Background
2008 Authority Expansion
Congressional Resolution to include CCD

2010 Denver Reconnaissance Study

2014 Federal Cost Share Agreement (FCSA)
Project Kick-Off

2014 FEIS Completed
Integrated Feasibility Report and Environmental Impact Statement

2018 WRDA Authorization

2019 Record of Decision & Chiefs Report

2022 USACE Federal Funding ($350M)

2022 – 2023 Program Initiation
- USACE/CCD Agreements
- Program planning
Project Focus

South Platte River and Tributaries Project
Southern Platte Valley 1135 CAP
Will provide

- A remedy to degradation due to the USACE Tri-Lakes Project;
- An Integral connection in the Central Flyway;
- Mitigation in an area that has seen a 66% decline in waterfowl numbers over last 28 years;
- Improved habitat, potentially benefiting:
  - 3 endangered species,
  - 12 state listed bird species, and
  - 14 bird species listed on the national birds of conservation list;
- Benefit to 80% of Colorado wildlife which use wetland and riparian habitats;
- An antidote to the > 50% decrease in wetland acreage since pre-urbanization; and
- An increase in vegetated wetland from 0.7% to 6.5% of land mass within the City boundaries.
Prioritizing and Reducing Life Safety

Weir Gulch
- Vulnerable neighborhood
- 360 structures removed from floodplain designation
- Improves neighborhood connectivity
- Creates a more resilient environment for both stormwater and wildlife

Harvard Gulch
- Non-structural plan; voluntary
- 176 structures to be modified:
  - 77 Commercial
  - 99 Residential

South Platte River
- Incidental flood risk benefit for 100 structures
Minimize/avoid impacts to existing/proposed wetland and riparian areas by controlling access to designated areas.

Recreation features may include:

- Upgraded regional trail, wayfinding, interpretive signage, and trailheads
- New river access, boat launches, boardwalks and pedestrian bridges
Weir Gulch: Flood Risk Mgmt
Better connect trails, provide access and wayfinding to gulches and establish more intentional recreational opportunities, open space and gulch character.

Recreational elements may include:

- New/improved gulch trail
- New/improved street and gulch crossings
- Wayfinding elements, educational signage, gulch gateway
- Pocket parks and site amenities
Nonstructural Flood Risk Management (FEIS Appendix H)

- **Goal**: reduce flood risk for structures that sustain flood damages where the lowest floor elevation is at or below the 1% Annual Chance Exceedance base flood elevation
- Plan supports NFIP compliance standards
- Voluntary

176 Structures (commercial and residential)

**Management Practices:**
- Elevation (residential)
- Fill basement (residential)
- Dry floodproofing (commercial)
• **Initial Cost Estimate:** $550M (WRDA 2020)
  • Does not include environmental and does not reflect updated project and real estate costs
  • Currently developing updated cost estimates based on best available cost information

• **Funding:** In process
  • Exploring a variety of options about how best to fund this project

• **Schedule:**
  • 2023:
    • Finalize partnership agreement
    • Project planning
    • Staff Aug/Owner’s Rep procurement
    • Evaluate delivery and maintenance options
    • Intend to initiate design/construction procurement

• **Project:**
  • Design/Construction: deliver the project in less than 20 years (FEIS) utilizing alternative delivery
  • Adaptive management: Required for 10 years after substantial completion
Project Priorities

- **Ecosystem restoration** along a 6.5 mile long stretch of the South Platte River Corridor, improving approximately 450 acres (resulting in 87.7 Habitat Units) of nationally, regionally and locally significant habitat.

- **Flood Risk Management** that will remove an estimated 100 structures from the 100-year floodplain along the South Platte River corridor, remove/prevent approximately 360 structures from the 1% annual chance exceedance floodplain along Weir Gulch and allow for 176 properties to benefit from non-structural improvements to reduce their flood risk.

- **Advance Denver’s goals** for enhanced mobility, resiliency, equity and One Water philosophy by aligning designs with the FEIS and local land use, transportation, open space and One Water plans and maximizing scope delivered within the available budget.

- **Provide significant benefits to many of Denver’s most vulnerable and under-resourced neighborhoods** along the South Platte River, Weir Gulch and Harvard Gulch, including accessibility and connectivity to high quality open space and flood risk mitigation.

- **Implement innovative, cost-saving delivery approach** that leverages most appropriate funding sources, delivery methods, and industry innovation in order to deliver high quality project in less than ten years (plus adaptive management).

- **Establish long term management plan for success**

- **Develop and maintain well-matrixed and blended team** that leverages City, USACE and local partner expertise resulting in local and USACE staff development and local capacity building. (e.g., workforce and certified firm engagement).

- **Establish successful precedent** for USACE Alternative Delivery Pilot Program with locally-led alternative delivery of major USACE project.

- **Effectively communicate with stakeholders and partners** to provide timely and consistent information. Maintain an open and transparent line of communication with the greater community and external stakeholders.
Project Context
Along the South Platte River:

- Diverse, culturally vibrant neighborhoods
- History of economic inequities and environmental injustices

Residential Security Map (1938)

Denver’s Dept. of Transportation and Infrastructure Equity Index

Denver streets segments coded by relative heat class

Benefits beyond the EIS:
- Economic Justice
- Environmental Justice
- Economic Recovery
- Infrastructure Equity
- Environmental Sustainability:
  - Drought Tolerance
  - Climate Resiliency
  - Carbon Sequestration
  - Ground level ozone reduction
  - Stream temperature reduction
  - Heat island reduction
One Water Philosophy

Parks & Recreation
Fun Activities in Beautiful Surroundings

Transit
Creating an Easily Traversable City

Water
Planning a Sustainable One Water Future

Land Use & Transportation
Neighborhood Character and Quality of Life

Pedestrians & Trails
Connecting People and Neighborhoods

Denveright
Comprehensive Plan 2040

One Water Plan Goals

GOAL #1
Promote Institutional Collaboration

GOAL #2
Implement Multi-Benefit Projects and Programs

GOAL #3
Foster Community Support

GOAL #4
Increase Resilience and Climate Change Preparedness

GOAL #5
Implement Integrated Water Management Solutions
Project Highlights:
- 2.4-mile project
- Connects 3 previous completed River Vision Projects.
- Adjacent to $20M investment at the outfall of Sanderson Gulch.

Schedule
Design: 2022
Construction: 2023
Carpio Sanguinette / Heron Pond

An 80-acre open space park that connects the community to nature and the South Platte River.
Flood mitigation + new open space adjacent to Sun Valley redevelopment

Partnership between MHFD + CCD
Precedent Setting Partnership:
Locally-led Delivery through
USACE Alternative Delivery (a.k.a. “P3 Pilot Program”)

- **USACE “P3 Pilot Program” does not require Public-Private-Partnership**
  - Denver will determine how best to deliver the project

- **Program Purpose:**
  - Accelerate delivery through efficiency and performance-based contracts
  - Optimize local participation and provide Non-Federal sponsor (NFS) more control
  - Leverage appropriations and financing while sharing risk
  - Provide significant life-cycle cost savings for Federal government and NFS

- **Why Denver:**
  - Strong partnership between USACE-Omaha, Denver and MHFD
  - City’s record of consistent, successful delivery of large-scale infrastructure projects
  - 2021 MOU demonstration of leadership support and partnership
  - Strong, existing relationships with community
  - Ability and desire to overlay a wide range of City goals to optimize project benefits
  - Ability to leverage diverse, local funding including City, non-profits, developers, among others
Alternative Delivery Program Acceptance
September 19, 2022

- Acceptance into USACE’s Alternative Delivery Program
- SPRT = Pilot Project
- Part of Revolutionize Civil Works initiative
- Federal funding provided in BIL

Project Partnership Agreement (PPA)
Anticipated spring 2023

- Fed/Non-Fed non-standard project partnership agreement
- Fed (USACE) / Denver (NFS) integrated team
- Denver will lead execution of entire project (Contracting, Real Estate)
- USACE will review and approve reimbursements for completed work
- Gaining PPA approvals currently
- Anticipate signature of PPA in spring 2023 by ASA CW and Mayor
The WATR Initiation Charter provides an effective leadership oversight structure with responsibilities to ensure successful delivery of the program, with the DOTI Executive Director serving as the executive sponsor. **CCD, USACE and MHFD are represented at every level.**

**Executive Oversight Committee (EOC):** The leading management body for the program. USACE District, CCD and MHFD leadership level.

**WATR Advisory Committee:** Broad-based CCD, USACE, and MHFD representatives and experts that are instrumental in the successful planning and implementation of the Program.

**WATR Project Leadership Team (PLT):** CCD, USACE and MHFD senior staff level responsible for the day-to-day program coordination and delivery.

**Work Groups and Program Advisors:** Project staff, specialty consultants, and subject matter experts that support major elements and decision-points throughout program implementation.
Not USACE Traditional Project Delivery
Locally-led Delivery by the Non-Federal Sponsor (Denver)

• **Key Points:**
  • Cost-shared project with joint (USACE-NFS) governance
  • Federal reimbursement to NFS for completed discrete segments
  • PPA signed at ASA CW level; and execution delegated to District level
  • USACE provides determinations, reviews, and approvals

• **Project Execution:**
  • NFS leads the real estate acquisition and procurement of contracts
  • USACE and NFS jointly develop performance criteria in support of NFS procurement(s)
  • USACE supports design reviews, construction observation, and monitoring
  • USACE provides reviews for valuation and cost reasonableness to support certifications and approvals for reimbursements
  • Compliance with applicable Federal laws and regulations
    • Design aligned with intents outlined in FEIS
    • Construction meets mandatory requirements (e.g. Buy American)
Procurement
**Owner's Rep/Staff Aug** | On call contract. Provide program set-up and on-going program management support for life of project. Potential areas of support may include:

- Communication & Marketing
- Controls (Risk, Schedule, Finance)
- Quality
- Cost Estimating
- Technical Support (Engin. Review)
- Utility Coordination
- Cultural/Workforce/DBE
- Environmental/Entitlement
- Real Estate Support
- Legal
- Procurement Support
- Construction oversight
- Ecological
- Grant Application and Monitoring

NOTE: Denver and USACE will remain project leads in all major/appropriate areas. This contract is intended to supplement/provide extra capacity and expertise as needed through life of project.

**Next Steps**

- Issue RFQ
Alternative Delivery | Complete design and construction of remainder of South Platte and Weir.

Next Steps
- Request for Letters of Interest (1/27)
- Alternative Delivery evaluation
**Primes**: if prime on Staff Aug/Owner’s Rep, will be precluded from alternative delivery procurement

- Staggered procurements so if unsuccessful with staff aug/owner’s rep likely able to pursue future opportunities

**Subs**: case dependent based on scope and scale of involvement

**General rule**: Firms are expected to disclose any concerns about potential or perceived conflicts of interest based on prior or current work with the City and/or related to this project so that the City can assess COI following standard processes

Procuring federally compliant contracts
Cindy Ackerman is the administrator of the RFQ process for this solicitation and can be reached at DOTI.Procurement@denvergov.org.

Attendance sheet from this meeting will be posted on www.work4denver.com.
**Letter of Interest**: The City is soliciting Letters of Interest from companies or team interested in being a prime designer or prime contractor for the design and/or construction scopes of this project.

- Firms interested in receiving project information should send a Letter of Interest to Cindy Ackerman via the DOTI.Procurement@denvergov.org inbox no later than **January 27, 2023** to ensure that you receive future information about the Project. Include in your Letter of Interest the name, address, phone numbers, and e-mail address for a contact person at your firm.

- Once received, the City intends to conduct meetings with interested firms by issuing questions to all firms that have expressed interest to solicit feedback on the procurement approach being considered. While it is encouraged to participate in this process, it is not required in order to be considered for upcoming procurements.