

Addendum RFP-1  
Issued December 21, 2004

Addendum #	RFP Reference		Original Text	Revised Text (deletions are struckout; changes / additions are highlighted)
	Volume #	Section #		
RFP-1.1	1	Summary of Key Information (page iv)	<p align="center"><b>Summary of Key Information</b></p> <p><b>Workshops with Proponents</b>    Workshop A – Early December, 2004 – Risk Allocation and Technical Issues</p> <p><b>See Section 4.1.1</b></p> <p>Workshop B - End-December, 2004 – Draft Concession Agreement</p> <p>Workshop C - Mid-March, 2005 – Revised Concession Agreement</p>	<p align="center"><b>Summary of Key Information</b></p> <p><b>Workshops with Proponents</b>    Workshop A – Early December, 2004 – Risk Allocation and Technical Issues</p> <p><b>See Section 4.1.1</b></p> <p><del>Workshop B – End-December, 2004 – Draft Concession Agreement</del></p> <p><b>Workshop B – Late January, 2005 – Commercial Issues and Draft Concession Agreement</b></p> <p>Workshop C - Mid-March, 2005 – Revised Concession Agreement</p>
RFP-1.2	1	Section 1.4	<p><b>1.4 Overview of RFP Process</b></p> <p>Only Short Listed Respondents who have executed and delivered a Proposal Competition Agreement (each a “Proponent”) in the form attached to this RFP as Appendix 1D (the “Proposal Competition Agreement”), are eligible to participate in the Consultation and Selection Process.</p> <p>It is anticipated that through the Consultation and Selection Process, one of the three Proponents will be selected as the Proponent (the “Preferred Proponent”) who will be offered the opportunity to sign an agreement for the delivery of the DBFO Project (the “Concessionaire”).</p> <p>The Province would prefer not to initiate a Best and Final Offer (“BAFO”) stage following the Closing Time but expressly reserves the right to do so, in its discretion. If the Province decides to proceed with a BAFO stage, it will notify the Proponents selected to participate in such stage (the “BAFO Proponents”), will issue instructions regarding the BAFO stage process and will require the BAFO Proponents to enter into a new proposal competition agreement specific to the BAFO process (the “BAFO Proposal Competition Agreement”), including the BAFO Partial Compensation and any additional Security Deposit requirements. If the Province elects to proceed with a BAFO stage, the Preferred Proponent will then be selected based on the BAFO Proponents’ “Best and Final Offer”. If the Province does not elect to proceed with a BAFO stage, a Preferred Proponent will be selected based on the Proposals submitted in response to this RFP. In accordance with Section 6.8, the Province may publicly disclose the identities of the BAFO Proponents and/or the Preferred Proponent.</p> <p>A key element of the Consultation and Selection Process is the Proponent Consultation Process, which is designed to:</p> <ul style="list-style-type: none"> <li>• provide opportunities for Proponent participation;</li> <li>• maximize opportunities for innovation;</li> <li>• help ensure that the Project Objectives are met; and</li> <li>• facilitate input on development of a Concession Agreement.</li> </ul>	<p><b>1.4 Overview of RFP Process</b></p> <p>Only Short Listed Respondents who have executed and delivered a Proposal Competition Agreement (each a “Proponent”) in the form attached to this RFP as Appendix 1D (the “Proposal Competition Agreement”), are eligible to participate in the Consultation and Selection Process.</p> <p>It is anticipated that through the Consultation and Selection Process, one of the three Proponents will be selected as the Proponent (the “Preferred Proponent”) who will be offered the opportunity to sign an agreement for the delivery of the DBFO Project (the “Concessionaire”).</p> <p><del>The Province would prefer not to initiate a Best and Final Offer (“BAFO”) stage following the Closing Time but expressly reserves the right to do so, in its discretion. If the Province decides to proceed with a BAFO stage, it will notify the Proponents selected to participate in such stage (the “BAFO Proponents”), will issue instructions regarding the BAFO stage process and will require the BAFO Proponents to enter into a new proposal competition agreement specific to the BAFO process (the “BAFO Proposal Competition Agreement”), including the BAFO Partial Compensation and any additional Security Deposit requirements. If the Province elects to proceed with a BAFO stage, the Preferred Proponent will then be selected based on the BAFO Proponents’ “Best and Final Offer”. If the Province does not elect to proceed with a BAFO stage, a Preferred Proponent will be selected based on the Proposals submitted in response to this RFP. In accordance with Section 6.8, the Province may publicly disclose the identity of the BAFO Proponents and/or the Preferred Proponent.</del></p> <p>A key element of the Consultation and Selection Process is the Proponent Consultation Process, which is designed to:</p> <ul style="list-style-type: none"> <li>• provide opportunities for Proponent participation;</li> <li>• maximize opportunities for innovation;</li> <li>• help ensure that the Project Objectives are met; and</li> <li>• facilitate input on development of a Concession Agreement.</li> </ul>

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RFP-1.3	1	Section 1.5	<p><b>1.5 Partial Compensation and Expenses</b></p> <p>Assuming the Province does not proceed to a BAFO stage, Partial Compensation in the amount of \$600,000 will be paid to each Proponent that is not selected as the Preferred Proponent and that meets the conditions for payment described in the Proposal Competition Agreement.</p> <p>If the Province proceeds to a BAFO stage, Partial Compensation in the amount of \$600,000 will be paid to each Proponent that is not selected as a BAFO Proponent and that meets the conditions for payment described in the Proposal Competition Agreement. A further \$100,000 (the "BAFO Partial Compensation") will be provided to each BAFO Proponent that is not selected as the Preferred Proponent after the BAFO Process and that meets the conditions for payment to be described in the BAFO Proposal Competition Agreement.</p> <p>The Proposal Competition Agreement also sets out the Province's commitment to pay Partial Compensation under other circumstances.</p> <p>Except in circumstances where they are entitled to receive Partial Compensation, Proponents are solely responsible for their own costs and expenses in preparing and submitting a Proposal and for participating in the Consultation and Selection Process, including the costs of providing information requested by the Province, attendance at meetings and conducting due diligence, and are not entitled to any other compensation from the Province or its Representatives.</p>	<p><b>1.5 Partial Compensation and Expenses</b></p> <p><del>Assuming the Province does not proceed to a BAFO stage,</del> Partial Compensation in the amount of \$600,000 will be paid to each Proponent that is not selected as the Preferred Proponent and that meets the conditions for payment described in the Proposal Competition Agreement.</p> <p><del>If the Province proceeds to a BAFO stage, Partial Compensation in the amount of \$600,000 will be paid to each Proponent that is not selected as a BAFO Proponent and that meets the conditions for payment described in the Proposal Competition Agreement. A further \$100,000 (the "BAFO Partial Compensation") will be provided to each BAFO Proponent that is not selected as the Preferred Proponent after the BAFO Process and that meets the conditions for payment to be described in the BAFO Proposal Competition Agreement.</del></p> <p>The Proposal Competition Agreement also sets out the Province's commitment to pay Partial Compensation under other circumstances.</p> <p>Except in circumstances where they are entitled to receive Partial Compensation, Proponents are solely responsible for their own costs and expenses in preparing and submitting a Proposal and for participating in the Consultation and Selection Process, including the costs of providing information requested by the Province, attendance at meetings and conducting due diligence, and are not entitled to any other compensation from the Province or its Representatives.</p>																				
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Concept approvals within the environmental corridor (including Federal CEAA)		✓																																																																																																																																																																																																																																																									
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Increased rehabilitation as a result of higher traffic volume	✓																																																																																																																																																																																																																																																										
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	Volume #	Section #		
RFP-1.6	1	Section 3.1.3.2	<p><b>3.1.3.2 Traffic Volume Payments</b></p> <p>The Kicking Horse Canyon is a vital link in the Province's transportation network, and the commercial and tourist traffic using this stretch of road is of significant importance to the economy of the Province. The Concessionaire will be rewarded for increased usage of this corridor through payments for both current and incremental traffic volume on a per-vehicle rate, in accordance with the Concession Agreement.</p>	<p><b>3.1.3.2 Traffic Volume Payments</b></p> <p>The Kicking Horse Canyon is a vital link in the Province's transportation network, and the commercial and tourist traffic using this stretch of road is of significant importance to the economy of the Province. The Concessionaire will be rewarded for increased usage of this corridor through payments for both current and incremental traffic volume on a per-vehicle <b>Passenger Vehicle Equivalent</b> rate, in accordance with the Concession Agreement.</p>
RFP-1.7	1	Section 4.1.1	<p>4.1.1 Workshops</p> <p>Proponents are required to participate in the following Workshops:</p> <ul style="list-style-type: none"> <li>Workshop A – Risk Allocation and Technical Issues</li> <li>Workshop B – Draft Concession Agreement</li> <li>Workshop C – Revised Concession Agreement</li> </ul> <p>Proponents will have the opportunity to request Workshop agenda items as set out in the Proposal Competition Agreement. Proposed timing for Workshops are provided in Section 1.6.</p>	<p>4.1.1 Workshops</p> <p>Proponents are required to participate in the following Workshops:</p> <ul style="list-style-type: none"> <li>Workshop A – Risk Allocation and Technical Issues</li> <li>Workshop B – <b>Commercial Issues and</b> Draft Concession Agreement</li> <li>Workshop C – Revised Concession Agreement</li> </ul> <p>Proponents will have the opportunity to request Workshop agenda items as set out in the Proposal Competition Agreement. Proposed timing for Workshops are provided in Section 1.6.</p>
RFP-1.8	1	Section 4.3.2	<p><b>4.3.2 Preliminary Review</b></p> <p>After the Closing Time members of the Evaluation Committee will review all Proposals submitted by Proponents at the Closing Location. The Evaluation Committee will determine whether the submission conforms to the requirements of this RFP and satisfies the Mandatory Submission Requirements.</p>	<p><del><b>4.3.2 Preliminary Review</b></del> <b>[Intentionally Deleted]</b></p> <p><del>After the Closing Time members of the Evaluation Committee will review all Proposals submitted by Proponents at the Closing Location. The Evaluation Committee will determine whether the submission conforms to the requirements of this RFP and satisfies the Mandatory Submission Requirements.</del></p>
RFP-1.9	1	Section 4.3.3	<p><b>4.3.3 Overview of Evaluation Criteria</b></p> <p>The Evaluation Committee will evaluate Proposals in accordance with the Evaluation Criteria set out in Appendix 1G of the RFP. Proposals must comply with all mandatory requirements of the RFP, including the completeness of the Proposal and the satisfaction of the requirements laid out in the Mandatory Submission Requirements set out in Appendix 1F.</p> <p>Proposals will be subject to the completeness review before being subjected to detailed commercial and technical evaluations. The Province may disqualify any incomplete Proposal or Proposals that do not meet the Mandatory Submission Requirements, without further consideration.</p> <p>The strengths of the Technical Submissions will be evaluated on a pass/fail basis. The "pass" mark will be obtained if the minimum information required in Sections 5 to 8 inclusive of Appendix 1F is included in the Proposal. Safety enhancements and other qualitative aspects of the Technical Submissions (e.g., management plans, project plans and reports) will also be subject to another level of evaluation as outlined in Appendix 1G.</p> <p>The strengths of the Financial/Commercial Submission will also be</p>	<p><b>4.3.3 Overview of Evaluation Criteria</b></p> <p><del>The Evaluation Committee will evaluate Proposals in accordance with the Evaluation Criteria set out in Appendix 1G of the RFP. Proposals must comply with all mandatory requirements of the RFP, including the completeness of the Proposal and the satisfaction of the requirements laid out in the</del> Mandatory Submission Requirements <b>of the RFP as</b> set out in Appendix 1F.</p> <p>Proposals will be subject to <del>the</del> <b>this</b> completeness review before being subjected to detailed commercial and technical evaluations. The Province may disqualify any incomplete Proposal or Proposals that do not meet the Mandatory Submission Requirements, without further consideration.</p> <p>The strengths of the Technical Submissions <del>then</del> <b>will</b> be evaluated on a pass/fail basis <b>initially</b>. The "pass" mark will be obtained if the minimum information required in Sections 5 to 8 inclusive of Appendix 1F is included in the Proposal. Safety enhancements and other qualitative aspects of the Technical Submissions (e.g., management plans, project plans and reports) will also be subject to another level of evaluation as outlined in Appendix</p>

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	Volume #	Section #		
			<p>evaluated first on a pass/fail basis. The “pass” mark will be obtained if the minimum information required in Section 3 and 4 of Appendix 1F is included in the Proposal. Other qualitative aspects of the Financial/Commercial Submission (e.g., strength of the Financial Plan) will also be subject to another level of evaluation as outlined in Appendix 1G.</p> <p>The Province may seek clarification or rectification of any Proposal in accordance with Section 4.3.6.</p> <p>Once Proposals have passed the completeness requirement and the above pass/fail requirements, the following criteria will be evaluated:</p> <p>1. Financial Criteria:</p> <p>(a) The risk-adjusted NPV of the Total Performance Payments proposed by the Proponent. The Evaluation Committee will use the Base Case scenarios provided by the Province and advisors rather than the Proponents’ forecasts to evaluate Proposals uniformly. Sensitivity analyses will be undertaken to assess the Province’s risk with regards to Total Performance Payments.</p> <p>The discount rate used to calculate the NPV of the Total Performance Payments will be based on the Province’s best estimate of a required internal rate of return (or weighted cost of capital) for a project of this nature. To determine the discount rate, the Province will assess the capital markets environment with respect to risk and return expectation, and examine project financing options available to the DBFO Project.</p> <p>(b) The value for money offered by the Proposal. It is intended that value for money will be primarily captured through the Payment Mechanism.</p> <p>(c) The comparison of the Proposal based on the risk adjusted net present value of the Total Performance Payments required under the Proposal plus the expected value of any additional traffic payments, with the theoretical risk-adjusted cost of public sector delivery.</p> <p>2. Technical and Commercial Capability – The strength of the Proposal, and the demonstrated ability to implement and deliver all facets of the DBFO Project, all as set out in Appendix 1G.</p> <p>3. Safety Enhancements – The Proposal will be evaluated on the safety enhancements of the Phase 2 design with regard to grade, radius and geometry as outlined in Appendix 1G.</p>	<p>1G.</p> <p>The strengths of the Financial/Commercial Submission will also be evaluated first on a pass/fail basis <b>initially</b>. The “pass” mark will be obtained if the minimum information required in Section 3 and 4 of Appendix 1F is included in the Proposal. Other qualitative aspects of the Financial/Commercial Submission (e.g., strength of the Financial Plan) will also be subject to another level of evaluation as outlined in Appendix 1G.</p> <p>The Province may seek clarification or rectification of any Proposal in accordance with Section 4.3.6.</p> <p>Once Proposals have passed the completeness requirement and the above pass/fail requirements, <b>the following criteria a scored evaluation will be evaluated conducted as set out in Section 4.3.4:</b></p> <p><b>1. Financial Criteria:</b></p> <p><del>(a) The risk-adjusted NPV of the Total Performance Payments proposed by the Proponent. The Evaluation Committee will use the Base Case scenarios provided by the Province and advisors rather than the Proponents’ forecasts to evaluate Proposals uniformly. Sensitivity analyses will be undertaken to assess the Province’s risk with regards to Total Performance Payments.</del></p> <p><del>The discount rate used to calculate the NPV of the Total Performance Payments will be based on the Province’s best estimate of a required internal rate of return (or weighted cost of capital) for a project of this nature. To determine the discount rate, the Province will assess the capital markets environment with respect to risk and return expectation, and examine project financing options available to the DBFO Project.</del></p> <p><del>(b) The value for money offered by the Proposal. It is intended that value for money will be primarily captured through the Payment Mechanism.</del></p> <p><del>(c) The comparison of the Proposal based on the risk adjusted net present value of the Total Performance Payments required under the Proposal plus the expected value of any additional traffic payments, with the theoretical risk-adjusted cost of public sector delivery.</del></p> <p><b>2. Technical and Commercial Capability – The strength of the Proposal, and the demonstrated ability to implement and deliver all facets of the DBFO Project, all as set out in Appendix 1G.</b></p> <p><b>3. Safety Enhancements – The Proposal will be evaluated on the safety enhancements of the Phase 2 design with regard to grade, radius and geometry as outlined in Appendix 1G.</b></p>

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RFP-1.10	1	Section 4.3.4	<p><b>4.3.4 Priority of Evaluation Criteria</b></p> <p>For those Proposals that achieve a pass on both the Technical Submissions and the Financial/Commercial Submissions, the Evaluation Committee will then consider the merits of the Proposal as a whole which will be evaluated on the criteria in the table below.</p> <p>The Province anticipates that an offer of the lowest risk adjusted NPV Total Performance Payments stream (Financial Criteria) will be the most significant element in the evaluation of Proposals. Other criteria will be evaluated quantitatively as follows:</p>	<p><b>4.3.4 Priority of Evaluation Criteria</b></p> <p>For those Proposals that achieve a pass on both the Technical Submissions and the Financial/Commercial Submissions, the Evaluation Committee will then <b>consider the merits conduct a scored evaluation</b> of the Proposal <del>as a whole which will be evaluated on</del> <b>using</b> the criteria in the table below.</p> <p><del>The Province anticipates that an offer of the lowest risk adjusted NPV Total Performance Payments stream (Financial Criteria) will be the most significant element in the evaluation of Proposals. Other criteria will be evaluated quantitatively as follows:</del></p>																		
RFP-1.11	1	Section 4.3.4	<p><b>Table 4</b></p> <p>Evaluation Criteria</p> <table border="0"> <tr> <td><b>Financial Criteria</b></td> <td style="text-align: right;">60 Points</td> </tr> </table> <p>Commercial and financial criteria, including risk-adjusted aggregate NPV of the total Performance Payments, Value for Money, and comparison to the risk adjusted cost of public sector delivery.</p> <table border="0"> <tr> <td><b>Technical and Commercial Capability</b></td> <td style="text-align: right;">20 Points</td> </tr> </table> <p>Financial/Commercial Submissions – Based on information submitted in response to Sections 3 and 4 of Appendix 1F and as set out in Appendix 1G.</p> <p>Technical Submissions – Based on information submitted in response to Sections 5 to 8 (inclusive) of Appendix 1F that are in excess of the minimum requirements for the pass/fail evaluation and as set out in Appendix 1G.</p> <table border="0"> <tr> <td><b>Safety Enhancements</b></td> <td style="text-align: right;">20 Points</td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: right;"><b>100 Points</b></td> </tr> </table> <p>The points attributable to each category are indicative and will be confirmed during the Consultation and Selection Process.</p>	<b>Financial Criteria</b>	60 Points	<b>Technical and Commercial Capability</b>	20 Points	<b>Safety Enhancements</b>	20 Points	<b>Total</b>	<b>100 Points</b>	<p><b>Table 4</b></p> <p><b>Scored</b> Evaluation Criteria</p> <table border="0"> <tr> <td><del>Financial Criteria</del> <b>Risk-adjusted Net Present Value</b></td> <td style="text-align: right;">60 Points</td> </tr> </table> <p><del>Commercial and financial criteria, including risk-adjusted aggregate NPV of the total Performance Payments, Value for Money, and comparison to the risk adjusted cost of public sector delivery.</del></p> <table border="0"> <tr> <td><del>Technical and Commercial Capability</del></td> <td style="text-align: right;"><del>20</del> <b>10</b> Points</td> </tr> </table> <p><del>Financial/Commercial Submissions – Based on information submitted in response to Sections 3 and 4 of Appendix 1F and as set out in Appendix 1G.</del></p> <p><del>Technical Submissions –</del> Based on information submitted in response to Sections 5 to 8 (inclusive) of Appendix 1F that <del>are</del> <b>is</b> in excess of the minimum requirements for the pass/fail evaluation and as set out in Appendix 1G.</p> <table border="0"> <tr> <td><b>Commercial Capability</b></td> <td style="text-align: right;"><b>10 Points</b></td> </tr> <tr> <td><b>Safety Enhancements</b></td> <td style="text-align: right;"><b>20 Points</b></td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: right;"><b>100 Points</b></td> </tr> </table> <p><del>The points attributable to each category are indicative and will be confirmed during the Consultation and Selection Process.</del></p>	<del>Financial Criteria</del> <b>Risk-adjusted Net Present Value</b>	60 Points	<del>Technical and Commercial Capability</del>	<del>20</del> <b>10</b> Points	<b>Commercial Capability</b>	<b>10 Points</b>	<b>Safety Enhancements</b>	<b>20 Points</b>	<b>Total</b>	<b>100 Points</b>
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Addendum #	RFP Reference		Original Text	Revised Text (deletions are struckout; changes / additions are highlighted)
	Volume #	Section #		
RFP-1.12	1	Section 6.14	<p>Without limiting the generality of the foregoing, unless otherwise expressly provided in this RFP:</p> <ul style="list-style-type: none"> <li>Any and all use of or reliance upon any such information (including the Background Information or anything in the Background Information) by Proponents shall be and is subject to all express disclaimers of liability in the RFP, as well as all disclaimers of liability in the Concession Agreement.</li> <li>Neither the Province nor any of its Representatives represents or warrants and none of them are responsible in any way for the scope, timeliness, completeness, appropriateness, or accuracy of any information, representations, statements, assumptions, opinions, interpretations in any such information (including the Background Information), including in relation to any one or more of: descriptions of site, geological or subsurface conditions; dewatering; opinions or interpretations based on existing or assumed information; previous studies or optimization; conceptual designs or layouts, statements or estimates of quantities of any part of the work; assumptions or descriptions as to construction means or methods; availability and quality of construction materials; soil disposal; requirements of the stakeholders or others, or any assumptions or interpretations made by Proponents based on any information contained in the Background Information, any interpretations, conclusions, opinions or assumptions reached or made by Proponents based on anything in the Background Information.</li> <li>Where investigations and information relating to site conditions, including subsurface conditions, has been produced or made available to Proponents, such investigations and information are of a preliminary nature only and are not to be relied upon by Proponents except at their sole risk. Proponents are cautioned that any bore hole logs or test pit logs provided with any geotechnical information record only the observations which were made at the specific locations described and at the specific times recorded, and may not be representative of conditions encountered either at locations immediately adjacent thereto or, with respect to groundwater and other conditions, at any other times. Data shown for bore hole logs and test pit logs may not necessarily be representative of anticipated conditions. Proponents should perform such additional geotechnical and other investigations as they consider necessary and must obtain and rely on their own geotechnical consultants for all interpretation and opinions, including based on any bore hole logs and test pit logs made available through Partnerships BC, the Province and others.</li> </ul>	<p>Without limiting the generality of the foregoing, unless otherwise expressly provided in this RFP:</p> <ul style="list-style-type: none"> <li><b>(a)</b> Any and all use of or reliance upon any such information (including the Background Information or anything in the Background Information <b>and including reliance in accordance with paragraph (c) below</b>) by Proponents shall be and is subject to all express disclaimers of liability in the RFP, as well as all disclaimers of liability in the Concession Agreement.</li> <li><b>(b)</b> <b>Save as expressly set out in the Concession Agreement, neither</b> <del>Neither</del> the Province nor any of its Representatives represents or warrants and none of them are responsible in any way for the scope, timeliness, completeness, appropriateness, or accuracy of any information, representations, statements, assumptions, opinions, interpretations in any such information (including the Background Information), including in relation to any one or more of: descriptions of site, geological or subsurface conditions; dewatering; opinions or interpretations based on existing or assumed information; previous studies or optimization; conceptual designs or layouts, statements or estimates of quantities of any part of the work; assumptions or descriptions as to construction means or methods; availability and quality of construction materials; soil disposal; requirements of the stakeholders or others, or any assumptions or interpretations made by Proponents based on any information contained in the Background Information, any interpretations, conclusions, opinions or assumptions reached or made by Proponents based on anything in the Background Information.</li> <li><b>(c)</b> Where investigations and information relating to site conditions, including subsurface conditions, has been produced or made available to Proponents, such investigations and information are of a preliminary nature only and are <del>not</del> to be <b>used relied upon</b> by Proponents <del>except</del> at their <b>sole risk discretion</b>. Proponents are cautioned that any <del>bore hole</del> <b>borehole</b> logs or test pit logs provided with any geotechnical information record only the observations which were made at the specific locations described and at the specific times recorded, and may not be representative of conditions encountered either at locations immediately adjacent thereto or, with respect to groundwater and other conditions, at any other times. Data shown for <del>bore hole</del> <b>borehole</b> logs and test pit logs were produced by the Province and its representatives. The methods of obtaining this data are provided in the Data Room. The Proponent can rely on the borehole logs and test pit logs, however the accuracy of the data must be considered within the context of generally accepted engineering practice. The data may not necessarily be representative of anticipated conditions. Proponents should perform such additional geotechnical and other investigations as they consider necessary and must obtain and rely on their own geotechnical consultants for all interpretation <b>and opinions and conclusions, based on any bore hole logs and test pit logs made available through Partnerships BC, the Province and others.</b></li> </ul>

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	Volume #	Section #		
RFP-1.13	1	Appendix 1A Section 1	<p><b>1. Definitions</b></p> <p>...</p> <p>“BAFO” means Best and Final Offer.</p> <p>“BAFO Partial Compensation” has the meaning given to it in Section 1.5.</p> <p>“BAFO Proponents” has the meaning given to it in Section 1.4.</p> <p>“BAFO Proposal Competition Agreement” has the meaning given to it in Section 1.4.</p> <p>...</p>	<p><b>1. Definitions</b></p> <p>...</p> <p><b>“BAFO” means Best and Final Offer.</b></p> <p><b>“BAFO Partial Compensation” has the meaning given to it in Section 1.5.</b></p> <p><b>“BAFO Proponents” has the meaning given to it in Section 1.4.</b></p> <p><b>“BAFO Proposal Competition Agreement” has the meaning given to it in Section 1.4.</b></p> <p>...</p> <p><b>“Passenger Vehicle Equivalent” has the meaning given in the Concession Agreement.</b></p> <p><b>“PVE” means Passenger Vehicle Equivalent.</b></p>
RFP-1.14	1	Appendix 1C Section 2.3.1	<p><b>2.3.1 Unavailability Deductions</b></p> <p>Unavailability Deductions will be made when the Highway does not meet the pre-determined minimum performance requirements.</p> <p>Unavailability Deductions will be the sum of travel time delay multiplied by a pre-determined travel time cost.</p> <p>Travel time delay results from an event that causes unavailability of a part of or all of the Highway and which impacts vehicle usage. Travel time delay will be measured in vehicle hours based on the principle that the cumulative distribution of traffic exiting a part of or all of the Highway in a day will mirror the cumulative distribution of traffic entering that part or all of the Highway in that same day, subject to there being no unscheduled events that significantly impact vehicle usage.</p> <p>Travel time cost will be measured in dollars per vehicle hour.</p> <p>The Unavailability Deduction will not be applied in certain specified circumstances such as pre-scheduled lane closures, emergency access, closure by relevant authorities unless due to the Concessionaire, Eligible Force Majeure, where Traffic Disruption Charges apply, and others.</p>	<p><b>2.3.1 Unavailability Deductions</b></p> <p>Unavailability Deductions will be made when the Highway does not meet the pre-determined minimum performance requirements.</p> <p><b>Unavailability Deductions will be the sum of travel time delay multiplied by a pre-determined travel time cost deducted from the total Performance Payments in a year for lane closures. Deductions will be made at a specified hourly rate for each hour that a lane or lanes of the Highway are closed. The rate is determined by reference to time of day and year and the number of closed lanes.</b></p> <p><b>Travel time delay results from an event that causes unavailability of a part of or all of the Highway and which impacts vehicle usage. Travel time delay will be measured in vehicle hours based on the principle that the cumulative distribution of traffic exiting a part of or all of the Highway in a day will mirror the cumulative distribution of traffic entering that part or all of the Highway in that same day, subject to there being no unscheduled events that significantly impact vehicle usage.</b></p> <p><b>Travel time cost will be measured in dollars per vehicle hour.</b></p> <p><b>The Concessionaire will be responsible for measuring and recording periods of lane unavailability.</b></p> <p>The Unavailability Deduction will not be applied in certain specified circumstances such as pre-scheduled lane closures, emergency access, closure by relevant authorities unless due to the Concessionaire, Eligible Force Majeure, where Traffic Disruption Charges apply, and others.</p>



Addendum #	RFP Reference		Original Text	Revised Text (deletions are struckout; changes / additions are highlighted)
	Volume #	Section #		
RFP-1.15	1	Appendix 1C Section 3.3	<p><b>3.3 Traffic Volume Payment</b></p> <p>The Traffic Volume Payment will be directly linked to the number of vehicles passing measuring points on the Highway (in both directions) in each year. The Concessionaire will be required to count all vehicles.</p> <p>Traffic Volume Payments will be made on a banded basis. The Concession Agreement will define up to five traffic bands specifying the upper and lower limits of vehicle usage in each band. The Concessionaire is required to provide the relevant payment per vehicle for each band in its Proposal.</p> <p>In setting the payment per vehicle for each band, the Proponent should ensure that the structure they propose:</p> <ul style="list-style-type: none"> <li>• does not provide for a guaranteed Traffic Volume Payment; and</li> <li>• that the Traffic Volume Payment varies to such an extent as to demonstrate that the Concessionaire is assuming traffic risk. In order to achieve this, the Concessionaire will be required to structure the per vehicle payments such that: <ul style="list-style-type: none"> <li>• a 1% decrease in traffic volume will result in at least a 0.5% decrease in the Traffic Volume Payment; and</li> <li>• with no Traffic Volume Payment, the return to shareholders will be lower than the Concessionaire's cost of long-term debt as set out in the Financial Model.</li> </ul> </li> </ul> <p>The actual Traffic Volume Payment will be determined by the number of vehicles falling with in each band, multiplied by the proposed rate for that band, indexed at the rate set out in the Concessionaire's Proposal.</p>	<p><b>3.3 Traffic Volume Payment</b></p> <p>The Traffic Volume Payment will be directly linked to the number of vehicles passing measuring points on the Highway (in both directions) in each year. <b>The Traffic Volume Payment will be made on a per Passenger Vehicle Equivalent basis, with heavy vehicles given more weighting than other vehicles.</b> The Concessionaire will be required to count all vehicles.</p> <p>Traffic Volume Payments will be made on a banded basis. The Concession Agreement will define up to five traffic bands specifying the upper and lower limits of vehicle usage in each band. The Concessionaire is required to provide the relevant payment per <b>vehicle Passenger Vehicle Equivalent</b> for each band in its Proposal, <b>except for the upper most band, which will receive no payment per Passenger Vehicle Equivalent.</b></p> <p>In setting the payment per <b>vehicle Passenger Vehicle Equivalent</b> for each band, the Proponent should ensure that the structure they propose:</p> <ul style="list-style-type: none"> <li>• does not provide for a guaranteed Traffic Volume Payment; and</li> <li>• that the Traffic Volume Payment varies to such an extent as to demonstrate that the Concessionaire is assuming traffic risk. In order to achieve this, the Concessionaire will be required to structure the per <b>vehicle Passenger Vehicle Equivalent</b> payments such that: <ul style="list-style-type: none"> <li>• a 1% decrease in traffic volume, <b>measured in PVE,</b> will result in at least a 0.5% decrease in the Traffic Volume Payment; and</li> <li>• with no Traffic Volume Payment, the return to shareholders will be lower than the Concessionaire's cost of long-term debt as set out in the Financial Model.</li> </ul> </li> </ul> <p>The actual Traffic Volume Payment will be determined by the number of <b>vehicles Passenger Vehicle Equivalents</b> falling with in each band, multiplied by the proposed rate for that band, indexed at the rate set out in the Concessionaire's Proposal.</p>
RFP-1.16	1	Appendix 1C Section 3.4	<p><b>3.4 Safety Performance Payments</b></p> <p>...</p> <p>The Safety Performance Payment ratio will be determined by reference to accident frequency and severity. This Safety Performance Payment ratio will be contained in the Concession Agreement and will be re-calibrated by the Province every five years to adjust for traffic volumes and the general safety performance of all highways in British Columbia. The benchmark will also be re-calibrated if police accident reporting standards materially change.</p>	<p><b>3.4 Safety Performance Payments</b></p> <p>...</p> <p>The Safety Performance Payment ratio will be determined by reference to accident frequency and severity. This Safety Performance Payment ratio will be contained in the Concession Agreement and will be re-calibrated by the Province every five years to adjust for traffic volumes, <b>measured in PVE</b> and the general safety performance of all highways in British Columbia. The benchmark will also be re-calibrated if police accident reporting standards materially change.</p>

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	Volume #	Section #		
RFP-1.17	1	Appendix 1D Schedule II Section 3.1 (Table)	<p style="text-align: center;"><b><u>Workshop B</u></b></p> <p>3<sup>rd</sup> week of December 2004</p> <p>Topics to include:</p> <ul style="list-style-type: none"> <li>○ Proponents Comments on Concession Agreement</li> <li>○ Financial Issues</li> </ul> <p>1<sup>st</sup> week of January, 2005</p> <p>Proponents submit mark-up/drafted solutions/Proposed Amendments to the Draft Concession Agreement</p>	<p style="text-align: center;"><b><u>Workshop B</u></b></p> <p><del>3<sup>rd</sup> week of December 2004</del> Late January, 2005</p> <p>Topics to include:</p> <ul style="list-style-type: none"> <li>○ Proponents Comments on Concession Agreement</li> <li>○ Financial Issues</li> </ul> <p>1<sup>st</sup> week of January, 2005</p> <p>Proponents submit mark-up/drafted solutions/Proposed Amendments to the Draft Concession Agreement</p>
RFP-1.18	1	Appendix 1F Section 4.2.2	(Refer to Attachment RFP-1-i)	
RFP-1.19	1	Appendix 1F Section 4.2.4	<p><b>1. General</b></p> <ul style="list-style-type: none"> <li>Mobilization</li> <li>Demobilization</li> <li>Utility Relocations</li> <li>Traffic Detours and Road Traffic Control</li> <li>CP Rail Interface Costs</li> <li>Site Maintenance During Construction</li> </ul>	<p><b>1. General</b></p> <ul style="list-style-type: none"> <li>Mobilization</li> <li>Demobilization</li> <li>Utility Relocations</li> <li>Traffic Detours and Road Traffic Control</li> <li>CP Rail Interface Costs</li> <li><del>Site Maintenance During Construction</del> Environment</li> </ul>

Addendum #	RFP Reference		Original Text	Revised Text (deletions are struckout; changes / additions are highlighted)
	Volume #	Section #		
RFP-1.20	1	Appendix 1F Section 4.3.1	<p><b>4.3.1 Financing Plan</b></p> <p>Proponents must show that they have planned sufficient financing for the DBFO Project for the Project Term, including all design and construction, operation, maintenance and rehabilitation funding, showing the timing of required funds for requirements such as maintenance, repair and required replacement. Proponents must set out:</p> <ul style="list-style-type: none"> <li>a) the sources of finance they intend to employ (the “Financing Plan”); and</li> <li>b) the level of commitment of the financing, as described below.</li> </ul> <p>The Financing Plan must include full details of the financial structure and instruments proposed. The sources of financing must match the use of funds throughout the Original Service Period and Enhanced Service Period. The Financing Plan must include:</p> <ul style="list-style-type: none"> <li>c) a description of all sources of financing;</li> <li>d) a description of any and all insurance or bonding required to support the Financing Plan;</li> <li>e) the terms of any supporting guarantee(s) and details of how the Proponent will satisfy those terms;</li> <li>f) a description of the Proponent’s likely hedging strategy and requirements;</li> <li>g) evidence, in the form of detailed term sheets or commitment letters, which have received formal credit approval, from providers of financing, of their commitment to provide the level of financing required;</li> <li>h) an indicative credit rating from one or more credit reference agencies, if the Financing Plan is dependent upon such a rating together with a timetable to achieve final ratings;</li> <li>i) a letter from the Funders together with a confirming letter from such Funders’ legal counsel confirming that the Funders and their legal counsel have reviewed such agreement, identifying which comments and requested amendments were provided with respect to such agreement by or on behalf of the Funders and their legal counsel and confirming that the Funders have no additional material comments on the Revised Concession Agreement; and</li> <li>j) confirmation from the providers of financing that they have reviewed and are satisfied with the Financial Model subject to final audit by the Funders.</li> </ul>	<p><b>4.3.1 Financing Plan</b></p> <p>Proponents must show that they have planned sufficient financing for the DBFO Project for the Project Term, including all design and construction, operation, maintenance and rehabilitation funding, showing the timing of required funds for requirements such as maintenance, repair and required replacement. Proponents must set out:</p> <ul style="list-style-type: none"> <li>a) the sources of finance they intend to employ (the “Financing Plan”); and</li> <li>b) the level of commitment of the financing, as described below.</li> </ul> <p>The Financing Plan must include full details of the financial structure and instruments proposed. The sources of financing must match the use of funds throughout the Original Service Period and Enhanced Service Period. The Financing Plan must include:</p> <ul style="list-style-type: none"> <li>c) a description of all sources of financing;</li> <li>d) a description of any and all insurance or bonding required to support the Financing Plan;</li> <li>e) the terms of any supporting guarantee(s) and details of how the Proponent will satisfy those terms;</li> <li>f) a description of the Proponent’s likely hedging strategy and requirements;</li> <li>g) evidence, in the form of detailed term sheets or commitment letters, which have received formal credit approval, from providers of financing, of their commitment to provide the level of financing required;</li> <li>h) an indicative credit rating from one or more credit reference agencies, if the Financing Plan is dependent upon such a rating together with a timetable to achieve final ratings;</li> <li>i) a letter from the Funders together with a confirming letter from such Funders’ legal counsel confirming that the Funders and their legal counsel have reviewed such agreement, identifying which comments and requested amendments were provided with respect to such agreement by or on behalf of the Funders and their legal counsel and confirming that the Funders have no additional material comments on the Revised Definitive Concession Agreement; and</li> <li>j) confirmation from the providers of financing that they have reviewed and are satisfied with the Financial Model subject to final audit by the Funders.</li> </ul>

Addendum #	RFP Reference		Original Text	Revised Text (deletions are struckout; changes / additions are highlighted)
	Volume #	Section #		
RFP-1.21	1	Appendix 1F Section 5.1	<p><b>5. Technical Submission</b></p> <p><b>5.1 Introduction</b></p> <p>Technical Submissions must include the following documents:</p> <ul style="list-style-type: none"> <li>• Project Management Plan;</li> <li>• Technical Reports; and</li> <li>• Project Plans.</li> </ul> <p>The Technical Submissions must be submitted in the form described in the following sections and must materially conform to all of the design criteria and performance specifications set out in Volume 3 of this RFP and must identify and fully justify any proposed exceptions.</p>	<p><b>5. Technical Submission</b></p> <p><b>5.1 Introduction</b></p> <p>Technical Submissions must include the following documents:</p> <ul style="list-style-type: none"> <li>• Project Management Plan;</li> <li>• Technical Reports; and</li> <li>• Project Plans.</li> </ul> <p>The Technical Submissions must be submitted in the form described in the following sections and must materially conform to all of the design criteria and performance specifications set out in Volume 3 of this RFP and must identify and fully justify any proposed exceptions. <b>The Technical Submissions should not exceed 200 pages exclusive of drawings. All content beyond the first 200 pages will not be considered in the evaluation of the Technical Submissions.</b></p>
RFP-1.22	1	Appendix 1F Section 7	<p><b>7. Quality Management and Reporting</b></p> <p>The Technical Submission must include a written description of how the Proponent will develop a quality management plan describing the Proponent's compliance with all of the RFP requirements and approach to quality during the design, construction, operation, maintenance and rehabilitation of the DBFO Project assets. The Proposal must include a commitment to:</p> <ol style="list-style-type: none"> <li>compliance with ISO 9001:2000 for the design and construction component of the Quality Management System;</li> <li>an ISO 9001:2000 certified Quality Management System for the operations, maintenance and rehabilitation component of the QMS;</li> <li>manage and operate in conformance with the terms of that system;</li> <li>provide written response to the MOT audits of the performance of the Concessionaire in terms of its Quality Management System and the requirements; and</li> <li>prioritize and act on quality issues in a timely manner.</li> </ol>	<p><b>7. Quality Management and Reporting</b></p> <p>The Technical Submission must include a written description of how the Proponent will develop a <del>quality management plan</del> <b>Quality Management System</b> describing the Proponent's compliance with all of the RFP requirements and approach to quality during the design, construction, operation, maintenance and rehabilitation of the DBFO Project assets. <b>The response to the requirements of this Section 7 should not exceed 10 pages.</b> The Proposal must include a commitment to:</p> <ol style="list-style-type: none"> <li>compliance with ISO 9001:2000 for the design and construction component of the Quality Management System;</li> <li>an ISO 9001:2000 certified Quality Management System for the operations, maintenance and rehabilitation component of the QMS;</li> <li>manage and operate in conformance with the terms of that system;</li> <li>provide written response to the MOT audits of the performance of the Concessionaire in terms of its Quality Management System and the requirements; and</li> <li>prioritize and act on quality issues in a timely manner.</li> </ol>

Addendum #	RFP Reference		Original Text	Revised Text (deletions are struckout; changes / additions are highlighted)
	Volume #	Section #		
			<p>The minimum requirements for quality management and reporting are to provide an outline of the quality management plan for the DBFO Project demonstrating that the Proponent has the ability to develop and implement a Quality Management System in accordance with the requirements of ISO 9001:2000 International Standard for Quality Management Systems. The QMS shall be consistent with the Concessionaire accepting total responsibility for all quality assurance and quality control activities necessary to manage their processes including design, construction, operation and maintenance and those of their subcontractors and suppliers.</p> <p>At a minimum, quality management plan must include:</p> <ul style="list-style-type: none"> <li>(a) an outline description of the quality process that the Proponent will put in place to ensure the delivery of quality infrastructure. This includes practices, resources or particular sequences of activities it will use in its engineering, design, construction, operation and maintenance activities;</li> <li>(b) a description of both the quality control and quality assurance procedures the Proponent will implement;</li> <li>(c) a description of quality control and quality assurance procedures that will address all testing, inspection and monitoring required to ensure the end products and services will meet the requirements;</li> <li>(d) the process that the Proponent will follow for developing and implementing the QMS with deliverables defined at each stage for documentation, implementation and compliance audit and certification; and</li> <li>(e) an organization chart showing reporting relationships and identifying by name the quality manager and his/her inspection staff. Resumes of all key personnel must be provided.</li> </ul>	<p>The minimum requirements for quality management and reporting are to provide an outline of the quality management plan for the DBFO Project demonstrating that the Proponent has the ability to develop and implement a Quality Management System in accordance with the requirements of ISO 9001:2000 International Standard for Quality Management Systems. The QMS shall be consistent with the Concessionaire accepting total responsibility for all quality assurance and quality control activities necessary to manage their processes including design, construction, operation and maintenance and those of their subcontractors and suppliers.</p> <p>At a minimum, quality management plan must include:</p> <ul style="list-style-type: none"> <li>(a) an outline description of the quality process that the Proponent will put in place to ensure the delivery of quality infrastructure. This includes practices, resources or particular sequences of activities it will use in its engineering, design, construction, operation and maintenance activities;</li> <li>(b) a description of both the quality control and quality assurance procedures the Proponent will implement;</li> <li>(c) a description of quality control and quality assurance procedures that will address all testing, inspection and monitoring required to ensure the end products and services will meet the requirements;</li> <li>(d) the process that the Proponent will follow for developing and implementing the QMS with deliverables defined at each stage for documentation, implementation and compliance audit and certification; and</li> <li>(e) an organization chart showing reporting relationships and identifying by name the quality <del>manager and his/her inspection staff</del> managers, including those for the Project design process, construction process, and operations and maintenance and rehabilitation process. Resumes of all key personnel must be provided.</li> </ul>

Addendum #	RFP Reference		Original Text	Revised Text (deletions are struckout; changes / additions are highlighted)
	Volume #	Section #		
RFP-1.23	1	Appendix 1F Section 7.1.1	<p><b>7.1.1 Road Design Report</b></p> <p>...</p> <p>The minimum requirements for drawings to accompany the Road Design Report are as follows and shall be in general conformance with Section 1200 of the BC Supplement to TAC Geometric Design Guide 2001 Edition and as described in the following lists:</p> <ul style="list-style-type: none"> <li>• laning and geometric drawings in accordance with the following:</li> <li>• scale 1:1000 (provide larger scale drawings where more detail and clarity required to understand proposed design);</li> <li>• show all geometric elements on each control line. Radii and spiral lengths must be shown on the drawing. Other geometric details may be provided using computer printouts. All control lines must be stationed;</li> <li>• all paint markings;</li> <li>• location and limits of all structures including retaining walls;</li> <li>• location and messaging for all guide signs;</li> <li>• location of any ITS if proposed;</li> <li>• location and limits of all concrete roadside barrier and curb and gutter;</li> <li>• basic dimensioning of lanes and other elements;</li> <li>• toes and tops of all slopes;</li> <li>• All major drainage elements including: <ul style="list-style-type: none"> <li>• all pipes and culverts complete with diameter, length, grade and material type;</li> <li>• location of all catch basins;</li> <li>• location of all oil and silt chambers;</li> <li>• all ditches and direction of flow; and</li> </ul> </li> <li>• Location and form of all environmental works (provide supplementary drawings of required);</li> <li>• Location and type of all avalanche control structures and catchment areas;</li> <li>• All utilities including but not necessarily limited to power and telephone poles and all underground utilities;</li> <li>• Existing and proposed property lines clearly showing the area, in square metres, of surplus lands or additional lands required;</li> </ul>	<p><b>7.1.1 Road Design Report</b></p> <p>...</p> <p>The minimum requirements for drawings to accompany the Road Design Report are as follows and shall be in general conformance with Section 1200 of the BC Supplement to TAC Geometric Design Guide 2001 Edition and as described in the following lists:</p> <ul style="list-style-type: none"> <li>• laning and geometric drawings in accordance with the following:</li> <li>• scale 1:1000 (provide larger scale drawings where more detail and clarity required to understand proposed design);</li> <li>• show all geometric elements on each control line. Radii and spiral lengths must be shown on the drawing. Other geometric details may be provided using computer printouts. All control lines must be stationed;</li> <li>• all paint markings;</li> <li>• location and limits of all structures including retaining walls;</li> <li>• location and messaging for all guide signs;</li> <li>• location of any ITS if proposed;</li> <li>• location and limits of all concrete roadside barrier and curb and gutter;</li> <li>• basic dimensioning of lanes and other elements;</li> <li>• toes and tops of all slopes;</li> <li>• All major drainage elements including: <ul style="list-style-type: none"> <li>• all pipes and culverts complete with diameter, length, grade and material type;</li> <li>• location of all catch basins;</li> <li>• location of all oil and silt chambers;</li> <li>• all ditches and direction of flow; and</li> </ul> </li> <li>• Location and form of all environmental works (provide supplementary drawings of required);</li> <li>• Location and type of all avalanche control structures and catchment areas;</li> <li>• All utilities including but not necessarily limited to power and telephone poles and all underground utilities;</li> <li>• Existing and proposed property lines clearly showing the area, in square metres, of surplus lands or additional lands required. <b>The Preferred Proponent will be required to sign and submit property acquisition plans produced in accordance with MOT standards within two weeks of being notified that it is the Preferred Proponent;</b></li> </ul>

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	Volume #	Section #		
RFP-1.24	1	Appendix 1F Section 7.2.2	<p><b>7.2.2 Geotechnical Design Report</b></p> <p>The Geotechnical Design Reports must conform to the scope of work, design criteria and performance specifications as set out in Volume 3 of this RFP. Geotechnical Design Reports are to be provided for the road alignment and each structure. The format of the reports is to follow Technical Bulletin GM9801, "Guidelines for Technical Reports", March 30, 1998.</p> <p>These reports shall demonstrate the Proponent's understanding of geotechnical conditions, constraints and issues and are to include, but not limited to, the following:</p> <p>...</p> <p><b><u>Geotechnical Investigations</u></b></p> <p>Details of work plan for subsurface investigations to be carried out to satisfy deficiencies in subsurface information.</p>	<p><b>7.2.2 Geotechnical Design Report</b></p> <p>The Geotechnical Design Reports must conform to the scope of work, design criteria and performance specifications as set out in Volume 3 of this RFP. Geotechnical Design Reports are to be provided for the road alignment and each structure. The format of the reports is to follow Technical Bulletin GM9801, "Guidelines for Technical Reports", March 30, 1998.</p> <p>These reports shall demonstrate the Proponent's understanding of geotechnical conditions, constraints and issues and are to include, but not limited to, the following:</p> <p>...</p> <p><b><u>Geotechnical Investigations</u></b></p> <p>Details of work plan for subsurface investigations to be carried out <del>to satisfy</del> <b>deficiencies in subsurface information.</b></p>
RFP-1.25	1	Appendix 1F Section 7.2.3.1	<p><b>7.2.3.1 For Longitudinal Drainage</b></p> <ul style="list-style-type: none"> <li>• typical plan drawing and cross-section of proposed pavement and right-of-way drainage system showing type of system and location of drainage system components;</li> <li>• open ditch designs;</li> <li>• batch basin spacing and drainage area to catch basin;</li> <li>• address groundwater issues;</li> <li>• sub-drain requirements;</li> <li>• proposed measures relative to the environmental requirements for storm-water quality control facilities.</li> </ul>	<p><b>7.2.3.1 For Longitudinal Drainage</b></p> <ul style="list-style-type: none"> <li>• typical plan drawing and cross-section of proposed pavement and right-of-way drainage system showing type of system and location of drainage system components;</li> <li>• open ditch designs;</li> <li>• <del>batch basin spacing and drainage area to catch basin;</del></li> <li>• address groundwater issues;</li> <li>• sub-drain requirements;</li> <li>• proposed measures relative to the environmental requirements for storm-water quality control facilities.</li> </ul>
RFP-1.26	1	Appendix 1F Section 7.2.3.2	<p><b>7.2.3.2 For Longitudinal Drainage</b></p> <ul style="list-style-type: none"> <li>• dub-drain requirements;</li> </ul>	<p><b>7.2.3.2 For Longitudinal Drainage</b></p> <ul style="list-style-type: none"> <li>• <del>dub-drain requirements;</del></li> <li>• <b>sub-drain requirements;</b></li> </ul>



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	Volume #	Section #		
RFP-1.27	1	Appendix 1F Section 8.4	<p><b>8.4 Environmental Management Plan</b></p> <p>The Proponent must submit a summary Environmental Management Plan that shall demonstrate the Proponent's understanding, commitment and ability to manage the requirements of the protection of the environment as described in the Concession Agreement. The CEAA screening submission will be prepared by the Province for the corridor surrounding the Highway in which the Works is most likely to be performed, as described in Section 2.6.3.1 of the RFP, and input to that submission is not required from the Proponent. If any Works are to be performed outside the boundaries of such corridor, the Concessionaire will be solely responsible for preparing the necessary CEAA screening submission with respect to such Works outside the said corridor.</p>	<p><b>8.4 Environmental Management Plan</b></p> <p>The Proponent must submit a summary Environmental Management Plan that shall demonstrate the Proponent's understanding, commitment and ability to manage the requirements of the protection of the environment as described in the Concession Agreement. The CEAA screening submission will be prepared by the Province for the <b>environmental</b> corridor <del>surrounding the Highway</del> in which the Works <del>is</del> <b>are</b> most likely to be performed, <del>as described in Section 2.6.3.1 of the RFP,</del> and input to that submission is not required from the Proponent. <b>The environmental corridor drawing is posted in the Data Room.</b> If any Works are to be performed outside the boundaries of such corridor, the Concessionaire will be solely responsible for <del>preparing the necessary CEAA screening submission with respect to such Works outside the said corridor</del> providing the Province with the required information to amend the CEAA screening submission. The Proponent is cautioned that Works outside the environmental corridor boundaries may require a new CEAA screening level review that will be the <b>Concessionaire's responsibility.</b></p>
RFP-1.28	1	Appendix 1G	(Refer to Attachment RFP-1-ii)	

## Attachment RFP-1-i

Reference: Addendum #RFP-1.18  
Volume 1, Appendix 1F, Section 4.2.2

### Original Text

#### 4.2.2 Price Proposal Submission Requirements

Proponents must provide a completed Payment Schedule Form below. This proposed schedule will change in accordance with changes in the Payment Mechanism.

The highest Annual Availability Payment proposed for a year may not be more than 20% higher than the lowest Annual Availability Payment proposed in any other year.

The Traffic Volume Payment rate per vehicle proposed for each successive band must be less than the rate proposed for the previous band (i.e., the rate for Band no. 2 must be lower than the rate for Band no. 1). The number of vehicles in each band is provided in the Concession Agreement.

Enhanced Service Period Performance Payment			
<b>Availability Payments</b>	<b>Period within the Enhanced Service Period</b>	<b>Proponent Bid</b>	<b>Payment to escalate by proportion of inflation (Acceptable Range 0-20%)</b>
	Year 1	[\$●] per month	[●%] of inflation
	Year 2	[\$●] per month	[●%] of inflation
	Year 3	[\$●] per month	[●%] of inflation
	Year 4	[\$●] per month	[●%] of inflation
	Year 5	[\$●] per month	[●%] of inflation
	Year 6	[\$●] per month	[●%] of inflation
	Year 7	[\$●] per month	[●%] of inflation
	Year 8	[\$●] per month	[●%] of inflation
	Year 9	[\$●] per month	[●%] of inflation
	Year 10	[\$●] per month	[●%] of inflation
	Year 11	[\$●] per month	[●%] of inflation
	Year 12	[\$●] per month	[●%] of inflation
	Year 13	[\$●] per month	[●%] of inflation
	Year 14	[\$●] per month	[●%] of inflation
	Year 15	[\$●] per month	[●%] of inflation
	Year 16	[\$●] per month	[●%] of inflation
	Year 17	[\$●] per month	[●%] of inflation
	Year 18	[\$●] per month	[●%] of inflation
	Year 19	[\$●] per month	[●%] of inflation
	Year 20	[\$●] per month	[●%] of inflation
	Year 21 and onwards	[\$●] per month	[●%] of inflation
<b>Traffic Volume Payments</b>	Year One Traffic Forecast	[●] Vehicles	
	<b>Year 1</b>		
	Band no. 1 (least vehicles)	[\$●]/vehicle	[●%] of inflation
	Band no. 2	[\$●]/vehicle	[●%] of inflation
	Band no. 3	[\$●]/vehicle	[●%] of inflation
	Band no. 4	[\$●]/vehicle	[●%] of inflation
	Band no. 5 (most vehicles)	[\$●]/vehicle	[●%] of inflation
	<b>Year 2</b>		
	Band no. 1 (least vehicles)	[\$●]/vehicle	[●%] of inflation

## Attachment RFP-1-i (cont'd)

Reference: Addendum #RFP-1.18  
Volume 1, Appendix 1F, Section 4.2.2

### Original Text

Band no. 2	[\$]/vehicle	[%] of inflation
Band no. 3	[\$]/vehicle	[%] of inflation
Band no. 4	[\$]/vehicle	[%] of inflation
Band no. 5 (most vehicles)	[\$]/vehicle	[%] of inflation
<b>Year 3</b>		
Band no. 1 (least vehicles)	[\$]/vehicle	[%] of inflation
Band no. 2	[\$]/vehicle	[%] of inflation
Band no. 3	[\$]/vehicle	[%] of inflation
Band no. 4	[\$]/vehicle	[%] of inflation
Band no. 5 (most vehicles)	[\$]/vehicle	[%] of inflation
<b>Year 4</b>		
Band no. 1 (least vehicles)	[\$]/vehicle	[%] of inflation
Band no. 2	[\$]/vehicle	[%] of inflation
Band no. 3	[\$]/vehicle	[%] of inflation
Band no. 4	[\$]/vehicle	[%] of inflation
Band no. 5 (most vehicles)	[\$]/vehicle	[%] of inflation
<b>Year 5</b>		
Band no. 1 (least vehicles)	[\$]/vehicle	[%] of inflation
Band no. 2	[\$]/vehicle	[%] of inflation
Band no. 3	[\$]/vehicle	[%] of inflation
Band no. 4	[\$]/vehicle	[%] of inflation
Band no. 5 (most vehicles)	[\$]/vehicle	[%] of inflation
<b>Year 6</b>		
Band no. 1 (least vehicles)	[\$]/vehicle	[%] of inflation
Band no. 2	[\$]/vehicle	[%] of inflation
Band no. 3	[\$]/vehicle	[%] of inflation
Band no. 4	[\$]/vehicle	[%] of inflation
Band no. 5 (most vehicles)	[\$]/vehicle	[%] of inflation
<b>Year 7</b>		
Band no. 1 (least vehicles)	[\$]/vehicle	[%] of inflation
Band no. 2	[\$]/vehicle	[%] of inflation
Band no. 3	[\$]/vehicle	[%] of inflation
Band no. 4	[\$]/vehicle	[%] of inflation
Band no. 5 (most vehicles)	[\$]/vehicle	[%] of inflation
<b>Year 8</b>		
Band no. 1 (least vehicles)	[\$]/vehicle	[%] of inflation
Band no. 2	[\$]/vehicle	[%] of inflation
Band no. 3	[\$]/vehicle	[%] of inflation
Band no. 4	[\$]/vehicle	[%] of inflation
Band no. 5 (most vehicles)	[\$]/vehicle	[%] of inflation
<b>Year 9</b>		
Band no. 1 (least vehicles)	[\$]/vehicle	[%] of inflation
Band no. 2	[\$]/vehicle	[%] of inflation
Band no. 3	[\$]/vehicle	[%] of inflation
Band no. 4	[\$]/vehicle	[%] of inflation
Band no. 5 (most vehicles)	[\$]/vehicle	[%] of inflation
<b>Year 10</b>		
Band no. 1 (least vehicles)	[\$]/vehicle	[%] of inflation
Band no. 2	[\$]/vehicle	[%] of inflation
Band no. 3	[\$]/vehicle	[%] of inflation

## Attachment RFP-1-i (cont'd)

Reference: Addendum #RFP-1.18  
Volume 1, Appendix 1F, Section 4.2.2

### Original Text

Band no. 4	\$[●]/vehicle	[●%] of inflation
Band no. 5 (most vehicles)	\$[●]/vehicle	[●%] of inflation
<b>Year 11</b>		
Band no. 1 (least vehicles)	\$[●]/vehicle	[●%] of inflation
Band no. 2	\$[●]/vehicle	[●%] of inflation
Band no. 3	\$[●]/vehicle	[●%] of inflation
Band no. 4	\$[●]/vehicle	[●%] of inflation
Band no. 5 (most vehicles)	\$[●]/vehicle	[●%] of inflation
<b>Year 12</b>		
Band no. 1 (least vehicles)	\$[●]/vehicle	[●%] of inflation
Band no. 2	\$[●]/vehicle	[●%] of inflation
Band no. 3	\$[●]/vehicle	[●%] of inflation
Band no. 4	\$[●]/vehicle	[●%] of inflation
Band no. 5 (most vehicles)	\$[●]/vehicle	[●%] of inflation
<b>Year 13</b>		
Band no. 1 (least vehicles)	\$[●]/vehicle	[●%] of inflation
Band no. 2	\$[●]/vehicle	[●%] of inflation
Band no. 3	\$[●]/vehicle	[●%] of inflation
Band no. 4	\$[●]/vehicle	[●%] of inflation
Band no. 5 (most vehicles)	\$[●]/vehicle	[●%] of inflation
<b>Year 14</b>		
Band no. 1 (least vehicles)	\$[●]/vehicle	[●%] of inflation
Band no. 2	\$[●]/vehicle	[●%] of inflation
Band no. 3	\$[●]/vehicle	[●%] of inflation
Band no. 4	\$[●]/vehicle	[●%] of inflation
Band no. 5 (most vehicles)	\$[●]/vehicle	[●%] of inflation
<b>Year 15</b>		
Band no. 1 (least vehicles)	\$[●]/vehicle	[●%] of inflation
Band no. 2	\$[●]/vehicle	[●%] of inflation
Band no. 3	\$[●]/vehicle	[●%] of inflation
Band no. 4	\$[●]/vehicle	[●%] of inflation
Band no. 5 (most vehicles)	\$[●]/vehicle	[●%] of inflation
<b>Year 16</b>		
Band no. 1 (least vehicles)	\$[●]/vehicle	[●%] of inflation
Band no. 2	\$[●]/vehicle	[●%] of inflation
Band no. 3	\$[●]/vehicle	[●%] of inflation
Band no. 4	\$[●]/vehicle	[●%] of inflation
Band no. 5 (most vehicles)	\$[●]/vehicle	[●%] of inflation
<b>Year 17</b>		
Band no. 1 (least vehicles)	\$[●]/vehicle	[●%] of inflation
Band no. 2	\$[●]/vehicle	[●%] of inflation
Band no. 3	\$[●]/vehicle	[●%] of inflation
Band no. 4	\$[●]/vehicle	[●%] of inflation
Band no. 5 (most vehicles)	\$[●]/vehicle	[●%] of inflation
<b>Year 18</b>		
Band no. 1 (least vehicles)	\$[●]/vehicle	[●%] of inflation
Band no. 2	\$[●]/vehicle	[●%] of inflation
Band no. 3	\$[●]/vehicle	[●%] of inflation
Band no. 4	\$[●]/vehicle	[●%] of inflation
Band no. 5 (most vehicles)	\$[●]/vehicle	[●%] of inflation
<b>Year 19</b>		

## Attachment RFP-1-i (cont'd)

Reference: Addendum #RFP-1.18  
Volume 1, Appendix 1F, Section 4.2.2

### Original Text

	Band no. 1 (least vehicles)	[\$]/vehicle	[%] of inflation
	Band no. 2	[\$]/vehicle	[%] of inflation
	Band no. 3	[\$]/vehicle	[%] of inflation
	Band no. 4	[\$]/vehicle	[%] of inflation
	Band no. 5 (most vehicles)	[\$]/vehicle	[%] of inflation
	<b>Year 20</b>		
	Band no. 1 (least vehicles)	[\$]/vehicle	[%] of inflation
	Band no. 2	[\$]/vehicle	[%] of inflation
	Band no. 3	[\$]/vehicle	[%] of inflation
	Band no. 4	[\$]/vehicle	[%] of inflation
	Band no. 5 (most vehicles)	[\$]/vehicle	[%] of inflation
	<b>Year 21 and onwards</b>		
	Band no. 1 (least vehicles)	[\$]/vehicle	[%] of inflation
	Band no. 2	[\$]/vehicle	[%] of inflation
	Band no. 3	[\$]/vehicle	[%] of inflation
	Band no. 4	[\$]/vehicle	[%] of inflation
	Band no. 5 (most vehicles)	[\$]/vehicle	[%] of inflation
<b>Safety Performance Payments</b>	Safety Performance Payment Base Bid	[\$] per year	
	Payments to escalate by a proportion of inflation	[%] of inflation	[%] of inflation
<b>End of Term Payment</b>	Gross End of Term Payment	[\$] on the Expiry Date	Acceptable Range \$4-6 million

## Attachment RFP-1-i (cont'd)

Reference: Addendum #RFP-1.18  
Volume 1, Appendix 1F, Section 4.2.2

### Revised Text

#### 4.2.2 Price Proposal Submission Requirements

Proponents must provide a completed Payment Schedule Form below. This proposed schedule will change in accordance with changes in the Payment Mechanism.

The highest Annual Availability Payment proposed for a year may not be more than 20% higher than the lowest Annual Availability Payment proposed in any other year.

The Traffic Volume Payment rate per vehicle Passenger Vehicle Equivalent proposed for each successive band must be less than the rate proposed for the previous band (i.e., the rate for Band no. 2 must be lower than the rate for Band no. 1). The number of vehicles Passenger Vehicle Equivalents in each band is provided in the Concession Agreement.

Enhanced Service Period Performance Payment			
<b>Availability Payments</b>	<b>Period within the Enhanced Service Period</b>	<b>Proponent Bid</b>	<b>Payment to escalate by proportion of inflation (Acceptable Range 0-20%)</b>
	Year 1	[\$●] per month	[●%] of inflation
	Year 2	[\$●] per month	[●%] of inflation
	Year 3	[\$●] per month	[●%] of inflation
	Year 4	[\$●] per month	[●%] of inflation
	Year 5	[\$●] per month	[●%] of inflation
	Year 6	[\$●] per month	[●%] of inflation
	Year 7	[\$●] per month	[●%] of inflation
	Year 8	[\$●] per month	[●%] of inflation
	Year 9	[\$●] per month	[●%] of inflation
	Year 10	[\$●] per month	[●%] of inflation
	Year 11	[\$●] per month	[●%] of inflation
	Year 12	[\$●] per month	[●%] of inflation
	Year 13	[\$●] per month	[●%] of inflation
	Year 14	[\$●] per month	[●%] of inflation
	Year 15	[\$●] per month	[●%] of inflation
	Year 16	[\$●] per month	[●%] of inflation
	Year 17	[\$●] per month	[●%] of inflation
	Year 18	[\$●] per month	[●%] of inflation
	Year 19	[\$●] per month	[●%] of inflation
	Year 20	[\$●] per month	[●%] of inflation
	Year 21 and onwards	[\$●] per month	[●%] of inflation
<b>Traffic Volume Payments</b>	Year One Traffic Forecast	[●] Vehicles PVE	
	<b>Year 1</b>		
	Band no. 1 (least vehicles PVE)	[\$●/vehicle PVE	[●%] of inflation
	Band no. 2	[\$●/vehicle PVE	[●%] of inflation
	Band no. 3	[\$●/vehicle PVE	[●%] of inflation
	Band no. 4	[\$●/vehicle PVE	[●%] of inflation
	Band no. 5 (most vehicles PVE)	[\$●0.00/vehicle PVE	[●%] of inflation/a

## Attachment RFP-1-i (cont'd)

Reference: Addendum #RFP-1.18  
Volume 1, Appendix 1F, Section 4.2.2

### Revised Text

<b>Year 2</b>		
Band no. 1 (least vehicles PVE)	[\$●]/vehicle PVE	[●%] of inflation
Band no. 2	[\$●]/vehicle PVE	[●%] of inflation
Band no. 3	[\$●]/vehicle PVE	[●%] of inflation
Band no. 4	[\$●]/vehicle PVE	[●%] of inflation
Band no. 5 (most vehicles PVE)	[\$●]0.00/vehicle PVE	[●%] of inflation n/a
<b>Year 3</b>		
Band no. 1 (least vehicles PVE)	[\$●]/vehicle PVE	[●%] of inflation
Band no. 2	[\$●]/vehicle PVE	[●%] of inflation
Band no. 3	[\$●]/vehicle PVE	[●%] of inflation
Band no. 4	[\$●]/vehicle PVE	[●%] of inflation
Band no. 5 (most vehicles PVE)	[\$●]0.00/vehicle PVE	[●%] of inflation n/a
<b>Year 4</b>		
Band no. 1 (least vehicles PVE)	[\$●]/vehicle PVE	[●%] of inflation
Band no. 2	[\$●]/vehicle PVE	[●%] of inflation
Band no. 3	[\$●]/vehicle PVE	[●%] of inflation
Band no. 4	[\$●]/vehicle PVE	[●%] of inflation
Band no. 5 (most vehicles PVE)	[\$●]0.00/vehicle PVE	[●%] of inflation n/a
<b>Year 5</b>		
Band no. 1 (least vehicles PVE)	[\$●]/vehicle PVE	[●%] of inflation
Band no. 2	[\$●]/vehicle PVE	[●%] of inflation
Band no. 3	[\$●]/vehicle PVE	[●%] of inflation
Band no. 4	[\$●]/vehicle PVE	[●%] of inflation
Band no. 5 (most vehicles PVE)	[\$●]0.00/vehicle PVE	[●%] of inflation n/a
<b>Year 6</b>		
Band no. 1 (least vehicles PVE)	[\$●]/vehicle PVE	[●%] of inflation
Band no. 2	[\$●]/vehicle PVE	[●%] of inflation
Band no. 3	[\$●]/vehicle PVE	[●%] of inflation
Band no. 4	[\$●]/vehicle PVE	[●%] of inflation
Band no. 5 (most vehicles PVE)	[\$●]0.00/vehicle PVE	[●%] of inflation n/a
<b>Year 7</b>		
Band no. 1 (least vehicles PVE)	[\$●]/vehicle PVE	[●%] of inflation
Band no. 2	[\$●]/vehicle PVE	[●%] of inflation
Band no. 3	[\$●]/vehicle PVE	[●%] of inflation
Band no. 4	[\$●]/vehicle PVE	[●%] of inflation
Band no. 5 (most vehicles PVE)	[\$●]0.00/vehicle PVE	[●%] of inflation n/a
<b>Year 8</b>		
Band no. 1 (least vehicles PVE)	[\$●]/vehicle PVE	[●%] of inflation
Band no. 2	[\$●]/vehicle PVE	[●%] of inflation
Band no. 3	[\$●]/vehicle PVE	[●%] of inflation
Band no. 4	[\$●]/vehicle PVE	[●%] of inflation
Band no. 5 (most vehicles PVE)	[\$●]0.00/vehicle PVE	[●%] of inflation n/a
<b>Year 9</b>		
Band no. 1 (least vehicles PVE)	[\$●]/vehicle PVE	[●%] of inflation
Band no. 2	[\$●]/vehicle PVE	[●%] of inflation
Band no. 3	[\$●]/vehicle PVE	[●%] of inflation
Band no. 4	[\$●]/vehicle PVE	[●%] of inflation
Band no. 5 (most vehicles PVE)	[\$●]0.00/vehicle PVE	[●%] of inflation n/a
<b>Year 10</b>		
Band no. 1 (least vehicles PVE)	[\$●]/vehicle PVE	[●%] of inflation



## Attachment RFP-1-i (cont'd)

Reference: Addendum #RFP-1.18  
Volume 1, Appendix 1F, Section 4.2.2

### Revised Text

Band no. 2	[\$●]/vehicle PVE	[●%] of inflation
Band no. 3	[\$●]/vehicle PVE	[●%] of inflation
Band no. 4	[\$●]/vehicle PVE	[●%] of inflation
Band no. 5 (most vehicles PVE)	[\$●]0.00/vehicle PVE	[●%] of inflation n/a
<b>Year 11</b>		
Band no. 1 (least vehicles PVE)	[\$●]/vehicle PVE	[●%] of inflation
Band no. 2	[\$●]/vehicle PVE	[●%] of inflation
Band no. 3	[\$●]/vehicle PVE	[●%] of inflation
Band no. 4	[\$●]/vehicle PVE	[●%] of inflation
Band no. 5 (most vehicles PVE)	[\$●]0.00/vehicle PVE	[●%] of inflation n/a
<b>Year 12</b>		
Band no. 1 (least vehicles PVE)	[\$●]/vehicle PVE	[●%] of inflation
Band no. 2	[\$●]/vehicle PVE	[●%] of inflation
Band no. 3	[\$●]/vehicle PVE	[●%] of inflation
Band no. 4	[\$●]/vehicle PVE	[●%] of inflation
Band no. 5 (most vehicles PVE)	[\$●]0.00/vehicle PVE	[●%] of inflation n/a
<b>Year 13</b>		
Band no. 1 (least vehicles PVE)	[\$●]/vehicle PVE	[●%] of inflation
Band no. 2	[\$●]/vehicle PVE	[●%] of inflation
Band no. 3	[\$●]/vehicle PVE	[●%] of inflation
Band no. 4	[\$●]/vehicle PVE	[●%] of inflation
Band no. 5 (most vehicles PVE)	[\$●]0.00/vehicle PVE	[●%] of inflation n/a
<b>Year 14</b>		
Band no. 1 (least vehicles PVE)	[\$●]/vehicle PVE	[●%] of inflation
Band no. 2	[\$●]/vehicle PVE	[●%] of inflation
Band no. 3	[\$●]/vehicle PVE	[●%] of inflation
Band no. 4	[\$●]/vehicle PVE	[●%] of inflation
Band no. 5 (most vehicles PVE)	[\$●]0.00/vehicle PVE	[●%] of inflation n/a
<b>Year 15</b>		
Band no. 1 (least vehicles PVE)	[\$●]/vehicle PVE	[●%] of inflation
Band no. 2	[\$●]/vehicle PVE	[●%] of inflation
Band no. 3	[\$●]/vehicle PVE	[●%] of inflation
Band no. 4	[\$●]/vehicle PVE	[●%] of inflation
Band no. 5 (most vehicles PVE)	[\$●]0.00/vehicle PVE	[●%] of inflation n/a
<b>Year 16</b>		
Band no. 1 (least vehicles PVE)	[\$●]/vehicle PVE	[●%] of inflation
Band no. 2	[\$●]/vehicle PVE	[●%] of inflation
Band no. 3	[\$●]/vehicle PVE	[●%] of inflation
Band no. 4	[\$●]/vehicle PVE	[●%] of inflation
Band no. 5 (most vehicles PVE)	[\$●]0.00/vehicle PVE	[●%] of inflation n/a
<b>Year 17</b>		
Band no. 1 (least vehicles PVE)	[\$●]/vehicle PVE	[●%] of inflation
Band no. 2	[\$●]/vehicle PVE	[●%] of inflation
Band no. 3	[\$●]/vehicle PVE	[●%] of inflation
Band no. 4	[\$●]/vehicle PVE	[●%] of inflation
Band no. 5 (most vehicles PVE)	[\$●]0.00/vehicle PVE	[●%] of inflation n/a
<b>Year 18</b>		
Band no. 1 (least vehicles PVE)	[\$●]/vehicle PVE	[●%] of inflation
Band no. 2	[\$●]/vehicle PVE	[●%] of inflation
Band no. 3	[\$●]/vehicle PVE	[●%] of inflation
Band no. 4	[\$●]/vehicle PVE	[●%] of inflation

## Attachment RFP-1-i (cont'd)

Reference: Addendum #RFP-1.18  
Volume 1, Appendix 1F, Section 4.2.2

### Revised Text

	Band no. 5 (most vehicles PVE)	\$[●]0.00/vehicle PVE	[●%] of inflation n/a
	<b>Year 19</b>		
	Band no. 1 (least vehicles PVE)	\$[●]/vehicle PVE	[●%] of inflation
	Band no. 2	\$[●]/vehicle PVE	[●%] of inflation
	Band no. 3	\$[●]/vehicle PVE	[●%] of inflation
	Band no. 4	\$[●]/vehicle PVE	[●%] of inflation
	Band no. 5 (most vehicles PVE)	\$[●]0.00/vehicle PVE	[●%] of inflation n/a
	<b>Year 20</b>		
	Band no. 1 (least vehicles PVE)	\$[●]/vehicle PVE	[●%] of inflation
	Band no. 2	\$[●]/vehicle PVE	[●%] of inflation
	Band no. 3	\$[●]/vehicle PVE	[●%] of inflation
	Band no. 4	\$[●]/vehicle PVE	[●%] of inflation
	Band no. 5 (most vehicles PVE)	\$[●]0.00/vehicle PVE	[●%] of inflation n/a
	<b>Year 21 and onwards</b>		
	Band no. 1 (least vehicles PVE)	\$[●]/vehicle PVE	[●%] of inflation
	Band no. 2	\$[●]/vehicle PVE	[●%] of inflation
	Band no. 3	\$[●]/vehicle PVE	[●%] of inflation
	Band no. 4	\$[●]/vehicle PVE	[●%] of inflation
	Band no. 5 (most vehicles PVE)	\$[●]0.00/vehicle PVE	[●%] of inflation n/a
<b>Safety Performance Payments</b>	Safety Performance Payment Base Bid	\$[●] per year	
	Payments to escalate by a proportion of inflation	[●%] of inflation	[●%] of inflation
<b>End of Term Payment</b>	Gross End of Term Payment	\$[●] on the Expiry Date	Acceptable Range \$4-6 million

## Attachment RFP-1-ii

Reference: Addendum #RFP-1.28  
Volume 1, Appendix 1G

Original Text

# Appendix 1G

## Evaluation Categories and Evaluation Criteria

### PART ONE: FINANCIAL CRITERIA (60 Points)

#### Risk Adjusted NPV

Proposals will be evaluated on the basis of the information requested in Section 4 of Appendix 1F, and to the extent that the Proposal offers:

- a) a Payment Mechanism and profile which meet the minimum requirements specified in Section 4 of Appendix 1F and is consistent with the Proponent's approach to satisfying the objectives of the DBFO Project. Factors which will be considered include:
  - (i) Pre-Completion Performance Payments stipulated by the Province;
  - (ii) Original Service Period Availability Payments;
  - (iii) Enhanced Service Period Availability Payments;
  - (iv) Traffic Volume Payments;
  - (v) Safety Performance Payments; and
  - (vi) End of Term Payment.

The rationale underlying the assumptions with regards to the derivation of each Payment Mechanism component will be reviewed to assess whether they are reasonable;

- b) forecast capital costs which are reasonable and justifiable; and
- c) forecast operating and maintenance and rehabilitation costs which are reasonable and justifiable.

Price Proposals will be evaluated on the basis of the lowest risk-adjusted NPV of the Total Performance Payments required by the Concessionaire. The discount rate used to calculate the NPV of the Total Performance Payments will be based on the Province's estimate of the typical weighted average cost of capital of a private sector project of a similar type to the DBFO Project.

## **Attachment RFP-1-ii (cont'd)**

Reference: Addendum #RFP-1.28  
Volume 1, Appendix 1G

### **Original Text**

## **Value for Money**

The Province intends to select the Proposal that offers the best overall value for money and that provides solutions that meet the Project Objectives.

The NPV of the Total Performance Payments plus the expected value of any additional Performance Payments (as a result of higher traffic forecasts or improved safety outcomes) will be compared to the risk adjusted public sector comparator. The public sector comparator is a hypothetical risk adjusted estimate of the Total Performance Payments a concessionaire would require in order to be able to undertake the DBFO Project which will be updated to current market conditions shortly prior to receipt of commercial proposals.

For the purposes of consistent evaluation of all Proposals, the following common assumptions will be applied to the evaluation. These common assumptions will only affect calculation of the NPV of the Total Performance Payments to the Concessionaire for the purpose of the evaluation of the risk adjusted NPV. Each Proponent should make its own assumptions as to the Total Performance Payments it will receive in its Financial Model and Financing Plan. However, the Province will use a set of predetermined assumptions and sensitivity tests to assess the net present value and robustness of the Financing Plan. Proponents should demonstrate that their financing plan is robust, as indicated in Section 4.3.3 of Appendix 1F, on the basis of these assumptions:

- d) Treatment of inflation  
The general rate of inflation applied will be an average of 2% per annum over the Term.
- e) Traffic forecasts  
The traffic volume payments will be calculated utilizing a range of standardized traffic forecasts. The NPV of the likely Enhanced Service Period Payments over the Term will be calculated using not only the Province's traffic forecast but the Province's estimates of high and low case traffic scenarios. The same traffic scenarios will be used in the calculation of the NPV for each individual Proponent's financial submission.  
  
In calculating the NPV it is anticipated that the Province's financial advisors will utilize a stochastic modeling approach to determine the most likely and the range of NPVs from each Proponent's financial submission.  
  
The Province is currently finalizing its estimates of high and low case traffic scenarios and these will be made available to Proponents.
- f) Availability Payments  
Each Proponent will be assumed to receive the full value of the requested availability payments without any deductions.
- g) Safety Payments  
Each Proponent will be assumed to achieve the safety performance estimated by the Province.

## **Attachment RFP-1-ii (cont'd)**

Reference: *Addendum #RFP-1.28*  
*Volume 1, Appendix 1G*

### **Original Text**

- h) End of Term Payment  
Each Proponent is assumed to receive the 100% of the gross End of Term Payment.
- i) Pre-Completion Performance Payments  
Pre-completion Performance Payments will be assumed to be paid quarterly in equal amounts over a four year period to a maximum of \$62.5 million in total.

## **PART TWO: TECHNICAL AND COMMERCIAL CAPABILITY (20 Points)**

### **A) Technical Capability**

The Technical Submissions will be subjected to a pass/fail evaluation. To achieve a pass, the Proposal must at least meet the minimum requirements as embodied in the scope of work and design criteria and performance specifications contained in Sections 5 to 8 (inclusive) of Appendix 1F.

Beyond the pass/fail requirements, the evaluation criteria will be based on the overall capability of the Technical Submissions.

### **B) Commercial Capability**

Proposals will be evaluated on a "pass/fail" basis for each of the requirements detailed in Sections 3 and 4 of Appendix 1F. Beyond the Pass/Fail requirements, the evaluation criteria will be based on the overall capability of the Financial/Commercial Submissions.

Proponents who offer certainty of commercial and financial terms and Financial Close will be scored higher. The Province anticipates selecting the Preferred Proponent at the RFP stage. Therefore the Proponents are expected to provide the highest level of commitment and the greatest amount of detail possible in respect of their Financial Plan at submission of their Proposal at the RFP stage. The Province does not anticipate entering into a BAFO stage (although the Province may elect to do so).

In addition, each Proposal should demonstrate:

### **Legal/Commercial**

- a) an appropriate legal structure and contractual relationship between the various parties to the transaction, including satisfactory sub-contracting arrangements where relevant,
- b) an appropriate and coordinated organizational structure for both the design and construction phase and the long term operations and maintenance phase of the DBFO Project,
- c) appropriately qualified and experienced personnel to undertake planning and delivery of all aspects of the DBFO Project,

## **Attachment RFP-1-ii (cont'd)**

*Reference: Addendum #RFP-1.28  
Volume 1, Appendix 1G*

### **Original Text**

- d) an understanding and commitment to developing and maintaining a cooperative partnership relationship with the key interested parties in the DBFO Project,
- e) an understanding of the requirements specified in the Concession Agreement and a commitment to execute the Definitive Concession Agreement,
- f) a strong understanding of the public consultation and community relations requirements of the DBFO Project.

For each of the preceding criteria evidence provided in a Proposal will be evaluated, as appropriate, as to whether relationships, arrangements, structures, qualifications, understandings, and commitments are sufficient to allow the Proponent to execute the Concession Agreement and deliver the DBFO Project as required by this RFP.

### **Financial Plan**

The level of financial commitment demonstrated by Proponents will be evaluated. It is expected that the minimum level of commitment at the RFP stage relating to all aspects of the financing structure and Financing Plan will be sufficiently advanced to provide the Province with a very high degree of confidence and certainty that the Financing Plan can be implemented. This would include confidence that all Risk Capital has been approved, that detailed term sheets or commitment letters for the debt instruments have received formal credit approvals where applicable subject only to documentation and material adverse change, that at least indicative credit ratings have been provided if required along with a timetable to achieve final ratings, with only identified provisions of the Definitive Concession Agreement under negotiation and only specific due diligence to be completed and only a limited number of reasonable conditions precedent to drawdown of funding.

Committed Risk Capital should be evidenced by board resolutions related to the terms set out. If equity or quasi equity is to be provided by third parties, similar commitment is required from an underwriter for the full amount.

Proposals will be evaluated on the basis of the information requested under the Commercial Submission Requirements, and to the extent that the Proposal demonstrates:

- g) a robust capital structure and Financing Plan evidencing that sufficient Risk Capital is in place to accommodate a reasonable range of downside risk in the context of the Proponent's proposed Payment Mechanism without triggering default or step-in. Factors which will be considered include: the headroom offered by forecast project cashflows above the debt covenants; the annual debt service coverage ratios; and the resilience of the financial model to downside sensitivities;
- h) the long term commitment of Risk Capital in the DBFO Project. Factors which will be considered include: the identity and financial strength of the equity investor; the independence of equity returns from other returns from the DBFO Project such as construction profit margins; certainty and level of commitment, including board resolutions or equivalent; the quantum of equity and quasi equity investment, including any contingent equity support; the reasonableness of the rate of return on equity investment; the profile of the return on

## Attachment RFP-1-ii (cont'd)

Reference: Addendum #RFP-1.28  
Volume 1, Appendix 1G

### Original Text

investment, including annual yield projections and the nominal equity payback period;

- i) the availability of long term debt financing for the DBFO Project. Factors which will be considered include: identity, financial strength and experience of debt providers or arrangers; certainty and level of commitment, including credit committee approvals or equivalent subject only to documentation and material adverse change; whether interest rates are fixed and whether the Province is exposed to any interest rate risk prior to Financial Close; qualifications to any commitment and conditions precedent to drawdown; status of the development of financing documentation; maturities of the debt facilities and amortization profiles, including any refinancing risk;
- j) a plan to achieve Financial Close within a reasonable timeframe which meets the schedule outlined in Section 1.6 of the RFP;
- k) evidence of the Proponent's ability to obtain a bonding program during the DBFO Project which meets the minimum requirements of the Concession Agreement and which supports the overall risk profile;
- l) evidence of the Proponent's ability to obtain an insurance program during the DBFO Project which meets the minimum requirements of the Concession Agreement and supports the overall risk profile; and
- m) appropriate security for the performance of the Proponent's obligations. Factors which will be considered include: the strength of any corporate covenants, guarantees, letters of credit, bonding or other performance securities.

Factors that will be considered include: the strength of any corporate covenants, guarantees, letters of credit, bonding or other performance securities.

### PART THREE: SAFETY ENHANCEMENTS (20 Points)

The Province values the safety of travellers using public transportation facilities. This includes all users and all modes of transportation.

The Province's objective for highway safety specific to the Highway, is to achieve a significant improvement in the safety performance (a reduction in the current vehicle collision frequency and severity) so that the Highway performs as well as or better than similar modern high-speed controlled access arterial highways. Factors that influence the safety aspects of the Highway and which are controllable by the Concessionaire include engineering and design of the New Highway in Phase 2.

The Highway is located within the Kicking Horse Canyon with a road elevation that varies between 900 m and 1150 m above sea level. At those elevations weather can change very quickly from above to below the freezing level resulting in unexpected conditions including snow, freezing rain, black ice and fog. Also, the New Highway in Phase 2 alignment could result in little or no notice to the driver of



## Attachment RFP-1-ii (cont'd)

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### Original Text

sudden and extreme changes in road characteristics as it traverses from open road to tunnel and to long high bridges.

Reduction of the negative effects of weather and extreme changes in road characteristics is an important Provincial objective. To ensure the Provincial objectives are met the Proposals will be evaluated in terms of the safety enhancements of the Phase 2 design they offer in using the following safety related criteria:

- **Grade** - Alignments that provide lower grades on the New Highway in Phase 2, including on bridges and in tunnels will score higher;
- **Radius** - Alignments that provide higher radius curves with longer spiral runoffs on the New Highway in Phase 2, including on bridges and in tunnels will score higher;
- **Geometry** - Alignments that provide a combination of horizontal and vertical geometry that exceed the basic minimum design criteria will score higher; and
- **Other** - Design enhancements that contribute to the safe performance of the Proposed design.

Up to 20 points will be awarded for Proposals that offer designs that best satisfy the criteria described above. The Province may award some or all of the points depending on the relative benefit to the Province offered in the Proposals.

## Attachment RFP-1-ii (cont'd)

Reference: Addendum #RFP-1.28  
Volume 1, Appendix 1G

Revised Text

# Appendix 1G

## Evaluation Categories and Evaluation Criteria

The evaluation of Proposals will be conducted in accordance with Volume 1 – Section 4.3 and will include a completeness review, pass / fail evaluation and a rated evaluation. The rated evaluation will use the criteria described in this appendix.

The Province intends to select the Proposal that offers the best overall value for money and that provides solutions that meet the Project Objectives.

### **PART ONE: FINANCIAL CRITERIA RISK-ADJUSTED NET PRESENT VALUE (60 Points)**

#### Risk Adjusted NPV

Proposals will be evaluated on the basis of the information requested in Section 4 of Appendix 1F, and to the extent that the Proposal offers:

a Payment Mechanism and profile which meet the minimum requirements specified in Section 4 of Appendix 1F and is consistent with the Proponent's approach to satisfying the objectives of the DBFO Project. Factors which will be considered include:

A risk-adjusted Net Present Value will be calculated for each Proposal using the proposed Performance Payments, which include:

- Pre-Completion Performance Payments stipulated by the Province;
- Original Service Period Availability Payments;
- Enhanced Service Period Availability Payments;
- Traffic Volume Payments;
- Safety Performance Payments; and
- End of Term Payment.

The rationale assumptions underlying the assumptions with regards to the derivation of each Performance Payment Mechanism component will be reviewed to assess whether they are reasonable;

forecast capital costs which are reasonable and justifiable; and forecast operating and maintenance and rehabilitation costs which are reasonable and justifiable.

## Attachment RFP-1-ii (cont'd)

Reference: Addendum #RFP-1.28  
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~~Price Proposals will be evaluated on the basis of the lowest risk-adjusted NPV of the Total Performance Payments required by the Concessionaire.~~ The discount rate used to calculate the NPV of the Total Performance Payments will be based on the Province's estimate of the typical weighted average cost of capital of a private sector project of a similar type to the DBFO Project.

### Value for Money

~~The Province intends to select the Proposal that offers the best overall value for money and that provides solutions that meet the Project Objectives.~~

~~The NPV of the Total Performance Payments plus the expected value of any additional Performance Payments (as a result of higher traffic forecasts or improved safety outcomes) will be compared to the risk-adjusted public sector comparator. The public sector comparator is a hypothetical risk-adjusted estimate of the Total Performance Payments a concessionaire would require in order to be able to undertake the DBFO Project which will be updated to current market conditions shortly prior to receipt of commercial proposals.~~

For the purposes of consistent evaluation of all Proposals, the following common assumptions will be applied to the evaluation. These common assumptions will only affect calculation of the NPV of the Total Performance Payments to the Concessionaire for the purpose of the evaluation of the risk adjusted NPV. Each Proponent should make its own assumptions as to the Total Performance Payments it will receive in its Financial Model and Financing Plan. However, the Province will use a set of predetermined assumptions and sensitivity tests to assess the net present value and robustness of the Financing Plan. Proponents should demonstrate that their financing plan is robust, as indicated in Section 4.3.3 of Appendix 1F, on the basis of these assumptions:

- a) Treatment of inflation ~~■~~ The general rate of inflation applied will be an average of 2% per annum over the Term.
- b) Traffic forecasts ~~■~~ The ~~traffic volume payments~~ **Traffic Volume Payments** will be calculated utilizing a range of standardized traffic forecasts. The NPV of the likely Enhanced Service Period Payments over the Term will be calculated using not only the Province's traffic forecast but the Province's estimates of high and low case traffic scenarios. The same traffic scenarios will be used in the calculation of the NPV for each individual Proponent's financial submission.

In calculating the NPV it is anticipated that the Province's financial advisors will utilize a stochastic modeling approach to determine the most likely and the range of NPVs from each Proponent's financial submission.

~~The Province is currently finalizing its estimates of high and low case traffic scenarios and these will be made available to Proponents.~~

- c) Availability Payments ~~■~~ Each Proponent will be assumed to receive the full value of the requested availability payments without any deductions.
- d) Safety Payments ~~■~~ Each Proponent will be assumed to achieve the ~~same~~ **same** safety performance ~~estimated by the Province.~~

## Attachment RFP-1-ii (cont'd)

Reference: Addendum #RFP-1.28  
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- e) End of Term Payment — Each Proponent is assumed to receive the 100% of the gross End of Term Payment as per the amount stated in each Proponent's Proposal.
- f) Pre-Completion Performance Payments — Pre-completion Performance Payments will be assumed to that these will be paid quarterly in equal amounts over a four year period, based on eligible costs incurred in the Proponent's construction schedule, to a maximum of \$62.5 million in total.

Points will be awarded as follows:

- The Proposal with the lowest risk-adjusted NPV of Performance Payments over the term of the Concession will be awarded 60 Points.
- The other Proposals will be awarded points based on the following equation:

$$P_b = 60 \{1 - [(NPV_b - NPV_a) / NPV_a]\}$$

Where:

$P_b$  = The number of points awarded to 'Proposal  $b$ ', a Proposal that does not have the lowest NPV.

$NPV_a$  = The NPV of the Proposal with the lowest NPV, 'Proposal  $a$ '.

$NPV_b$  = The NPV of Proposal  $b$ .

### **PART TWO: TECHNICAL AND CAPABILITY (10 Points)**

Proposals that provide technical submissions that exceed the Minimum Submission Requirements and more comprehensively address the key issues inherent in the Proponent's design in the categories listed in Table 1G-1 below will score higher. Proposals that do not exceed the Minimum Submission Requirements will score zero (0) points. The Proposal that most exceeds the Minimum Submission Requirements in each category separately will be awarded all available points under that category. Other Proposals will be awarded points relative to the quality of their submission.

## Attachment RFP-1-ii (cont'd)

Reference: Addendum #RFP-1.28  
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**Table 1G-1 – Technical Capability Points Allocation**

Item	Description	Available Points
1	Road Design Report	5 points
2	Structural Design Report	
3	Road Safety Audits	
4	Geotechnical Design Report	
5	Drainage Design Report	
6	Construction Management Plan and Construction Staging Plan	3 points
7	Environmental Management Plan	
8	Quality Management Plan	
9	Committed technical staffing that offers higher levels of experience and technical competence in designing rural highways in mountainous terrain	1 point
10	Comprehensive committed solutions to the joint use Rest Area and Rafter's Pullout	1 point
	<b>Total Points Available</b>	<b>10 points</b>

### **PART THREE: COMMERCIAL CAPABILITY (2010 Points)**

#### A) Technical Capability

The Technical Submissions will be subjected to a pass/fail evaluation. To achieve a pass, the Proposal must at least meet the minimum requirements as embodied in the scope of work and design criteria and performance specifications contained in Sections 5 to 8 (inclusive) of Appendix 1F.

Beyond the pass/fail requirements, the evaluation criteria will be based on the overall capability of the Technical Submissions.

#### B) Commercial Capability

Proposals will be evaluated on a "pass/fail" basis for each of the requirements detailed in Sections 3 and 4 of Appendix 1F. Beyond the Pass/Fail requirements, the evaluation criteria will be based on the overall capability of the Financial/Commercial Submissions. Proponents who offer certainty of commercial and financial terms and Financial Close will be scored higher. The Province anticipates selecting the will select a Preferred Proponent at the RFP stage. Therefore the, Proponents are expected to provide the highest level of commitment and the greatest amount of detail

## Attachment RFP-1-ii (cont'd)

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possible in respect of their Financial Plan at submission of their Proposal at the RFP stage. The Province does not anticipate entering into a BAFO stage (although the Province may elect to do so) upon submission of their Proposals.

In addition, each Proposal should demonstrate:

#### Legal/Commercial

- a) an appropriate legal structure and contractual relationship between the various parties to the transaction, including satisfactory sub-contracting arrangements where relevant,
- an appropriate and coordinated organizational structure for both the design and construction phase and the long term operations and maintenance phase of the DBFO Project,
- appropriately qualified and experienced personnel to undertake planning and delivery of all aspects of the DBFO Project,
- an understanding and commitment to developing and maintaining a cooperative partnership relationship with the key interested parties in the DBFO Project,
- an understanding of the requirements specified in the Concession Agreement and a commitment to execute the Definitive Concession Agreement,
- a strong understanding of the public consultation and community relations requirements of the DBFO Project.

For each of the preceding criteria evidence provided in a Proposal will be evaluated, as appropriate, as to whether relationships, arrangements, structures, qualifications, understandings, and commitments are sufficient to allow the Proponent to execute the Concession Agreement and deliver the DBFO Project as required by this RFP.

#### Financial Plan

The level of financial commitment demonstrated by Proponents will be evaluated. It is expected that the minimum level of commitment at the RFP stage relating to all aspects of the financing structure and Financing Plan will be sufficiently advanced to provide the Province with a very high degree of confidence and certainty that the Financing Plan can be implemented. This would include confidence that all Risk Capital has been approved, that detailed term sheets or commitment letters for the debt instruments have received formal credit approvals where applicable subject only to documentation and material adverse change, that at least indicative credit ratings have been provided if required along with a timetable to achieve final ratings, with only identified provisions of the Definitive Concession Agreement under negotiation and only specific due diligence to be completed and only a limited number of reasonable conditions precedent to drawdown of funding.

Committed Risk Capital should be evidenced by board resolutions related to the terms set out. If equity or quasi equity is to be provided by third parties, similar commitment is required from an underwriter for the full amount.

## Attachment RFP-1-ii (cont'd)

Reference: Addendum #RFP-1.28  
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Proposals will be evaluated on the basis of the information requested under the Commercial Submission Requirements, and to the extent that the Proposal demonstrates:

b) a robust capital structure and Financing Plan evidencing that sufficient Risk Capital is in place to accommodate a reasonable range of downside risk in the context of the Proponent's proposed Payment Mechanism without triggering default or step-in. Factors which will be considered include: the headroom offered by forecast project cashflows above the debt covenants; the annual debt service coverage ratios; and the resilience of the financial model to downside sensitivities;

the long term commitment of Risk Capital in the DBFO Project. Factors which will be considered include: the identity and financial strength of the equity investor; the independence of equity returns from other returns from the DBFO Project such as construction profit margins; certainty and level of commitment, including board resolutions or equivalent; the quantum of equity and quasi equity investment, including any contingent equity support; the reasonableness of the rate of return on equity investment; the profile of the return on investment, including annual yield projections and the nominal equity payback period;

the availability of long term debt financing for the DBFO Project. Factors which will be considered include: identity, financial strength and experience of debt providers or arrangers; certainty and level of commitment, including credit committee approvals or equivalent subject only to documentation and material adverse change; whether interest rates are fixed and whether the Province is exposed to any interest rate risk prior to Financial Close; qualifications to any commitment and conditions precedent to drawdown; status of the development of financing documentation; maturities of the debt facilities and amortization profiles, including any refinancing risk;

a plan to achieve Financial Close within a reasonable timeframe which meets the schedule outlined in Section 1.6 of the RFP;

evidence of the Proponent's ability to obtain a bonding program during the DBFO Project which meets the minimum requirements of the Concession Agreement and which supports the overall risk profile;

evidence of the Proponent's ability to obtain an insurance program during the DBFO Project which meets the minimum requirements of the Concession Agreement and supports the overall risk profile; and

appropriate security for the performance of the Proponent's obligations. Factors which will be considered include: the strength of any corporate covenants, guarantees, letters of credit, bonding or other performance securities.

Factors that will be considered include: the strength of any corporate covenants, guarantees, letters of credit, bonding or other performance securities.

## Attachment RFP-1-ii (cont'd)

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A Proposal that demonstrates a lower level of execution risk will be scored higher. Aspects of a Proposal that demonstrate an ability to achieve Financial Close and permit execution of the Concession Agreement in a timely manner with minimal execution risk may include:

- The existence of timetables with detailed steps and conditions precedent required to permit execution of the Concession Agreement.
- The existence of timetables with detailed steps and conditions precedent required to achieve Financial Close.
- The extent of financial commitment above and beyond the minimum requirements.
- Evidence of team integration and the nature of the contractual relationships between the team members of the Proponent, eg. signed contracts, subcontracting strategy, completion support, bonding provided to the Proponent.
- The absence of qualifications to the Proposal, eg. market flex clauses, material adverse change clauses.

### **PART THREE FOUR: PHASE 2 SAFETY ENHANCEMENTS (20 Points)**

The Province values the safety of travellers using public transportation facilities. This includes all users and all modes of transportation.

The Province's objective for highway safety specific to the Highway, is to achieve a significant improvement in the safety performance (a reduction in the current vehicle collision frequency and severity) so that the Highway performs as well as or better than similar modern high-speed controlled access arterial highways. Factors that influence the safety aspects of the Highway and which are controllable by the Concessionaire include engineering and design of the New Highway in Phase 2.

The Highway is located within the Kicking Horse Canyon with a road elevation that varies between 900 m and 1150 m above sea level. At those elevations weather can change very quickly from above to below the freezing level resulting in unexpected conditions including snow, freezing rain, black ice and fog. Also, There is a potential that the New Highway in Phase 2 alignment could result in little or no notice to the driver of sudden and extreme changes in road characteristics as it traverses from open road to and/or tunnel and to a long high bridges bridge.

Reduction of the negative effects of weather and extreme changes in road characteristics is an important Provincial objective. To ensure the Provincial objectives are met the Proposals will be evaluated in terms of the safety enhancements of the Phase 2 design they offer in using the following safety related criteria:

#### 1. Horizontal Alignment On Bridge Structures And In Tunnels

- The minimum horizontal curve radius allowed by the roadway design criteria stated in Volume 3, Section 2.3.1 is greater than 440 m on bridge structures and in tunnels.



## Attachment RFP-1-ii (cont'd)

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### Revised Text

- Proposals that provide a radius larger than 440 m on bridge structures and in tunnels will score higher. Proposals with a curve radius of 440 m on bridge structures or in tunnels will score zero (0) points. The Proposal that provides the largest radius on bridge structures will score three and a half (3.5) points. Other Proposals will be awarded less than three and a half (3.5) points depending on the relative value of the larger radius offered in the Proposal. A maximum score of three and a half (3.5) points are available.

### 2. Vertical Grade On Bridge Structures And In Tunnels

- The maximum grade allowed by the roadway design criteria stated in Volume 3, Section 2.3.1 is less than 6% on bridge structures and in tunnels.
- Proposals that provide a grade less than 6% on bridge structures and in tunnels will score higher. Proposals with a grade of 6% on bridge structures or in tunnels will score zero (0) points. The Proposal that provides the lowest grade on bridge structures will score three and a half (3.5) points. Other Proposals will be awarded less than three and a half (3.5) points depending on the relative value of the lower grade offered in the Proposal. A maximum score of three and a half (3.5) points are available.

### 3. Geometry In Transition Areas To Bridge Structures And Tunnels

- Driver expectations are often challenged at transition areas between highway elements. Transitions between open road and tunnel, tunnel and open road, tunnel and bridge structure and open road and bridge structure are of particular concern. Sudden change in the context of driver expectation and change in the friction factor between the vehicle tires and the road surface at these points can lead to accidents.
- Proposals that provide improved geometry at transition areas at bridge structures and tunnels will be awarded up to two (2) points. The proposal that provides the most value relative to this criteria will be awarded two (2) points. Other Proposals will be awarded less than two (2) points depending on the relative value of the geometry in transition areas offered in the Proposal.
- Decision sight distance and centripetal force among other things will be used to evaluate each Proposal under this category.

### 4. Horizontal Alignment In All Areas Except On Bridge Structures And In Tunnels

- The minimum horizontal curve radius allowed by the roadway design criteria stated in Volume 3, Section 2.3.1 is 440 m.
- Proposals that provide an average radius larger than 440 m for all curves except those located on bridge structures and in tunnels, which are evaluated separately under Item 1 above, will score higher. The Proposal with the largest average radius will score two (2) points. Other Proposals will be awarded less than two (2) points depending on the relative value of the larger average radius offered in the Proposal. Proposals with an average curve radius of 440 m will score zero (0) points. A maximum of two (2) points are available.

## Attachment RFP-1-ii (cont'd)

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#### 5. Vertical Grade In All Areas Except On Bridge Structures And In Tunnels

- The maximum grade allowed by the roadway design criteria stated in Volume 3, Section 2.3.1 is 6%.
- Proposals that provide an average grade less than 6% for all areas except those located on bridge structures and in tunnels, which are evaluated separately under Item 2 above, will score higher. Proposals with an average grade of 6% will score zero (0) points. The Proposal that provides the lowest average grade will score two (2) points. Other Proposals will be awarded less than two (2) points depending on the relative value of the lower average grade offered in the Proposal. A maximum of two (2) points are available.

#### 6. Coordination Of Horizontal And Vertical Geometry

- TAC Section 2.1.4 describes the coordination of horizontal and vertical geometry including: blending of the road with the surrounding topography; independent alignments for each roadway on a divided facility; continuous curvilinear design; and integration of horizontal and vertical geometry.
- Proposals that provide improved coordination between horizontal and vertical geometry in the context of TAC Section 2.1.4, will be awarded up to two (2) points. The proposal that provides the best coordination of horizontal and vertical geometry will score two (2) points. Other Proposals will be awarded less than two (2) points depending on the relative value related to coordination of horizontal and vertical geometry offered in the Proposal.

#### 7. Access To Joint Use Rest Area And Rafter's Pullout

- Access to the joint use Rest Area and Rafter's Pullout must be provided in a manner that will respect the Highway approach grades, turning sight distances, conflicting traffic movements, anticipated traffic volumes and other related factors.
- Proposals that provide improved access to the joint use Rest Area and Rafter's Pullout will be awarded up to two (2) points. Proposals that do not exceed the Minimum Proposal Requirement will score zero (0) points. The Proposal that provides the most improved access to the joint use Rest Area and Rafter's Pullout will be awarded two (2) points. Other Proposals will be awarded less than two (2) points depending on the relative value of the improved access offered in the Proposal.

#### 8. New Park Bridge Over The Kicking Horse River

- The consistency of the driving characteristics on the new Park Bridge vis-à-vis the balance of the Phase 2 highway, including design cross section, surface traction, lighting are important elements that will enhance safe traffic operations.
- Proposals that provide more consistent driving characteristics on the new Park Bridge will be awarded up to three (3) points. Proposals that do not exceed the Minimum Proposal Requirement will score zero (0) points. The Proposal that provides the most consistent driving characteristics vis-à-vis the balance of the Phase 2 highway will be awarded three (3) points... Other Proposals

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will be awarded less than three (3) points depending on the relative value of the driving characteristics offered in the Proposal.

**Table 1G-2 - Safety Points Allocation**

Item	Description	Available Points
1	Horizontal Alignment On Bridge Structures And In Tunnels	3.5 points
2	Vertical Grade On Bridge Structures And In Tunnels	3.5 points
3	Geometry In Transition Areas To Bridge Structures And Tunnels	2 points
4	Horizontal Alignment In All Areas Except On Bridge Structures And In Tunnels	2 points
5	Vertical Grade In All Areas Except On Bridge Structures And In Tunnels	2 points
6	Coordination of Horizontal And Vertical Geometry	2 points
7	Access To Joint Use Rest Area And Rafter's Pullout	2 points
8	New Park Bridge Over The Kicking Horse River	3 points
	<b>Total Points Available</b>	<b>20 points</b>

- ~~Grade – Alignments that provide lower grades on the New Highway in Phase 2, including on bridges and in tunnels will score higher;~~
- ~~Radius – Alignments that provide higher radius curves with longer spiral runoffs on the New Highway in Phase 2, including on bridges and in tunnels will score higher;~~
- ~~Geometry - Alignments that provide a combination of horizontal and vertical geometry that exceed the basic minimum design criteria will score higher; and~~
- ~~Other – Design enhancements that contribute to the safe performance of the Proposed design~~

~~Up to 20 points will be awarded for Proposals that offer designs that best satisfy the criteria described above. The Province may award some or all of the points depending on the relative benefit to the Province offered in the Proposals.~~