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**REQUEST FOR QUALIFICATION
NUMBER 924536**

ISSUE DATE: 15 May, 2014

THIS IS NOT AN ORDER

RFQ INFORMATION SESSION RECORD

REQUEST FOR QUALIFICATION

VALLEY LINE LRT - STAGE 1

This document is the official record of the Valley Line LRT – Stage 1 RFQ Information Session, held on May 08, 2014. This meeting record does not modify the RFQ contents unless an addendum is issued separately.

Date of Meeting:

May 08, 2014; 7:30 am to 11:30 am

Location:

The Empire Ballroom
 The Fairmont Hotel MacDonald
 10065 100 Street NW
 Edmonton, Alberta
 Canada
 T5J 0N6

Official Record Prepared by:

Alexandria Watterworth (Contact Person)

Attendees:

See Appendix A for list of attendees.

Agenda:

Topic
Overviews and Intros
MC Introductions & Meeting Protocols
Welcome to Edmonton
The City Organization & Governance Structure
The Project Overview
The Project Team
The Fairness Monitor
QUESTIONS
Particular Technical Items
The Transaction Structure
The Allocation of Risks and Responsibilities
Regulatory & Other Approvals
River Valley - Special Site Conditions
Slope Stability & Tunnel in the River Valley
SUI & the Chief Architect Requirement
QUESTIONS
BREAK
Process Items
Communication Protocols
The RRC
Procurement Process Overview and Timetable
Submission Structuring
The LRV Supplier
The Evaluation Criteria / Scoring Methodology
QUESTIONS
Concluding Remarks & Thanks

Note regarding minutes format:

The information session format involved the presentation of a series of presentations followed by set interval questions. Unless otherwise noted in the minutes, no questions were posed until these set question periods. The presentations are included as Appendix B to this official meeting record.

Minutes:

1. Meeting Protocols and Introductions – Stephen Prendiville (P3 Financial and Process Advisor – KPMG)
2. Welcome to Edmonton – Wayne Mandryk (Branch Manager LRT D&C);
3. The City Organization and Governance Structure – Wayne Mandryk (Branch Manager LRT D&C)
4. The Project Overview – Brad Smid (Project Manager LRT D&C)
5. The Project Team - Brad Smid (Project Manager LRT D&C)
6. The Fairness Monitor – Gary Campbell (Fairness Monitor)
7. **Questions Posed**
 - 7.1. Will the PowerPoint slides be available?
 - 7.1.1. Yes they will be posted to APC.
 - 7.2. Will a list of attendees be made available?
 - 7.2.1. Yes, as part of the official meeting record *[this document]* unless so requested to be excluded in advance of this posting.
8. The Transaction Structure – Philippe Raymond (P3 Financial and Process Advisor - KPMG)
9. The Broad Allocation of Responsibilities – Bob Shouldice (P3 Legal Advisor – BLG)
10. Regulatory and Other Approvals – Bob Shouldice (P3 Legal Advisor – BLG)
11. River Valley – Special Site Conditions – Lynn Maslen (Owner Engineer – CTP)
12. Tunnel and Slope Stability in the River Valley – Kip Hritzuk (P3 Advisor – CTP)
13. What is SUI and the Chief Architect Requirement – Georg Josi (Owner Engineer – CTP)
14. **Questions Posed**
 - 14.1. There was no mention of value engineering in the presentations or the RFQ. What are the City's expectations regarding value engineering, and is the City expecting Respondents to go through the process?

- 14.1.1. The City has used value engineering successfully in the past. For the Project the City is handing off the detailed design to the selected Proponent teams. The City is not mandating value engineering, but is open to it if Respondents wish to pursue it. However, Respondents cannot deviate from the approved concept plan, and concepts that have been reviewed through the public engagement process. These requirements will be clearly communicated as part of the RFP process and Project Agreement. The City will welcome new ideas, and Respondents finding new efficiencies, while being respectful of the work that has already been done.
- 14.2. Does the Chief Architect have to be a qualified architect?
- 14.2.1. The RFQ clearly states the requirements of the Chief Architect and Respondents should formulate their Submission accordingly.
- 14.3. Will further community consultations be carried out? Or are they completed now?
- 14.3.1. Yes, there will be further public involvement throughout the procurement process undertaken by the City. During procurement it is expected to be limited to providing information to the public, and various other stakeholders, such as City Council.
- 14.3.2. Within the RFP there will be information on what is expected from Project Co on an ongoing basis with respect to public involvement during construction and operations.
- 14.4. How much latitude will be given during the ongoing procurement to amend the designs with response to ongoing public involvement and consultation?
- 14.4.1. There will be specific Technical Performance Requirements (TPRs) associated with the design solution. There is also a design guide as a result of the public involvement process that grants guidance to the potential design solution.
- 14.5. Has the City considered undertaking any advanced contracts or major utilities relocations or slope stability to undertake the works in advance of the contract being signed to help manage the risk?
- 14.5.1. The City is undertaking advanced work, and is active in the utility relocation area, and will be, up until contract close. The City is also looking at early demolition contracts to clear the Lands, as well as other minor access changes for businesses.
- 14.5.2. Work associated with the slope will be undertaken by the successful Proponent. The interface risk between the work of one contractor and another is not something the City wishes to create in the context of Early works. To help mitigate the geotechnical risk in the River Valley, the City has carried out extensive geotechnical studies that form the baseline in the Project Agreement and will be disclosed in the data room during the RFP. This should allow Proponents to get comfortable with the risks involved in this specific aspect of the Project.
- 14.5.3. There will also be a process during the RFP stage to request further borehole testing, and the City will be looking for feedback during the collaborative meetings.

15. Contact Person, Process Advisor and Communications Protocol – Stephen Prendiville (P3 Financial and Process Advisor - KPMG)
16. The Relationship Review Committee, Restricted Parties, and Related Items – Claudia Pooli (Law Branch – City of Edmonton)
17. Procurement Process Overview and Timetable – Stephen Prendiville (P3 Financial and Process Advisor – KPMG)
18. The RFQ Structure, and Proposal Submission Structuring – Stephen Prendiville (P3 Financial and Process Advisor – KPMG)
19. The LRV Supplier – Brad Smid (Project Manager – LRT D&C)
20. The Evaluation Criteria / Scoring Methodology – Stephen Prendiville (P3 Financial and Process Advisor – KPMG)

21. Questions Posed

- 21.1. Is there scoring associated with an LRV supplier during the RFQ?
 - 21.1.1. No scoring has been assigned to the LRV supplier, but if a Respondent wishes to tell the City the supplier they have on their team they may do so.
- 21.2. A large part of the long term O&M will be electricity costs. Will the RFP data room contain the long term contracts in place with the City?
 - 21.2.1. Yes, the data room will contain energy agreements. On a further note, it is envisaged that the Project Agreement will pass the consumption risk to Project Co, and the pricing and inflation risk will be retained by the City.
- 21.3. Does the City have a position on local content for the RFQ?
 - 21.3.1. The City does not have a position on local content.
- 21.4. How specific will the LRV requirements be during the RFP?
 - 21.4.1. The output requirement will be specific, for example the run times, delivery capacity, but the design input requirements will not be specific.
- 21.5. While the City has considered the current LRV requirements, has it considered the future design? For example, in the future the City may consider larger gaps between stations. Has the City thought about what that may look like?

21.5.1. Future expansion was part of the City's thought process in developing the Technical Performance Requirements, and we can confirm that the Project is aligned with the City's strategic plans.

21.6. What are the City's expectations around the location of key team members, do they need to be in Edmonton or can key team members work remotely?

21.6.1. It is up to every Proponent to meet the City's expectations during the RFP procurement process, and throughout the Project Agreement term. The City expects relevant team members to be present in Edmonton for collaborative meetings and so on during the procurement process. Proponents need to make sure that the Project expectations are met and adequately demonstrate that the project requirements can be met by its team, regardless of configuration or organization.

21.7. Is Innovation built into the evaluation process? With NPV the deciding factor, and what seems like an indicative design rather than an exemplary design, how will you respond to innovation?

21.7.1. The City recognizes that it needs to do more than what is traditionally done to encourage innovation under the Alberta P3 model. We can confirm that the Technical Performance Requirements are largely output based, with prescription only where deemed necessary. We plan to have an open innovation process ongoing throughout the RFP procurement, not a one-off submission, in addition to continuous dialogue on design elements throughout the RFP procurement process.

22. Concluding Remarks

Session end

Appendix A: Attendees List

Name	Company
Julio Marcos	Acciona Concessions Canada Inc.
Jose Enrique Montero	Acciona Concessions Canada Inc.
Darren Sokoloski	Acciona Infrastructure Canada Inc.
Vicente Marana	ACS Infrastructure Canada Inc.
Jacob Mills	ACS Infrastructure Canada Inc.
Hagay Marian	AECON Concessions
Stephen Payne	AECON Concessions
Greg Steels	AECON Concessions
David Hindley	AECON Concessions
Danielle Gardner	Aldridge Electric
Barbara Schroeder	Alstom Transport Canada Inc.
Justin Bulpitt	Alstom Transport Canada Inc.
Melda Cermi	Alstom Transport Canada Inc.
Ken Kozakewich	AMEC Environment & Infrastructure
Jim Dell	Bechtel Infrastructure Corporation
Anthony Piedmont	Bechtel Infrastructure Corporation
James McVeety	Black & McDonald Limited
Tony Maniaci	Black & McDonald Limited
Paul Lennox	Black & McDonald Limited
Marco Bolk	Black & McDonald Limited
Steve Hall	Bombardier Transportation Canada Inc.
Shahab Afhami	Buckland & Taylor
Nedim Alca	Buckland & Taylor
Keith James	Carmack Enterprises Ltd.
Bill Kendrick	CH2M Hill
Randy Kang	DAEWOO International (America) Corp.
Mr. In Jun Jeong	DAEWOO International (America) Corp.
Hunchung Yong	DAEWOO International (America) Corp.
Ramon Fiuza	Dragados
Reilly Casement	Dragados
Vicente Aberola	Dragados
Ben Deeley	EllisDon
Michael Westgate	EllisDon
Katie MacDonald	EllisDon
Michael Kazda	EllisDon
Rick Dowell	EPCOR Technologies
Nick Lilley	EPCOR Technologies
Gary Evans	e-VANS Corporation
Ignacio Gutierrez	FCC Canada
Luis Alvarez San Sebastián	FCC Canada
Vince Castranova	Fengate Capital Management Ltd.
Steve Small	Flatiron

Name	Company
David Parker	Fluor
Brian Freerks	Fluor
Walter Francl	Francl Architecture
Nestor Garavelli	Frontier Kemper
Khalid Amin	Fugro Geo Services
Mark Mulvihill	Gateway Transit Partners
Jim O'Leary	Gateway Transit Partners
Michael Laliberte	Gracorp Capital
Ian Dickinson	Graham
Brad Baumle	Graham
Anneliese Fris	Group2 Architecture Interior Design Ltd.
Jim Violin	Herzog Railroad Services of Canada Ltd.
Scott Norman	Herzog Railroad Services of Canada Ltd.
Bruce Marinchek	Herzog Railroad Services of Canada Ltd.
Norm Jester	Herzog Railroad Services of Canada Ltd.
Mike McGuinty	HOCHTIEF PPP Solutions North America Inc.
Matt Cunningham	IBI Group
Bruno Peters	IBI Group
Jim Ebbels	Kasian Architecture Interior Design and Planning Ltd.
Denis Gallant	Keolis
Terry Burgis	Kiewit Infrastructure Co.
Dallas Lindskoog	Kiewit Infrastructure Co.
Derrek Freeseaman	Kiewit Infrastructure Co.
Erik Esparza	Kiewit Infrastructure Co.
Amin Asgari	Kiewit Infrastructure Co.
Jay Akerley	Kiewit Infrastructure Co.
Tim Keegan	Klohn Crippen Berger
Dave Fraser	McElhanney Engineering Services Ltd.
Paul Deol	McElhanney Engineering Services Ltd.
Ryan Betker	McElhanney Engineering Services Ltd.
Elisabeth Hivon	Meridiam Infrastructure
Erin Bingley	Meridiam Infrastructure
Mike Koziol	MMM Group
Roger St Louis	MMM Group
John Krasko	OHL Construction Canada Inc.
Jim Ramsden	Opus Stewart Weir Ltd
Greg Plewis	Opus Stewart Weir Ltd
Gregory Orsolini	Parsons
Frank L. Der	Platinum Engineering Ltd.
Troy Farrell	PNR RailWorks Inc.
Oscar Duncan	PNR RailWorks Inc.
Sushank Sharma	PNR RailWorks Inc.
Guy Cadrin	PNR RailWorks Inc.
Anthony Boyko	PNR RailWorks Inc.

Name	Company
Jack Leroux	PNR RailWorks Inc.
Michael Manocha	PPP Canada
Alan J. Casey	Serco Canada
Greg Hill	Siemens Canada Ltd.
Brent Fisher	SNC-Lavalin Inc.
Jussi Jaakkola	SNC-Lavalin Inc.
John Kitson	SNC-Lavalin Inc.
Neil Shah	SNC-Lavalin Inc.
Rainer Ibowski	SNC-Lavalin Inc.
Sean Davidson	SNC-Lavalin Inc.
Rob Fewings	Stantec
Bruce Ferguson	Stantec
Steve Fleck	Stantec
Ian Druce	Steer Davies Gleave
Bob Post	URS Corporation
Perry Eddy	URS Corporation
Kris Murch	URS Corporation
Steve New	Veolia Transportation
Sidney Florey	Vinci Concessions

Appendix B: Presentations



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Registration

07:30 to 08:30

Valley Line LRT – Stage 1

Agenda

- Overviews and Intros (60 min)
 - Q&A (10 min)
- Particular Technical Items (55 min)
 - Q&A (15 min)
 - BREAK & Refreshments (20 min)
- Process Items (60 min)
 - Q&A (20 min)
 - Concluding Remarks

Agenda

- **Overviews and Intros (60 min)**
 1. Meeting Protocols and Introductions
 2. Welcome to Edmonton
 3. The City Org & Governance Structure
 4. The Project Overview
 5. The Project Team
 6. The Fairness Monitor

1. Meeting Protocols and Introductions

Valley Line LRT – Stage 1

Stephen Prendiville (KPMG)

Meeting Protocols

- Emergency Exits
 - Fire Events
- Washrooms
- Registration and Name Tags
- Media
- Info Session Status

Q&A Process

- At end of each section, there will be 10-20 min for Q&A
 - Questions cards or microphone
 - An official meeting record, along with the presentation material, will be posted to APC in the days following this session

Q&A Process (cont'd)

- The responses noted in the official meeting record will prevail. Respondents may also submit RFIs using the process identified in section 3.1 of the RFQ
- **NOTE:** This presentation does not in any way modify the content of the RFQ

Panel Introductions

- Wayne Mandryk (LRT D&C Branch Manager)
- Brad Smid (Project Manager)
- Alexandria Watterworth (Contact Person)
- Gary Campbell (Fairness Monitor)
- Claudia Pooli (City Law Branch)

Panel Introductions (cont'd)

- Bob Shouldice (BLG)
- Kip Hritzuk (CTP)
- Philippe Raymond (KPMG)
- Lynn Maslen (CTP – Environmental)
- Georg Josi (CTP – SUI)



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2. Welcome to Edmonton

Valley Line LRT – Stage 1

Wayne Mandryk (Branch Manager LRT D&C)

Edmonton's Light Rail Transit: Valley Line



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Edmonton, 30 Years Ago



Edmonton, Since Then



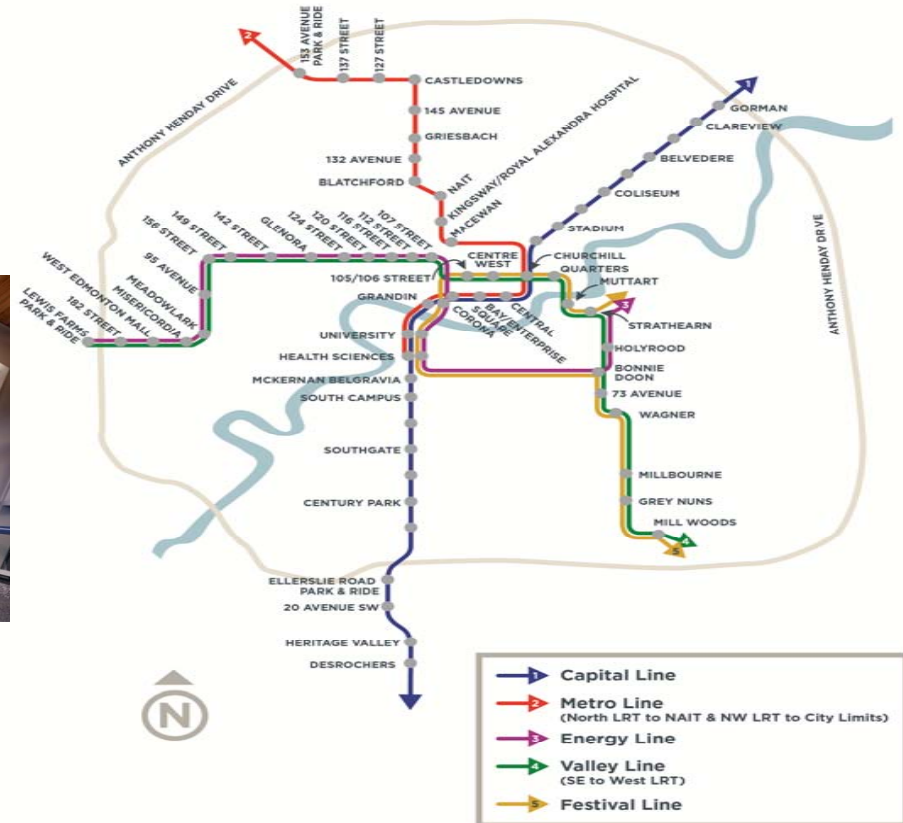
Edmonton, Now and Future



Edmonton: A Winter City



Edmonton, Now and Future



LRT Development in Edmonton

Capital Line

Clareview to University of Alberta

1978-1992

Capital Line – Extension

University of Alberta to Century Park

2006 -2010

Metro Line

University of Alberta to NAIT

2014

Valley Line – Stage 1

Downtown to Mill Woods

2020

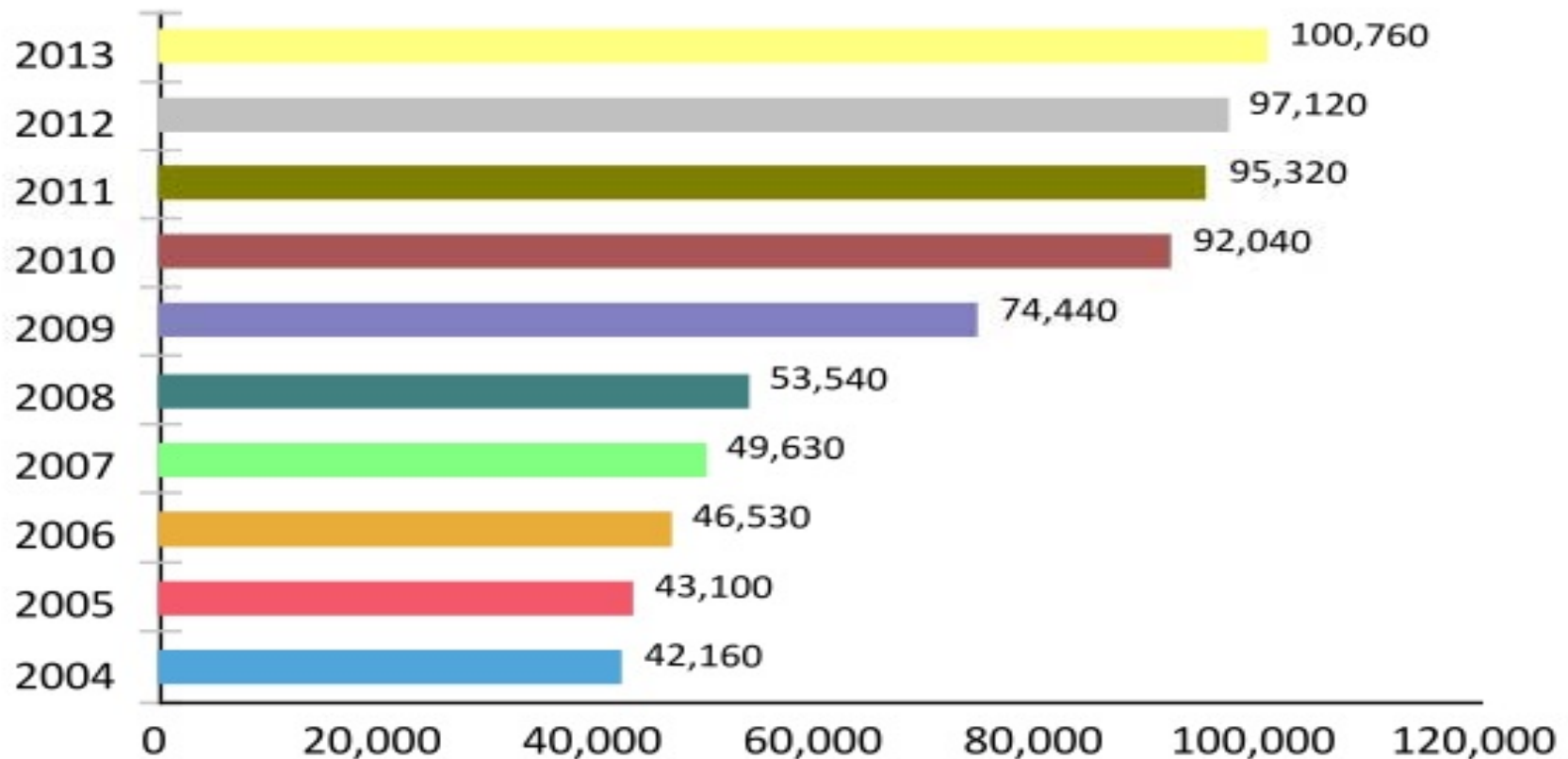
Valley Line – Extension : Stages 2 – 5

Downtown to Lewis Farms

Beyond 2020

Ridership Numbers

10 Year Estimated Daily LRT Boardings (Rounded)



3. The City Org & Governance Structure

Valley Line LRT – Stage 1

Wayne Mandryk (Branch Manager LRT D&C)

City Council



City Council is responsible for all items under the *Municipal Government Act*.

- In December 2013, City Council reaffirmed the Valley Line project as Edmonton's top infrastructure priority
- Support for the project is unanimous among Council members
- Council has already voted on and approved the concept plans and the procurement.

Transportation Committee



Councillor
Amarjeet Sohi
(Chair)

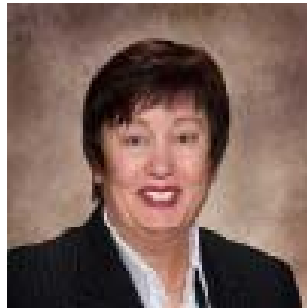
Councillor
Michael Walters
(Vice-Chair)

Councillor
Bev Esslinger

Councillor
Bryan Anderson

Transportation Committee is responsible for vetting transportation-related items before they go to Council. They also host transportation-related public hearings.

LRT Governance Board



LRT Governance Board was appointed by City Council as an oversight committee to provide due diligence during the Valley Line P3 advisor selection and project procurement process.

Al Maurer (Chair): Former City Manager, City of Edmonton

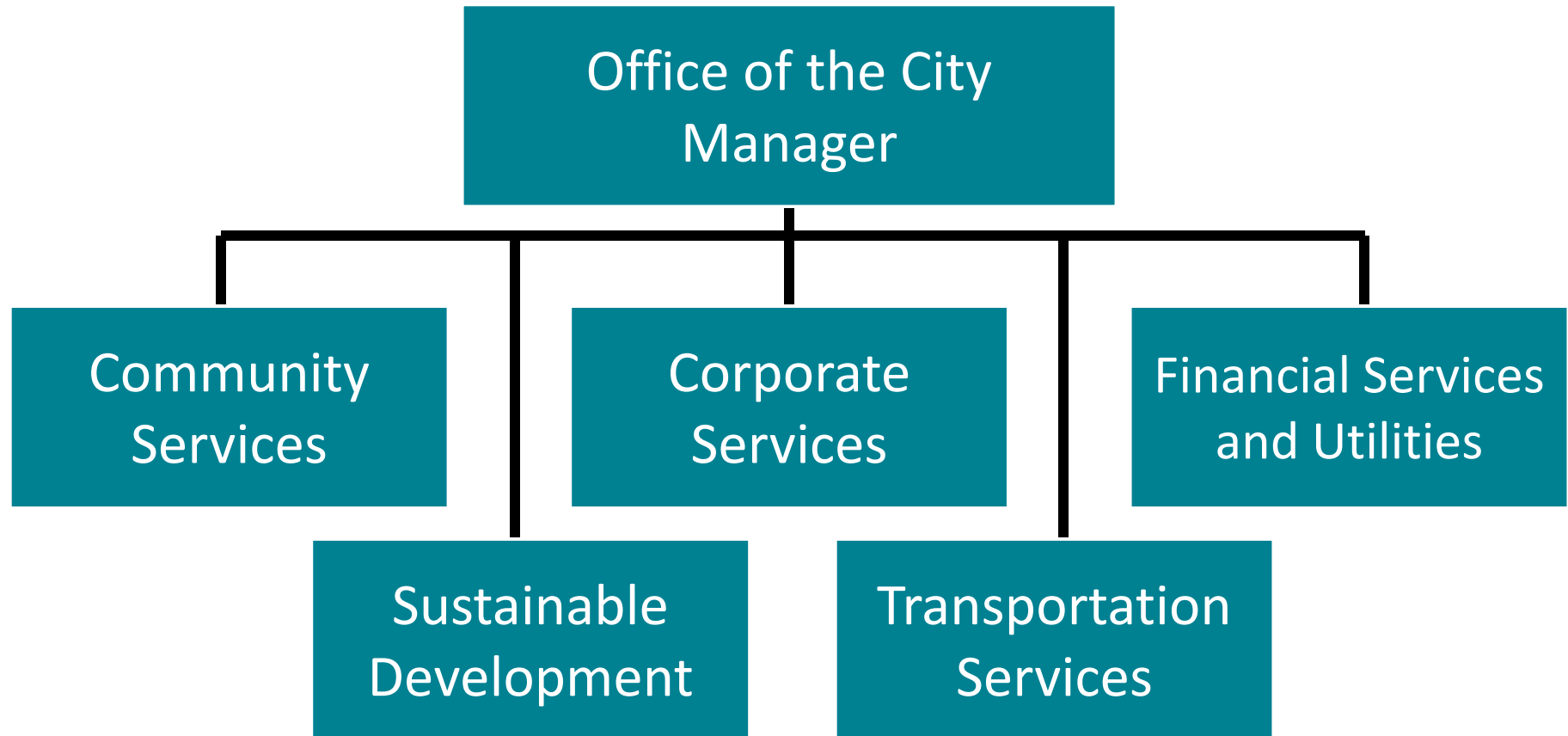
Tracey Ball: Executive VP and CFO, Canadian Western Bank

Kate Chisholm: Senior VP, General Counsel & Corporate Secretary, Capital Power Corp.

Don Hickey: VP, Facilities and Operations, University of Alberta

Ivan Ing: President and Special Advisor, Rocklynn Capital Inc.

City Administration





Transportation Services

- Edmonton Transit
- LRT Design and Construction
- Roads Design and Construction
- Transportation Operations
- Transportation Planning

4. The Project Overview

Valley Line LRT – Stage 1

Brad Smid (Project Manager LRT D&C)

LRT Design & Construction



Branch Manager:
Wayne Mandryk

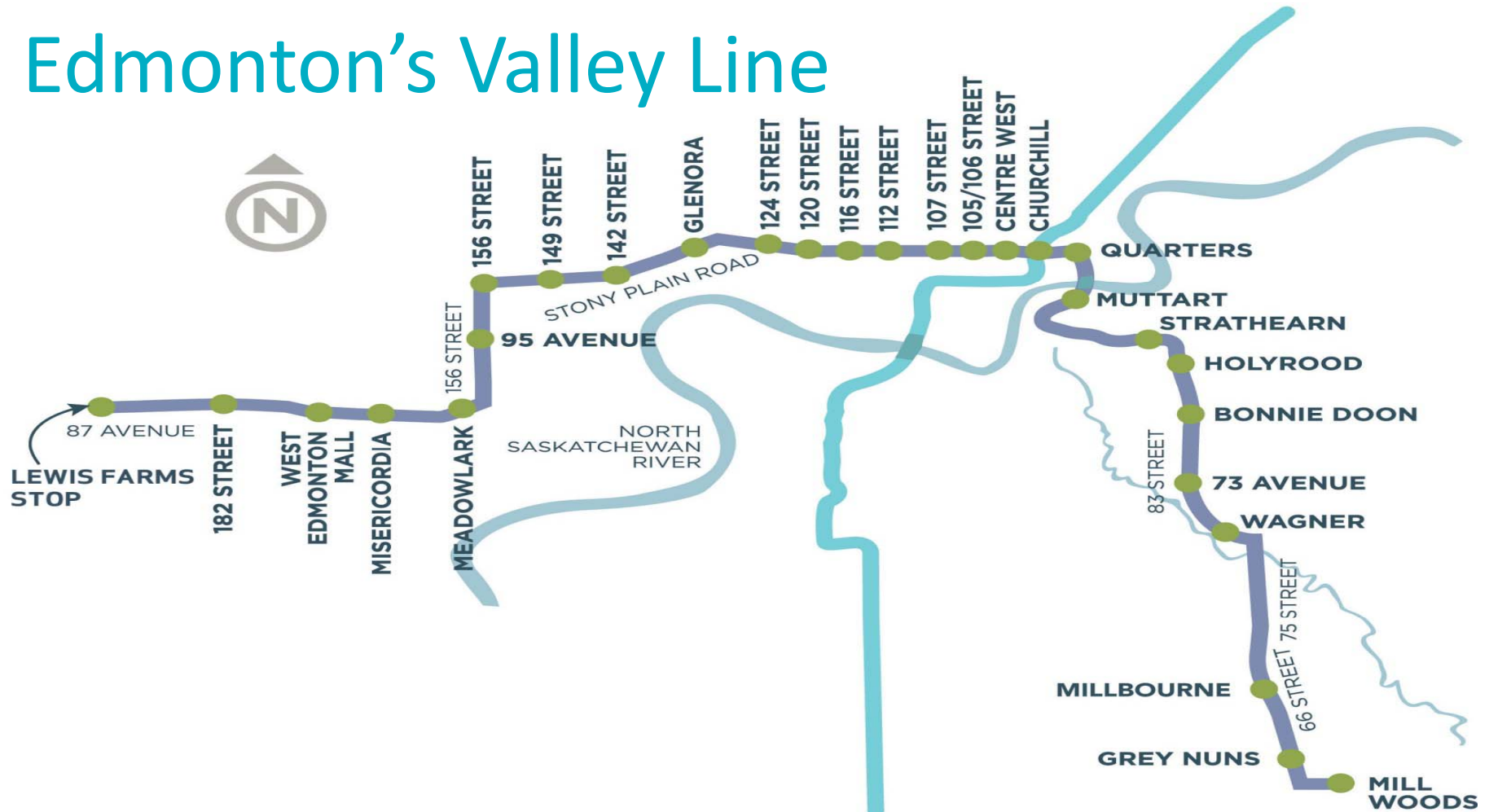
Director:
Brad Griffith

Program/Project Manager:
Brad Smid

Public Communications

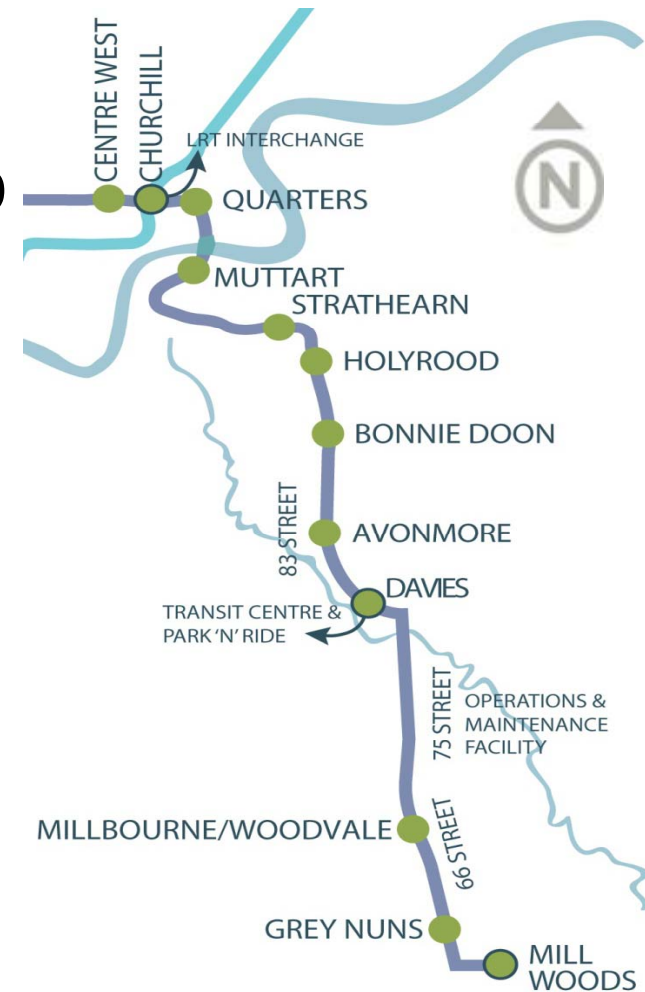
Engineering Group

Edmonton's Valley Line



Valley Line Stage 1

- (P3) Public-Private-Partnership
- DBVFOM
- 13km of track
- 12 stops and stations
- New bridge across NS River
- 500m of tunnel
- New O&M Facility



Funding Commitments



Corridor Selection

- Valley Line planning process was initiated in 2008, with public consultation spanning from 2009 to 2013.
- Corridor selection identified the route.
- **Corridor approved:** SE & West: December, 2009; Downtown: June 2010.

Concept Planning

- Concept planning identified the approximate track alignment, and the locations of stops, stations, transit centres, park 'n rides and LRT maintenance facility.
- **Concept plan approved: SE & West: January 2011; Downtown: February 2012**

Public Involvement

- Over 30 open houses were held from 2009 to 2011 to support corridor selection and concept plans.



Public Involvement (cont'd)

- 22 open houses were held from 2012 to 2013 to support preliminary engineering and gather input on architecture, community integration and River Valley environmental considerations.

Public Involvement (cont'd)

- Final concepts were presented via a capstone event on November 14, 2013 at City Hall.
- The City will keep the public informed during procurement and construction of Valley Line Stage 1.

Architecture & Aesthetics (SUI)

- Public involvement during the preliminary engineering assisted in establishing architectural concepts for the project including:

- Bridges & structures
- Stops & stations
- Traction power substations
- Tunnel portal treatments



Low Floor, Urban Style LRV



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River Valley



Davies Station



Tawatinâ Bridge



Tunnel & Portal





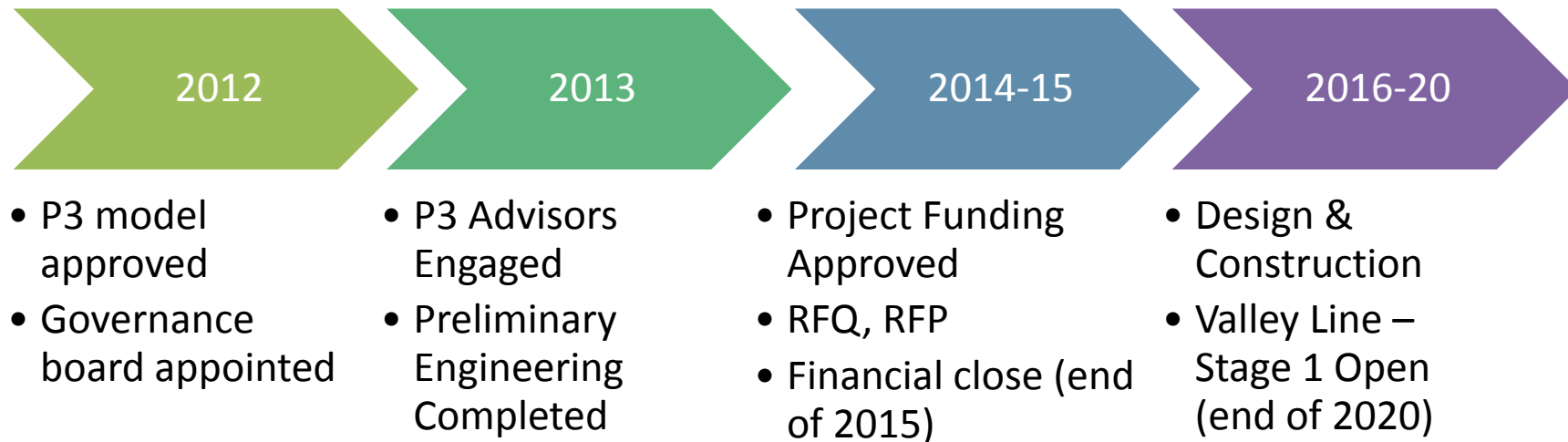
Churchill Connector

Interchange
between existing
high floor lines
(Capital / Metro)

...and new low floor
line
(Valley)



Project Schedule



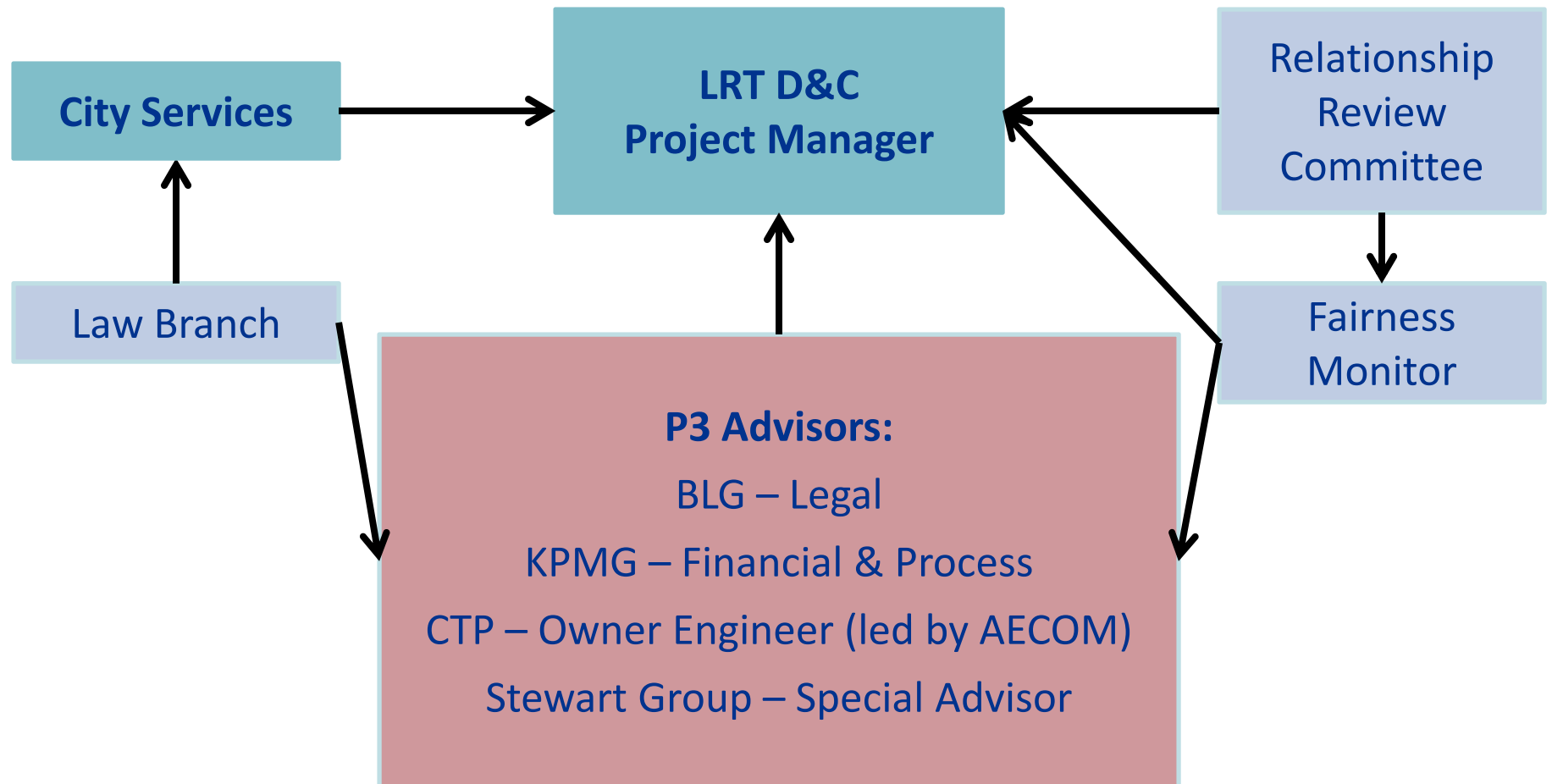
5. The Project Team

Valley Line LRT – Stage 1

Brad Smid (Project Manager LRT D&C)

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6. The Fairness Monitor

Valley Line LRT – Stage 1

Gary Campbell (Fairness Monitor)

Section 1.5 of the RFQ

- For the duration of the Procurement Process
- Independent from the project team
- Reviewing entire process, including documentation and methodology (concept to agreement execution)

Section 1.5 of the RFQ (cont'd)

- Present for full evaluation process to ensure consistent & fair application of evaluation criteria
- Available for direct contact on fairness issues by interested parties

Agenda

- Overviews and Intros (60 min)
- Q&A (10 min)
- Particular Technical Items (55 min)
 - Q&A (15 min)
 - BREAK & Refreshments (20 min)
- Process Items (60 min)
 - Q&A (20 min)
 - Concluding Remarks

Agenda

- Particular Technical Items (55 min)
 7. Transaction Structure
 8. Allocation of Risks and Responsibilities
 9. Regulatory and Other Approvals
 10. River Valley - Special Site Conditions
 11. Tunnel & Slope Stability in the River Valley
 12. SUI & the Chief Architect

7. Transaction Structure

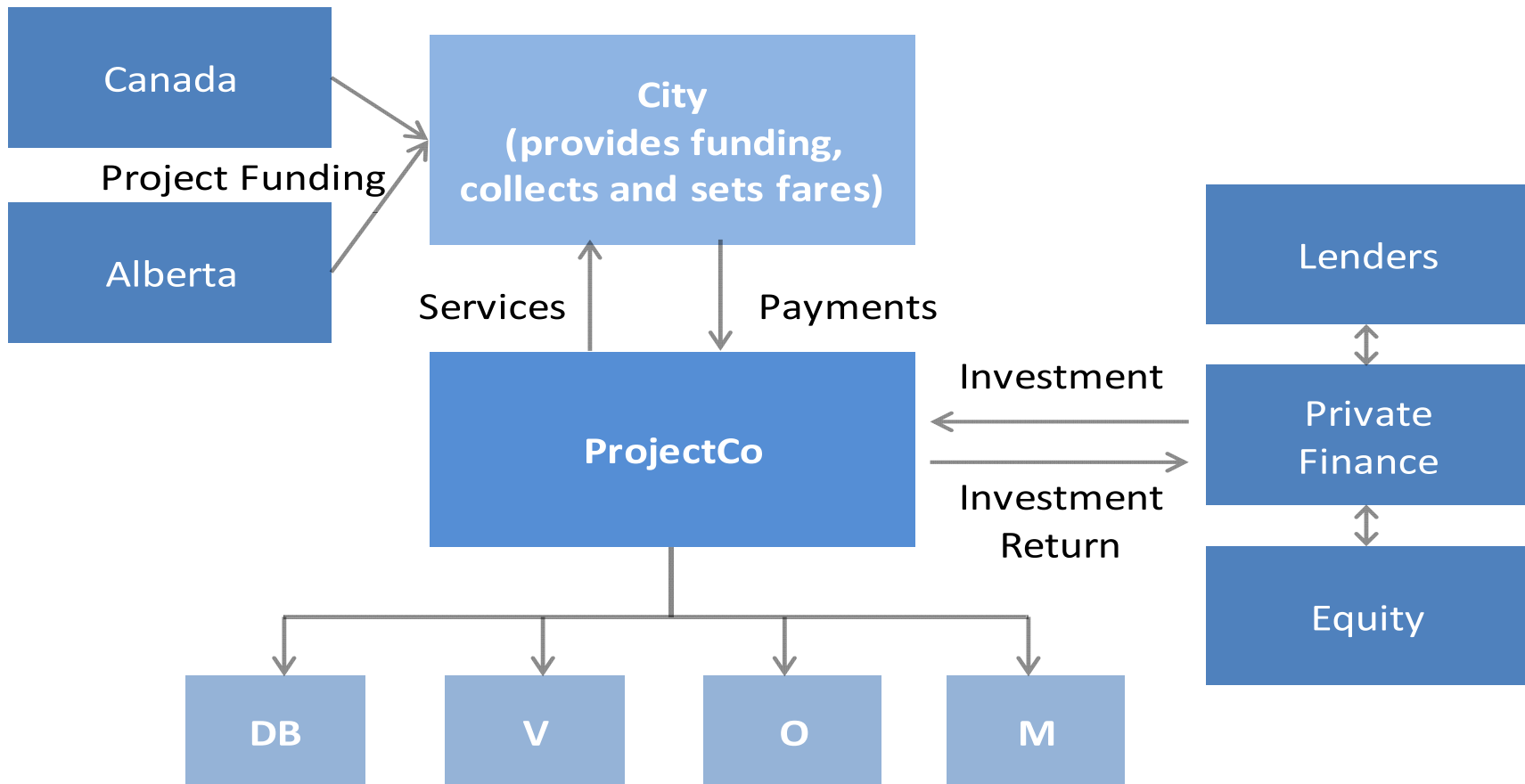
Valley Line LRT – Stage 1

Philippe Raymond (P3 Financial & Process Advisor - KPMG)

Project Delivery and City's needs to be addressed through:

- RFQ and RFP process
- Project Agreement with technical, financial and commercial features, including:
 - Technical Performance Requirements (TPR)
 - Payment mechanism
 - Detailed allocation of risks and responsibilities between parties

P3 Transaction Structure (DBVFOM)



Transaction Structure

- Substantially based on Alberta P3 model
- Model has a strong track record
- Terms adapted for the specific features and requirements of the City and of the Valley Line Project

Key Features of Alberta P3 Model

- Project Agreement and Proponents' design solutions collaboratively discussed during the proposal phase
- Preferred proponent selected based on a low NPV wins criteria while being compliant with the Project Agreement and RFP terms
- No post-bid negotiations

Contract Term

- Maximum 35 years
 - 5 years design and construction (approximate)
 - 30 years operations and maintenance (fixed)

Payment Mechanism

- Design and Construction Phase:
 - Construction period payments (approx. 50% at periodic intervals)
 - Service Commencement payment (approx 10% to 25%)
 - Payment incentives for specific events (e.g. road closures)

Payment Mechanism

- **Operations and Maintenance Phase:**
 - Capital payments (cover remaining Design & Construction costs)
 - Operations and Maintenance payments
 - Lifecycle (major maintenance) payments

Payment Mechanism

- Operations and Maintenance Phase (cont'd):
 - Payment incentives related to Availability and Quality
 - Reserves or holdbacks tied to asset hand back requirements

Examples of O&M Phase Payment Incentives

Availability

- Accessibility to stations and LRVs
- Service level provided (Peak & Off-Peak periods)
- Safety to users

Quality

- Cleanliness of LRVs, stations, infrastructure
- Maintenance
- Inspections
- Graffiti removal
- Customer satisfaction
- Snow removal

8. Allocation of Risks and Responsibilities

Valley Line LRT – Stage 1

Bob Shouldice (P3 Legal Advisor - BLG)

Allocation of Key Risks and Responsibilities

- Allocation to party considered to be best able to assess and manage
- Goal: achieve an optimal degree of risk transfer and value-for-money
- Refer to Appendix C of RFQ

Land Acquisition

- City is responsible for land acquisition
- Proponents may provide input on the scope of City's land interests
- Project Agreement will include a mechanism to facilitate proposals for additional land requirements where there is a demonstrated need

Contamination

- The agreement will contain a baseline of expected contamination
- This will form the basis for the allocation of risk between City and Project Co

Differing Site Conditions

- Risk for ground and subsurface conditions will be allocated by the adoption of a baseline of expected conditions for the tunnel and River Valley sections of the line
- Project Co will be expected to assume risk and responsibility for the rest of the Project sites

Rail Regulatory

- Public safety and security requirements will be set out in the Project Agreement
- Generally, the City has railway regulatory authority over light rail systems and has not adopted any bylaws or regulations that will apply to Valley Line

Intellectual Property

- The City will require a broad licence to all key technology and intellectual property used in the design, construction, operation and maintenance of the Project from the Project Co consortium of suppliers and contractors

Expansion

- The Project Agreement will include provisions that contemplate possible expansion activities (eg. service levels; stops; and other) that are within scope
- The agreement will also address interfacing requirements in respect of potential future line expansions

Relief Events

- Project Agreement will include a typical relief event scheme based on current P3 practices

9. Regulatory and Other Approvals

Valley Line LRT – Stage 1

Bob Shouldice (P3 Legal Advisor – BLG)

Regulatory and Other Third Party Approvals

- City has completed an Environmental Impact Screening Assessment (EISA) and Site Location Study pursuant to City Bylaw requirements

Regulatory and Other Third Party Approvals

- There is no requirement for completing separate or further environmental assessments under the:

Canadian Environmental Assessment Act

or the

*Alberta Environmental Protection &
Enhancement Act*

Regulatory and Other Third Party Approvals

- Other Federal and Provincial approvals, authorizations, permits and licences associated with the Project are required

Regulatory and Other Third Party Approvals

- Third Party authorizations will also be required from the power, water, gas and telecommunication utility companies and the federal railway companies
- All of these will be the responsibility of Project Co

Regulatory and Other Third Party Approvals

- The Data Room established for the RFP process will contain background material in respect of these third party authorizations
- Proponents will be expected to carry out their own investigations to satisfy themselves of all requirements

Regulatory and Other Third Party Approvals

- The Project Agreement will contain terms that will confirm the general overall responsibility of Project Co for these third party authorizations and approvals
- The agreement will also establish the basis on which these activities are to be coordinated with and supported by the City

10. River Valley - Special Site Conditions

Valley Line LRT – Stage 1

Lynn Maslen (Owner Engineer – CTP)

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North Saskatchewan River Valley (NSRV)

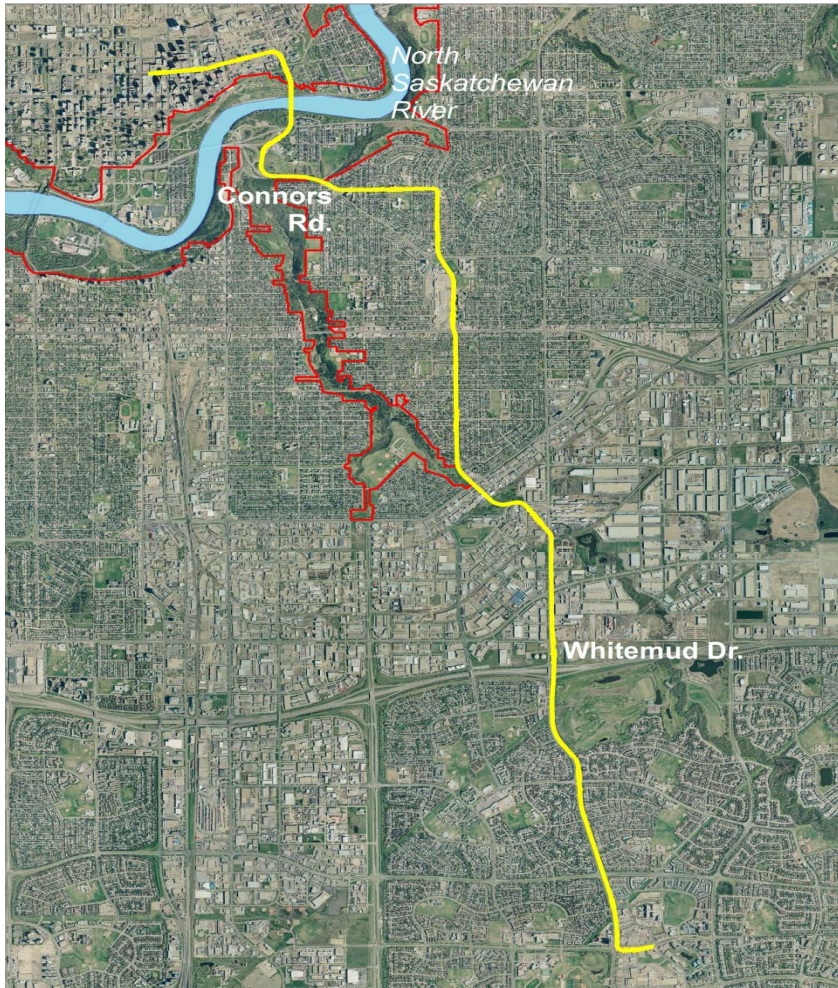


Highly valued, distinguishing City feature

- Expansive natural areas; regional ecological corridor
- North Saskatchewan River - fish bearing
- Largest North American urban parkland
- Comprises ~22 parks and 160 km of interconnecting recreational trails

City Bylaw 7188

- All planned activities are governed by City of Edmonton NSRV Area Redevelopment Plan (Bylaw 7188)
- City has completed a Bylaw 7188 EISA and approved the Project



Valley Line and NSRV

Valley/Bylaw lands – a significant alignment feature

Valley Line Interactions

- Natural habitat and manicured parkland
- Important fish spawning habitat/corridor
- Mature residential communities
- Recreational resources and businesses
- Former landfill and known contaminated soils
- Several high profile festivals

Valley Line Interactions (cont'd)

Edmonton Folk Music Festival



Major Project Components in NSRV

- Tunnel portal
- LRT Right of Way
- Removal and replacement of pedestrian bridge
- Signature LRT bridge and associated structures
- Muttart Stop

Major Project Components in NSRV (cont'd)

- Removal and replacement - Connors Road pedestrian bridge
- Retaining walls
- Associated utilities
- Reclamation (landscaping, naturalization and restoration)

NSRV Project Lands Key Considerations

- Federal and provincial environmental permits
- Municipal approvals, permits and Processes
- Regulatory temporal restrictions (e.g. in-stream activity)

NSRV Project Lands Key Considerations

- Dynamic river hydrology and wide floodplain
- Steep valley walls (ESC)
- Regional wildlife movement corridor
- Accommodate select City recreational events

NSRV Project Lands Key Considerations

- Respect neighbouring land uses
- Manage contaminated soil and groundwater
- Implement archaeological/paleontological monitoring

NSRV Project Lands Key Considerations

- Restore native forest
- Ensure project Environmental Management System recognizes unique River Valley aspects, over Project Term

11. Slope Stability & Tunnel in the River Valley

Valley Line LRT – Stage 1

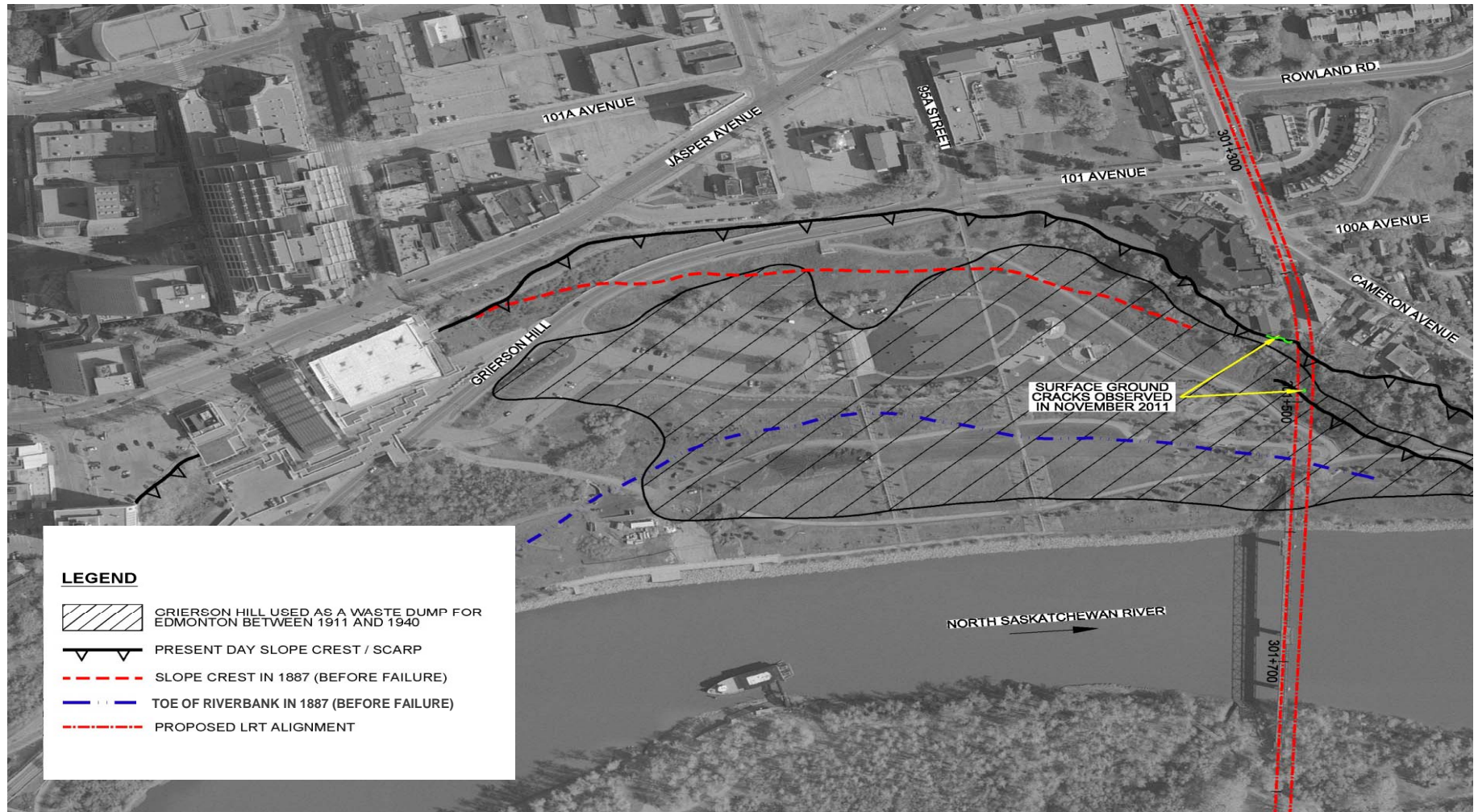
Kip Hritzuk (P3 Advisor - CTP)

General

- Geotechnical considerations include design, construction, instrumentation and/or monitoring of:
 - foundations;
 - fills;
 - slope stabilization measures;
 - retaining walls;
 - tunnels; and
 - proximity to existing infrastructure.

River Valley History

- History of River Valley is noteworthy with respect to past slope failures, evidence of coal mines, and presence of a former landfill
- City has developed a strong local knowledge base having successfully dealt with these challenges on past construction projects



Tunnel

- Approximately 500m long from north river bank to just west of Jasper Ave. and 95 St.
- Single bore or twin bore tunneling configuration and SEM or TBM tunneling methods allowable



Tunnel

- As mentioned, the City has developed a base line of expected site conditions that will govern the risk profile for the tunnel work

River Valley Slope Stabilization

- Project Co will be required to undertake further improvements to the stability of River Valley slopes
- Construction sequencing will be important

Summary

- City has extensively researched the geotechnical issues
- Proponents will have opportunity to gather additional information during RFP phase
- Further details will be provided at the time of issuance of the RFP

12. SUI & the Chief Architect

Valley Line LRT – Stage 1

Georg Josi (Owner Engineer - CTP)

Sustainable Urban Integration

or

SUI is ...

- Design Philosophy
- Created Specifically for the Valley Line
- Based on City Vision

City Vision for Valley Line

- High Quality
- Fully Accessible
- Safe
- Efficient
- Sustainable

City Vision for Valley Line (cont'd)

- Passenger Convenience
- Economic Prosperity
- Transit-Oriented Land Use
- City Plans

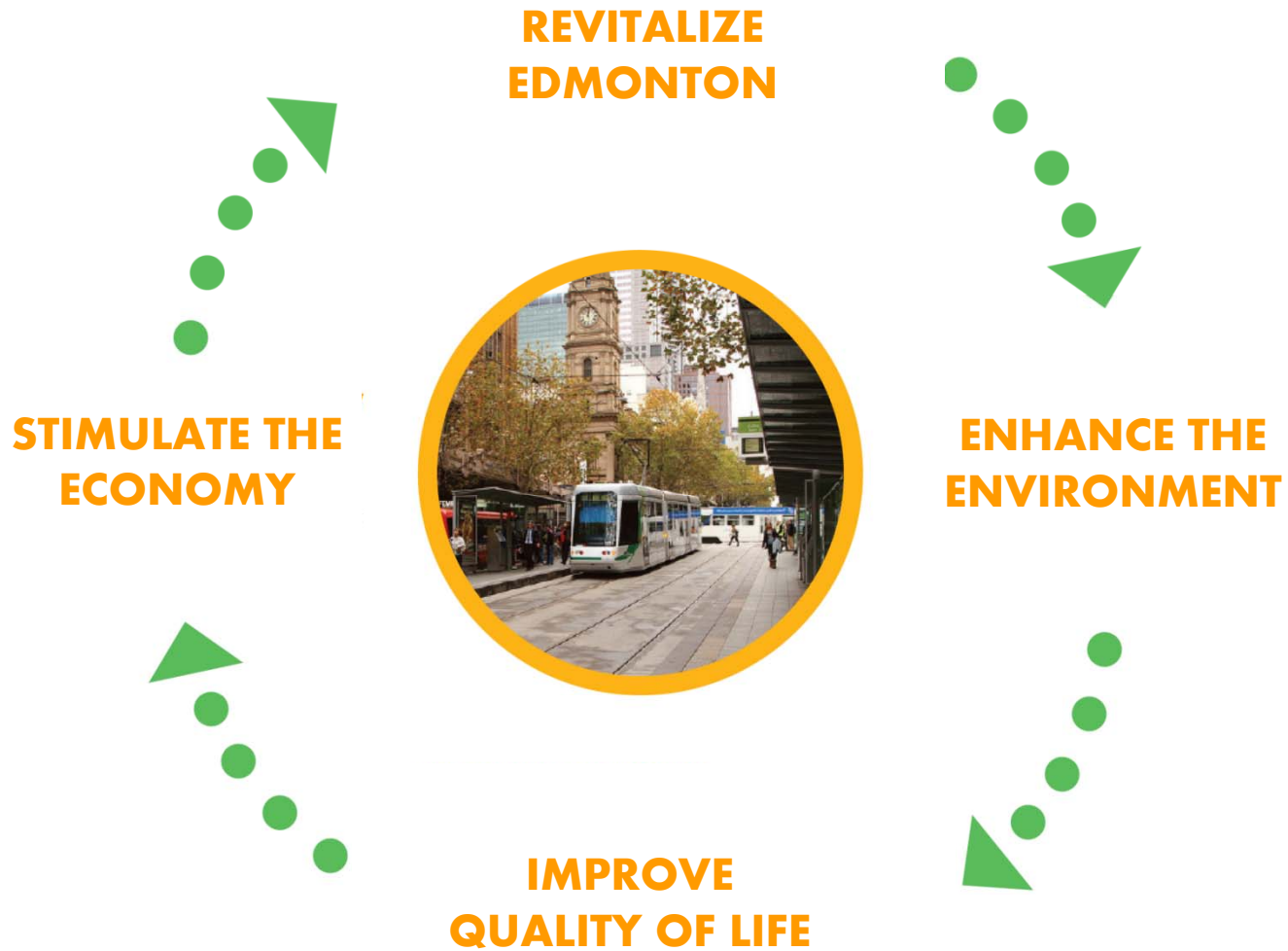
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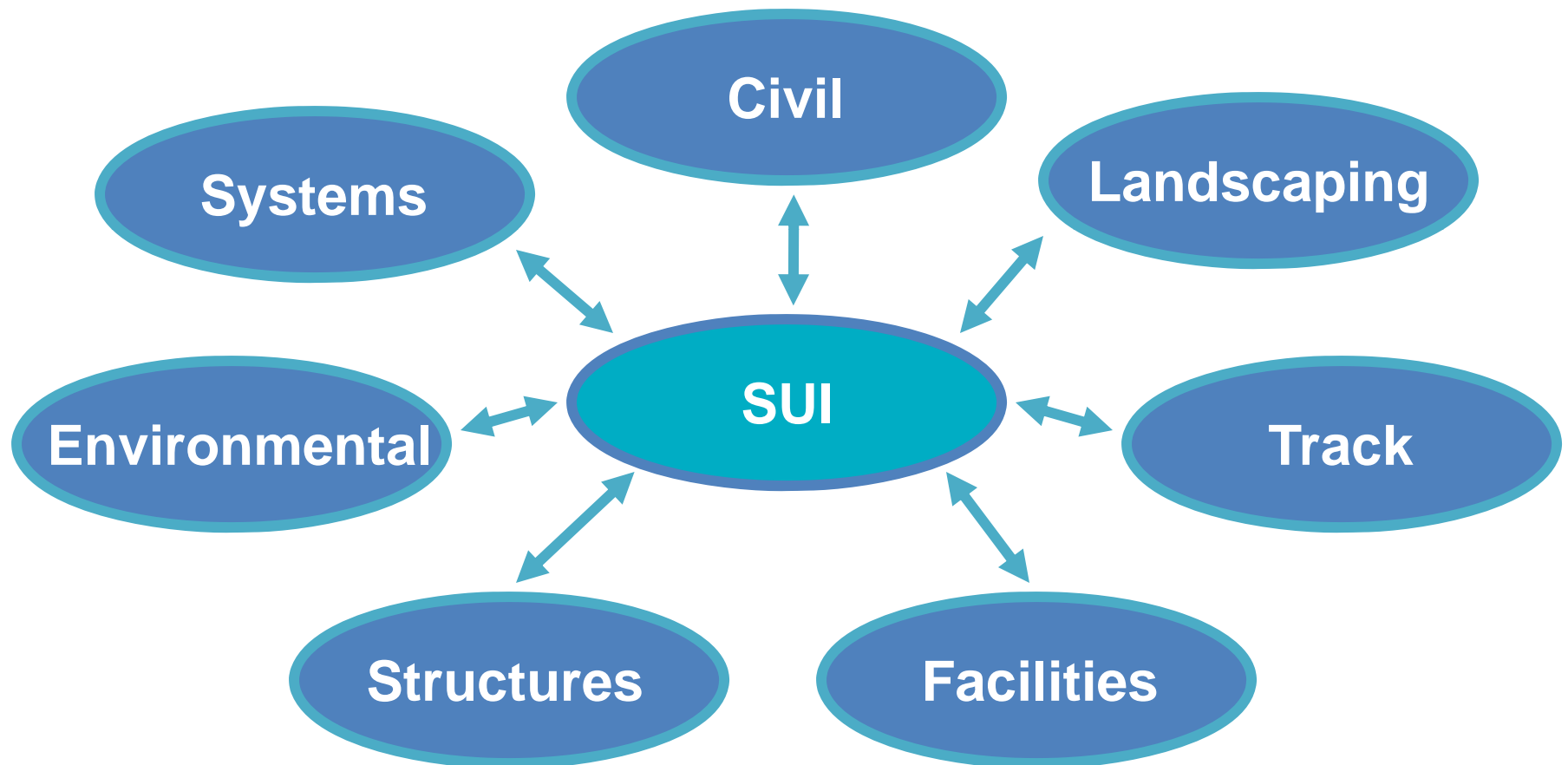
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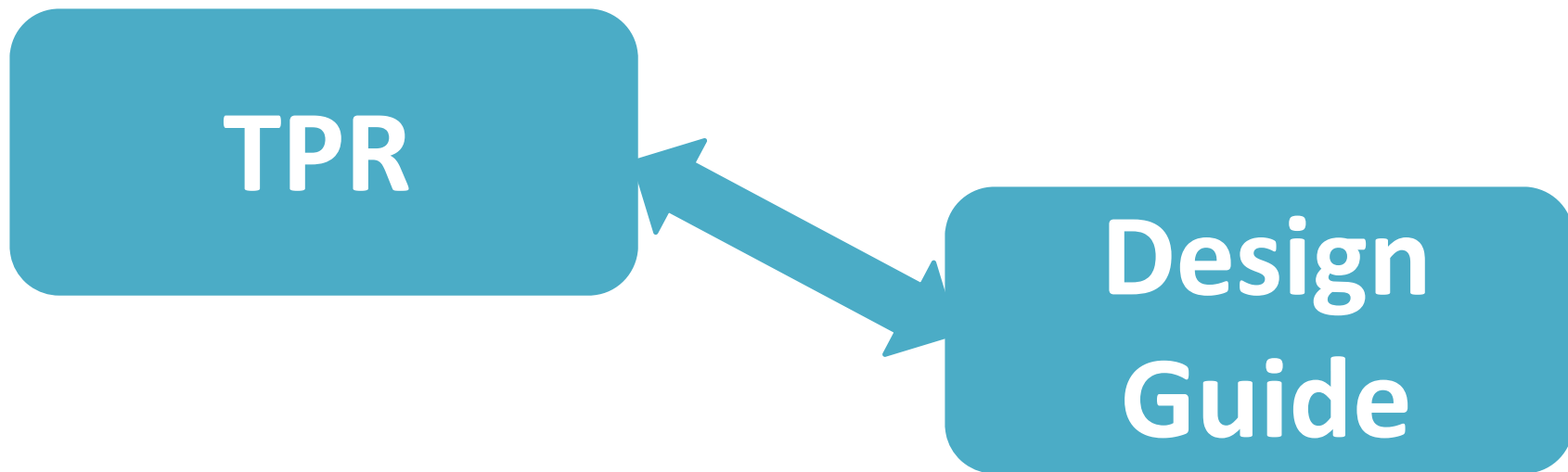
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SUI Requirements



Millbourne Stop: Theme



“Lots of trees – forest, park.”

Elements below reflect
What We Heard from Stage 3



ELEMENTS
SIMILAR
TO THESE:



- BENCHES**
- wood seats and backs
 - simple lines



- GARBAGE BINS**
- recycling
 - simple lines



- RETAINING WALLS**
- natural
 - segmented



- PAVING**
- rustic paving stone appearance



- COLUMN WRAPS**
- stone



- RAILING**
- simple lines

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Design Guide



Valley Line RFQ Information Session, May 8, 2014

THE CITY OF
Edmonton

Chief Architect

- Presence from RFQ to Operations
- Design Advocate
- Integrated

Chief Architect

- Build Bridges...



Collaboration



Two Early Submissions
One-on-One Meetings
Continuing Dialogue

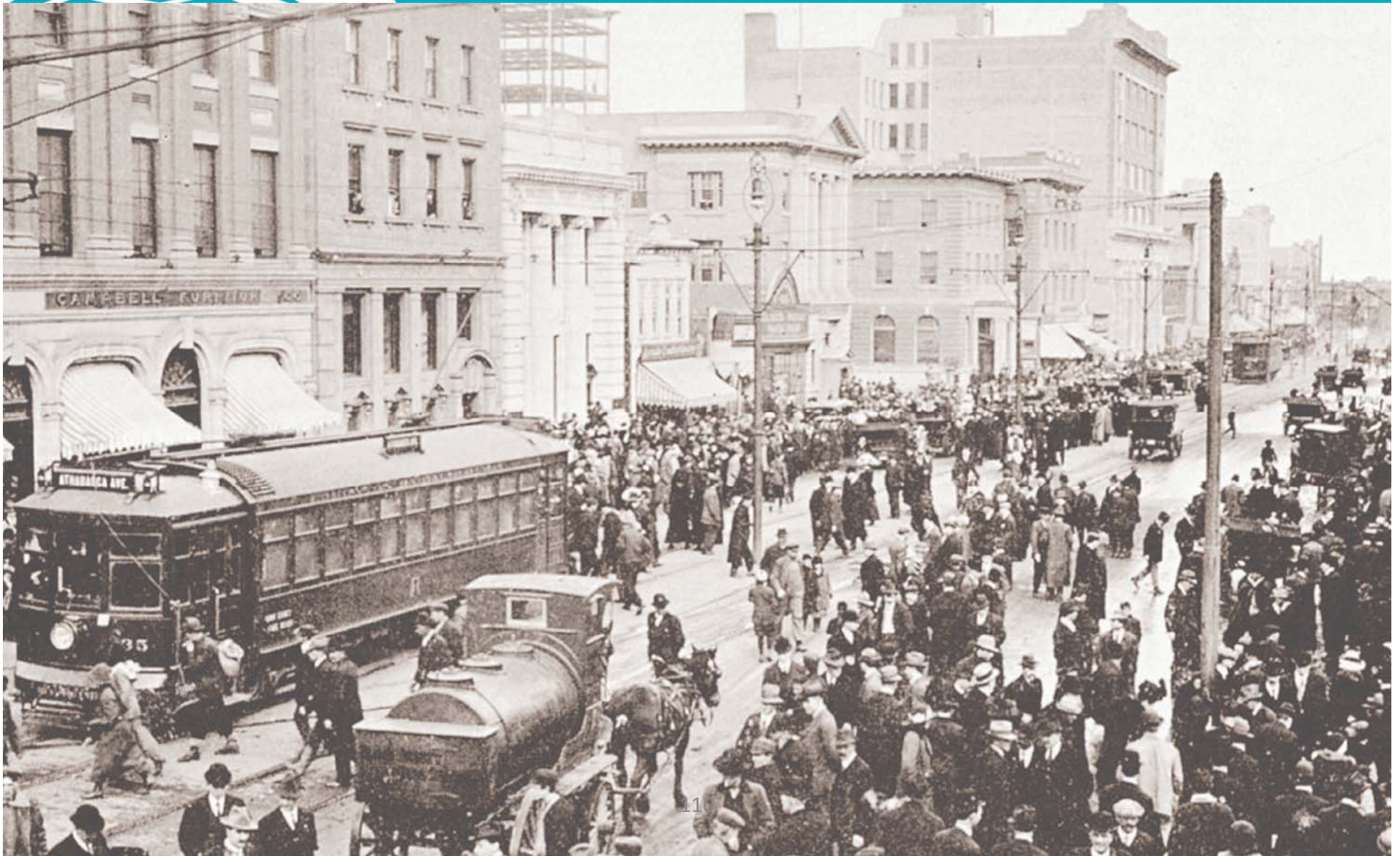


PROPONENT



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Agenda

- Overviews and Intros (60 min)
 - Q&A (10 min)
- Particular Technical Items (55 min)
 - Q&A (15 min)
 - BREAK & Refreshments (20 min)
- Process Items (60 min)
 - Q&A (20 min)
 - Concluding Remarks

BREAK

Valley Line LRT – Stage 1

Agenda

- **Process Items (60 min)**
 - 13. Communication Protocol
 - 14. Relationship Review Committee
 - 15. Procurement Process Overview and Timetable
 - 16. Proposal Submission Structuring
 - 17. The LRV Supplier
 - 18. The Evaluation Criteria / Scoring Methodology

13. Communication Protocol

Valley Line LRT – Stage 1

Stephen Prendiville (P3 Financial & Process Advisor - KPMG)

The Contact Person

Alexandria Watterworth, SCMP

Senior Buyer, Materials Management

VLStage1@edmonton.ca

- Closing of Questions is 04 June 2014,
16:00 MT

Communications Protocol

- Respondents should use the RFI template included in Appendix E of the RFQ for submitting questions, enquiries, requests for clarification or for further information
- All RFI forms must be sent to the Contact Person only

Communications Protocol (cont'd)

- One RFI form per enquiry
- The City will endeavor to respond to all RFI submissions within 5 business days of receipt of the RFI

Clarifications and Addenda

- Responses will be made by posting to APC, unless an RFI was marked as Confidential
- Confidential responses will be sent to the Respondent's primary contact person only

Clarifications and Addenda (cont'd)

- If the City determines an addenda to the RFQ is required, then it will post this to APC also.

14. Relationship Review Committee

Valley Line LRT – Stage 1

Claudia Pooli (Law Branch - City of Edmonton)

Mandate of Relationship Review Committee

- Conflicts of interest
- Unfair process advantage
- Common ownership
- Restricted Parties
- Respondent and Proponent disclosures and questions
- City team disclosures

- Submissions during RFQ
 - To Contact Person
 - Appendix F
 - Conflict of Interest
 - Common Ownership
 - Relationship Review Committee determinations
 - Conflict of Interest Adjudicator

- **Guiding Principles:**
 - No special access to material confidential information or City decision makers
 - No prior access to material information
 - No collusion or common ownership
 - No special support from City

- **Guiding Principles (cont'd):**
 - Commercial or personal relationships
 - Actual, real or perceived
 - Competitive advantage not unfair process advantage

- Mitigation Measures:
 - Disclosures
 - Information Walls
 - Segregated personnel

Communication Protocols

- City Offices
 - Contact Person only
- City Affiliates
 - Restricted Parties except for EPCOR Affiliates

- EPCOR Utilities Inc
 - Independent Board of Directors
- EPCOR Distribution & Transmission Inc and EPCOR Water Services Inc
 - Electricity and water services franchise holders
 - Contact to be outlined in RFP

- EPCOR Technologies
 - Not a Restricted Party
 - Protocol included in Appendix H of RFQ

15. Procurement Process Overview and Timetable

Valley Line LRT – Stage 1

Stephen Prendiville (P3 Financial & Process Advisor - KPMG)

APC

- All RFQ Documents will be posted to the Alberta Purchasing Connection website:
www.purchasingconnection.ca
- To ensure you receive all relevant information download the RFQ from APC.

Data room

- There will be no data room for the RFQ.
- Shortlisted Respondents will be given access to a data room containing pertinent information for use during the RFP phase.

RFQ Timetable

Event	Date and Time
Issuance of RFQ	23 April 2014
Information Session	08 May 2014
Close of Questions Deadline	04 June 2014, 16:00 MT
Closing Time	17 June 2014, 16:00 MT
Notification of Shortlist	Week of 18 August 2014

RFP Timetable

Event	Date and Time
Notification of RFQ Shortlist	Week of 18 August 2014
Release of RFP	September 2014
VLS 1	October 2014
VLS 2	April 2015
VLS 2B	August 2015
VLS 3	September 2015
Notification of Preferred Proponent	October 2015
Execution of Agreement	December 2015

16. Proposal Submission Structuring

Valley Line LRT – Stage 1

Stephen Prendiville (P3 Financial & Process Advisor - KPMG)

RFQ Submission Structuring (Part A)

Submission Section

Section 1: Additional Process Requirements

Section 2: General

Section 3: Financing

Section 4: Design

Section 5: Construction

Section 6: Asset Management and Preservation of Project
Infrastructure

Section 7: Operations

RFQ Submission Structuring (Part B)

Submission Section

Section 8: Financial and Organizational Capacity

Section 9: Due Diligence Information

RFQ Submission Structuring (cont'd)

- **Part A:**
 - 1 original Submission
 - 20 copies of the Submission marked “Copy”
 - 2 electronic versions of the Submission
- **Part B:**
 - 1 original Submission
 - 5 copies of the Submission marked “Copy”
 - 2 electronic versions of the Submission

RFQ Submission Structuring (cont'd)

- Clear, concise, and complete
- Part A (excluding Section 1 of Part A) should not exceed 120 pages in length, and should use standard minimum font of 11 pts.
- Part B of the Submission has no page limit.

RFQ Submission Structuring (cont'd)

- Submissions should be split into separate, independent sections for each of the submission requirement sections.
- If information is relevant to more than one requirement, it should be included in all relevant sections.
- Email submissions will not be accepted.

17. The LRV Supplier

Valley Line LRT – Stage 1

Brad Smid (Project Manager – LRT D&C)

Vision for the LRV

- LRV is a key component to deliver the Urban Style Vision for Edmonton
- Different technology for Edmonton – Urban vs Sub Urban
- Low floor – 70% - 100%

Vision for the LRV (cont'd)

- Important that the LRV integrates with the urban fabric of the city
- Look, feel and performance of LRV will be a critical success factor
- Part of SUI process

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RFQ Process

- Evaluation of LRV and/or supplier is not part of RFQ process
- LRV supplier may or may not be in the RFQ submission
- LRV will be a key part of RFP process

RFP Process

- LRV supplier and vehicle must be named
- Early submission requirements
- Feedback will be provided to Proponents after the early submission
- Proven service record and understanding of City requirements

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18. The Evaluation Criteria / Scoring Methodology

Valley Line LRT – Stage 1

Stephen Prendiville (P3 Financial & Process Advisor - KPMG)

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Item	Evaluation Criteria	Weight
1	Mandatory Requirements	Pass/Fail
2	Additional Process Requirements	Pass/Fail
3	Financial and Organizational Capacity	Pass/Fail
4	Due Diligence Information	Pass/Fail
5	General	15
6	Financing	10
7	Design	21
8	Construction	21
9	Asset Management and Preservation of Project Infrastructure	13
10	Operations	20
	Total	100

Scoring Methodology

Rating Score	Definition
5	Excellent and complete understanding of the requirement; has an excellent probability of success; exceeds expectations.
4	Good and complete understanding of the requirements; high probability of success; somewhat exceeds expectations.
3	Good understanding of the requirements or has minor gaps in completeness; good to fair probability of success; meets expectations.

Scoring Methodology (cont'd)

Rating Score	Definition
2	Moderate understanding of the requirements or has left some gaps in completeness; fair to low probability of success; somewhat meets expectations.
1	Poor / lack of understanding of the requirements or has left major gaps in completeness; low probability of success; mainly does not meet expectations.
0	Complete misunderstanding of the requirements or no response; no probability of success; does not meet expectations entirely.

Section Pass Criteria

- To qualify – the Respondent must score greater than or equal to 50% of the section score available.
- Regardless of Total Score

Section Pass Criteria

Item	Evaluation Criteria	Weight	Respondent Score	Respondent Points
		A	B	A x B
7A	Organization of Design Team Members.....	5	5	25
7B	Team Member Organization and Key Individual Experience	4	3	12
7C	Approach, Key Issues and Risk Identification	8	0	0
7D	Approach to the integration of SUI concepts	4	3	12
Total Section Score				49
Available Score				90

Scoring Methodology

- The weighted score for each item will be added together to arrive at a total score for the evaluation.
- The maximum possible score will be 500.

Agenda

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Concluding Remarks

Valley Line LRT – Stage 1

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THANK YOU

www.edmonton.ca/lrtprojects

Valley Line RFQ Information Session, May 8, 2014

