

Golden Ears Bridge Project Backgrounder

December 7, 2005

The Golden Ears Bridge and Associated Road Network

TransLink, The Greater Vancouver Transportation Authority, will construct a new six-lane toll bridge and associated road network across the Fraser River to improve the movement of people and goods in the Greater Vancouver Region.

The Golden Ears Bridge will provide a vital link between communities on the south side of the river – Langley and Surrey – and communities on the north side – Maple Ridge and Pitt Meadows.

Scheduled to open in June 2009, the Golden Ears Bridge and associated road network will:

- Reduce travel time across the Fraser River by 20 to 30 minutes or more
- Reduce traffic congestion
- Promote economic development in adjacent communities
- Improve transit connections across the river
- Link existing cycling networks on both sides of the river
- Support the GVRD Regional Growth Strategy

The Golden Ears Bridge Project is approximately 14 kilometres in length. It includes a six-lane bridge across the Fraser River, new arterial roads connecting the bridge to the existing road network on both sides of the Fraser River, and municipal road upgrades to improve traffic flows and facilitate the integration of the new crossing into the existing road network. The Golden Ears Bridge Project will provide four-lane and six-lane urban arterial roads with interchanges and at-grade intersections.

Construction of the bridge and new road network is expected to create more than one billion dollars in economic activity and 6,500 person years of employment.

The project was named through a community process and reflects the well-known lower Fraser Valley landmark, the Golden Ears peaks, which crown Mount Blanshard in Golden Ears Provincial Park.

Golden Crossing Group

On December 7, 2005, the TransLink Board of Directors named the Golden Crossing Group the “*Preferred Proponent*” to design, build, finance, operate, maintain and rehabilitate the Golden Ears Bridge and associated road network. This authorizes TransLink to finalize and execute an agreement with Golden Crossing Group.

Golden Crossing Group is led by **Bilfinger Berger BOT Inc.**, a wholly owned Canadian subsidiary of **Bilfinger Berger BOT GmbH**. Bilfinger Berger is one of the world’s largest transportation contractors and has led internationally renowned transportation projects including the \$1.6 billion Taiwan High Speed Rail Project and the \$435 million Bang Pa-In – Pak Kret Expressway in Bangkok, Thailand. The team includes British Columbia-based leaders in transportation design, construction and management:

- **Bilfinger Berger Civil**, a division of Bilfinger Berger BOT GmbH with more than 100 years of experience in civil engineering and construction;
- **CH2M Hill Companies Ltd.**, one of the world’s largest transportation design firms with offices in Vancouver and around the world;
- **Buckland and Taylor Ltd.**, specialists in bridge construction engineering with head offices in Vancouver;
- **Capilano Highways Services Company**, a highway and bridge maintenance services company based in British Columbia;
- **AMEC Americas Ltd.**, an international engineering services company with more than 800 employees in British Columbia;
- **McElhanney Consulting Services Ltd.**, a Vancouver-based engineering, surveying, mapping and planning services consultants specializing in transportation;
- **Trow Consulting Services Ltd.**, one of the largest and most successful consulting engineering companies in Canada with western headquarters in Burnaby, British Columbia;
- **Leonhardt, Andra und Partner GmbH**, civil engineering specialists;
- **Hotson Bakker Boniface Haden Architects + Urbanistes**, a Vancouver-based architecture, planning and urban design firm;
- **Phillips Farevaag Smallenberg**, a community planning, urban design and landscape architecture firm based in Vancouver;
- **G.D. Hamilton Associates Consulting Ltd.**, specialists in road safety engineering and traffic operations, with offices in Vancouver;
- **PBA Engineering Ltd.**, an electrical engineering, systems integration and project management firm with its head office in Victoria, British Columbia;
- **Bel Contracting Ltd.** active in the road construction and underground utility industry throughout British Columbia for more than 30 years;
- **Columbia Bitulithic Ltd.**, one of the oldest and largest asphalt paving and road-building contractors in the Greater Vancouver area;
- **Imperial Paving Ltd.**, a British Columbia road and highway building company;
- **Jack Cewe Ltd.**, a general contractor, road builder and aggregate producer based in British Columbia;
- **Fraser River Pile & Dredge Ltd.**, one of Canada’s largest marine and foundation contractors, incorporated in British Columbia;
- **PricewaterhouseCoopers International Limited**, one of the world’s largest professional services organizations, providing a full range of business advisory services;
- **Ernst & Young Corporate Finance Inc.**, one of Canada’s largest financial advisory businesses and an affiliate of Ernst & Young LLP;
- **CMS Cameron McKenna**, a full-service international law firm headquartered in London, England; and
- **Karyo Communications**, a Vancouver-based fully integrated marketing and communications firm with significant transportation infrastructure experience.

Features of the Golden Crossing Group's Proposal

The Golden Crossing Group has developed a design for the bridge that reflects the unique characteristics of the communities in the project area. The bridge concept is a low-profile adaptation of the Alex Fraser cable-stayed bridge incorporating a simpler cabling system that eases construction and maintenance. Its composite steel deck frame is lighter and less expensive than more traditional concrete superstructure alternatives. A four-tower design allows one less pier in the river, lessening impacts to navigation and the environment.

The Golden Crossing Group's design reflects the importance and unique social, physical and natural features of the area and its namesake mountain peaks. Lighted totems, golden eagle sculptures and a "fish-trap" handrail will distinguish the bridge and road network and create a sense of the unique character for the project.

Competitive Selection Process

Technical and financial proposals to design, build, finance, operate, maintain and rehabilitate the Golden Ears Bridge and its associated road network were submitted by two competing consortia, each comprised of highly-qualified local and international firms. Technical proposals were evaluated according to demonstrated expertise and experience in areas including project management, road and bridge design, quality management, environmental management, safety planning and aesthetics. Following a rigorous evaluation process, the evaluation committee determined the Golden Crossing Group provided a superior, affordable fixed-price proposal that offered the best value to the region.

A fair and consistent evaluation process was conducted by an evaluation committee comprised of skilled and qualified professionals in each of the evaluation categories. The evaluation committee was responsible to the Golden Ears Bridge Project Director, who in turn is responsible to the Golden Ears Bridge Steering Committee and the TransLink Board of Directors.

An independent Fairness Monitor had complete and unrestricted access to every aspect of the evaluation and has prepared an independent report to the TransLink Board. The evaluation process was also subject to review by a Due Diligence Panel.

The Fairness Monitor's report concluded that:

"We are of the view that the Evaluation of the Proposals met the criteria of fairness, openness, transparency and integrity. Throughout the process, we were impressed by the careful and conscientious approach of all the TransLink team."

"We congratulate all members of the Evaluation Team and the Golden Ears Bridge Project managers for the high degree of professionalism displayed throughout."

Project Timetable

The selection of Golden Crossing Group as the *“Preferred Proponent”* follows a procurement process that included the following stages:

| STAGE | STATUS | DESCRIPTION |
|----------------------------------|-------------------------------|---|
| Project Approval | Approved May 2002 | The Golden Ears Bridge Project was approved by the TransLink Board of Directors. |
| Registration of Interest (ROI) | Issued April 2003 | The ROI was issued to establish interest from local and international private sector companies. |
| Request for Qualifications (RFQ) | Completed December 8, 2004 | Following the RFQ, the TransLink Board of Directors approved a short-list of three qualified candidates who were asked to submit proposals to design, build finance, operate, maintain and rehabilitate the bridge and associated road network. |
| Request for Proposals | Completed December 7, 2005 | The RFP was issued January 14, 2005 to three short-listed teams. Proposals were received from two teams: Fraser Valley Connector Group and Golden Crossing Group. On December 7, 2005 the TransLink Board named the Golden Crossing Group the <i>“Preferred Proponent”</i> . |
| Agreement Signing | Anticipated early 2006 | An agreement with the <i>“Preferred Proponent”</i> will be signed upon completion of negotiations and related due diligence, at which time the <i>“Preferred Proponent”</i> becomes the <i>“DBFO Contractor”</i> , and the construction/operations phase of the project begins. |
| Construction Start | Anticipated spring 2006 | |

Agreement Finalization

Finalizing an agreement between TransLink and the Golden Crossing Group is the final step before construction begins on the Golden Ears Bridge Project.

As part of the agreement, TransLink has set and will monitor performance standards for the new crossing and license the right-of-way to Golden Crossing Group. Golden Crossing Group will design, construct, operate, maintain and rehabilitate the bridge and is responsible for meeting TransLink’s performance standards for 32-years after completion of construction. Golden Crossing Group will assume responsibility for cost over-runs, on-time delivery and operating performance. The bridge and associated road network will be turned over to TransLink at the end of the term.

The cost of the Golden Ears Bridge will be recovered through toll revenue and the current Albion Ferry subsidy. A contract to provide and operate the electronic toll collection will be awarded through a separate procurement and selection process, expected to begin early in 2006.

For more information please contact: Golden Ears Bridge Project, 604-453-3033