

Evergreen Line Rapid Transit Project
Project Board

AGENDA
CONFIDENTIAL

Subject:	Regular Project Board meeting	Project Meeting #26
Date:	May 31, 2016	
Time:	1:00 p.m. – 3:00 p.m.	
Location:	s.15	

AGENDA

Item	Board Requirement	Lead	Time
26.1. Call to Order and Approval of Agenda	Decision	G. Main	1:00
26.2 Approval of Minutes	Decision	G. Main	1:05
Project Status Updates			
26.3 Director's Project Update	Information	A. Farrell	1:15
26.4 Financial Update	Information	A. Farrell	2:00
New Business			
26.5 Future Meetings	Information	A. Farrell	2:50
26.6 Adjournment		G. Main	3:00

Evergreen Line Rapid Transit Project

Meeting Number #25

February 3, 2016

Project Board Members Present:

Grant Main - Regrets
Fred Cummings
Cathy McLay - Regrets
Patrick Livolsi

Project Board Support:

Amanda Farrell
Justin Pedley
David Chang
John Eastman
Raymond Louie
Stu Jackes
James Harvey
Jon Buckle (teleconference)
Sany Zein
Kate Sloan – note taker

23.1 Call to Order and Approval of Agenda – P. Livolsi

The meeting was called to order at 1:02pm. The meeting was chaired by P. Livolsi.

The agenda was approved as circulated.

23.2 Approval of Minutes – P. Livolsi

The minutes of the following meetings were approved as circulated:

- October 7, 2015 ELRT Project Board meeting
- December 16, 2015 ELRT Project Board Special Update

Action Item Review:

- There were no open actions to review.

Project Status Updates

23.3 Director's Project Update– A. Farrell

A. Farrell distributed a Project Board Update presentation to supplement the Progress Report and Project Status dashboard that was circulated in the meeting materials.

A. Farrell provided an overview of the document highlighting the following:

- Properties: The SRW issue still needs to be resolved. The Province has advanced the SRW changes to the City of Coquitlam. The Project has scheduled a meeting on Feb. 4th to discuss with the City.
- Federal Funding: The Project continues to meet quarterly with Transport Canada.

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- First Nations: The Project continues to work with the KFN to incorporate the cultural pieces into Coquitlam Station.
- Environmental: Habitat compensation is complete at Suterbrook Creek and Hoy Creek. The Project is reviewing the PTOC to ensure the requirements are met.
- s.17
- Vehicles: Train 2 is currently being delivered to Kingston from Plattsburgh. The Province and TransLink are sending inspectors to Kingston to ensure the train is in good order before shipping to BC. Qualification testing continues on Train 1 in Vancouver.
- TransLink Deliverables: The hazard log continues to be tracked and hazard items need to be closed. TransLink is developing a trial running work plan.
- Communications: A station media tour with Minister Fassbender was held in early January. The Project team continues to inform the residents on tunnel fit out work and T&C.
- Construction: All stations are over 95% complete. EGRT potentially to bring WCE passengers through Moody Station as early as mid-march. Trackwork and power rail are complete except for in the tunnel. Public art is starting to be installed inside stations. The EGRT schedule indicates substantial completion in early 2017, however, if the tunnel fit-out work progresses well, overall completion could be earlier.
- Bored tunnel: The gravel infill is complete and the construction of the concrete slab base continues. Concrete centre wall construction will start later in February.
- Concurrent Works: The Burquitlam plaza package tender will close early February. Moody and Inlet will be tendered together and the stations along Pinetree Way will be tendered late February. The Rona building modifications are currently underway.
- Testing & Commissioning: The VCC4 cutover was successful. The MKI train arrived at the VSF site to commence testing in Segments 4 and 5.

23.4 Financial Update – A. Farrell

A. Farrell provided an overview of the financial status of the Project:

- Cashflow has been adjusted for the Project schedule. The Project has moved unspent budget into the 17/18 fiscal year.

New Business

23.5 OAG Update

- The Province met with the OAG in the autumn.
- Project addressed questions in relation to forecasting and performance reporting.

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23.6 Performance Measurement


- The Project is developing the documents needed to support the various performance measures.
- The Project is meeting with the City of Port Moody and the City of Coquitlam to ensure baseline metrics are established in relation to development along the line.
- TransLink and the Province have held meetings to discuss if additional surveys are required to acquire data. Further meetings are needed to discuss details.
- Performance measurements continues for 5 years after the Evergreen Line is in service.

23.7 Future Meetings – *A. Farrell*

- The next quarterly meeting to be confirmed.

23.8 Adjournment – *P. Livolsi*

The meeting was adjourned at 1:52pm.




		Evergreen Line Rapid Transit Project Project Board Status Dashboard
Prepared for:	Evergreen Line Rapid Transit Project Board	
Prepared by:	Executive Project Director	
Date:	May 31, 2016	

Project Status Dashboard – to May 15, 2016

Discipline	Schedule	Financial	Status	Issue
Property	G	Y	1. <u>Total 230 Property Files</u> <ol style="list-style-type: none"> 224 acquired/settled (97% complete). All properties have been acquired to meet Primary Contractor access requirements. The Project Team continues to work with TransLink to resolve the terms of the SRWs. 	Y
Primary Contractor Construction/ Schedule	Y	G	<u>Construction</u> <ol style="list-style-type: none"> Overall, the project is over 85% complete. Stations buildings range from 95 to 99% complete. Testing and Commissioning of Segment 1 from Lougheed to Burquitlam is complete. Tunnel invert track slab work is complete. Steel work for mechanical installations in tunnel is underway 2 <u>Schedule</u> <ol style="list-style-type: none"> Due to the slower than anticipated tunnel boring, Substantial Completion will be in early 2017. 	Y

Discipline	Schedule	Financial	Status	Issue
Vehicles	R	G	<ol style="list-style-type: none"> <u>Status</u> <ol style="list-style-type: none"> Deficiencies were identified during the qualification testing of Train 1; these deficiencies must be resolved at the production facility prior to shipping subsequent trains to Vancouver. Close coordination required with TransLink due to limited yard and mainline track availability for testing in Vancouver. 	R
Environment	G	G	<ol style="list-style-type: none"> <u>Environmental Assessment Certificate</u> <ol style="list-style-type: none"> Environmental field inspections, monitoring and contractor support continued. Hoy Creek habitat compensation work is complete Hazardous tree removal nearly complete Schoolhouse Creek is scheduled to commence summer 2016. 	G
First Nations	G	G	<ol style="list-style-type: none"> <u>First Nations accommodation agreements</u> <ol style="list-style-type: none"> Agreements in place with all three FN. Implementation of employment and contractual opportunities by EGRT being monitored. 	G
Concurrent Works	G	G	<ol style="list-style-type: none"> <u>Station Plazas</u> <ol style="list-style-type: none"> The station plaza work at Burquitlam, Moody and Inlet Stations is underway Coquitlam Central, Lincoln, and Lafarge stations contract awarded 	G
Project Budget/ Funding	G	G	<ol style="list-style-type: none"> <u>Project Budget</u> <ol style="list-style-type: none"> Project remains on budget. 	G

Discipline	Schedule	Financial	Status	Issue
Risk, Issues and Challenges	Y	Y	<p>2. <u>Risk</u></p> <ul style="list-style-type: none"> a. Key risks being managed include: third party requests for additional scope, TransLink deliverables for system integration and safety certification within agreed timelines and testing and commissioning activities. b. s.13,s.17 c. A risk workshop was held in March, and there was no major change to the overall risk profile. <p>3. <u>Issues and Challenges</u></p> <ul style="list-style-type: none"> a. The Project is continuing to closely monitor the tunnel operations and impacts on the schedule. b. Project Team working closely with TransLink to ensure deliverables for system integration are met. 	Y

	Red – Urgent – managing some issues, negotiating resolution etc. required immediately
	Yellow – Warning – managing some issues, negotiating resolution etc. required in the near term
	Green – Stay the Course – no action required



Monthly Progress Report

Month Ending March 31, 2016

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1. EXECUTIVE SUMMARY

Purpose

This report provides a status update of the Evergreen Line Rapid Transit Project (ELRT) for the month ending March 31, 2016.

Progress in March 2016

Property

The Project has completed 97% of the total property files. The Province continues to work on the remaining property files. EGRT has access to all properties needed for construction.

DBF Construction and Schedule

On site construction activities in March included tunnel concrete centre wall construction, station construction, systems installation, trackwork and power rail installation, and site restorations.

Final deficiency work is underway throughout the corridor. In Segment 2 (Como Lake Avenue to North Tunnel Portal) centre wall dowel installation was completed in the tunnel and centre wall rebar installation now underway. Station construction is nearing completion at all station locations and station plaza work has commenced at Burquitlam station.

Under the DBF Agreement, the Project is required to achieve Substantial Completion by the Substantial Completion Target Date of July 29, 2016. This date has been revised to August 9, 2016 following the resolution of compensation event. The Primary Contractor advised the Province that the Substantial Completion Target Date will not be met as a result of the slower than anticipated progress of tunnel boring. Following the completion of tunnel boring, the schedule for opening the Evergreen Line has been revised to early 2017. Critical path activities include tunnel civil works and integration with TransLink.

Lincoln Station

Entrance signs were installed and final painting was completed in March. The station is mostly complete with plaza work tender process expected to begin in April.

Vehicles

Train 2 was delivered from Kingston to Vancouver for site testing in March. The final inspection of Train 3 was completed in March. Train 3 will be delivered to Vancouver in April. Production of Trains 4, 5, 6 and 7 will continue in Plattsburgh in April.

Communications and Community Relations

Residents and businesses continued to be informed in advance of construction activity through notifications issued by EGRT and information provided by the Project through the Evergreen Line Project office, website and social media. Efforts this month included notification about the start of plaza construction at Burquitlam Station plaza, and road improvement work on Hugh and Williams Street. The Project communicated via Construction Bulletins, Community Notices, Traffic Alerts, Project website and Facebook.

First Nations

The Province continues to work on the implementation of the signed Project Benefit agreements with the Musqueam, Tsleil-Waututh and Kwikwetlem First Nations supporting efforts related to the identification and realization of

employment and contracting opportunities. Through ongoing engagement efforts, these communities are kept informed of Project activities and provide input into key areas of interest such as environmental compensation. The Province continues a collaborative planning process with the Kwikwetlem First Nation for interpretive signage and cultural pieces that will be incorporated into the Coquitlam Station. The feature piece of the station, a Coast Salish canoe will be installed in the Coquitlam Station in April.

Environmental

The Province continues to work with EGRT on the restoration plans and tree replacement for the Project. The majority of the restoration planting has been delayed to the fall of 2016 due to a shortage of native plant species. However, landscape planting has been completed along Clarke Street in Port Moody. Additional trees, considered danger trees, have been removed in several locations along the guideway. These additional tree removals will be added to the Significant Tree Inventory, based on the significant tree criteria. The removal of invasive plant species has been completed at both Kyle Creek and Scott Creek with some additional treatment slated for this spring.

The main focus of activity continues to be on tunnel completion. The Province has received the Tunnel Fit-Out Environmental Work Plan. Containment for tunnel works is at the north portal with sump pumps directing any runoff to the water treatment facility in the tunnel work yard.

All Habitat Compensation areas have been completed, except for Schoolhouse Creek which will be built in the summer of 2016. Maintenance of the Habitat and Compensation sites is ongoing.

Project Budget

The Project Budget, including capital and other costs is \$1,431 million. This includes a provision for the Lincoln Station (which is funded by third parties). This does not include the MRN road work which is considered to be a separate project.

During the month of March 2016, the Evergreen Line Rapid Transit Project incurred a forecasted cost of approximately \$13.8 million. The total forecast of incurred costs to date is approximately \$1,178 million.

Risk, Issues and Challenges

Several risks are currently being monitored by the Province including the Supervening Event notices submitted by EGRT, the schedule as related to tunnel interior work and testing and commissioning, and the interface of deliverables between TransLink and EGRT. A risk workshop was held in mid-March 2016.

2. PROVINCE'S TEAM ACTIVITIES

2.1. Funding Partners

2.1.1. Federal (Transport Canada) Interface

The last quarterly Agreement Management Committee meeting, including a site tour, took place on March 9, 2016. Bi-weekly meetings with representatives of Transport Canada are ongoing to address emerging issues, claims and changes to cash flow. The next quarterly meeting is scheduled for June 2016.

2.1.2. TransLink Interface

The last TransLink Working Group meeting took place on March 10, 2016 with the next meeting scheduled for mid-April 2016.

The bi-weekly technical working group continues to track the system integration deliverables using the integrated schedule.

A Joint Working Group consisting of representatives from BCRTC, TransLink, EGRT and the Province has been established to obtain agreement on the Safety Certification Process. TransLink has retained systems safety personnel and has developed a systems integration and safety process. The Safety Certification is critical to obtaining the Operating Permit from BC Safety Authority.

2.2. Municipalities

2.2.1. City of Burnaby

A Municipal Agreement with the City of Burnaby was executed in November 2012.

The City of Burnaby provided the Province with an informal scope of work for the work agreed upon in the Municipal Agreement. It includes the upgrade and potential widening of the City's sidewalk from the Lougheed Station east to Bell Avenue. The City has requested that they complete the design, procurement and construction of the sidewalk upgrades. The City has plans to advance design in 2016 with construction to commence in 2017.

The Province continues to meet with the City of Burnaby's Evergreen liaison representatives, which will include reviews of submissions applicable to the City.

The following meeting occurred between the City of Burnaby and the Project for the month of March.

Date	Meeting Topic
March 2, 31	Bi-weekly Technical Working Group meeting
March 31	Traffic Signal and Lighting handover meeting

The Project team met with City staff to review outstanding Segment 1 traffic signal and lighting deficiencies. Additional meetings will be scheduled to close out all other remaining deficiencies for Segment 1 in relation to traffic signals, lighting and roadworks.

2.2.2. City of Port Moody

A Municipal Agreement with the City of Port Moody was executed in October 2011. The Province and the City continue to meet weekly with City staff on Project related issues. During the month of January, the following meetings were held with respect to issues in the Port Moody segment:

Date	Meeting Topic
March 1, 8, 15, 22	Weekly Port Moody TWG
March 7	Meeting with BCH re: new pole at Kyle and Clarke
March 9	Suterbrook tree relocation
March 10	Suterbrook replacement tree delivery
March 24	Monthly Public Art Committee meeting
March 29	Site visit re: Moody Centre additional paving works

The Project team is working with the City of Port Moody with respect to retaining the traffic signal and left-out movement at Charles Street and Clarke Road. The City provided the Project with a list of improvements it would need to see implemented prior to accepting the signal permanently. The Project team met with the City in November to review the list and the estimated cost for the listed improvements. Subsequently, the City and the Province met in January to discuss the City's estimated cost for the intersection improvements. The parties agreed that the City would include this scope as a priced option in its Clarke Road rehabilitation tender, and the price received would be the value of the credit. The City is now expecting to tender the work in May.

2.2.3. City of Coquitlam

A Municipal Agreement with the City of Coquitlam was executed in February 2012. The Province continues to meet bi-weekly with the City to identify and update issues and to resolve them. Key subject areas under discussion include modifications to road works, integration of City road improvements with Evergreen work, land matters, public art, and the provision of parking.

The following meetings with the City of Coquitlam and the Project took place in March:

Date	Meeting topic
Mar 1	Lincoln Station Tour with City and P3 Canada
Mar 8	Strategic Issues Meetings – I Radnidge
Mar 10	Coquitlam parking Open House
Mar 23	City staff meeting re Aberdeen Park & Ride final design

The Project/City of Coquitlam bi-weekly meetings have shifted from regular general technical sessions to topic specific meetings and workshops to resolve and close-out outstanding issues.

The Province is in the final stages of formal hand-back of City roadworks that were constructed, modified or occupied by EGRT during the construction of the guideway.

The City's Pinetree Way Enhancements continue, and are nearing completion including the upgrade of areas under the elevated guideway for use by pedestrians and cyclists, and to enhance the aesthetics of the corridor.

High level meetings and conference calls continue to address strategic issues including the provision of parking at Lafarge Lake, lands at the South Portal, SRW language and related subjects.

2.2.4. North Road Median Landscaping

The Province worked with the Cities of Burnaby and Coquitlam to develop plans for enhancements to the North Road median. The North Road Median work commenced in June 2014 and was completed by EGRT in April 2015.

The Province and EGRT are finalizing the handback of the median landscape works undertaken by EGRT, and are addressing the deficiencies.

The Province will undertake further landscape works in the median in the spring of 2016 to complete the scope to meet the requirements of Burnaby and Coquitlam. This work is being undertaken as a Concurrent Work contract.

2.3. Property Acquisition

The Project has completed 97% of the acquisitions and continues to work finalizing acquisitions for additional lands, license extensions, disturbance claims, registration of outstanding statutory right of way agreements, and settlement of expropriation files. EGRT currently has access to all properties needed for construction. The remaining files are TransLink, BC Transit and RTP2000. The tenant files remain at 96% complete. Of the outstanding tenant files, there are three remaining commercial properties (shopping malls).

There have been eleven Section 3 Agreements and eight Section 6 expropriations. It is anticipated that there will be one more Section 3 Agreement which is not included in the table below as this is an additional taking to previously acquired properties.

	Total Files	Acquired / Settled	Remaining	% Complete
Land Owner Files	147	144 Acquired	3	98%
Tenant Files	83	80 Settled	3	96%
TOTAL FILES	230	224 Acquired/Settled	6	97%

2.4. Environmental

2.4.1. Commitment Status

During March, the Province continued with the following environmental activities:

- Environmental field inspections, monitoring support services, and environmental oversight of the contractor;
- Review of the Primary Contractor's environmental submissions (including: Environmental Work Plans and Bi-Weekly Inspection Reports, and Environmental Quality Reports);
- Regular monthly meetings with municipalities with specific environmental updates and discussions during final design and construction;
- Support for EGRT's environmental permitting process and liaison with environmental regulatory agencies;
- Monthly meeting with the Port Moody stewardship groups;
- Participation in EGRT Environmental Audits of Sub-Contractors.

For this reporting period, the Project continues to construct in compliance with the PTOC commitments, following the guidelines outlined in the approved CEMP, and environmental permits received for the work. Bi-Weekly Environmental Inspection Reports are being submitted by EGRT. This change in reporting has been accepted by the regulatory authorities.

A full listing and status of the EAO's 157 PTOC is updated quarterly, and is available as a reference document. EGRT submits a PTOC Compliance Status Update annually each December.

2.4.2. Environmental Progress

To date, fifty (50) Environmental Work Plans (EWP) have been received and reviewed for construction activities. The most recent EWP is for Tunnel Fit-out Work with activity focussed on both the south and North Portals. Bi-Weekly Environmental Inspection Reports (BWEIR) are submitted every second week by EGRT, which include updates on construction activities and any noted environmental deficiencies. The BWEIR's continue to be shared with environmental regulators and the municipalities.

EGRT has completed the habitat compensation work at Pigeon, Suter Brook, Hoy, and Scott Creeks. The Hoy Creek Habitat Compensation has been completed with the planting of the two small triangles at the north and south ends on the east side. The minor erosion along the base of the planted slope at Hoy Creek has been repaired and the plants moved slightly upslope. The only remaining habitat compensation site to be constructed is Schoolhouse Creek, which will be constructed in the summer Fisheries Window of 2016. A pre-bid meeting and site visit to the Schoolhouse site was conducted by EGRT. The Schoolhouse Creek Water Act Approval is in place. Any deficiencies in planting and stream function at the habitat compensation sites are being addressed by EGRT's sub-contractors. Final deficiency walk-throughs have been taking place with EGRT, its designer, the compensation contractor, and the Province.

Additional tree removal has begun for potential danger trees adjacent to the guideway. The Province's arborist prepared a report and an onsite meeting was held to review the potential for tree impacts to the guideway. Work has commenced on removals in the Johnson Mariner area and behind Coquitlam Centre Station. The trees will be accounted for in the significant tree inventory, as per the PTOC criteria. Trees situated on CP Rail lands are exempt from the inventory. Bird nesting surveys will be undertaken as required.

EGRT has finalized the Habitat Compensation Monitoring Plan (HCMP) required pursuant to the DFO Authorization, which describes the framework that EGRT will use to monitor the effectiveness of the constructed compensation habitats. Monitoring of the constructed compensation areas has begun and a draft report has been submitted.

Regular biweekly Environmental Coordination Meetings continue to be held between representatives from EGRT Environmental Management and the Province. Separate monthly meetings are held between the Province and the City of Coquitlam Environmental Coordinator, as well as the Province and the City of Port Moody Environmental Team and the Port Moody Streamkeepers.

2.5. First Nations

During the month of March, the Province continued to support efforts related to the identification and realization of employment and contracting opportunities. Through ongoing engagement efforts, the Musqueam, Tsleil-Waututh and Kwikwetlem communities are being kept informed of Project activities as well as providing input into key areas of interest such as environmental compensation.

EGRT continues its efforts related to First Nations employment and contracting, pursuant to the Agreements. The Province has worked with EGRT to explore additional ways to ensure successful realization of First Nations opportunities. This approach builds on the existing community-specific plans related to employment and contracting and seeks ways to promote success through improved retention, participation and planning for career development. As a result of collaborative efforts to date and the approach taken towards the realisation of Project related commitments to First Nations, EGRT has been successful in making available procurement and employment opportunities to the three Nations. EGRT has successfully met and exceeded the First Nations contracting obligations and continues to make available procurement opportunities, where possible. During 2015, the Project contributed over 45,000 hours of identified First Nations employment resulting in a cumulative contribution of over 113,000 hours since the Effective Date. EGRT and the Province will also seek to identify opportunities for First Nations involvement in remaining environmental works.

Recognizing the importance of Aboriginal culture and history, the Province continues a collaborative planning process with the Kwikwetlem First Nation for interpretive signage and cultural pieces that will be incorporated into the Coquitlam Station. The feature piece for the station, a Coast Salish canoe, is ready to be installed in the station. The etched glass panel and large sign panel are currently being produced. These pieces were installed in the Coquitlam Station in March. The art vinyls to be installed on the platform level glazing will be installed in the next few months.

2.6. Concurrent Work Projects

2.6.1. Station Plazas

The design, tender and construction of the station plazas will be completed by the Province for opening day. The sites are anticipated to be made available to the Province between early fall 2015 and February 2016, depending upon the station completion. After the 2010 Station Design Consultation the Project committed to giving the municipalities the opportunity to comment on the design for the station plazas. TransLink and BCRTC are being consulted on the design, as they will be the ultimate operator of the sites.

All of the Issued for Tender (IFT) drawing packages have been completed for the station plaza works.

Plaza works are divided into three tender packages, as follows:

Package	Anticipated Tender	Anticipated Construction
Burquitlam	December 2015 (issued)	Spring – July 2016
Moody Centre Inlet Centre	February 2016 (issued)	April – September 2016
Coquitlam Central Lincoln Lafarge Lake-Douglas	April 2016	June – October 2016

Although tentative dates for tender and construction are scheduled as noted above, this schedule is dependent upon the hand over dates provided by EGRT as well as the opening date of the system. All work is expected to be substantially complete for October 2016.

During the month of March, the following meetings were held with respect to plaza works:

Date	Meeting topic
March 7, 14, 21, 28	Weekly design review meeting with HMM
March 8	Burquitlam Plaza Pre-Construction meeting
March 8, 22	Biweekly technical meeting with TL
March 17	Burquitlam Bus Operator Washroom Pre-Construction meeting
March 18	MC/IC Bid Opening
March 23	Burquitlam Landscape and Electircal Pre-Construction meeting

Burquitlam

The Burquitlam Station Plaza contract was posted to BC Bid on December 23, and closed February 10. Jack Cewe Ltd. was awarded the contract with work expected to begin in mid-March and finish in summer 2016.

Moody Centre & Inlet Centre

The Moody Centre and Inlet Centre Plaza contract was posted to BC Bid on February 17 and closed March 18. The contract was awarded to Jacob Bros Construction with work expected to begin in mid-April and finish in October 2016.

Coquitlam Central, Lincoln & Lafarge Lake-Douglas

The tender package for the Coquitlam, Lincoln and Lafarge Lake-Douglas Plazas is expected to be posted to BC Bid in early April, with an anticipated construction start of early June. The completion date for the work is set for October 2016.

2.6.2. Rona Building Modifications

The tender package for the Rona building and yard modification was awarded to ICE Development Ltd in September 2015. Construction started the first week of November and finished in February 2016.

During the month of March, the following meetings were held with respect to the Rona Building and Yard Modification work:

Date	Meeting topic
March 2	Weekly Construction Meeting with Contractor
March 3	Conference call with property owner and tenant
March 4	Deficiency walk through with tenant
March 29	Site visit with property owner and tenant

During the month of March, the contractor was able to rectify some outstanding deficiencies. A final deficiency walk was held with the contractor and building tenant this period. Remaining deficiencies are expected to be complete in April 2016.

2.6.3. Coquitlam Central Station and Moody Centre Station Park and Ride Expansions:

As part of the PTOC commitment to provide 500 additional parking stalls for opening day of the Evergreen Line, the Province is undertaking the design and construction of expansions to the existing

park and rides at the Coquitlam and Moody Stations. The Province has retained HMM to complete the design for Coquitlam and EGRT to complete the design for Moody.

As at the end of March, designs for both park and rides were substantially complete and the Province had commenced drafting tender documents for this work. The Province expects to release a joint tender for both station park and ride expansions in late April, with construction commencing in June 2016.

2.6.4. Public Art

As part of the PTOC and Municipal Agreement commitments, the Province has allocated funds for inclusion of Public Art at the new stations.

Through the City of Coquitlam's public art committee, seven pieces of art have been selected to be commissioned. These include three interior suspended pieces and four exterior sculptures that will be located in the station plazas. In addition, a mosaic tile design will be placed at entrance of each of the four stations in Coquitlam.

The City of Port Moody public art committee has commissioned three pieces of art for the Inlet Centre Station (two exterior and one interior). Additional artwork includes a mural on Clarke Street along the construction fencing, a circular pavement mural in the Moody Centre Plaza and an archival photo window application for the Moody Centre Station. The committee has also secured a canoe to be suspended at the entrance to Moody Centre Station. This piece was built by students in the School District 43 Aboriginal Studies Program.

The Project team continues to liaise with the municipalities. During the month of March the following meetings were held with respect to Public Art:

Date	Meeting Topic
March 24	Monthly Port Moody Public Art Committee meeting

2.6.5. Additional Province-Led Works

As construction continues, additional works have been identified that will need to be completed, but are outside of the Project Agreement. These works include commitments to stakeholders (such as to municipalities) as well as those works ancillary to the main contract (parking facilities, landscaping, etc.).

During the month of February, the following meetings were held with respect to the Additional Province-Led Works:

Date	Meeting topic
March 2	Hazardous Tree removal review
March 4	Additional fencing scope review
March 4, 18	Biweekly budget meeting with OE
March 9, 24	Bi-Weekly concurrent work management meeting

The Province has put together a master list of works identified to date, and assigned a responsible party to each of the items. As there are a number of works that fall within a restoration category (paving,

concrete, landscaping, fencing, etc.), the Project team is developing a restorations work contract to capture all small works. This contract is expected to be tendered in the late spring, with work taking place in summer and fall.

2.7. Stakeholder Relations

The Evergreen Line community relations team is working with EGRT on public engagement and notifications with major construction underway.

In March, residents and businesses continued to be informed in advance of construction activity through notifications issued by EGRT and information provided by the Project through the Evergreen Line Project office, website and social media.

Efforts this month included notification to residents and businesses about the start of plaza construction at Burquitlam Station, as well as road improvement work on Williams Street and Hugh Street.

Stakeholders will continue to receive regular updates on the Project through community updates, information sheets, construction bulletins and traffic alerts. The Project will also continue to utilize social media, including Facebook and the Project website.

Summary of Communications Activities – March 2016	
Public notifications of construction activities distributed to media, subscribers and affected residents and businesses	<ul style="list-style-type: none"> • Traffic and Construction Bulletin – Road Improvement Work on Hugh Street and Williams Street • Community Notice – Start of Plaza Construction at Burquitlam Station
Information sheets posted	<ul style="list-style-type: none"> • Station Plaza Construction • Public Art
Traffic alerts	<ul style="list-style-type: none"> • Traffic Alerts – Distributed by EGRT as required
News Release	<ul style="list-style-type: none"> • Construction Underway for Evergreen Station Plazas

Summary of Community Liaison Activities – March 2016	
Visits to individual residents, door-to-door notifications, community relations meetings	<ul style="list-style-type: none"> • Notice distributed to businesses and residents near Burquitlam Station regarding plaza construction; notice delivered to nearby businesses in Port Moody regarding roadworks on Hugh and William streets.
Public Enquiries	<ul style="list-style-type: none"> • 10 emails to the info@evergreenline.gov.bc.ca email address • 11 direct emails to S. Roberts, Community Relations Manager • 16 direct calls to S. Roberts, Community Relations Manager • 13 visitors in March 2016 (54 visitors in March 2015)

Social Media – Facebook

- 148 new “Likes” (2,101 Likes reached on Facebook Page)
- Five posts in March: (Then and now photos of Lincoln Station – reach 6,361 people; Station Plaza Information Sheet – reach 1,573 people; video clip of test train in Coquitlam – reach 2,369 people; photos of Coquitlam Central Station – reach 1,714 people; photo of test train in Coquitlam – reach 2,431 people)

Summary of Business Liaison Activities – March 2016**Business Liaison Committee Meetings**

- No meetings were held in March.

2.8. Media Summary

- A news release was issued on March 23: “Construction Underway for Evergreen Station Plazas”

3. EVERGREEN LINE DESIGN BUILD FINANCE

3.1. Progress Overview

During the month of March, construction activities continued at the stations and within the tunnel.

EGRT has divided the Evergreen Line alignment into five Segments as illustrated in EGRT's Key Map in Appendix B, and as follows:

1. Segment 1 – Lougheed Town Centre Station to Como Lake Avenue
2. Segment 2 – Como Lake Avenue to North Tunnel Portal
3. Segment 3 – North Tunnel Portal to West of Moray Street
4. Segment 4 – West of Moray Street to Johnson – Mariner
5. Segment 5 – Johnson Mariner to Lafarge Lake – Douglas Station

3.2. General

3.2.1 Design

EGRT submitted the following:

Systems

- Guideway Grounding – IFC (March 4)

3.2.2 Construction

Project construction continues in all segments of the Project, as further described under each segment update below.

3.2.3 Traffic Management

In March, EGRT continued to submit Traffic Control Plans (TCPs) for minor deficiency work, restoration works throughout the corridor, completion of roadworks in Segment 4 and for the tunnel fit out work at the North and South portals.

3.3. Segment 1 – Lougheed Station to Como Lake Avenue

3.3.1 Design

EGRT had no submissions for Segment 1 in March.

3.3.2 Construction

	March Total	Complete to Date	Total to be Completed	% Complete
Guideway Spans	0	57	57	100%
Track Work	0	4524	4524	100%
LIM Rail	0	4524	4524	100%

Power Rail	0	4524	4524	100%
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Area	Construction Progress in March
Segment Wide	<ul style="list-style-type: none"> Complete.
Lougheed Station	<ul style="list-style-type: none"> Substantially complete with deficiency work remaining.
Propulsion Power Station (PPS) - LHZ	<ul style="list-style-type: none"> Complete.
Burquitlam Station	<ul style="list-style-type: none"> Substantially complete with deficiency work remaining.

3.4. Segment 2 – Como Lake Avenue to North Tunnel Portal

3.4.1 Design

EGRT submitted the following:

Electrical

- System Wide Electrical Requirements – Segment 2 – IFC – Rev 7 (March 9)

Roads

- View Street Restoration – Segment 2 – FDR (March 24)

3.4.2 Construction

	March Total	Complete to Date	Total to be Completed	% Complete
Concrete Slab Poured	0	4127	4127	100%
Track Work	355	820	5540	14.8%
LIM Rail	0	0	5540	0%
Power Rail	0	0	5540	0%

Area	Construction Progress in March
South Portal Area	<ul style="list-style-type: none"> No activity this month due to tunnel access.
Tunnel	<ul style="list-style-type: none"> Track slab work was completed. Center wall dowel installation was completed. Center wall rebar installation is ongoing. Shotcrete center wall work is ongoing. Walkway handrail installation is underway. Walkway lid clip installation is underway.

3.5. Segment 3 – North Tunnel Portal to West of Moray Street

3.5.1 Design

Utilities

- City of Port Moody – Deep Utilities – Watermain Relocation at Schoolhouse Creek – IFC (March 29)

3.5.2 Construction

Area	Construction Progress in March
Segment Wide	<ul style="list-style-type: none"> • Complete
Moody Centre Station	<ul style="list-style-type: none"> • Substantially complete with deficiency work remaining.

3.6. Segment 4 – West of Moray Street to Johnson-Mariner

3.6.1 Design

EGRT submitted the following:

Systems

- Vehicle Storage Facility (VSF) - Trackwork – IFC - Rev 11 (March 8)

3.6.2 Construction

Area	Construction Progress in March
Segment Wide	<ul style="list-style-type: none"> • Complete
Inlet Centre Station	<ul style="list-style-type: none"> • Substantially complete with deficiency work remaining.
VCIF	<ul style="list-style-type: none"> • Mechanical and electrical ongoing.

3.7. Segment 5 – Johnson-Mariner to Lafarge Lake – Douglas Station

3.7.1 Design

EGRT submitted the following:

Fixed Facilities

- Coquitlam Central Station - Bus Loop Ramp Concurrent Works IFC (March 29)

3.7.2 Construction

Area	Construction Progress in March
Segment Wide	<ul style="list-style-type: none"> • Complete
Coquitlam Central Station and Special Structure	<ul style="list-style-type: none"> • Substantially complete with deficiency work remaining.
Lincoln Station	<ul style="list-style-type: none"> • Substantially complete with deficiency work remaining.

**Lafarge Lake-Douglas
Station and Special
Structures**

- Substantially complete with deficiency work remaining.

3.8. Systems

The following sections summarize Systems work completed in March, planned systems activities for April, and a summary of EGRT Systems submissions in March.

3.8.1 March Activities:

During March the Systems Management Team monitored Testing and Commissioning activities, facilitated work related to FMIs (Field Modification Instructions), reviewed site test procedures and reports for various system wide elements and equipment at stations substations, and tracked progress against the TransLink/EGRT Interface Schedule.

3.8.2 Planned Activities for April:

In April, the Systems team will continue to monitor progress on the TransLink/EGRT Interface Schedule against the baseline schedule, monitor Testing and Commissioning activities, review Systems submissions from EGRT and provide support to other disciplines in design reviews, participate in working group meetings and technical meetings and attend bi-weekly meetings with TransLink, and liaise with BCSA as needed.

3.8.3 Schedule

Systems design activities continue to be consistent with the schedule provided in the Systems Management Plan.

3.8.4 March Systems Submissions Summary

Date	Document	Actions	Status
Feb 12, 2016	All Stns - Passenger Info Display Stn Entr Emer Info Panel PID/SEEIP (SAT) Proc	None	Received
Feb 12, 2016	Moody Centre Station - Trainway Intrusion Detection System (TIDS) Report	None	Received with Comments
Feb 15, 2016	Burquitlam Substation - Blue Light Relay Panel SAT Report	None	Received
Feb 15, 2016	Station Voice Communications Interface Control Document Rev. 2	None	Received
Feb 17, 2016	Response Sheet Burquitlam Station - Revised TIDS SAT Procedure	None	Received
Feb 17, 2016	Response Sheet - Inlet Centre Station TIDS SAT Procedure	None	Received with Comments
Feb 18, 2016	Response Sheet Lougheed Station - Revised TIDS SAT Procedure	None	Received
Feb 18, 2016	Inlet Centre Station - Trainway Intrusion Detection System TIDS SAT Procedure	None	Received
Feb 19, 2016	Test Zone 3 - Preliminary Clearance Checking Report	None	Received with

Date	Document	Actions	Status
			Comments
Feb 19, 2016	Burquitlam Substation - (FLSS) SAT and Local SIT Test Procedure	None	Received
Feb 19, 2016	Test Zone 1 - SkyTrain Vehicle Clearance Report	None	Received with Comments
Feb 22, 2016	VSF/VCIF - (FLSS) SAT and Local SIT Procedure	None	Received
Feb 22, 2016	Burquitlam Substation - Wayside Monitoring and Control (WMS) SIT Procedure	None	Received
Feb 29, 2016	Response Sheet-Reliability, Availability, & Maintainability (RAM) Analysis Report Rev.1	None	Received
Feb 29, 2016	Systems Communications - Burquitlam/Lincoln Station TransLink FibreOptic (TLFO) SFDR	None	Received
Mar 4, 2016	Trial Running Test Plan and Procedure	None	Received with Comments
Mar 04, 2016	Response Sheet - System Wide - Wayside Monitoring & Control System SAT Procedure	None	Received
Mar 07, 2016	Inlet Centre Station - Telephony SAT Report	None	Received with Comments
Mar 07, 2016	Inlet Centre Station - LAN Site Acceptance Test Report	None	Received with Comments
Mar 07, 2016	Coquitlam Central Station - Telephony SAT Report	None	Received with Comments
Mar 07, 2016	Coquitlam Central Station - Telephony SAT Report	None	Received with Comments
Mar 07, 2016	Coquitlam Central Station - LAN Site Acceptance Test Report	None	Received with Comments
Mar 07, 2016	Response Sheet - Moody Centre Station - TIDS SAT Procedure Rev 01	None	Received with Comments
Mar 07, 2016	Response Sheet - Communications TIDS Software Specification	None	Received with Comments
Mar 07, 2016	Segment 3 & 4 - Power Rail Polarity SSIT Report Rev 1	None	Received
Mar 08, 2016	Master List Rev. 3 and Final Spare Parts List	None	Received with Comments
Mar 08, 2016	Response Sheet - Coquitlam Central Station - TIDS Site Acceptance Test Procedure	None	Received with Comments
Mar 08, 2016	Response Sheet - OTN - Site Acceptance Test Procedure Rev 1	None	Received with Comments
Mar 09, 2016	Segment 5 - Power Rail Polarity SSIT Report	None	Received
Mar 10, 2016	Response Sheet Loughheed PPS - Fire & Life Safety System SAT & Local SIT Reports	None	Received
Mar 10, 2016	Falcon Substation to Loughheed Substation - Blue Light System SSIT Report	None	Received with Comments
Mar 11, 2016	Moody Centre Station - WMS SIT & FLSS SAT & Local SIT Procedures & Response	None	Received
Mar 11, 2016	Response Sheet-Design Manual-PartF-Trackwork-Section 4.0-LIM Rail Design Rev. 1	None	Received with Comments

Date	Document	Actions	Status
Mar 11, 2016	Test Zone 4 - Preliminary Clearance Checking Report	None	Received
Mar 11, 2016	Test Zone 5 - Preliminary Clearance Checking Report	None	Received
Mar 14, 2016	Coquitlam Central Station - TIDS SAT Report	None	Received
Mar 14, 2016	Lincoln Station - TIDS SAT Report	None	Received with Comments
Mar 16, 2016	Burquitlam Station - 600VAC PDC/MCC 61PDC SAT Report	None	Received
Mar 16, 2016	Lafarge Lake Douglas Substation - 600VAC PDC 67PDC SAT Report	None	Received
Mar 16, 2016	Response Sheet - LH Stn Track Switch Heater, Panels & Heater Elements SAT Report	None	Received
Mar 17, 2016	Segment 5 - Power Rail Grounding Switches GSCCI and GSCCO SAT Reports	To be Reviewed	Open
Mar 17, 2016	Vehicle Storage Facility - Power Rail Polarity SSIT Report	To be Reviewed	Open
Mar 17, 2016	Segment 5 - Power Rail Grounding Switches GSLNI and GSLNO SAT Reports	To be Reviewed	Open
Mar 17, 2016	Segment 5 - Power Rail Disconnect Switches SAT Reports	To be Reviewed	Open
Mar 17, 2016	Lafarge Lake-Douglas Station - TIDS SAT Report	To be Reviewed	Open
Mar 23, 2016	VSF - Power Rail Disconnect Switches SAT Reports	To be Reviewed	Open
Mar 23, 2016	Burquitlam Substation - SAT Reports	To be Reviewed	Open
Mar 23, 2016	Burquitlam Substation - SAT Reports	To be Reviewed	Open
Mar 23, 2016	Falcon Substation - DC Switchgear SAT Report	To be Reviewed	Open
Mar 23, 2016	Train Transport Plan Rev. 3	To be Reviewed	Open
Mar 30, 2016	Inlet Centre Station - ICS UPS-1 and ICS UPS-2 SAT Reports	To be Reviewed	Open
Mar 31, 2016	Lougheed Station - LAN SAT Report	To be Reviewed	Open
Mar 31, 2016	Lougheed Station - Public Address SAT Report	To be Reviewed	Open
Mar 31, 2016	Power Supply and Distribution (PS&D) - Operation and Maintenance Manuals	To be Reviewed	Open
Mar 31, 2016	Lafarge Lake- Douglas Station - LAS UPS-1 and LAS UPS-2 - SAT Reports	To be Reviewed	Open

3.9. Testing and Commissioning

EGRT continued static testing of PPS equipment at the Burquitlam, North Portal, and Falcon Propulsion Power Substations, and static testing of station equipment at Lougheed Station, Burquitlam Station, Moody Centre

Station, Inlet Centre Station, Lincoln Station and LaFarge Lake Station. Two more MKI married pairs were delivered to the VSF for a total three MKI married pairs available for testing north of the tunnel.

Dynamic testing with MKI train:

- continued from Moody Pocket track to the VSF;
- commenced between VSF and LaFarge Lake; and
- commenced at the VSF.

3.10. Quality

3.10.1 Quality Audits and Monitoring

Quality Audits reported by EGRT, at the time of writing this report, are summarized as follows:

Quality Audits by EGRT*

Date	Auditee	Scope / Criteria
Feb 11, 2016	EGRT (SLCW-GST)	Document control Procedure
Feb 16, 2016	EGRT (SLCW-GST)	Work Method Procedure
Feb 19, 2016	Western Pacific	Supply and Installation of Electrical Works
Feb 23, 2016	EGRT (SLCW-TFO: SLCW-GST)	TCP Implementation; TCP Plan and Validation and Verification Checklist
Feb 26, 2016	EGRT (SLCW-SW)	Non-conformity and Corrective Action,
Mar 03, 2016	EGRT (SSJV)	SSJV Handover package, Handover Procedure – Non Systems Component, Control of records
Mar 17, 2016	EGRT (SLCW-TFO: SLCW-GST)	TFO Cast in Place Concrete

* Quality audits completed and reported since the writing of last month's report.

Quality Audits and Surveillance Quality Audits completed by the Province, during the past reporting period, are summarized as follows:

QMS Audits (QMSA) and Surveillance Quality Audits (SQA) by Province

Date	Auditee	Scope / Criteria
No reports this period.		

Other quality monitoring activities conducted by the Province, during the past reporting period, are summarized as follows:

Other Quality Monitoring by Province

Date	Type	Regarding
Mar 04, 2016	Quality Observation	Witness of Site Acceptance Test (SAT) of Trainway

		Intrusion Detection System (TIDS)
Mar 15, 2016	Quality Observation	Technical Assessment Audit of Shotcrete Works implementation in Tunnel

Further details regarding EGRT and the Province's quality auditing and other monitoring activities are available on the Project's SharePoint site.

3.10.2 Nonconformities Summary

The number of new NCRs issued for this period, total to date, and total closed are summarized as follows:

NCRs this Period	NCRs to Date	NCRs Closed
3	308	299

Nonconformities Reported this Period

Date (Activated)	Organization Responsible	Description
Mar 07, 2016	EGRT (SLCW-GST)	Staircase Grating Openings at Moody Station
Mar 15, 2016	EGRT (SLCW-GST)	Lighting Fixtures Ballasts at Moody Station
Mar 15, 2016	EGRT (SLCW-GST)	Low Lighting Level Measurement in Various Location

**New NCRs reported since the writing of last month's report.*

Further details on the status of all NCRs are available on EGRT's Nonconformity Tracking System.

3.10.3 Submissions Summary

A list and description of quality related document submittals, during the past reporting period, are summarized as follows:

Date Submitted	Document	Status
Mar 08, 2016	Quality Audit Report – SLCW-GST – Supply and Installation of Electrical Works	Complete
Mar 08, 2016	Quality Audit Report – SLCW-TFO (SLCW-GST) - Traffic Management	Complete
Mar 16, 2016	Quality Audit Report - SLCW-SW - Quality Management System	Complete
Mar 21, 2016	Quality Audit Report - SSJV - QSP-002 Control of Records, CQMP, ITPs, & Handover	Complete
Mar 29, 2016	ITP - Tunnel Excavation Rev. 3	Complete
Mar 31, 2016	Inspection and Test Summary Report - February 2016	Complete
Mar 31, 2016	Quality Audit Report - SLCW-TFO (SLCW-GST) - Caste in Place Concrete	Complete

3.10.4 Quality Summary

Based on the evidence and information available at the time of writing this report, notwithstanding any issues or concerns that may have arisen, the performance and effectiveness of EGRT's Quality Management System for this period appeared generally consistent with the requirements of the Project Agreement.

3.11. Schedule Status

The Province and EGRT continue to meet monthly to review Project progress relative to EGRT's Project Baseline Schedule.

3.11.1 Critical Path

The critical path items continue to be the tunnel civil works followed by tunnel rail and systems installation and systems integration with TransLink.

3.11.2 Overall Progress

Under the DBF Project Agreement, the Project is required to achieve Substantial Completion by the Substantial Completion Target Date July 29, 2016. This date has been revised to August 9, 2016 following the resolution of a compensation event relating to non-foreseeable contamination. The Primary Contractor advised the Province that the Substantial Completion Target Date will not be met as a result of the slower than anticipated progress of tunnel boring. Following the completion of tunnel boring, the schedule for opening the Evergreen Line has been revised to early 2017.

3.12. Changes to Contract

3.12.1 Change Certificates and Change Orders

Four Change Certificates under the Design Build Finance Agreement were issued in March.

Change 73 – Barnet Right Out at Westwood Honda

Change 79 – Inlet Station Public Art Tiling, revised to include a scope revision Station Signage Rev 2

Change 85 – CPR Monitoring Services, Klahanie Sound Wall

Change 88 – Tree Removal

3.12.2 Contract Amendments

There were no contract amendments in March.

3.12.3 Change Requests

No Change Requests were issued in March.

The status related to the following change requests is as follows:

Change #	Description
----------	-------------

Change 19	Construction of a drain in place of a ditch on Bond Street, Coquitlam, granular backfill to the Metro Vancouver water main at the future park and ride entrance, Coquitlam, and the provision of supplementary lands below Westwood Honda, Coquitlam. A no net cost change charge for supplementary lands against EGRT being offset by the value of the construction work. Change Report received.
Change 66	Westwood Honda Civil Works - received.
Change 78	Non-Standard Walkway Covers – Waiting for the Change Report from EGRT

3.12.4 Changes General Information

There are now very few contemplated changes related to systems, minor works, and EGRT carrying out elements of the direct work contracts more suited to be carried out under the EGRT contract.

3.12.5 s.17

3.12.6 Undisclosed Utilities

There are no outstanding issues.

3.13. Major Issues & Risks

A risk workshop was held on March 3, 2016. Several risks are currently being monitored by the Province including the interface of deliverables between TransLink and EGRT. The next risk workshop is scheduled for summer 2016.

The interface of deliverables between TransLink and EGRT remains a risk. There are a number of system and non-system deliverables that need to be coordinated between TransLink and EGRT. The Province is monitoring these deliverables with an integrated schedule developed by the Province, TransLink and EGRT.

3.14. Safety & Environment

3.14.1 Safety & Related Summary

During the month of March, there were two incidents related to environmental, 1 near miss and no medical aids.

The following table summarizes the injury and incident of the major construction for this reporting period:

	Hours Worked	First Aid	Medical Aid	Lost Time
This Month	48,347	1	0	0
Total to Date	4,723,148	465	63	60

3.14.2 Environment and Related Statistics

There were two environmental incidents in the month of March.

1. On March 11, 2016 there was a spill to ground. Approximately 2 L of hydraulic oil was spilled to compact ground at the North Portal as a result of a leaky hydraulic line on a piece of construction equipment. Sorbent material was used to contain and clean up the spill. The spill was not conveyed to any sensitive environment. Used sorbent materials were collected, placed in a designated bin and will be disposed offsite at a licensed facility. The Province was notified within 24 hours as per PA requirements but no outside agencies were required to be notified.

2. On 18-March-2016 there was a spill to asphalt. Approximately 5-10 L of hydraulic oil was spilled to the asphalt road surface adjacent to Coquitlam Station. The incident was caused by an overfilled hydraulic oil tank on a specialized tow truck (the tank was not closed properly). Sorbent material was used to contain and clean up the spill. The spill was not conveyed to any sensitive environment. Used sorbent materials were collected, placed in a designated bin and will be disposed offsite at a licensed facility. The Province was notified within 24 hours as per PA requirements but no outside agencies were required to be notified.

3. LINCOLN STATION AGREEMENT (P3 CANADA)

The Lincoln Station Contribution Agreement, executed on March 1, 2012 between the Province, City of Coquitlam (CoC) and Pension fund Realty Ltd (PRL) provides for the design and construction of a new Evergreen Line Station at Coquitlam Centre Mall as part of the design and construction of the line. The agreement sets out how CoC and PRL will, through the provision of lands and cash, pay for the new station.

A Federal agency, PPP Canada, has agreed to participate with Coquitlam in funding 25% (up to \$7 million) of the cost of the station as set out in a separate Financial Agreement. The funding agreement was executed on March 13, 2014.

4.1 Work Progress

In March 2016, EGRT installed entrance signage and completed final painting. Elevators were given final adjustment and deficiencies addressed. On the exterior, the plaza area was graded and compacted and mall parking lot deficiencies completed.

4.2 Quality

There are no comments to offer for this period related specifically to the Lincoln Station Agreement.

4.3 Schedule Status

The station is now substantially complete with the exception of deficiency repairs. The tender package for the plaza work is ready to go and is being tendered in April.

4.4 Changes to Contract

There are no contract changes to report at this time.

4.5 Major Issues & Risks

There are no major risks to report at this time.

4. MRN ROAD

The City of Coquitlam made a funding application through TransLink's MRN Minor Capital Program to upgrade two intersections along Clarke Road at Smith Avenue and Como Lake Avenue. TransLink, in supporting this application, agreed that the work could most cost effectively be undertaken as part of the Evergreen Line Project. An addendum was issued to the RFP to include the MRN Clarke Road upgrades approved by Coquitlam, in the Evergreen Project, with the full \$3.0 Million cost funded by TransLink.

The scope of the improvements include property acquisition, design and construction of new turning lanes, traffic signals, curbs and sidewalks, street lights, landscaping and paving.

5.1 Work Progress

The MRN road work was substantially completed in November 2014, with the exception of milling and paving, which was completed in May 2015.

5.2 Schedule Status

EGRT formally proposed minor scope changes to the work at this intersection due to the sizeable excavation at the southeast corner of Como Lake Avenue and Clarke Road. The proposal was reviewed and agreed upon with the City of Coquitlam and the Province. The reduced scope items will be constructed at a later date through the City's process with BOSA.

5.3 Major Issues & Risks

The work is complete and there are no major issues.

5. VEHICLE CONTRACT

6.1 Work Progress

The following sections summarize work completed in March, planned activities for April and a summary of Bombardier submissions in March.

Site testing of the first Mark III Train continued in March, including static and dynamic testing in auto mode in the storage yard and on the mainline. The Province, TransLink and Bombardier continue to review all open items weekly.

Train 2 arrived in Vancouver on March 15. The four cars were assembled into a Train by the end of March. Production of Train 3 was complete by the end of March and will ship to Vancouver during the first week of April. Trains 4, 5 and 6 are currently in production.

6.1.1 March Activities

a) Design

During March, 80 documents were submitted for review.

Nine meetings were held with Bombardier in Plattsburgh, Mexico and Kingston to address design, testing and manufacturing issues.

b) Manufacturing

Production of Trains 4, 5 and 6 continued in Plattsburgh, NY in March.

c) Testing

Static testing continued on Train 3 and began on Train 4 in Plattsburgh.

6.1.2 Planned Activities for April

a) Design

All design issues are closed.

b) Manufacturing

Train 3 will be shipped to Vancouver for re-assembly and site testing. Production of Trains 4, 5, 6 and 7 will continue in April.

c) Testing

Static and dynamic Testing on Train 1 will continue in March in Vancouver. Train 2 will begin site testing in April.

5.1.3 March Submissions Summary

Of the 80 submissions received during March 20 remain open, as shown in the table below.

Submission Date	Title	Revision	Status
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Submission Date	Title	Revision	Status
2016-03-30	Vehicle Consist Series Test Procedure	_B	Open
2016-03-30	Final Water Tightness Series Test Report	—	Open
2016-03-24	Acceptance / Re-installation, Static and Dynamic Series Test Procedure	_B	Open
2016-03-24	HVAC Series Test Procedure	_C	Open
2016-03-24	Vehicle Carbody: Truck to Carbody Swing Qualification Test Report	—	Open
2016-03-24	Unloading Procedure	03	Open
2016-03-18	Passenger Door System: Door/ATC Integration Qualification Test Report	—	Open
2016-03-18	Passenger Door System: Door/ATC Integration Qualification Test Procedure	_C	Open
2016-03-18	Door Integration and 1000 Cycles Series Test Report	_A	Open
2016-03-18	Door Integration and 1000 Cycles Series Test Report	_A	Open
2016-03-18	Door Integration and 1000 Cycles Series Test Report	_A	Open
2016-03-18	Door Integration and 1000 Cycles Series Test Report	_A	Open
2016-03-18	Final Water Tightness Series Test Report	—	Open
2016-03-18	Final Water Tightness Series Test Report	—	Open
2016-03-17	Static Interior Noise Vehicle Qualification Test Report	—	Open
2016-03-17	Static Exterior Noise Vehicle Qualification Test Report	—	Open
2016-03-17	TMS Functionality Qualification Test Report	—	Open
2016-03-17	Train Management System Vehicle Alarm List	—	Open
2016-03-09	Auxiliary Power System – DC Qualification Test Report	—	Open
2016-03-09	Auxiliary Power System – DC Qualification Test Procedure	_A	Open

6.2 Quality

There is nothing to report on this period.

6.3 Schedule Status

Trains 1 and 2 have been delivered to Vancouver. Testing began in November and will continue in April. Bombardier will deliver Train 3 from Kingston to Vancouver for site testing in April.

6.4 Changes to Contract

One change was processed in March, as follows:

- **Change Order CO#25** – Physical Impediment on Emergency Door Release.

6.5 Major Issues & Risks

The major issues relating to the vehicle contract include:

- 1) Yard and mainline track availability for testing in Vancouver

BCRTC is currently undertaking several capital works projects and is focusing significant attention on track and other wayside maintenance work creating a challenge in obtaining both track time and train drivers for Mark III testing. When possible, tests are scheduled in advance to secure operating permits. Scheduling these tasks has proven challenging and continues to be monitored closely to avoid schedule delays.

- 2) Qualification testing of the trains

All qualification testing will be completed on Train 1 and changes or modifications resulting from the qualification testing will be implemented on Trains 2 to 7. As this is the first Mark III Train to be commissioned by Bombardier, several issues have arisen during testing that require engineering support from Kingston. Meetings continue to be held twice per week to review and resolve these issues.

6. COST REPORT

7.1 Project Budget – Sources of Funds

The Provincial capital contribution will be \$533 million with a projected interest during construction cost and bid cost of \$53 million, resulting in a total Provincial contribution of \$586 million. The sources of funding for the Project are illustrated as follows:

	2012 Base Scope (\$ M)	2012 Third Party Scope (\$ M)	2012 Total (\$ M)
Federal Contribution - Project Lincoln Station	417	7	424
Provincial Contribution	533		533
TransLink Contribution	400		400
City of Coquitlam and PRL		21	21
Total Capital Construction Cost	1,350	28	1,378
P3 IDC, Bid Costs	26		26
Provincial IDC	27		27
Project Total	1,403	0	1,431
Total Provincial Contribution	586	0	586

7.2 Construction Period Project Expenditure

During the month of March 2016, the Evergreen Line Rapid Transit Project forecast of incurred costs was approximately \$13.844 million, broken down as follows:

March 2016 (\$ 000)	
Project Management	381
Procurement	0
Legal	127
Property Acquisition	-12
Engineering	451
Environment	163
Communications	38
Construction	8,076
Train Acquisition	4,620
TOTALS	\$13,844

Total forecast of incurred costs to date equals \$1,177.760 million.

7.3 Construction Period Project Forecast

The Evergreen Line Rapid Transit Project is authorized to expend \$1,431 million in total. This amount is inclusive of the following:

	Budget (\$ M)	Forecast at Completion (\$ M)	Variance (\$ M)
DBF Construction Contract	886	906	20.2

Owner's Construction	44	41	(2.8)
Management and General	223	199	(24.4)
TransLink In-Kind	25	26	0.8
Vehicles	97	99	1.2
Property Acquisition	155	160	5.0
Project Total	1431	1431	-

7.3.1 Explanation of Variance

The table below provides an explanation the variances as described above:

Line Item	Variance (\$ M)	Explanation of Variance
DBF Construction Contract	+18.9	Approved Province Changes (Scope transferred from Owners Construction and Management and General line items)
	+1.3	Approved Compensation Event (scope transferred from Owner's Construction & Management and General line items)
Owner's Construction	+1	Owners Construction Management is budgeted in Management Costs but is included in Owner's construction expenditure.
	-3.8	Transferred to DBF Agreement
Management and General (includes contingency)	-1.0	Owners Construction Management is budgeted in Management Costs but is included in Owner's construction expenditure.
	-16.4	Transferred to DBF Agreement (contingency)
	-5.0	Transferred to Property Acquisition Budget (contingency)
	-0.0	Transferred within Management & General; moved \$3.9M contingency to Communications, Project Management and Engineering to allow for anticipated increased expenditures due to delay of Substantial Completion (contingency)
	-1.3	Transferred to Vehicles (contingency)
	-0.8	Transferred to TransLink In-Kind
TransLink In-Kind	+0.8	ATC Upgrade Work as per Amendment #1 to Funding and Support Agreement
Vehicles	+1.3	Increase to the Bombardier contract for tax and scope changes
Property Acquisition	+5.0	The Property Acquisition Budget increase is primarily related to property required for parking which is outside of the original Property Acquisition scope for the Evergreen Line Project.

7.4 Contingency

As of March 31, 2016, the contingency has been reduced by \$26.9M for a number of Province Changes, two Compensation Events, changes to the vehicles contract and for additional property acquisition to meet the parking commitments.

APPENDIX A – SITE PHOTOGRAPHS



Slab and walls to North Portal cut and cover tunnel are under construction



Structural shotcrete of the dividing wall in the tunnel started.



Installation of handrail, firemain and walkway brackets started on dividing wall.



Permanent right-out to Barnet Highway adjacent to Westwood Honda opened.



Coquitlam Station lower course of parking lot paved.



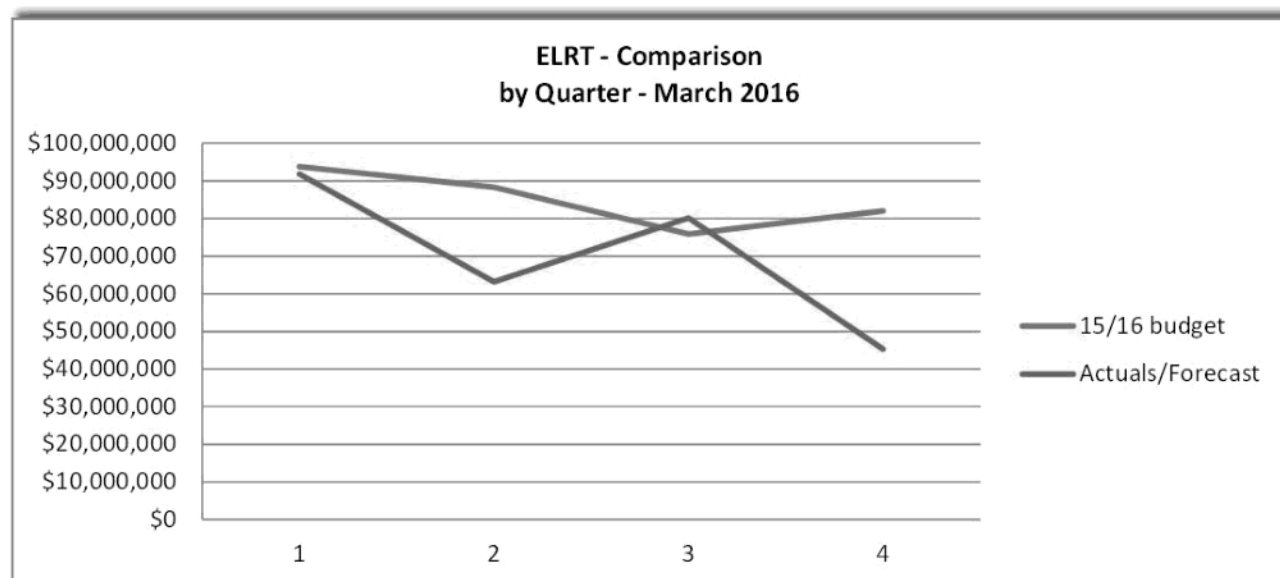
Signage completed at Lincoln Station.

APPENDIX B – EGRT CONSTRUCTION’S KEY

Copyright

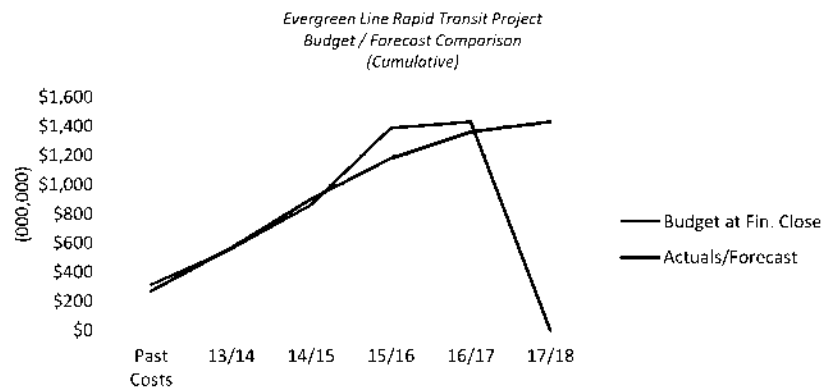
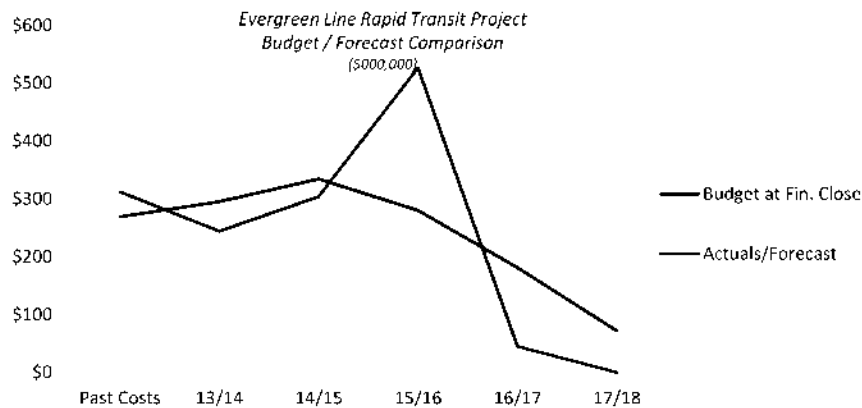
Evergreen Project
Budget to Forecast Comparison FY 15/16
March 31, 2016

	Apr-Jun	July-Sep	Oct-Dec	Jan-Mar	Total
<i>Owner's Costs</i>					
15/16 budget	3,325,474	4,674,692	2,947,324	3,728,712	14,676,202
Current Forecast	2,744,205	2,302,494	2,442,492	2,815,341	10,304,532
<i>Property Acquisition</i>					
15/16 budget	218,377	-158,626	11,712,800	2,548,283	14,320,834
Current Forecast	120,027	253,298	48,513	221,813	643,651
<i>Province IDC</i>					
15/16 budget	1,024,998	1,024,998	1,024,998	1,025,006	4,100,000
Current Forecast	450,000	450,000	550,000	550,000	2,000,000
<i>Construction - P3 Contract</i>					
15/16 budget	70,366,239	60,829,931	45,338,721	42,057,597	218,592,488
Current Forecast	73,844,300	44,909,275	62,871,324	27,145,628	208,770,527
<i>Construction - includes Advance Works, TransLink InKind and General Construction</i>					
15/16 budget	5,346,150	8,513,473	1,360,015	589,289	15,808,927
Current Forecast	1,152,614	1,747,306	742,955	970,162	4,613,037
<i>Transit Acquisition</i>					
15/16 budget	13,501,905	13,501,905	13,501,905	13,501,904	54,007,619
Current Forecast	13,501,905	13,501,905	13,501,905	13,621,376	54,127,091
<i>Contingency</i>					
15/16 budget				18,623,006	18,623,006
Current Forecast				0	0
TOTALS					
15/16 budget	\$93,783,143	88,386,373	75,885,763	82,073,797	340,129,076
Actuals/Forecast	\$91,813,051	63,164,278	80,157,189	45,324,320	280,458,838



Evergreen Project Budget to Forecast Comparison - March 31, 2016

	Past Costs	15/16	16/17	17/18	Total
<i>Owner's Costs</i>					
Budget at Fin. Close	78,775,187	12,527,065	17,032,891	0	108,335,143
Actuals/Forecast	70,697,925	10,304,532	17,385,959	11,056,568	109,444,984
<i>Property Acquisition</i>					
Budget at Fin. Close	153,540,000	160,000	1,300,000	0	155,000,000
Actuals/Forecast	138,434,926	643,651	20,921,423	0	160,000,000
<i>Province IDC</i>					
Budget at Fin. Close	13,691,081	13,327,808			27,018,889
Actuals/Forecast	5,991,861	2,000,000	4,000,000	15,027,028	27,018,889
<i>Construction - P3 Contract</i>					
Budget at Fin. Close	488,631,639	397,312,723	50,000	0	885,994,362
Actuals/Forecast	639,871,738	208,770,528	72,229,645	0	920,871,911
<i>Construction - includes Advance Works, TransLink InKind and General Construction</i>					
Budget at Fin. Close	25,932,445	20,482,762	10,540,449	0	56,955,656
Actuals/Forecast	23,905,850	4,613,036	26,067,471	525,000	55,111,357
<i>Transit Acquisition</i>					
Budget at Fin. Close	44,388,293	36,990,240	15,964,147	0	97,342,680
Actuals/Forecast	18,398,984	54,127,091	26,084,336	0	98,610,411
<i>Contingency</i>					
Budget at Fin. Close	55,000,000	45,000,000			100,000,000
Current Forecast	0	0	14,589,179	45,000,000	59,589,179
TOTALS					
Budget at Fin. Close	859,958,645	525,800,598	44,887,487	0	1,430,646,730
Actuals/Forecast	897,301,284	280,458,838	181,278,013	71,608,596	1,430,646,730



EVERGREEN LINE



Evergreen Line Project

Project Board Update CONFIDENTIAL

**Presented by:
Amanda Farrell**

May 2016



Canada



1. General

- Property
- Funding Partners
- Communications and Community Relations
- First Nations
- Environmental
- Risks



2. Primary Contract - Construction

- Tunnel
 - Tunnel invert track slab – complete (Feb)
 - Centre wall installation – complete (late Apr)
 - Parapet and handrail installation underway
 - Steel work for mechanical installation commenced
- Stations
 - All stations between 95% and 99% complete
- Trackwork & Power
 - Complete in all Segments except for Segment 2 (Tunnel)



3. Primary Contract - Construction

- Testing and Commissioning (T&C)
 - Testing continues with MK I trains on Segments 3, 4 & 5 (North Portal to Lafarge Lake-Douglas and VSF)
 - Two MK II 2 car trains are expected in July
 - Facilities testing is ongoing



Canada



4. Primary Contract cont'd

Tunnel Fit-Out



Canada

TRANS LINK



Evergreen
LINE
Fast, Frequent, Convenient

5. Primary Contract cont'd

Vehicle Storage Facility



6. Primary Contract cont'd

Testing & Commissioning



7. Primary Contract cont'd

Public Art



8. Primary Contract cont'd

Lougheed Town Centre Station



9. Primary Contract cont'd

Burquitlam Station



Canada

TRANS LINK



10. Primary Contract cont'd

Moody Centre Station



11. Primary Contract cont'd

Inlet Centre Station



12. Primary Contract cont'd

Coquitlam Central Station



Canada

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13. Primary Contract cont'd

Lincoln Station



Canada

TRANS LINK



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14. Primary Contract cont'd

Lafarge Lake – Douglas Station



15. Vehicles

- New vehicles
 - Train 1 qualification testing continues in Vancouver with in-service targeted for July
 - Train 2 site testing underway
 - Train 3 & 4 arrived in Vancouver (April and May)
 - Train 5 final inspections completed in Plattsburgh; shipped to Vancouver May 25



16. Concurrent Works

- Station Plazas
 - Burquitlam Station – work underway
 - Moody & Inlet Station – work underway
 - Coquitlam Central, Lincoln, Lafarge Stations – contract awarded
- Park & Ride (Coquitlam Central and Moody Stations)
 - Rona Building Modifications
 - Work complete
 - Park and Ride:
 - Tender process underway; closing late May



17. Project Budget and Financial Update

- Budget - \$1,431 million
- Cost incurred to March 31 - \$1,177 billion
 - (\$14 million in March)
- Contingency
 - \$26.9 million draw on contingency to March 31
- Cashflow analysis



Canada

TRANS LINK

