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### AWARD OF CORNELL TERMINAL SITE PLAN

**The Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendations contained in the following report, January 9, 2008, from the Vice-President, York Region Rapid Transit Corporation:**

#### 1. RECOMMENDATIONS

It is recommended that:

1. Council authorize the award of contract for the Cornell Terminal site plan to York Consortium 2002.
2. Council authorize the Regional Chair and Clerk to execute a contract with York Consortium 2002 for the amount of \$295,767 (net of GST), on a cost-plus-fee basis, for the Cornell Terminal work, in a form acceptable to staff and legal counsel.
3. Council authorize staff to commence work immediately with the Owner's Engineer to develop the balance of the scope of work for the Cornell Terminal, including preliminary engineering, final design and construction, and to seek a business proposal from York Consortium 2002 to undertake this work, and that staff report back to Committee and Council on the outcome of those negotiations and funding sources.

#### 2. PURPOSE

The purpose of this report is to seek authority to award and execute a contract to York Consortium 2002 (YC2002) for development of the Cornell Terminal site plan (*see Attachment 1*), and to authorize staff to commence work on developing the balance of the work programme for the Cornell Terminal.

#### 3. BACKGROUND

Staff provided Committee and Council with a detailed Cornell Terminal update in September 2007. The major findings of the report included that:

- Cornell Terminal has been recommended for early funding under MoveOntario 2020.
- The Greater Toronto Transportation Authority (now Metrolinx), recommended the Cornell Terminal as an "Quick-Wins" project and assigned a budget of \$5.6 million.
- Provincial funding would include bringing Viva service eastward from McCowan Road, including development of Viva stops along Highway 7, to Markham Stouffville Hospital, and construction of terminal facilities on the lands identified south of Highway 7.

- Staff is working on a consolidated Cornell Terminal budget for all of the elements of the Cornell terminal project.

To qualify as a Quick-Wins project, Cornell Terminal had to meet the following criteria:

- Estimated completion within two years, assuming a project start-date in 2007-2008.
- Visible, tangible benefit for the consumer.
- Cross-boundary or regionally significant in terms of benefit.
- Low risk path to implementation.
- Relatively moderate cost.

Viva service into East Markham will have two routes; one to serve the Markham Stouffville Hospital and other generators along the Church St corridor, and a 'direct' route operating along Hwy 7. Both services access the Cornell Terminal.

The Cornell Terminal project is being delivered in three stages; Stage 1 included the construction of the Church Street bus shelter, platform, and Intelligent Transportation System (ITS), as well as ITS installations at Highway 48 and Wooten Way. Council endorsed the construction of the Stage 1 work program on October 18, 2007. These three stops will be operational by January 27, 2008.

The remaining components of the project will be delivered in two stages to ensure the work is defined and undertaken in a timely fashion. The full scope of work includes the construction of the Bur Oak and Galsworthy stops on Highway 7, the preliminary engineering (PE), final design and construction of the Terminal.

#### **4. ANALYSIS AND OPTIONS**

##### **The award process outlined in the agreements with YC2002 has been followed**

In the August 2007, the Master Agreement and Go Forward Business Arrangements were executed by York Region, York Region Rapid Transit Corporation (YRRTC) and YC2002.

The Master Agreement outlines a process to contract for future phases of work related to the York Region Rapid Transit system. A closed-envelope proposal process was initiated to receive proposals from both the Region's Owners Engineer (OE) and YC2002. Proposals were formally received and opened on December 18, 2007. Using pre-defined criteria, an evaluation team reviewed the proposals and entered into negotiations with YC2002 to reconcile differences in the level of scope between what was requested and what was proposed.

**The owners engineer and YC proposals were within 3.5% of each other**

The YC2002 proposal of \$295,767 is well within the allowable 8.5% cost differential permissible between the OE shadow bid submission of \$285,060. All work program differences have been reconciled to the satisfaction of the rapid transit team and it is therefore recommended that YC2002 be awarded the Cornell site plan contract.

**5. FINANCIAL IMPLICATIONS**

The costs for proceeding with this work are covered in various announcements - the March 2007 Federal Flow announcement, and the Metrolinx Quick- Wins. Staff is working closely with all funding partners to secure the announcements in formal agreements.

The preliminary engineering (PE), inclusive of the work to site plan application readiness, for Cornell Terminal is to be funded 100% from Quick-Wins Tranche 1, which has been approved by the Province. As such, the cost of the associated PE/site plan work is a fully recoverable.

The Cornell site plan works are identified in the approved 2008 capital budget.

**6. LOCAL MUNICIPAL IMPACT**

Incepted and designed by Andres Duany in the early 90's and implemented carefully by the Town of Markham, Cornell is a leading North American example of new urbanism. The design and unfolding of its central core on Highway 7 will link the Cornell neighbourhoods north and south of Highway 7 in conjunction with the Cornell Terminal. The rapid transit facilities will link the Cornell community with the York Region, neighbouring Durham Region and connect to GO Transit 407 services.

**7. CONCLUSION**

The timely design and construction of the Cornell Terminal is underway with the opening of the Markham Stouffville station in January. The award of the site plan design contract to York Consortium 2002 will allow the Region to meet the Quick-Wins criteria of being under construction in 2008. Subsequent work programs leading to engineering, final design and construction will be the subject of further reports to Council.

The Senior Management Group has reviewed this report.

*(The attachment referred to in this clause was included in the agenda for the January 17, 2008 Committee meeting.)*