Ottawa Light Rail Commission

John Traianopoulos on Wednesday, May 11, 2022



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3	OTTAWA LIGHT RAIL COMMISSION
4	INFRASTRUCTURE ONTARIO - JOHN TRAIANOPOULOS
5	MAY 11, 2022
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11	Held via Zoom Videoconferencing, with all
12	participants attending remotely, on the 11th day
13	of May, 2022, 2:01 p.m. to 4:53 p.m.
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1	COMMISSION COUNSEL:
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3	Kate McGrann, Co-Lead Counsel Member
4	Liz McLellan, Litigation Counsel Member
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8	PARTICIPANTS:
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10	John Traianopoulos, Infrastructure Ontario
11	
12	Sarit Batner, Julie Parla and Morgan Watkins
13	McCarthy Tétrault LLP
14	
15	
16	ALSO PRESENT:
17	
18	Judith Caputo, Stenographer/Transcriptionist
19	Chris Delic, Virtual Technician
20	
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1	INDEX OF EXHIBITS
2	
3	NUMBER/DESCRIPTION PAGE NO.
4	(None).
5	
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10	* * The following is a list of documents undertaken
11	to be produced or other items to be followed up * *
12	
13	INDEX OF UNDERTAKINGS
14	
15	The documents to be produced are noted by U/T and
16	appear on the following pages: 104:17, 105:1
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     -- Upon commencing at 2:01 p.m.
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                 JOHN TRAIANOPOULOS:
                                      AFFIRMED.
 4
                 LIZ MCLELLAN: Good afternoon,
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    Mr. Traianopoulos. I am going to read you a quick
     script and then we'll get into the substance of
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 7
    your interview.
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                 The purpose of today's interview is to
 9
    obtain your evidence under oath or solemn
10
    declaration, for use at the Commission's Public
11
    Hearings.
12
                 This will be a collaborative interview
13
     such that my co-counsel, Ms. Kate McGrann, might
14
     intervene to ask certain questions. If time
15
    permits, your counsel may also ask follow-up
16
    questions at the end of this interview.
17
                 This interview is being transcribed,
18
    and the Commission intends to enter this transcript
19
     into evidence at the Commission's Public Hearings,
20
     either at the hearings or by way of procedural
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    order before the hearings commence.
22
                 The transcript will be posted to the
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    Commission's public website, along with any
24
    corrections made to it after it is entered into
25
    evidence.
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1 The transcript, along with any corrections later made to it, will be shared with 2 3 the Commission's participants and their counsel on a confidential basis before being entered into 4 5 evidence. You will be given the opportunity to 7 review your transcript and correct any typos or 8 other errors before the transcript is shared with the participants or entered into evidence. 9 10 non-typographical corrections made will be appended 11 to the transcript. 12 Pursuant to Section 33 (6) of the 13 Public Inquiries Act, 2009: "A witness at an 14 inquiry shall be deemed to have objected to answer 15 any question asked him or her upon the ground that 16 his or her answer may tend to incriminate the 17 witness or may tend to establish his or her 18 liability to civil proceedings at the instance of 19 the Crown or of any person, and no answer given by 20 the witness at an inquiry shall be used or be 21 receivable in evidence against him or her in any 22 trial or other proceedings against him or her 23 thereafter taking place, other than a prosecution 24 for perjury in giving such evidence." 25 As required by Section 33 (7) of that

1 Act, you are hereby advised that you have the right 2 to object to answer any questions under section 5 3 of the Canada Evidence Act. 4 And I realize that I forgot to 5 introduce myself, as well as Ms. McGrann. My name is Liz McLellan. 6 7 Commission Counsel, and Ms. McGrann is the Co-Lead Counsel on the Commission. 8 9 JOHN TRAIANOPOULOS: Thank you. 10 LIZ MCLELLAN: To confirm, you have 11 been affirmed today? 12 JOHN TRAIANOPOULOS: Yeah. 13 LIZ MCLELLAN: Okay. So can you just 14 walk us through your experience, including your 15 prior experience on LRT projects? 16 JOHN TRAIANOPOULOS: Okay. So, my 17 first LRT would have been the Ottawa LRT, in terms 18 of a full project scope. 19 Prior to that, I did work on the Union 20 Station to the airport. It's called the UP 21 Express, which is in Toronto, as you may have heard 22 That was a more simple project, a design-build-finance. 23 So that was a rail project which does predate the 24 Ottawa LRT. 25 After Ottawa LRT, I've worked on the

1 Finch LRT, the Hurontario LRT in Mississauga, the 2 Eglinton Crosstown LRT in Toronto. 3 And they're not LRTs, but I've worked on most, if not all, of the IO Metrolinx transit 4 5 projects in some capacity, either indirectly as a project lead or in my current role as an SVP of a 6 7 group that supports all the projects. 8 LIZ MCLELLAN: And so what was the 9 capacity of your role on the Ottawa LRT? What was 10 your title and what was the main area for the base 11 of your role? 12 JOHN TRAIANOPOULOS: So I was a manager 13 in what was called the "Project Finance Group." 14 It's now relabelled "Transaction Finance," but it's 15 essentially the same group. 16 And in that capacity, we support a 17 project team, which is typically led at IO by 18 project delivery. So we're part of the project 19 And my role was specifically making sure in 20 helping advise the City on all of the project 21 financing and some of the commercial implications 22 of the deal itself. 23 And this would have been informed by a 24 bit of experience doing it at IO at the time for --25 starting in 2007, so about four years. So I was a

1 manager by then, and a manager on a file is sort of 2 seen as the project lead for that discipline. So I 3 wasn't the overall project lead, but I was, within 4 IO, the project representative or lead on the 5 project financing elements. I don't know if you want me to go 7 deeper. We'll drill into 8 LIZ MCLELLAN: No. 9 some of the areas that you've mentioned, but that's 10 a great overview. 11 JOHN TRAIANOPOULOS: Okay. 12 LIZ MCLELLAN: Do you have anything 13 else to add though? 14 JOHN TRAIANOPOULOS: The only main No. point I will add that I believe is relevant is, in 15 16 that role, I also had a relationship with some of 17 the advisors. So Deloitte, for example, was -- we 18 call them transaction advisor, but the project 19 finance team historically at IO always managed that 20 relationship, whether we hired them or not. So it 21 was another important part of the role was to make 22 sure Deloitte was busy and working hard on it. 23 LIZ MCLELLAN: So, generally, on IO's 24 involvement, how and when did IO get involved in 25 the LRT project?

1 JOHN TRAIANOPOULOS: The "when" is a 2 bit fuzzy; I will have to confirm back a date. 3 recall the early days, maybe in and around 2009 or 4 so, there was some early meetings around a 5 potential role for IO and then asked to go -- I recall going to the City to present a bit of an 6 7 education session on how P3s work, what I0 might 8 do, in terms of a service offering. So I was part of that; I do recall that meeting. This was a long 9 10 time ago so I'll do my best. 11 So that was sort of the start of the 12 formulation of a potential role. And we looked at 13 it very similar to any IO project where you have a 14 central procurement group on behalf of the Province 15 for Ontario projects that can help structure 16 projects, help run procurements in an efficient 17 way. So we very much saw it, you know, it's a 18 big -- while it's a City project, it's still a big 19 project in Ontario. So it made some sense to us to 20 advise if that worked for the City. 21 So I was part of that initial kind of 22 brainstorm about what IO could do, and just having 23 been with IO for a couple of years, I was tasked 24 with educating some of the City staff on how P3s 25 work.

1 LIZ MCLELLAN: Okay, go ahead, sorry. 2 JOHN TRAIANOPOULOS: So that was the 3 early part of it. And then, as you know, we've 4 eventually formulated a procurement advisory role. 5 LIZ MCLELLAN: And so were you involved from the get-go then? 6 7 JOHN TRAIANOPOULOS: I would say so. There may have been conversations before my 8 I wouldn't necessarily know. 9 involvement. 10 perhaps at higher levels, but I don't know. 11 I've been with IO for a while, so I would have been one of the early ones to participate. And I do 12 13 recall some pretty early meetings before any 14 procurement was launched. So I was there, yeah. 15 LIZ MCLELLAN: And how did IO become 16 involved? Did the City reach out to IO, or was 17 there a requirement by the Province in terms of 18 their funding contributions that the project be 19 handled as a P3 and overseen by IO in that respect? 20 JOHN TRAIANOPOULOS: I don't know how 21 that happened. We were asked -- the only thing I 22 do recall is we were asked by our CEO at the time, 23 which was David Livingston, to prepare materials 24 for -- and to go to Ottawa to prepare materials and 25 go to Ottawa for a presentation on what we do and

1 what we could offer. That's my first memory of the 2 project. There may have been conversations before 3 that; I wouldn't know. 4 LIZ MCLELLAN: Do you know generally if 5 there is a requirement, if the Province has committed to funding on a project and if it's 6 7 appropriate that it be a P3, is there a requirement 8 by the Province that the project be run by IO or as a P3? 9 10 JOHN TRAIANOPOULOS: I don't believe 11 there is a firm requirement. It certainly wasn't 12 explained to us in that way that, you know, with 13 the funding comes IO, at least not to me. I don't --14 I can't recall any specific link between the two. 15 There may have been conversations, again, around 16 that, but, again, I'm not aware of anything like 17 that. 18 LIZ MCLELLAN: Were you involved with 19 the Province's P3 screening process? 20 JOHN TRAIANOPOULOS: On this project or 21 generally? 22 LIZ MCLELLAN: This project. 23 JOHN TRAIANOPOULOS: No. I don't 24 believe so. I'm hesitating a little bit because 25 there is work on what we call a value-for-money

1 assessment which gets into whether or not you should do a P3 or not. But I don't think it's 2 3 formally part of the P3 screen that would have been 4 done at the time by Ministry of Infrastructure. 5 I'm a bit hesitant on exactly what P3 screen means. Were you involved in a LIZ MCLELLAN: 7 value-for-money assessment on the LRT project? 8 JOHN TRAIANOPOULOS: Yes. T was 9 involved in reviewing some initial value-for-money 10 work that was done by Deloitte and commenting on 11 it, just from having done it so many times, and 12 giving our views early on whether or not we thought 13 there were any holes in it or other things to 14 consider. 15 If I also recall, we did -- I can't 16 remember exactly when, but we've openly shared our 17 value-for-money methodology and some of the 18 materials with Deloitte, just as an advisor and as 19 a partner. So we're in regular conversations 20 around how to do value for money and how to frame 21 it. 22 I also believe that, at some point, 23 some of our underlying risk matrices and numbers 24 that in the DBFM were used in some calculation of 25 value for money.

1 LIZ MCLELLAN: When did the 2 value-for-money assessment take place? 3 JOHN TRAIANOPOULOS: I don't recall the 4 I'd have to go back and check. I don't 5 recall. I do recall one would have been done before IO got involved, and I remember having to 6 7 review it and look at it. I can't recall if we did 8 an update or a refresh. But it would have been 9 very early on in the project. And I don't think it 10 was done after, like, after financial close or post 11 award. It was very much a preliminary exercise to 12 determine if the model made sense or not with the 13 City. 14 LIZ MCLELLAN: Who conducted the 15 value-for-money assessment that you reviewed? 16 JOHN TRAIANOPOULOS: Deloitte. 17 LIZ MCLELLAN: Okay. And do you recall 18 any of the conclusions from that report? 19 JOHN TRAIANOPOULOS: Not offhand. 20 offhand. I recall that DBFM at some point was a 21 favourable conclusion and positive value for money 22 was generated, hence the DBFM. 23 I just can't recall what the very, very initial report said. Because they were still 24 25 debating back then between different models and

1 different solutions. We initially thought that the 2 City didn't want or have a preference for a P3, 3 which is fine. 4 So I can't recall if the early reports 5 pared down or weeded out some models or not. at some point, it is likely that a positive DBFM 6 7 was generated. 8 LIZ MCLELLAN: What gave you the 9 impression that the City did not have a preference 10 to go to P3? JOHN TRAIANOPOULOS: If I recall, there 11 12 was always -- and this is going back to the very 13 early days, so it may be a bit foggy here as well. 14 It was pretty clear upfront that the City had an 15 affordability challenge, like, they had a budget 16 and a cap. So adding financing adds cost to that 17 issue. If you have a hard number, it just solves 18 you, and a private financing is more expensive than 19 what the Province or City can borrow at. 20 So it was our initial impression that 21 maybe they don't want to use that model for good 22 affordability reasons. I'm not exactly sure what 23 changed that recommendation or their minds. 24 was the initial thought. Because if I recall, they 25 looked at things, even design-build-maintenance,

1 where you could have design and a build component 2 and a maintenance component without the use of third party financing. 3 4 IO doesn't typically do that model, but 5 it's possible. You know, there were sort of, within the project team, maybe a feeling that they 6 7 weren't up for that due to affordability reasons. 8 But it was just -- we were just sort of guessing, 9 speculating why it might be. And I don't know 10 exactly how it all changed or changed what was in 11 their mind or any of that. But, in the end, it was 12 a DBFM, and I'm fairly certain it was a positive 13 DBFM case for doing that. 14 LIZ MCLELLAN: Who communicated to you 15 that there was an affordability issue? Or how was 16 that communicated? 17 JOHN TRAIANOPOULOS: Prior to the 18 procurement, I don't recall. It may have been --19 sorry, I don't recall. I don't recall. 20 In the procurement, affordability was 21 talked about a lot and that became more clear, but 22 there was -- I'm sure no surprise there, there was 23 affordability challenges with the project 24 throughout. But prior to the procurement, I don't 25 remember where, maybe we got that sense.

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1
                                Okay. And then taking a
                 LIZ MCLELLAN:
 2
    step back, can you just generally describe IO's
 3
    role on the project with a view to the fact that IO
 4
    acts as an agent to the Crown?
 5
                 JOHN TRAIANOPOULOS:
                                      This is my view of
    our role and what I understood my role to be.
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 7
    were there to provide commercial procurement
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    structuring advice to the City. I didn't view it
    personally as much different in my capacity,
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10
    whether I'm advising, you know, Metrolinx or a
11
    provincial client or our own -- or projects that we
12
    signed agreement for. So it didn't feel much
13
    different to me.
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                 We had a sort of professional
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    responsibility to get the best Project Agreement
16
    and the best deal terms we could get. And, for me,
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    get it financed. We always say make it biddable
18
    and bankable, right? And provide value for money.
19
                 So I didn't view it as any different.
20
    I wouldn't -- when you say, in terms of an agent of
21
    the Crown, like, what do you mean by that?
22
                 SARIT BATNER:
                                I was actually just
23
    going to let this play out a little bit. But, in
24
    this project, IO was not acting in that capacity,
25
    right?
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1 LIZ MCLELLAN: Okay. Okay. 2 Can you just speak generally to IO's -like, what does that mean in terms of IO acting as 3 4 agent of the Crown? 5 SARIT BATNER: So, in this project, IO was brought in as an advisor to the City; that is 6 7 the capacity that they acted in. So I don't know that this witness is 8 9 qualified to talk about what it means to be an 10 agent of the Crown. But either which way, in this 11 project, they were brought in as an advisor to the City. And I see -- I don't know if Kate wants to 12 13 weigh in on that. 14 KATE MCGRANN: I thought maybe I could 15 jump in with a quick follow-up question here. 16 So I think that you've answered this to 17 a certain extent, but just to follow up, what 18 changes, if any, were there to your role by virtue 19 of IO's position and role on the Ottawa project as 20 compared to other projects that you've had 21 experience on? 22 JOHN TRAIANOPOULOS: I see. Okav. 23 a whole lot was different. So, typically, or if 24 we're an agent of the Crown or if it's an IO-led 25 project, there would be some maybe minor changes to

1 my role within the governance structure. 2 So, for example, if it was, you know, 3 an IO-led project or a provincial project, the finance representative from IO would likely be the 4 financial evaluation lead, because that's just our 5 practice and that makes sense. 6 7 So here, in terms of overall 8 governance, it was clear and we were obviously okay with it, that the City finance staff would be the 9 10 evaluation lead. And the lead doesn't mean a whole 11 lot, other than a bit of a title and some 12 responsibilities with coordinating evaluators. 13 there are minor things like that within the role. 14 But, like, on the legal side, I'll let 15 someone more qualified to answer. But, obviously, 16 we didn't sign this Project Agreement. If we're 17 agent for the Crown, we have authority to sign in 18 certain respects, so that's different. 19 But day-to-day in my role as a 20 professional project finance part of the team, like, it didn't feel, you know, that different in 21 22 any real way. I think the City did a good job of 23 making us feel part of the team, and I certainly 24 felt pretty empowered to give advice and be trusted 25 where needed.

1 KATE MCGRANN: With respect to the work 2 done by yourself and the other advisors, first of 3 all, you mentioned Deloitte. Were there any other 4 advisors to the City that you interacted with? 5 JOHN TRAIANOPOULOS: Yeah, we retained one, Bank of Montreal, BMO Capital Markets. And we 6 7 worked together as a team. So the project finance 8 team was City finance, my team, myself, and Deloitte and BMO kind of formed the four pillars of 9 10 the team. 11 KATE MCGRANN: Any other advisors to 12 the City that you interacted with or worked with on 13 the project? 14 JOHN TRAIANOPOULOS: I interacted with 15 the entirety of the project team. So the technical 16 advisor, I'm afraid -- I forget her [sic] name, I 17 apologize. But we were part of many project 18 meetings with many advisors. But, for me, it was 19 mostly BMO, Deloitte. But we would have worked 20 with and interacted with the Fairness Commissioner, 21 fairness advisors, the legal advisor for sure, 22 which was BLG, if I recall, and the technical 23 advisor, where it made sense. 24 KATE MCGRANN: Would that be Capital 25 Transit Partners or CTP?

1 JOHN TRAIANOPOULOS: Right, yeah. 2 were a consortium with a few advisors, yeah, CTP. 3 KATE MCGRANN: In terms of your interactions with the finance team and the advisors 4 5 more generally, any difference in your work by virtue of IO's role in this project as compared to 6 7 normal? JOHN TRAIANOPOULOS: The only -- the 9 main difference is we didn't retain the financial 10 transaction advisor, being Deloitte. So we work 11 with them all the time on many projects. 12 Typically, contractually, our group, my team, would 13 procure that contract and sign off on that one. 14 So that was the one kind of contractual 15 difference, but again, day-to-day, a lot of 16 familiar faces within these teams so we just worked 17 together as if it was a regular IO project. Ιt 18 didn't really feel different. 19 KATE McGRANN: Would it be fair to say 20 that, on this project, IO is one of several 21 advisors to the City, whereas on other projects, IO 22 may be receiving advice but ultimately IO is making 23 the determination about the next step forward? JOHN TRAIANOPOULOS: I think that's a 24 25 fair summary in some ways. I think, for the

1 project finance group, to be a bit more candid 2 about it, is I think, you know, we were -- Ottawa 3 didn't have a project finance team, so I think they saw us as much as an advisor, but day-to-day they 4 5 really trusted us and Deloitte and BMO to work together to come up with solutions. 6 So maybe by 7 exception, I think we were pretty much seen in our 8 typical role. But yes, we were one of many But we had a lot of, I'd say on some 9 advisors. 10 aspects, a lot of say and influence because we're 11 specialists in kind of procurement and project 12 finance and other areas so... 13 KATE MCGRANN: Any challenges, disputes 14 or disagreements as between IO's advice on this 15 project and those of other advisors or the City's 16 desire to head in a certain direction? 17 JOHN TRAIANOPOULOS: Do you mean on the 18 project financing elements, or anything at all? 19 KATE MCGRANN: Starting with the 20 project finance, and then I'll ask you to follow up 21 if there are any other areas that you're aware of. 22 JOHN TRAIANOPOULOS: Nothing material 23 really comes to mind. I'd have to go back and see 24 if there's any minor disagreements. Over a few 25 years of a procurement, there's probably something.

25

when we get there.

1 But nothing that really stands out. 2. The one that's more generic is there 3 were some debates around what to do about geotechnical risk and what makes sense 4 5 commercially. So the project finance team, mostly through advice from BMO, was more of the view that 6 this risk is too hard to transfer, it's not really 7 marketed right now, you know, tunnel projects have 8 been hard in the U.S. So that was one where there 9 10 was a difference of opinion between at least BMO 11 and what the City wanted. But that was okay. 12 Like, there was discussions around that, and in a 13 project team, there's bound to be commercial 14 debates and discussions about what to do. 15 So that was one that came to mind as 16 something that we independently went out and got 17 advice for and tried to form a recommendation to 18 the City based on how the lenders would view it and 19 some of the financiers. But I can't think of 20 anything else, right now, contentious or material, 21 in terms of major disagreements or disagreements. 22 KATE MCGRANN: I anticipate that 23 Ms. McLellan will have some questions for you about 24 the geotechnical risk transfer, so we'll get there

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1
                 Thanks very much. That's it for me for
 2
    now.
 3
                 JOHN TRAIANOPOULOS:
                                      Okay.
 4
                 LIZ MCLELLAN: So were you involved
 5
    with negotiating the MOU with the City that's
    entered into in 2011?
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                 JOHN TRAIANOPOULOS: I don't believe
 8
          I don't recall being involved in the
    MOU negotiation. What I will say is what's typical
 9
10
    is, if we're doing any MOU, I would be asked for
11
    input on what my role should say or could be. So
12
    it's possible that I would have given commentary to
13
    our project team on that, but I don't recall having
14
    a real active main role in negotiating an MOU.
15
                 LIZ MCLELLAN: Do you recall having any
16
    discussions with your team about the MOU or certain
17
    terms within the MOU, if you didn't provide
18
    feedback on what your role should be, any other
19
    discussions?
20
                 JOHN TRAIANOPOULOS: I don't recall.
21
                 LIZ MCLELLAN: Okay. Is the entering
22
    into an MOU standard on these types of projects for
23
    IO?
24
                 JOHN TRAIANOPOULOS: Yes, I believe so,
25
    yes.
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1	LIZ MCLELLAN: Have you reviewed the
2	MOU?
3	JOHN TRAIANOPOULOS: I don't recall. I
4	might have.
5	LIZ MCLELLAN: I was going to ask if
6	the terms are typical of what you've seen, but it
7	seems that you have not looked at the MOU.
8	JOHN TRAIANOPOULOS: If I did, it would
9	have been over a decade ago and I wouldn't be able
10	to know what's in there right now.
11	LIZ MCLELLAN: So the MOU did
12	contemplate IO's ongoing role in the project
13	following procurement through to the maintenance
14	aspect. Are you familiar with that?
15	JOHN TRAIANOPOULOS: Yes. That was
16	yeah.
17	LIZ MCLELLAN: What were the
18	circumstances around that plan?
19	JOHN TRAIANOPOULOS: Going through
20	construction or into maintenance, or both?
21	LIZ MCLELLAN: Carrying on into
22	maintenance later.
23	JOHN TRAIANOPOULOS: Sorry, I'm not
24	aware of any maintenance role. I'm aware of
25	contemplation of a construction oversight,

1 management role. But I wasn't aware that there was 2 a maintenance role contemplated. 3 LIZ MCLELLAN: Okay. And then, in 4 terms of the construction oversight role, what were 5 you aware of on that? JOHN TRAIANOPOULOS: I was aware that 7 our project delivery team would keep one or two 8 people staffed on the project to help oversee its construction, to deal with any major issues, to 9 10 attend any major works committee meetings, 11 etcetera. 12 My role would have been very ad hoc. 13 We tend to have the benefit of, after financial 14 close, not necessarily always being involved unless 15 there's, you know, a major issue. And our delivery 16 team would reach out to me if they needed advice or 17 help with any sort of major issue, especially if it 18 involved lenders or equity because we're kind of 19 the other side of the table of the lenders. 20 LIZ MCLELLAN: Right. And then were 21 the two IO representatives that were to stay on 22 during the construction phase, did they actually 23 stay on during the construction phase? 24 JOHN TRAIANOPOULOS: The only one I 25 recall being on construction was Meghan O'Donnell,

1 I think she was on the file. now Mulligan. 2 Kitty Chan -- I could have this wrong but I recall 3 Kitty Chan being involved somewhat in Ottawa. 4 LIZ MCLELLAN: And did they ever reach 5 out to you and consult with you on any of the issues or experiences they had during that time? 6 7 JOHN TRAIANOPOULOS: I recall one. 8 There may be others. I recall when there was a sinkhole issue on the project, there was some 9 10 conversations around how the Project Agreement 11 works, if it is going to be compensated, how does 12 the payment work. So there was some general 13 questions about that, and how do the lenders get 14 paid, if at all. So I do recall being involved in 15 some e-mail communication back and forth on that. 16 Sorry, one other one came to mind just 17 as I thought of it. I was also -- this was after 18 financial close, so technically the construction, 19 the City asked us to help educate them on how the 20 maintenance term will work eventually. So, once 21 they get past substantial completion, there's a 22 whole, as you know, 30-year contract. 23 We were asked to present to the City 24 just some lessons learned on implementing the 25 Project Agreement during that term, so I was one

1 of, I think, two or three presenters that went to the City to do a bit of an education session on the 3 maintenance term, and specifically for me, how some of the lending works and the payment mechanism and 4 5 things like that. So what were some of the LIZ MCLELLAN: 7 key recommendations within that presentation? I don't recall the 8 JOHN TRAIANOPOULOS: Some of the lessons learned that 9 recommendations. 10 are common in that I recall were to -- you know, 11 some obvious ones, build good relationships with 12 Project Co, learn how to sort of deal with the 13 unexpected, but I don't recall the recommendations 14 in there. 15 I do recall it was a bit more of -- at 16 least from what I presented -- a bit more of a 17 101 level education session on it. Because some of 18 the staff that were in the procurement were not the 19 same staff that were going to be working on the 20 eventual implementation. So, for example, my 21 counterpart in City finance doesn't work on the 22 maintenance. 23 Right. LIZ MCLELLAN: 24 JOHN TRAIANOPOULOS: So there was --25 there's a different audience to educate. So it was

1 more about getting them up to speed on what the 2 contract says and what it means and how to enforce 3 it. 4 LIZ MCLELLAN: And then are you aware 5 of an amending agreement that was entered into in 2013 between IO and the City? 6 7 JOHN TRAIANOPOULOS: 8 LIZ MCLELLAN: Okay. And then just your view at the outset, if you can recall, did you 9 10 feel that the City had the resources and expertise 11 it needed to oversee the project? 12 JOHN TRAIANOPOULOS: I wouldn't be able 13 to form an intelligent view on that. 14 LIZ MCLELLAN: Based on comparative 15 projects, even though there wasn't at the time in 16 terms of light rail projects, but just based on 17 what you had seen. 18 JOHN TRAIANOPOULOS: I would say, on 19 the project financing side, they didn't, which is 20 largely why I think they hired Deloitte and us to 21 supplement that lack of expertise. 22 On the technical side, CTP was a big 23 team and a lot of advisors. The City staff 24 themselves were a little bit thin, but that is 25 fairly typical, actually, in some of these projects

1 because a lot of these municipalities don't always do mega-projects, right? So it wouldn't make sense 2 3 to build necessarily a very, very large team 4 internally when you're only doing a 5 once-in-a-generation project. But, yeah, I didn't feel like -- I have 6 7 no reason to say that they were understaffed or it 8 didn't feel like, you know, people weren't prepared. I actually found some of the City staff 9 10 very competent and very, you know, commercially 11 reasonable and pretty easy to work with. Like, I 12 actually had a pretty positive experience with the 13 people I worked with there. 14 LIZ MCLELLAN: And who did you work 15 with? 16 JOHN TRAIANOPOULOS: So, my main 17 counterpart was Mona Monkman. She's retired now 18 but she was the City Deputy Treasurer. She was 19 kind of our go-to. 20 And then, within the City, there was 21 the higher level, the City Manager; there was John 22 Jensen was there as one of the more senior leads; 23 Gerry Chaput [sic], I think was his name, something 24 like that, he was one of the technical aids. 25 those were the main ones I recall, and then a host

1 of advisors. 2 LIZ MCLELLAN: And so switching to the 3 selection of the model, were you involved in advising the City on which model to go with, 4 5 including in the end choosing the design-build-finance-maintain model? 6 7 JOHN TRAIANOPOULOS: I don't recall 8 having a direct line into that. I would say the role was more to review some of the value-for-money 9 10 work that was done and comment on it. 11 I do recall IO did have -- state a 12 preference to the City to use a DBFM, for good 13 reasons. I'm just not -- I'm a bit lost if it was 14 a formal recommendation or if it was just something 15 that sort of evolved over time. But yes, like, IO 16 uses DBFMs for very good reasons many times, so 17 that was definitely, you know, a supported 18 recommendation from us. And I would have helped 19 assist in some of that logic and rationale as to 20 why. 21 LIZ MCLELLAN: And what would some of 22 those very good reasons be? 23 JOHN TRAIANOPOULOS: Well, the main 24 ones are, from our perspective, it always comes 25 down to risk transfer and price certainty.

1 the objective is to get price certainty and risk 2 transfer, the P3s tended to have a good track 3 record of achieving those objectives. The lender oversight was something that 4 5 we always valued. It's the comfort of having a third party financier reviewing, putting their 6 7 money at risk, first and foremost. If there are 8 issues, it's comforting as sort of -- as the taxpayer's point of view that it's someone else has 9 10 skin in the game, a financial interest in it. 11 So, and also the due diligence they 12 So there's a whole process, advisory 13 processes, etcetera, that diligence the project to 14 make sure that it's viable, there's enough budget 15 in it, etcetera. 16 So, like, we rely heavily on that 17 model. Most of our projects are classic P3s. 18 are changing now. But those same reasons applied 19 in the City's context, like, it was a very big, 20 complex project. At the time the P3 market was 21 pretty established, lenders were interested, rates 22 were reasonable; it seemed to fit the right 23 criteria. So I wouldn't see any reason why we 24 wouldn't recommend what worked for us. And we sort 25 of followed that same logic into the City's

1 project. 2. LIZ MCLELLAN: So, other than the size 3 and complexity of the project, were there any other reasons that you felt a DBFM was appropriate for 4 5 the LRT project for the City's purposes? Well, the City JOHN TRAIANOPOULOS: 7 wanted, and all the -- benefitted from having that 8 integration of the design and the maintenance as So you have a design team working with the 9 well. 10 build team, working with the maintenance team, to 11 optimize a system for the longer term, and that's 12 another big benefit of -- whether it's financed or 13 not, just wrapping in the maintenance, you have 14 that 30-year perspective. So, things like energy, 15 efficiency, cost matter, right? So you can make 16 design decisions that would impact, you know, 17 either lower cost maintenance down the road or 18 energy savings, etcetera. So it's all factored 19 into that whole life costing, which was another 20 kind of big benefit of a way to look at it. 21 Like, this is whole life costing, 22 you're maybe even willing to trade off -- you know, 23 it's like if you're buying an electric vehicle now, 24 you'll pay more upfront and you'll deal with that, 25 but you'll get years of maintenance and energy

1 savings. 2 It's the same sort of logic in the 3 You don't exactly care about the buckets of 4 cost, you care about the whole life cost more than 5 anything. And so I assume that we LIZ MCLELLAN: 7 know the answer to this question, but did you 8 advise on the quantum of financing for the model? JOHN TRAIANOPOULOS: Yes. Yes, with 9 10 the caveat that we knew the City had an 11 affordability ceiling and a constraint. So, under 12 a constraint of affordability, you can only finance 13 so much before it gets too expensive. So I'd say, 14 yes, we did recommend different financing options 15 with that constraint in mind. 16 LIZ MCLELLAN: Was there an initial 17 financing amount that Deloitte and IO suggested to 18 the City? 19 JOHN TRAIANOPOULOS: I don't recall. 20 Long-term, I recall it landed at 300 million. 21 may have been between 300 and 400; I don't recall 22 the number. LIZ MCLELLAN: Was 300, was that what 23 24 Deloitte and IO came up with, or was that through 25 discussions with the City? How is that number

1 arrived at? JOHN TRAIANOPOULOS: It would have been 2. 3 largely us and Deloitte coming up with that sort of joint recommendation. The sizing of how much to 4 5 keep in long-term is a function of how much can you afford, but also a function of how much do we think 6 7 is enough skin in the game or capital at risk to deal with the risk transfer. 8 IO, on our transit deals, typically 10 targets -- targeted 15 percent of capital costs. 11 So, Eglinton Crosstown is at 15 percent, for 12 example. Some of our highways are at 15 percent. 13 So it's less than our social projects, which is 14 more. And the main reason is these are very, very 15 large projects, so you have a big capital cost 16 number. Even 15 percent is a lot to finance. 17 You know, ideally, you would want to 18 finance as much as you can afford or as much as you 19 can bear, but you have to do that tradeoff between 20 how much is enough to drive that incentive. 21 Our view at IO is \$300 million or 22 15 percent is still a lot of money. And no one is 23 going to walk away from that and leave it, even at 24 \$300 million, because that's a big loss for 25 lenders, for example, to take.

1 So the behaviour isn't necessarily 2 shaped entirely by the size of that cheque. 3 behaviour is shaped by being enough to matter and to sting. And the conclusion was, you know, that 4 5 order of magnitude, 15 percent or 300 million, would be enough. 6 7 LIZ MCLELLAN: And then so you kind of 8 already answered this in your response, but did IO, from what you recall, advocate for a higher 9 10 financing component than what was ultimately 11 selected? 12 JOHN TRAIANOPOULOS: I recall a 400 13 million number at some point came up in some of the 14 material I was also just reading earlier. I recall that number. But I don't recall if we ever 15 16 recommended to go higher than that. I think we 17 said 300 to 400 is kind of that sweet spot. 18 LIZ MCLELLAN: Was 300 to 400 the ideal 19 amount, or was that a number that was proposed in 20 mind with a view to the City's affordability 21 limitations? 22 JOHN TRAIANOPOULOS: Both. Both. 23 Like, we -- whether it was a -- even if they had a 24 bigger affordability cap, we would not, on a 25 transit deal, typically recommend much more than

1 that anyways. 2 So, for example, when we structured the 3 Eglinton Crosstown, we structured it at 15 percent and we didn't -- there's always an affordability 4 5 cap, but that was just our recommendation for that despite what the capital cost affordability cap 6 7 might be. 8 So, we were mindful of the 9 affordability cap and we were definitely 10 constrained by it, so we couldn't do too much. 11 the 15 percent order of magnitude range -- it's not 12 exactly 15 percent but it's close -- was in line 13 with transit and civil precedent at the time. So 14 it was the normal range of values. 15 LIZ MCLELLAN: So, if affordability 16 weren't an issue, what would a higher financing 17 component have accomplished on the project? 18 JOHN TRAIANOPOULOS: I'll try to answer 19 this a bit technically, and you can follow up. 20 So, the more financing you put in 21 long-term, so the more financing that survives 22 after substantial completion -- we call it "skin in 23 the game" -- but it just means there's a bigger 24 cash cushion in the project to deal with issues in 25 the maintenance term. So if there's, for example,

25

1 a default of Project Co, that pool of money is 2 available to the contracting authority, in the case 3 of the City of Ottawa, to rectify issues. 4 So the way it works is, just assuming 5 for a second the lenders don't want to step in, they just want to walk away and, you know, move on 6 7 with life, that pool of money would then be 8 available to the City to deal with future overrun 9 costs. 10 So if, let's just say in year two of 11 the maintenance term, Project Co defaulted, for 12 whatever reason, the City would then be able to 13 forecast the remaining 28 years of costs in the 14 project, which would typically be higher because 15 you're in default, you have to find a new 16 maintenance provider; you're going to likely get 17 charged a premium. And to rectify any deficiencies 18 in construction that may still be lingering, the 19 City would be able to take that money and use that 20 as a source of funds and pay for the overruns. 21 you effectively go through what we call 22 compensation on termination calculation. 23 So, the bigger the debt and equity 24 cheque, just the bigger security you have to deal

with future cost overruns in a default.

1 that comfort of how much is enough? You know, these are non-recourse project financing projects. 3 How much is enough in those sort of doomsday 4 scenarios where you're looking to replace Project 5 Co.? Prior to default, it doesn't matter 7 because it's running fine and Project Co is not in 8 default and lenders are being paid back. So it's really that default trigger that's used as that 9 10 security package. 11 LIZ MCLELLAN: So, really, it would 12 result in the City having additional funds and then 13 therefore less pressure being put on the Project Co 14 financially, in the event of a delay or any issue 15 that may arise? 16 JOHN TRAIANOPOULOS: Not so much in 17 delay, because delay risk is passed down to the 18 contractors, and if they're late, they have to pay 19 damages, liquidated damages, interest, delayed 20 interest to the lenders. 21 It's more in default where, you know, 22 that pool of money is borrowed and not there. if there's a \$2 billion project like this one and 23 24 you borrow -- let's just use the numbers -- you 25 borrow \$300 million against Project Co, so you've

1 paid 1.7 billion by substantial completion. 2 is a simple example. You haven't paid for the 3 whole system yet, you've deferred the payment. 4 you've mortgaged it, basically. And that's nice to 5 have, right? Because the worst thing that can happen is you fully pay for something, Project Co 6 7 is long gone -- and this is what can happen on a 8 design-build or even design-build-finance -- and 9 then something catastrophic happens to the system, 10 you're having to sue for damages and all that. 11 The nice thing about the model is that 12 it's cash that's been held back. It's liquid 13 because you hold it, right? So it's kind of the 14 ultimate form of security. So, the bigger the pot 15 of money, the less risk, in a way, the City is 16 taking on those default events in terms of having 17 to deal with the rectification costs of those. 18 What were the liquidated LIZ MCLELLAN: 19 damages that you just referenced that, was it RTG 20 had to pay? 21 So, when I JOHN TRAIANOPOULOS: Yeah. 22 say "liquidated damages," I mean from the 23 perspective of RTG's damages to their lenders. 24 whenever a project is late in a P3, the lenders 25 will still need to be paid their interest, and like

1 any lender. So those would be damages, liquidated 2 damages, that Project Co will typically pass down 3 to the design-build contractor to pay back Project Co, to then pay the lenders delay interest. 4 5 So, because the short-term lenders were supposed to be out, or taken out at substantial 6 7 completion, they're still there and there's still interest charges on their loan, those will become 8 9 payable by Project Co, who then typically again 10 passes that risk down to the contractors. 11 And then the long-term lenders would 12 have been expecting payments, repayments to their 13 There isn't a monthly payment from the City 14 until there's completion. So there's no source of 15 funds to pay for that, so they would also hit the 16 contractor with damages to pay for that. 17 LIZ MCLELLAN: Are you aware of what 18 the quantum of damages that were being paid was? 19 JOHN TRAIANOPOULOS: I'm not aware. 20 It's not hard to find. We'd be able to sort that 21 out through the financial model. But I don't have 22 that off the top of my head, no. 23 LIZ MCLELLAN: Okay. So how was the IO 24 team built that worked on this project? 25 So, the IO team, JOHN TRAIANOPOULOS:

1 like, you mean who was on it? Or how did it come 2 together, or both? 3 LIZ MCLELLAN: How were people 4 selected? Was it based on who has transit 5 experience? How was it put together? JOHN TRAIANOPOULOS: I see. 7 I know I was asked to work on it by my boss 8 at the time, just as being -- having the capacity and having some P3 experience between the 9 10 UP Express and then on the social side. I always 11 felt pretty, still relatively young, so anybody who 12 had a bit of experience within IO would have been 13 an asset to that team. I do recall, and I do think 14 a strong team was formed within IO. 15 In terms of how it was staffed and who 16 made those decisions, each division in each 17 department puts their own resources on a project 18 That wouldn't have been something that I team. 19 would have really have had a say on or a view on. 20 LIZ MCLELLAN: And were there 21 comparable projects for IO to draw from? 22 JOHN TRAIANOPOULOS: Yeah, there were. 23 So, at the time there weren't too many P3 transit 24 projects in Canada, but there was the Canada Line 25 in British Columbia, Vancouver. That was a DBFOM,

1 I believe. There was -- there were projects in the 2 There was one in Colorado I recall. 3 there were projects in the UK. UK has been doing 4 P3 transit for a long time. 5 There wasn't a DBFM, as far as I know, in Ontario yet. So I would say Canada Line was 6 7 probably the most mature -- the most thought-out in 8 Canada, so that was actually used in some of the precedent research that Deloitte did. 9 We were 10 coming up with certain ideas for certain parts of 11 the agreement. 12 LIZ MCLELLAN: And forgive me, I don't 13 know the BC equivalent of IO. But were there any 14 consultations between the IO team and whoever 15 oversaw that project in BC? 16 JOHN TRAIANOPOULOS: I don't recall if 17 there were. We regularly talked to British 18 So they were called Infrastructure BC --Columbia. 19 sorry, they were called Partnerships BC, they're 20 now called Infrastructure BC. I don't recall if 21 there were. It wouldn't surprise me if there were. 22 We have good open relationships and regular 23 dialogue with them, so ... I just don't remember if 24 we had a specific meeting on it. 25 LIZ MCLELLAN: And were there any

1 challenges or growing pains to adjust to IO working 2 on an LRT, one that hadn't really been done before? 3 JOHN TRAIANOPOULOS: Yes, I think so. 4 At least for, speaking for myself, it was a newer 5 asset class, so there was some education to do on how different regimes would work. 6 7 We were mindful to not just say, well, 8 it's template, that's how we do our social projects 9 so let's just copy and paste and do the same thing 10 because, for example, site conditions comes to 11 mind, where maybe you can have a risk allocation 12 mechanism within a social project, dedicated site, 13 smaller site. But you have to be more open-minded 14 about what to do on an LRT. 15 So there was sort of an openness and a 16 culture of let's not just take the last one and do 17 it again and let's try to actually get educated on 18 what makes sense for this asset class. And a lot 19 of that you learn through the procurement itself 20 and the bidders, who are very vocal on what they 21 think the risk allocation should be. So that's why 22 we also had advisors, third party advisors, 23 Deloitte, BMO, for example, because they did have 24 some experience outside of just social P3s to help 25 us.

1 LIZ MCLELLAN: So I understand that a 2 template for the Project Agreement was based on 3 work on hospitals and buildings. So was there an 4 interest, from IO's perspective, to have a template 5 that could work for a transit project such as an LRT? 6 7 JOHN TRAIANOPOULOS: Well, there is 8 So we've formed discrete sets of documents by asset class, and they're different -- they're very 9 10 similar in a lot of ways and they're different in 11 certain areas, for sure. 12 So I wouldn't say there was -- at the 13 time there wasn't an off-the-shelf template, and 14 this is where we would have pulled in precedent 15 from other jurisdictions and advice from other 16 advisors who would know those documents better than 17 us, to form Ontario's first kind of LRT template, 18 if you will. 19 We say "template," but we tend to do a 20 project and then make it a template and adjust it 21 as we go. Because, if you do it once, you can then 22 have some lessons learned and improve it for next 23 time. 24 I'll give you another example. So, in 25 the payment mechanism, which I worked on a lot, we

1 didn't have one, a transit template. So this is 2. where Deloitte would have had access to those 3 documents in other jurisdictions to help form one 4 for us. 5 And did you work with LIZ MCLELLAN: Deloitte on how they came to provide 6 7 recommendations on how the payment mechanism should 8 be structured? JOHN TRAIANOPOULOS: Yes. 10 LIZ MCLELLAN: And so what did those 11 discussions entail, or what were their 12 recommendations based on? 13 JOHN TRAIANOPOULOS: So the payment 14 mechanism is an important document in the Project Agreement and it's a -- there's a lot of work and 15 16 time that goes into forming it and a lot of 17 consultation with advisors and with the project 18 team to make sure that it's -- we call it 19 calibrated, but make sure it's sort of fair and 20 reasonable. 21 The intent of a payment mechanism is to 22 kind of shape and enforce behaviour and penalties if things are not going well, but it has to be 23 24 balanced so it's not overly punitive or not 25 punitive enough. It's a bit of a balancing act.

1 So it was an entire work stream in 2 itself to have a payment mechanism. Whether it was 3 a formal working group or not, it might have been. We might have called it a working group, but there 4 5 was a team that was working on the payment mechanism. 6 7 It would have required -- it did 8 require some technical expertise as well to make sure that -- the payment mechanism sort of enforces 9 10 the maintenance specifications, so you need 11 technical people who understand maintenance well to 12 help shape it. So the work would have included 13 one, if not several, workshops. Actually, more 14 than one for sure, workshops on coming up with the 15 principles of what to do in the payment mechanism, 16 how to calibrate it, so how severe are the 17 deductions, how severe are what we call failure 18 points, you know, if things -- besides just 19 monetary penalties, there's a regime where, if 20 you're failing constantly, you can actually get to 21 a default under the payment mechanism. 22 So that was a lot of work. Deloitte 23 led that, with us kind of at the table as well, 24 opining on all the terms, talking to the bidders 25 about it, and coming to a final contract.

1 LIZ MCLELLAN: Who provided the 2 technical expertise? 3 JOHN TRAIANOPOULOS: It was a gentleman 4 named Keith MacKenzie, I recall, was at meetings. 5 I think he was with CTP. He was a link to us. 6 This is a real test of the memory. 7 I remember Keith being involved, and 8 Gerry Chaput [sic], at a more higher level, would have been involved in some of those discussions on 9 10 the technical side. 11 There may have been others; I just 12 can't recall the names. 13 LIZ MCLELLAN: And did you feel that, 14 in the end, the document was balanced following 15 those workshops and discussions, and discussions 16 with the bidders? 17 JOHN TRAIANOPOULOS: I did. And it's 18 also a matter of the bidders accepting it and 19 bidding to it. So, the best evidence of a failed 20 payment mechanism is nobody will bid to it and you 21 won't get it through lenders and lenders' technical 22 advisors and all the people looking at it. 23 So, by virtue of bidding to it and by 24 virtue of nobody saying they're going to walk over 25 the payment mechanism, towards the end, you know,

1 we viewed it as biddable because it was bid to. 2 So, you know, we tried to look at 3 precedent. We tried to be fair in the level of 4 penalties. The team was very much focused on 5 achieving behaviour and not just being a tool to beat up Project Co over. It's really just meant to 6 7 be sort of enough -- kind of back to the lending perspective as well, enough financial incentive to 8 9 matter but not necessarily, you know, bankrupt 10 somebody in the first week. It was sort of that 11 balance. 12 LIZ MCLELLAN: And what was some of the 13 feedback that you received from the bidders about 14 the payment mechanism? 15 JOHN TRAIANOPOULOS: The main area of feedback -- I recall two. One was what we call the 16 17 deduction curve. So, when deductions start and how 18 severe they are was always something that they 19 wanted it less severe and more relief on 20 deductions. We wanted more, so there was a lot of 21 that commentary. 22 The second one, which is something we ended up calling, it's a "non-Project Co cause." 23 24 It's a bit of a funny title. But the idea -- and 25 there was a lot of discussions around this, the

1 idea of that one was, because it's a DBFOM [sic], the operator is OC Transpo or the City, the bidders 3 were very much keened into the fact that there are 4 many things that the operator or other third 5 parties do that they can't control that would impact their ability to perform. 6 7 So they wanted more excuse -- more of these excusing events, so that, in the event that 8 there's a loss of service or interruption of 9 10 service because of it, they didn't want to be 11 financially deducted or on the hook for that. That 12 was a main area of focus of getting that list 13 right. 14 For example, Ottawa is the Nation's Capital, so there's a lot of discussions what if 15 there's protests; what if there's blockades; what 16 17 happens in those scenarios? 18 So, we were very open to that, to 19 understand that, if they truly can't mitigate and 20 control those events, it wouldn't be fair to deduct 21 against their payment because there's nothing they 22 can do about them. But where they can mitigate and 23 control, we thought it was sort of fair game to 24 have a pay mec to respond to that. 25 So a lot of commentary around, I'd say

1 those two come to mind as the main -- which is 2 typical in all pay mec's, those are the two things 3 that bidders want less risk on, and we try to push 4 more on where we can. 5 LIZ MCLELLAN: How was the bidders' feedback implemented into the document as it is 6 7 today? 8 JOHN TRAIANOPOULOS: So we get -- we 9 had meetings called commercially confidential 10 meetings, where they can raise concerns. They send 11 us comment tables, etcetera, they send us 12 recommendations on changes. We take those very 13 seriously because, again, our job is to make sure 14 the procurement is successful, and we need to 15 challenge ourselves too, to make sure we're not 16 being unfair or too punitive. 17 So the comments would come in. 18 review them as a project team. We'd try to see if 19 there's themes between the three bidders, are they 20 all saying the same thing? Is it one? Is it two? 21 If all three are saying the same thing, the 22 comments are forceful, they may have a point. 23 There's a bit of that sort of judgment call around how to look at bidders' comments. 24 25 We would then, as a team, form

1 recommendations on changes to make to our own documents and our own regimes, and take those --2 3 you know, if there were minor changes, we can just 4 make them at our level. If there were major 5 changes, we'd make sure to get buy-in from the senior management on the project. 6 7 LIZ MCLELLAN: And so who would you 8 have to get buy-in from? 9 JOHN TRAIANOPOULOS: I would get buy-in 10 from Rob Pattison, which is our clear kind of 11 project delivery head. I believe John Jensen was 12 kind of the City's -- I think I have that right, I have so many projects here -- was the City's 13 14 day-to-day lead. 15 If those two supported your commercial 16 advice, that seemed to be enough to make the 17 change. 18 What were the precedent KATE MCGRANN: 19 projects referred to build out the maintenance 20 piece you've been discussing? 21 JOHN TRAIANOPOULOS: Canada Line for 22 Denver, Colorado Eagle line, I think it was 23 called, was on the list. Hudson-Bergen LRT comes 24 to mind, just the name. There's, I'm sure, a 25 presentation on this somewhere with the precedent

1 I don't know if I've got this all right, research. 2 but those are in my head. 3 KATE MCGRANN: Do you recall if any of 4 the precedent projects were DBFM delivery models? 5 JOHN TRAIANOPOULOS: I believe Colorado And Canada Line was a DBFOM, which is 6 7 similar in terms of the payment mechanism except 8 you have to deal with the operator risk and figure 9 out what risks to take back because the operator is 10 not Project Co. So, in a DBFOM, you can transfer 11 more risk because it's an integrated operator. 12 KATE MCGRANN: So the Denver one, do 13 you recall any other DBFM precedent projects that 14 were referred to in building up this maintenance 15 piece? 16 JOHN TRAIANOPOULOS: I don't recall. 17 There may have been. 18 The reliability KATE MCGRANN: 19 requirements, any discussion of introducing a curve 20 or sort of an increasing reliability requirement to 21 allow for a learning curve on the system, 22 basically? 23 JOHN TRAIANOPOULOS: Like a bedding in? 24 KATE MCGRANN: Yeah, like a bedding in. 25 We talked about a JOHN TRAIANOPOULOS:

- 1 bedding in period, which was on other projects.
- 2 And we decided, with the City, to not do one, if I
- 3 recall.
- 4 And the main reason there was -- this
- 5 one actually did go up the chain a bit. The main
- 6 reason to not to do a bedding in on this one was
- 7 | the City took a view that -- and we supported it,
- 8 | it wasn't just the City's view -- that the system
- 9 should be operating fully day one, and the public's
- 10 | confidence is shaped in those first few months of
- 11 how it performs. Also, the City was relying on
- 12 revenue in the system to help pay for it. So there
- 13 was a feeling that let's not signal or go with the
- 14 bedding in because those first few months are
- 15 actually pretty critical in building that public
- 16 | confidence.
- This was a view I recall shared by, or
- 18 | communicated by, John Jensen on this one. Because
- 19 bedding in does come up every project, and it did
- 20 come up as something the bidders always prefer
- 21 because it gives them a bit of time to adjust.
- But, to be clear, a bedding in period
- 23 does not absolve anybody from the payment
- 24 mechanism. There would still be one and there
- 25 | would still be default rights; it just lessens the

1 penalties for a few months, typically. It doesn't mean they're off the hook. 2 3 If we had done a bedding in period, we would have still calibrated it at a level, and if 4 5 it was really bad performance, there would still be default triggers. It wasn't meant to sort of be a 6 7 risk-free period, ever. 8 KATE MCGRANN: Any other reasons for 9 not including a bedding in period, other than what 10 you've described? 11 JOHN TRAIANOPOULOS: Not that I recall, 12 no. 13 KATE MCGRANN: Any consideration of 14 building in something prior to revenue service to 15 account for bedding in of the system, shaking out 16 the bugs, learning curve of the new operator and 17 maintainer, anything like that? 18 JOHN TRAIANOPOULOS: To be 19 contemplated, is that what you're asking? 20 KATE MCGRANN: Yes. 21 JOHN TRATANOPOULOS: I don't recall. 22 We may have. 23 KATE MCGRANN: The precedent projects 24 that you looked at, do you recall if any of them 25 had bedding in periods?

1 JOHN TRAIANOPOULOS: I don't recall. 2 It wouldn't surprise me if they did. 3 KATE MCGRANN: Were you involved at all 4 in looking at the requirements for trial running? 5 JOHN TRAIANOPOULOS: No. KATE MCGRANN: Who from Deloitte was 7 working on the creation of the maintenance 8 requirements? JOHN TRAIANOPOULOS: I don't recall 9 10 any -- so, I don't recall anyone working on the 11 maintenance requirements. The payment mechanism 12 itself, the two key people that were on the team 13 were the partner -- he's now a partner -- was Remo 14 Bucci. He was the lead on the project. And 15 Michael Fishbein was kind of the day-to-day manager 16 working on it. 17 KATE MCGRANN: Any discussions about 18 whether the deductions built into the payment 19 mechanism were to be capped out at the end of each 20 month such that, no matter how badly you do in a 21 month, you start fresh the next month? Or whether 22 they were to be carried over such that you could 23 start already dinged as a result of the prior month's performance? 24 25 JOHN TRAIANOPOULOS: The intent would

1 be to have deductions cap out at the monthly 2 service payment level because it's always -- the 3 formula says MSP, minus deductions, is what we pay, It doesn't -- it doesn't signal or say it 4 5 can go negative. That's certainly the design intent, from my perspective, of what we do. And 6 7 that's what every IO project does. So it would 8 surprise me to interpret that differently. 9 KATE MCGRANN: Okay. And just to put 10 it in super plain language for people who don't do 11 this as often as you do, so, if I am the 12 maintainer, even if I do a particularly abysmal 13 job, I can't get paid any less than what I'm owed 14 in month one? Once I go over to month two, I get 15 to start from scratch with the full month's 16 expectation and deductions may be applied to that? 17 JOHN TRAIANOPOULOS: Not quite, because 18 the entirety of the monthly service payments at 19 risk, including the repayment of capital. So the 20 maintenance provider is part of that fee. They get 21 paid what they bid. 22 But the maintenance provider is 23 effectively also -- you know, if the risk is passed 24 down, which they typically are, is also at risk for 25 paying back the lender through Project Co.

1 Co is at risk, but Project Co would be asking the 2 Maintenance Co to pay them back for having to pay 3 the lender and equity. 4 KATE MCGRANN: The example I gave you 5 was not particularly clear. JOHN TRAIANOPOULOS: No, no, it's good. 7 KATE MCGRANN: I'll take a second run at this. 8 9 JOHN TRAIANOPOULOS: Yes, you're 10 correct, they -- yes, they start fresh. 11 KATE MCGRANN: They start fresh every 12 month? 13 JOHN TRAIANOPOULOS: Yes. What doesn't 14 start fresh are the failure points. Those, by 15 design, accrue and roll and are assessed on a 16 rolling basis. 17 So the points are different. The dollars -- the design intent, my interpretation in 18 19 design intent, would be that they're effectively 20 capped at the monthly service payment. 21 I think you said that KATE MCGRANN: 22 that is generally the case in IO projects. 23 get that right? 24 JOHN TRAIANOPOULOS: Yeah. 25 KATE MCGRANN: And why is that? Why is

1 it important to have that capped at the month and a 2 fresh start the next month? 3 JOHN TRAIANOPOULOS: It's a lot, it's a 4 lot of money. A single monthly service payment 5 absorbed by a Maintenance Co, maintenance provider, is a lot of money. Their profit margins on these 6 7 projects aren't necessarily huge. So, having to 8 eat an entire loss of a month and pay back lenders is a lot. 9 10 We also have the comfort of, if it's 11 really bad performance, the dollar deductions 12 almost become irrelevant because you're likely 13 going to be heading into a default anyways. 14 that's why the two work together. 15 And, again, the design intent of the 16 payment mechanism is to have enough money at risk 17 to shape behaviour. So, whether you lose your 18 entire monthly service payments or two times it, 19 you're still scrambling to do everything you can to 20 rectify, right? At some point it doesn't help to 21 put in more deductions. 22 Also, if you put in too many deductions 23 or big loss, that can get priced in upfront. So we 24 also have to balance how much of this will be 25 priced as contingency upfront and paid for

1 indirectly or not seen transparently by the City 2 versus how much can you just live with. 3 Like, I would say, if someone loses 4 their entire month, it's going to be a pretty bad 5 scenario. It's probably going to -- like, it's likely to be closer to a default at that level. 6 7 KATE MCGRANN: Thank you. LIZ MCLELLAN: So, in terms of IO's 8 9 role in the procurement process, can you walk us 10 through? So, how was IO involved in the financial 11 evaluation aspect of the procurement process? 12 JOHN TRAIANOPOULOS: We were evaluators 13 so we evaluated the proposals, the financial 14 proposals. I, myself, was an evaluator, for 15 example, so we were just part of the evaluation 16 team. 17 I was also tasked with leading some of 18 the preparation of materials, so the evaluation 19 committee presentation that would have gone up the 20 chain to get the RFP results approved. So very typical role for us, we do that on every project; 21 22 it wasn't dissimilar. 23 Reviewing the bids, asking questions of 24 the bidders, if there were any, we did all of that. 25 What kinds of things LIZ MCLELLAN:

1 were you looking for in your evaluations? 2. JOHN TRAIANOPOULOS: The first one is 3 we do a compliance check: Did they comply with the 4 terms of the RFP? Does their large financial model 5 have any issues or errors with it that we need to flag, either as a compliance issue or something to 6 7 deal with in the closing process? That's a big 8 part of it. Is the lending there? 9 Is it committed? 10 Are their commitment letters normal? Are there 11 issues in the commitment letters that we should 12 flaq? 13 And that helps inform a quality score. 14 So that's a bit of an exercise just to see whether we believe, one, are they going to be compliant and 15 16 pass; and then, two, assuming they're passing, what 17 score can we give them based on the strength of 18 their financial plan? 19 And there's a whole evaluation 20 framework that governs how to look at that and how 21 to score a good versus a poor, versus a very good. 22 So we follow that process, like we do in all 23 procurements. 24 LIZ MCLELLAN: And were you involved at 25 all in the technical evaluations?

1 JOHN TRAIANOPOULOS: No. 2. LIZ MCLELLAN: And were you involved in 3 reviewing the overall results, overall score 4 results? 5 JOHN TRAIANOPOULOS: No. No, they had it siloed, like finance and technical, yeah. 6 7 LIZ MCLELLAN: And then are you familiar with the Fairness Commissioner and what 8 their role was? 9 10 JOHN TRAIANOPOULOS: Yes. I don't --11 I've never seen their contract, but they were very 12 much there, so I worked with -- they were part of 13 the team in a way, yeah. 14 LIZ MCLELLAN: How did you interact 15 with the Fairness Commissioner, or what kinds of 16 questions did they have, what were they looking 17 for? 18 JOHN TRAIANOPOULOS: So, their role was 19 to make sure that we were treating the bidders 20 fairly and we weren't having any bias towards one 21 bidder versus another. 22 On Ottawa, they were actually very, 23 very engaged. They were at most, or a lot of -- I 24 shouldn't say "most." They were at a lot of even 25 internal meetings, preparing for bidder meetings.

1 They offer guidance on how to communicate to bidders, for example, to make sure we're being fair 3 and we're not coaching the bids, the bidders, on how to prepare their submissions. 4 5 They would review, if we issued in the evaluation, if we issued requests for 6 7 clarifications, which is a normal process, they 8 would review those to make sure that the questions 9 are worded properly and aren't going to lead to 10 what would be called bid repair, like, we're not 11 trying to help them repair some compliance issue in 12 their bid. That was part of their role. 13 They attended every meeting with 14 bidders, so we wouldn't talk to or be allowed to 15 talk to a bidder without them there. That was just 16 a very clear rule, and that's always a rule; you're 17 not supposed to do that because they can actually 18 monitor that communication. 19 And after meetings, they would also 20 guide us and coach us if they felt like, you know, 21 we were being too leading or not leading. Like, 22 they were kind of an advisor as well to the City to 23 make sure that the process was fair. They were 24 very -- in terms of historical precedent, they were 25 very involved on this project.

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1
                LIZ MCLELLAN: And why did -- sorry, I
 2
    interrupted you.
 3
                 JOHN TRAIANOPOULOS: No, no.
                                               Just that
 4
    they were very present.
 5
                LIZ MCLELLAN: And why do you think --
    well, I guess you're saying relative to other
 6
 7
    projects, the Fairness Commissioner or that role
 8
    was a bit more involved. And why do you think that --
 9
    I'm sorry, you have to say "yes" versus just
10
    nodding.
11
                 JOHN TRAIANOPOULOS:
                                      Yes.
12
                LIZ MCLELLAN: Why do you think that
13
    was the case here?
14
                 JOHN TRAIANOPOULOS: I don't know
15
    exactly why. It was very clear that the City cared
16
    about a fair process and wanted to make sure that
17
    everything was above board. So I suspect that's
18
    why, but -- I think they were also called the
19
    Fairness Commissioner, which is different than the
20
    fairness monitor, so it was -- I'm not that
21
    familiar with exactly the difference, but I believe
22
    it's a higher sort of oversight role and standard.
23
                 LIZ MCLELLAN: Are you aware of the
24
    waiver process? And there is a waiver of failure
25
    to comply with some aspects of the Project
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1 Agreement for bidders that the City could issue, I 2. assume? 3 JOHN TRAIANOPOULOS: I'm not familiar 4 with it, no. 5 So you didn't experience LIZ MCLELLAN: any discussions about issuing waivers for failure 6 7 to comply? JOHN TRAIANOPOULOS: You mean in terms 8 9 of not complying with an RFP submission 10 requirement? 11 LIZ MCLELLAN: Yes, not complying with 12 a material requirement. 13 JOHN TRAIANOPOULOS: My layman's 14 understanding is that the City had broad rights to 15 issue a waiver of nonconformance, but I'm not 16 familiar with the details of how it would work or 17 where they would apply it. 18 LIZ MCLELLAN: Were there any waivers 19 that were issued within the scope of work that you 20 were doing? 21 JOHN TRATANOPOULOS: No. We had 22 three -- if I recall, we had three compliant 23 submissions. 24 LIZ MCLELLAN: And were you told who 25 you should contact in the event that you wanted to

1 discuss the process or start the process for looking at a waiver to comply? 3 JOHN TRAIANOPOULOS: I don't recall. 4 LIZ MCLELLAN: Okay. In your opinion, was RTG the clear winner? 5 JOHN TRAIANOPOULOS: 7 LIZ MCLELLAN: And then why do you say that? 8 9 JOHN TRAIANOPOULOS: They got the 10 highest score following the evaluation criteria and 11 framework; highest score wins. 12 LIZ MCLELLAN: And in terms of their 13 financial submission and your evaluation, do you 14 recall anything standing out, or just summarily how 15 did it compare to the other bidders? 16 JOHN TRAIANOPOULOS: So, the financial 17 submission is heavily geared towards price. 18 they had the lowest price, which drives most of the 19 results. 20 There were 50 points reserved for 21 non-price elements within the financial, so 450 on 22 price and 50 on quality of financing. But the 23 price drives -- the price drove a lot of that, the 24 financial results. 25 They scored -- if I recall, all three

1 bidders scored very close to each other. They were 2 within a few -- on the quality of financing. 3 price is just an application of a formula, there isn't much -- there isn't anything subjective about 4 5 it, it's just math, so you work out a score. The quality of financing is the one 7 that has a bit of evaluation subjectivity, or 8 judgment, I should say. And RTG, if I recall, scored very good. 9 10 I think they were 42 and a half out of 50 -- I was 11 just looking at this -- which is a very good score. 12 The other bidders were, I think, 40, 42 and a half, 13 all very close. So, nothing overtly material. 14 There's always a couple issues or questions to 15 raise, but we didn't flag anything material for the 16 evaluation committee that wasn't normal course, you 17 know, something to deal with in negotiations. So, 18 no, very clean bids, compliant, good scores. 19 LIZ MCLELLAN: And you spoke about an 20 area of subjectivity when you're looking at 21 quality. 22 So what types of factors do you look 23 at, in terms of scoring quality? 24 JOHN TRAIANOPOULOS: I prefer to 25 restate it as judgment, judgment calls.

1 there's a hundred points available, and evaluators, as human beings, can apply some professional 3 judgment on what to give someone as a score within 4 a range. We start at 60. So, if you get 5 60 percent, you pass. Below that, you fail, and that would be enough to disqualify somebody out of 6 7 it. 8 So, within the remaining points, 9 assuming that they're passing, there is some 10 professional judgment around, you know, different 11 financial submissions. So we look at things like 12 the strength of the lenders, their experience doing 13 these projects, the strength of the borrowers, so 14 the equity investors and the parent companies 15 underneath them. Have they done this before? 16 they capable? Do we believe in their teams? 17 Etcetera. 18 We also look at one aspect, if I recall 19 back then, and I think we still have it, is, how 20 much inflation risk they're taking. So there's a 21 criteria around how much -- and inflation is a hot 22 topic now, but how much of their payment is subject 23 That was a factor as well. to escalation? 24 small factor but it's one thing that comes to mind 25 that could differentiate you a little bit between

1 This is all in the evaluation your competitors. 2. framework. 3 I think we talk about stability of 4 financing structure; we talk about achievability, 5 robustness of getting to close, our confidence in actually getting to financial close. 6 The lending 7 commitment is evaluated and scored, and that's 8 informed largely by, again, the strength of the 9 contractors. 10 Redundancy in the financing: 11 bank were to draw up an order of commitment, is 12 there someone else who could step in? You know, 13 two lenders is better than one. For an example, 14 that you might have redundancy if somebody pulls 15 out, for whatever reason, you have another one 16 there to pick up the pieces. 17 These are all the things that are in 18 the evaluation criteria that we would have followed 19 to give a score. 20 LIZ MCLELLAN: You spoke about 50 sort 21 of free points that you could assign. 22 JOHN TRATANOPOULOS: No. There's 23 50 points. So the way it works is, there's 24 500 points for financial, 450 points are price, 25 50 points are quality of financial proposal.

1	LIZ MCLELLAN: Okay.
2	JOHN TRAIANOPOULOS: Within the
3	50 points, if you score less than 30 out of 50, or
4	60 percent, you fail.
5	LIZ MCLELLAN: Okay.
6	JOHN TRAIANOPOULOS: And if you fail,
7	we would recommend to not proceed with that
8	proponent, despite what the price is. And so
9	that's rare, but that can happen, and it's there as
10	sort of a fail-safe to say if, for example, they
11	don't have financing committed yet, that would be a
12	problem, because we're then taking a flyer to
13	hopefully get it between now and financial close.
14	We don't do that, typically, right?
15	So we wouldn't fail somebody unless it
16	was fairly serious.
17	LIZ MCLELLAN: Were you involved at all
18	in the selection of the vehicle provider?
19	JOHN TRAIANOPOULOS: No.
20	LIZ MCLELLAN: Were you involved at all
21	or familiar with the white paper process?
22	JOHN TRAIANOPOULOS: On vehicles or?
23	LIZ MCLELLAN: Yes, on vehicles, yeah.
24	Or if that was applicable to any other areas. But
25	I know that the white paper process was used for

the vehicles. 1 2. JOHN TRAIANOPOULOS: Yes. I recall 3 there being a process to solicit input and feedback from the market on how they might want to structure 4 5 their vehicle procurements. But I wasn't the author of that process or -- I wouldn't be the best 6 7 person to speak about vehicles. 8 LIZ MCLELLAN: Like, what do you just 9 generally recall about that? 10 JOHN TRAIANOPOULOS: I recall there 11 being some debates around whether the City procures 12 the vehicles or Project Co procures the vehicle, 13 and if Project Co procured the vehicles, do you do 14 it upfront so there's a preselected list? Or do 15 you do it and allow it to happen later in the RFP 16 process with the actual full submission? 17 So I think that was one of the many 18 debates that the team had was when and how do you 19 shortlist who can give the vehicles. 20 It was more of a technically-led element to it. I was aware of it from being on the 21 22 project team, but I wouldn't have had -- I don't have a strong view on it. 23 24 LIZ MCLELLAN: Other than the Fairness 25 Commissioner's role, what other steps were taken to

1 ensure fair procurement? 2. JOHN TRAIANOPOULOS: I'm not sure 3 exactly what -- how to answer that. We try to 4 always follow best practice. We, at IO, pride 5 ourselves on not being biased at all. There's also a governance structure in 7 place that's also helpful so the -- for example, 8 the evaluation results are approved by evaluation committee and then other committees, so I guess we 9 10 have a lot of eyes on the process. But I'm not 11 sure exactly what else to say about that. 12 We're clearly barred from talking to 13 bidders off line, that's a very clear policy and 14 procedure that's regular practice, so there's 15 always that. I'm not sure if there's anything else 16 I can really -- I'm struggling a bit with that 17 question. 18 SARIT BATNER: I don't want to 19 interrupt your flow. At some convenient point can 20 we take a short break? 21 LIZ MCLELLAN: I just have two more 22 questions and I was going to say let's break. 23 So, did anyone raise any concerns about 24 fairness in the procurement process? 25 JOHN TRAIANOPOULOS: Not that I'm aware

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1
    of.
 2
                 IJZ MCLELLAN: And was there a
 3
    procedure in place that you were aware of that
 4
    would be followed if a concern was raised?
 5
                 JOHN TRAIANOPOULOS: Not that -- I
 6
    don't know.
 7
                 LIZ MCLELLAN: Okay. Are you familiar
    with the IOCIP, and what that role is?
 8
 9
                 JOHN TRAIANOPOULOS: IOCI -- say that
10
    again.
11
                 LIZ MCLELLAN:
                                IOCIP.
12
                 JOHN TRAIANOPOULOS: Infrastructure
13
    Ontario Construction Insurance Program?
14
                 LIZ MCLELLAN: Yes. So what's involved
15
    with that program?
16
                 JOHN TRAIANOPOULOS: That is a generic
17
    program for construction insurance that IO uses on
18
    its projects. I'm not the most familiar with it.
19
    That's typically our legal team runs that program
20
    and manages our insurance advisor, Aon, on that.
21
    But it's generally meant to be a standard insurance
22
    program that allows brokers and underwriters to
23
    place insurance for construction on a portfolio
24
    basis, on a program basis. That's my understanding
25
    of it. It's been a while since I've read the
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1 insurance documents. 2 LIZ MCLELLAN: Subject to Ms. McGrann 3 having any further questions, if it works for you, 4 Mr. Traianopoulos, and the reporter, we'll take a 5 break before I get to my next set of questions. JOHN TRAIANOPOULOS: Sure, yeah. 7 KATE MCGRANN: Let's break. Would ten 8 minutes be sufficient for everybody? 9 Okay, so it's 3:29, we'll come back at 10 3:40. 11 JOHN TRAIANOPOULOS: Okay. 12 -- RECESS TAKEN AT 3:29 P.M. --13 -- UPON RESUMING AT 3:40 P.M. --14 LIZ MCLELLAN: So, Mr. Traianopoulos, I 15 want to ask you a bit about the geotechnical risk 16 transfer aspect of the project. 17 So, what did this involve? What did 18 the geotechnical risk transfer involve? 19 JOHN TRAIANOPOULOS: I'm probably the 20 least technical person on this call, so let me just 21 preface that first. 22 My understanding is "geotechnical risk" 23 refers largely to soil and subsurface conditions 24 that could manifest themselves into material risks, 25 especially in a tunnel and tunneling projects,

1 anything kind of underground. 2 The risk debate was around who should 3 take what risk and what quantum of risk. And the City and IO and numerous advisors kind of had a 4 5 role to advise them on what to do on geotech. That's my very non-technical understanding of how 6 7 geotech works. 8 LIZ MCLELLAN: Do you recall any 9 commentary from the bidders on this aspect of the 10 Project Agreement? 11 JOHN TRAIANOPOULOS: Yes. It was a hot 12 topic, and the procurement bidders would have had 13 views on, yeah, that's fair. 14 LIZ MCLELLAN: And what do you recall 15 from those comments? 16 JOHN TRAIANOPOULOS: I recall a desire 17 to at least explore, if not for the City to take 18 more -- more of the geotech risk, or at least to 19 share in it in some form. 20 So, I recall the project team being 21 tasked with looking at options that are out there 22 that could deal with this, to make it biddable and 23 financeable. 24 LIZ MCLELLAN: And how were the 25 bidders' comments integrated in the geotechnical

1 risk provisions, from what you recall? 2. JOHN TRAIANOPOULOS: I recall there 3 being a series of different options that bidders 4 can take, in respect of geotech risk, and this is 5 going to be probably at a higher level, but they could either take the geotech risk and take site 6 condition risks as-is. 7 8 They could ask the City to take it and 9 have -- there was still some reliance, if I recall, 10 on some of the geotech data that the City 11 gathered -- I could be wrong on this -- but the 12 City would take the bulk of the geotechnical risk 13 or there could be a risk-sharing regime between the 14 City and Project Co, and that would necessitate and 15 require geotech baseline report to form a set of 16 standards and assumptions around those geotech 17 conditions. 18 So there were -- I recall, again, I 19 believe there were three options contemplated, 20 three streams of options contemplated. 21 LIZ MCLELLAN: And do you recall the 22 impact on a bidder's selection of the option and 23 how it impacted their scoring? Versus taking on 24 the most risk? 25 Right, yeah. JOHN TRAIANOPOULOS:

1 There was a -- we called it a net present value, 2 which is a price adjustment. So, to the extent you 3 take on the geotech risk, as a bidder or as a 4 proponent, you would get a corresponding net 5 present value credit to recognize that risk transfer. I believe it was \$80 million in the bid 6 7 evaluation. 8 And you would also get an increase to 9 your affordability cap -- it would be to the 10 affordability cap as the gate if you took on the 11 geotech risk which was a -- you know, a signal that 12 the City wanted to transfer the geotech risk 13 because it was worth something to them. 14 LIZ MCLELLAN: And had IO ever been 15 involved in this approach before, on a project, the 16 transfer of geotechnical risk? 17 JOHN TRAIANOPOULOS: Not that I'm aware 18 of. 19 LIZ MCLELLAN: Has IO taken this 20 approach since, on any projects? 21 JOHN TRAIANOPOULOS: Do you mean the 22 scoring approach or do you mean transferring site 23 condition geotech risk? 24 The transfer. LIZ MCLELLAN: 25 JOHN TRAIANOPOULOS: I don't know.

1 think I can say -- I think the reason the geotech risk was so critical is because it was on a 2. 3 many-year project. I think in our social projects, there is some transfer of geotech risk that would 4 5 be more normal. It's the fact that it was over many kilometres, which --6 7 LIZ MCLELLAN: Right, go ahead. JOHN TRAIANOPOULOS: Which is -- one of 8 9 the differences between social and civil 10 potentially is you're less able to transfer -- or 11 it's harder to transfer any sort of site condition 12 risk, environmental, whether geotechnical, 13 environmental, etcetera, when it involves several 14 kilometres versus a dedicated site. That's 15 somewhat obvious but... yeah. 16 LIZ MCLELLAN: And what's the 17 difference when you're looking at, you know, 18 several hundred feet versus several kilometres? 19 JOHN TRAIANOPOULOS: The ability to 20 sample all of it. The ability to actually do the 21 investigations needed on a smaller site. It would 22 be theoretically easier to do that. You know, 23 short of sampling the entire city, or the entire 24 line, there's always going to be that 25 interpretation of what might be between data

1 So, this is, again, my layman's 2 understanding, but if you drill in and do certain 3 geotech investigations and samples, there's sort of an interpretation of what happens between two data 4 5 points that you have to make, and the longer -- the more kilometres involved, the more potential for 6 7 gaps. LIZ MCLELLAN: Were there discussions 8 9 about the impact on the project if the geotechnical 10 risk materialized and the private partner had to 11 bear that risk? 12 JOHN TRAIANOPOULOS: Discussions within 13 the City and the project team, or with the bidders? 14 LIZ MCLELLAN: Within the project team 15 and then also, I quess, with the bidders too. But 16 first within the project team. 17 JOHN TRAIANOPOULOS: Yes. Again, it 18 was something that was top of mind for bidders and 19 the City. It was an important risk to talk about, 20 an important commercial risk. So there were many 21 discussions around what to do about it. 22 If I recall, there were options papers 23 around this as well, so -- I don't know if that's 24 what you're getting at, but it was definitely 25 talked about a lot.

1 LIZ MCLELLAN: And was there discussion 2 about the implications on the partnership, should 3 that risk be borne out or materialize? JOHN TRAIANOPOULOS: 4 I don't recall 5 anything, in terms of the context of a partnership. I would characterize it more as whether or not this 6 7 was something that was even biddable, in terms of pricing against it, and whether or not the lenders 8 would finance into something with this level of 9 10 We simply, at the time, weren't sure, 11 because we hadn't -- at least for IO, we hadn't 12 done an LRT at all, and had a geotech risk this 13 potentially -- this big potentially. So we didn't 14 know for sure what would happen. 15 So we sought advice on this. At least 16 from my team, we didn't know, so we sought advice 17 from BMO, for example, to see what they knew about 18 this issue. 19 LIZ MCLELLAN: What did BMO advise? 20 JOHN TRAIANOPOULOS: BMO was more in 21 the camp of minimum sharing in the risk in some 22 Their experience in the United States -- the Port of Miami tunnel, I think, was one of their 23 24 projects -- was suggesting that this isn't 25 something the City should necessarily transfer to

1 Project Co entirely. So they did raise that and 2 they did give that opinion for consideration. 3 LIZ MCLELLAN: And did BMO provide that 4 advice to the City directly or was that through --5 was BMO an advisor to IO, and then IO communicated that to the City? 6 7 JOHN TRAIANOPOULOS: I would say it's 8 more the latter. It was -- we managed the relationship with BMO, so we would have taken their 9 10 input and packaged it up. 11 LIZ MCLELLAN: And what did the City 12 say when IO provided that advice from BMO? 13 JOHN TRAIANOPOULOS: I don't recall 14 exactly what they said on that, whether that was a 15 meeting or a call on the spot. But there was 16 definitely a preference within the City to transfer 17 as much geotech risk as possible and to see if the market will bear it. 18 19 I think a sound conclusion is an 20 \$80 million price adjustment speaks volumes. 21 a lot of money, \$80 million in present value terms. 22 So, putting that value on it, at least to me, 23 signals a strong desire to get it transferred as 24 much as possible. 25 LIZ MCLELLAN: And who was IO having

1 most of those discussions with about the transfer 2 of the geotechnical risk? 3 JOHN TRAIANOPOULOS: I can't -- I'm 4 having a hard time recalling people's names, but 5 the technical advisor would have been involved in that discussion, the commercial advisors on the 6 7 project with the City. Brian Guest would have been involved in that kind of conversation. And then 8 9 the project teams, so Bruce Beaton, the project 10 manager at the time; Rob Pattison, the VP at the 11 time would have been involved in that; and then 12 senior City staff, again, John Jensen, the same 13 sort of leadership. It rose to the City leadership 14 as an issue to talk about. 15 LIZ MCLELLAN: Was there any period --16 was there a period of time where it looked like the 17 City was at least considering not transferring 18 100 percent of the risk? 19 JOHN TRAIANOPOULOS: I think I would 20 characterize it the City was open to what the 21 market would bear. And the ultimate recommendation 22 of having these three streams or three options the 23 bidders can choose from was: We simply don't know 24 exactly what every bidder's risk appetite is, so 25 let's put out an option to see what they do, and

1 reward those who take more of the risk, through 2 financial points. 3 If that was -- I think that was -- the 4 truth of the matter was we -- let me say it this 5 way: When you got comments in from bidders, you don't always know exactly, like, how hard they want 6 7 to push on something, or how much is a preference 8 versus a "must have." And sometimes you have to 9 make that judgment call. So, I think the regime 10 was to put money against it, and put real dollars 11 and real chances of winning against it, to see how 12 real, you know -- for example, if a bidder said, "I 13 can't bid this, "well, then, just give him an 14 option not to. Right? They can just get the \$0 15 adjustment and lose the 80 and that's that; they 16 would still technically be compliant. 17 LIZ MCLELLAN: I quess --18 JOHN TRAIANOPOULOS: Yeah, it was a way 19 to sort of -- this is in my impression -- a way of 20 sort of seeing how far this can get pushed. 21 Right. And the bidders LIZ MCLELLAN: 22 would have obviously had in mind that should they 23 not accept that risk or choose one of the options where there's not a transfer of 100 percent, it 24 25 would have impacted their scoring?

1 JOHN TRAIANOPOULOS: Of course, yes. 2 That was the calculation they had to do. 3 KATE MCGRANN: One quick follow-up What was the basis for BMO's advice that 4 question. 5 the geotech risk shouldn't be transferred entirely? BMO is a lender, JOHN TRAIANOPOULOS: 7 an active lender, and lenders tend to be conservative, which, I guess, is a good thing in 8 9 Canada. So, I think they were reacting to 10 commentary they were hearing in the capital markets 11 from other lenders, and even from their own views 12 of what they would want to do as a bank. 13 So I think they had real honest 14 concerns about this. And their job was to help make sure the project was biddable and bankable, 15 just like all of us. So it was informed by their 16 17 sense of where the market is on tunneling risk and 18 geotech risk. 19 KATE MCGRANN: You mentioned the Port 20 of Miami tunnel was a precedent project that they 21 had looked at. How did that play into their 22 advice? 23 JOHN TRAIANOPOULOS: I believe they 24 were advisors on the Port of Miami tunnel. If not 25 advisors, they were involved -- I believe they were

1 advisors to one of the bid teams. I could be wrong 2 there, but they had a role, so they would have understood that document. 3 Port of Miami tunnel, if I recall, had 4 5 a geotechnical baseline report, so I suspect their advice was informed by success there, in looking at 6 7 that regime and seeing if we can do it here. 8 KATE MCGRANN: And do you know if their concerns were driven entirely by whether the risk 9 could be made to be biddable and bankable? 10 11 SARIT BATNER: May I interject for a 12 They wrote a memo on the basis for their moment? 13 So, I mean, John can try and remember and advice. 14 he can give you his best recollection, but at the 15 end of the day, there is a memo on their advice 16 given at the time that's in the production. 17 I don't know, like, we can find it and undertake to 18 flag it for you, if you can't find it readily, but 19 I... 20 That would be great. KATE MCGRANN: 21 The memo may not capture all of the advice of the discussions that were had around this. 22 So I'm just 23 trying to find whether there was -- if there was 24 anything in addition to whether this was biddable 25 and bankable that was discussed with BMO about the

1 risk. 2 SARIT BATNER: Do you remember sitting 3 here today, without the memo in front of him, I 4 quess. 5 My only point is I just wasn't aware if you knew there was a memo. If you are aware 6 7 there's a memo, that's great, that's fine. If you 8 weren't, I just wanted to point you to it. 9 KATE MCGRANN: No, that's helpful. 10 any time you're aware of a document that you think 11 is relevant to questions, it's always helpful that 12 you point it out and it's appreciated. 13 JOHN TRAIANOPOULOS: Did you want me to 14 answer the question? 15 KATE MCGRANN: If you remember anything 16 else that was discussed, other than whether it was 17 biddable and bankable with BMO, yes, please. 18 JOHN TRAIANOPOULOS: The other aspect 19 is, even if it's biddable and bankable, it may not 20 be of value, right? If I were to price in a 21 trillion dollars and take the risk, that's not 22 exactly a good outcome either. 23 So BMO, I would expect, would have 24 always been mindful of whether it's efficient to 25 transfer the risk or not.

1	KATE MCGRANN: And were there any
2	disputes as between disputes, disagreements,
3	debates, between the advice that IO was providing
4	and the advice being provided by other advisors?
5	JOHN TRAIANOPOULOS: I recall IO let
6	me I'll speak for myself and, again, I'm clearly
7	not a geotechnical expert, but I had tremendous
8	faith and confidence in BMO as a capital markets
9	advisor. So I was more in the camp of doing some
10	sharing. We were fearful of not getting
11	competitive bids on this aspect. If I recall, the
12	City was more aggressive in wanting to transfer it.
13	So I think hence the compromised position of having
14	these three prices and three options to address it.
15	I can't recall if there was necessarily
16	a large formal disagreement, or an escalation, but,
17	speaking for myself, I was more sympathetic to
18	BMO's advice or leaning more towards that way.
19	But, again, I don't feel qualified to really be
20	giving much geotech advice, to be honest.
21	KATE MCGRANN: Yeah. And we're
22	certainly not asking you to do that, just asking
23	about what you recall.
24	JOHN TRAIANOPOULOS: Right.
25	KATE MCGRANN: Any steps had to be

1 taken on the question of the geotech risk transfer 2 beyond is there something that needed to be 3 escalated up, in terms of people working at IO or people working at the City? 4 5 JOHN TRAIANOPOULOS: Yes. I do recall now that, with the geotech decision in issue, did 6 7 get up to the City Manager, if I recall correctly, it's for an ultimate executive decision on what to 8 9 do. 10 KATE MCGRANN: And do you recall the 11 reason for that? 12 JOHN TRAIANOPOULOS: I don't. I don't. 13 KATE MCGRANN: Did IO seek advice on 14 this from anybody other than BMO? 15 JOHN TRAIANOPOULOS: Did TO seek 16 I don't recall. I recall there was a advice? 17 geotech advisor, I think it was Golder, who was on 18 the project in some form. I don't think they were 19 retained by IO. But there was a more specialist 20 firm involved in helping to advise, I believe. 21 KATE MCGRANN: Okav. But as far as IO 22 going for advice, just to BMO? 23 JOHN TRAIANOPOULOS: That's all I'm 24 aware of. Project delivery may have other 25 information, but that's all I'm aware of.

1 KATE MCGRANN: Thanks very much. 2. JOHN TRAIANOPOULOS: Yup. 3 LIZ MCLELLAN: Did IO look at how the 4 partnership relationship may play out between RTG 5 and the City as the relationship progressed over the course of the project? 6 7 JOHN TRAIANOPOULOS: Do you mean the 8 contractual relationship between RTG and the City? LIZ MCLELLAN: Yeah, the contractual 9 10 relationship, in terms of adhering to the Project 11 Agreement, and then just generally, too, in terms 12 of the different provisions that were in the 13 Project Agreement and how that might impact the 14 relationship. 15 JOHN TRAIANOPOULOS: I don't know. 16 LIZ MCLELLAN: And was IO aware of or 17 involved in any disputes between the City and RTG? 18 JOHN TRAIANOPOULOS: I am not aware of 19 anything, but I -- I'm not aware of anything. 20 use the word "disputes." I am aware IO was 21 involved in looking at the sinkhole issue in 22 construction. I'm just not sure if that went to a 23 formal dispute or not, I can't recall that, but 24 that's the one topic I just recall IO being 25 involved in helping to figure out what to do about

1 that. 2 LIZ MCLELLAN: Do you recall the nature 3 of IO's involvement? 4 JOHN TRAIANOPOULOS: 5 LIZ MCLELLAN: I ask just because part of the -- a clause in the Memorandum of 6 7 Understanding is that IO is involved in disputes 8 between the City and Project Co. 9 So, there wasn't any general process, 10 in terms of involving IO when there was a dispute 11 between the City and RTG? 12 JOHN TRAIANOPOULOS: There may have 13 If I can suggest, our project delivery team 14 would probably be better versed in answering that 15 question. I don't know. 16 LIZ MCLELLAN: Were you involved in 17 providing any advice to the City on -- did the City 18 ever consult you about any issues that came up, in 19 terms of the performance of the Project Agreement 20 terms, at RTG? 21 Again, I think I JOHN TRAIANOPOULOS: 22 said it earlier, I recall being loosely involved in the sinkhole issue and the interpretation and the 23 24 provisions around what might be involved if that's 25 a compensation event.

1 I recall just some -- the details are 2 fuzzy, but I recall being looped into that, so to 3 speak. So that was one area. 4 That's the only one I can remember 5 right now. LIZ MCLELLAN: And what was the nature 7 of your advice that was sought on that issue? JOHN TRAIANOPOULOS: I don't think I 8 9 gave -- I don't recall giving any -- much formal 10 I think it was more around, if it's decided that this is, in fact, a compensation 11 12 event, what does that mean in terms of a potential 13 payment on the lending side. So is it more of a 14 factual kind of consultation of what that might be. 15 I don't -- I wouldn't be qualified to give advice 16 on sinkhole and what -- an interpretation of 17 whether or not that's a compensation event. 18 Did you get the general LIZ MCLELLAN: 19 impression -- like, let's use that example -- that 20 the City was adhering very closely to the Project 21 Agreement more so than you had seen in other 22 similar projects? 23 JOHN TRAIANOPOULOS: I wouldn't know or 24 have an opinion about that. 25 So, we LIZ MCLELLAN: Okay.

1 understand -- and you might correct -- the 2 mechanism and how this worked. But I understand 3 that the City was involved in assuming RTG's debt, and then the debt being reissued by the City, and 4 5 so the City basically stepping into the role of the So it was sort of a debt swap. 6 7 Were you involved in this situation, or 8 do you have any recollection of this event? 9 JOHN TRAIANOPOULOS: I was not directly 10 involved in the debt swap that you mention. 11 on, when there was discussions around what to do 12 about system extension, I was involved in some 13 brainstorming of ideas of what's possible. 14 when it got to the debt swap, I'm aware about it --15 I'm aware of it, but mostly through just verbal 16 conversations with the members of the Ottawa team 17 who worked on it. 18 LIZ MCLELLAN: So what was your 19 involvement like when -- so, first of all, why was 20 this required? Why were you involved in 21 discussions about Stage 2, and why was this 22 solution required? 23 JOHN TRAIANOPOULOS: Okay. This might 24 be a longwinded answer, so let me try. 25 So, Stage 2 -- so, Rob Pattison and

1 myself, still at IO during the stage, did the start 2 of Stage 2. So we had a relationship with the 3 City, and the City engaged us to start thinking 4 about the expansion and how to help structure it. 5 So, again, in my capacity, I was there to help provide advice on how to look at the 6 7 lending and how to get lender consent. So, we knew 8 all along that you can't -- you need lender's consent to expand a system of this magnitude. 9 It's 10 just in those terms. 11 So I was involved in two ways that I 12 can recall. One were some early market soundings 13 on how to extend the line and what model to choose. 14 So, the City undertook an engagement to do market 15 soundings to get input on that, just to see who's 16 interested, who might bid, what conditions they 17 need to bid, etcetera. 18 And then the second one on the lending 19 piece was to help brainstorm ideas of what -- of 20 how to get to the consent that we would need in an 21 expansion, if we were to assume that RTG would have 22 an active role in that expansion, mainly the 23 maintenance scope. 24 There was a pretty clear preference, 25 commercially, to try to get a maintenance deal done

1 with RTG because it's one system and ideally you 2 have one maintainer for one system, for very good 3 reasons, and if that maintenance scope were to 4 expand, the lender would have to sign off on that. 5 So I was helping trying to figure out a path to get there. 6 7 LIZ MCLELLAN: And was there any 8 financial implication from seeking consent from the lender to amend the Project Agreement to keep RTG 9 10 on in Stage 2? 11 JOHN TRAIANOPOULOS: Yes, there is. 12 So, the lenders, when they structure their debt, 13 they structure it for a given scope and size of 14 project. If that project grows, including the 15 maintenance scope of that project grows, there's an 16 expectation or just a fact of life, so to speak, in 17 a P3 that the lenders will want to make sure that they're no better -- that they're no worse off from 18 19 a risk perspective. 20 So the direct -- cutting to the chase, 21 the direct line there would be, we were expecting, 22 if we wanted to expand the maintenance scope, there would have to be a corresponding injection of 23 24 equity from Project Co to absorb some of that risk 25 that's being transferred now on to the lenders.

1 I don't believe that it was -- all 2 these rules and the -- or any formulas of any kinds 3 were in any of the credit documents, but it's a 4 well-understood principle in P3 that the bigger the 5 scope, the more risk, the more equity should go with that. 6 7 So we were contemplating how much could that be? What does it look like? And then, if the 8 City didn't have an appetite for that extra cost, 9 10 what else can you do as other options? 11 LIZ MCLELLAN: What was the estimated 12 amount for the equity infusion that would have been 13 required? 14 JOHN TRAIANOPOULOS: I actually don't 15 recall the number, sorry. 16 LIZ MCLELLAN: And do you recall the 17 process of coming to an estimate? 18 JOHN TRAIANOPOULOS: Yes. The way the 19 formula would work, or the modelling would work, on 20 this would be to try to replicate the financial 21 model of the first bid, of the RTG numbers. 22 it's not quite dollar-for-dollar, but if you were 23 to sit -- theoretically double the maintenance 24 scope and double the lifecycle costs, one could 25 expect in the order of double the equity to deal

1 with that extra increase. 2 It's very lender-specific, though, and 3 it had to be something that would be negotiated, could be negotiated, with the lenders. 4 5 never -- I never got far enough to have -- or I never had a direct line or meeting with the lender 6 7 to talk about this, that I recall at least. 8 can't even say for certainty if there is a number that we came to that was the number. 9 But if we're 10 talking about order of magnitude, or how one would 11 approach it, you'd size the equity more or less in 12 line as a ratio between maintenance, lifecycle and 13 equity in the first two, and you'd be in that same 14 ballpark, give or take. 15 LIZ MCLELLAN: So -- sorry about that. 16 JOHN TRAIANOPOULOS: Yeah, just to size 17 the equity, there's a whole calculation that I 18 won't get into, but that's the general premise of 19 the idea. 20 LIZ MCLELLAN: If you could, high 21 level, describe the calculation, that would be 22 great. 23 JOHN TRAIANOPOULOS: Okay. So lenders 24 and rating agencies solve for what's called 25 resiliencies. And resiliencies is defined as a

1 percentage increase to the maintenance payments --2 the maintenance and lifecycle payments, sorry --3 that Project Co -- sorry -- that the equity has to 4 be able to absorb, in case of a replacement 5 scenario. So, using an example, let's just say 7 you have, you know, \$100 of maintenance costs, and 8 a resilience fee test says I want to be able to absorb 20 percent resiliency. What that means is 9 10 that, in the event of a default or a replacement 11 contractor, the lenders want assurances that 12 somebody can withstand a price of 120. They would 13 take the 100 and say, "I want to make sure that 14 somebody can absorb -- who's not me -- can absorb a 15 price increase to pay for it." So they'll size the 16 equity to make sure there's enough in there so that 17 equity is incented to pay the overrun and not walk 18 away. So, if the cost went to 120, 130, 140, 19 there's a point where equity would say it's not 20 worth it, I'll just lose my equity, walk away, and 21 that's it. 22 So the lenders want to make sure that 23 they don't do that and there's enough buffer in 24 there to absorb those shocks. So, if you increase 25

your maintenance costs, it then follows that your

1 equity cheques should be bigger to absorb those 2. overruns in the event that Maintenance Co now goes 3 into default. Because this is short of a Project Co default, but if Maintenance Co goes into 4 5 default, then it's equity's problem to solve and fix and cure. And the lenders want to make sure 6 7 that they're incented to do that, with enough money 8 at risk to go in and step in and do that. So there's a bit of this resiliency 9 10 test that's done typically by rating agencies and 11 lenders together, when they structure in how much 12 equity to put in. 13 This is not necessarily a firm 14 requirement. It's just a practice that is normal 15 in the P3 space. LIZ MCLELLAN: So is it like a built-in 16 17 contingency? 18 JOHN TRAIANOPOULOS: It's like a --19 exactly. It's like a built-in buffer, contingency, 20 to deal with maintenance costs, shocks and 21 increases. It has become more formulaic over the 22 23 years, so this is now a very clear rating 24 requirement and a very clear test that we're all 25 aware of.

1 When Ottawa was procured, it may not 2 have been as crystalized in a credit agreement or 3 any terms, but it's practice, right? 4 So, it's something that we assumed that 5 these lenders would require in order to get the 6 consent. 7 In addition, there also could be a 8 consent fee, which is just a fee charged by lenders to review this, do due diligence, and that fee is 9 10 often something that's negotiated. 11 LIZ MCLELLAN: So what was the 12 resolution for the City, in terms of needing to 13 Sorry, needing to amend the Project amend Stage 2? 14 Agreement for Stage 2, and in terms of the debt 15 swap? What did you understand to have happened? 16 JOHN TRAIANOPOULOS: I've never seen 17 the paper on this, like the actual agreement, so I 18 don't know exactly what happened. 19 My understanding is that the City did a 20 debt swap and took the RTG lenders, the long-term 21 lenders, off risk in doing that. 22 There was no -- as far as I know, there 23 was no additional equity that went in -- and this 24 is just from what I know from verbal conversations, 25 so I just wanted to preface that, like, I don't --

1 I've never actually seen the agreement. 2 So, no new equity went in, and the 3 portion of the capital payment that is attributed 4 to lenders is now paid through this debt swap 5 mechanic or vehicle by the City directly. So, the City -- you're right, as you 7 said, the City has become the lender, in a way. 8 The existing lenders that were there are, I believe -- and this could be wrong, but are paid 9 10 through this debt swap mechanic somehow. 11 don't know exactly the details. 12 KATE MCGRANN: Approximately when did 13 your involvement in exploring options on this 14 begin? 15 JOHN TRAIANOPOULOS: I was looking at -in and around 2016, I believe. 16 17 KATE MCGRANN: And what other options 18 were considered? 19 JOHN TRAIANOPOULOS: We had one idea, 20 we called it a "reserve concept," so it wasn't 21 equity, but it was this concept where the City puts 22 in money as a reserve or a contingency fund that 23 acts like equity, so if, you know, in the event of 24 a default, the City would either have to cash 25 inject itself or pay for some of these -- pay to

1 cure some of these costs. 2 So, it was -- I think we called it the 3 City reserve or the project reserve fund, or something like that. 4 That was one idea. 5 The other idea was to pay the equity I think those are the two I 6 and go with that. 7 recall, but the reserve one was something that came from us, from IO, as an idea. 8 9 KATE MCGRANN: Did IO provide the City 10 with a view on the debt swap option, of whether it 11 was the way to go or not? 12 JOHN TRAIANOPOULOS: No. Sorry, I 13 thought of one more, if that's okay. 14 KATE MCGRANN: No, please. 15 JOHN TRAIANOPOULOS: There was --16 another option was something a bit more 17 complicated, where the City would effectively 18 acquire the equity of RTG and then, in the second 19 procurement, so in the next procurement, we tender 20 that out as one project. 21 So that was sort of similar to a 22 convenience -- termination for convenience, but it 23 differed in the way that it's the City keeping the 24 whole structure in place but basically buying out 25 RTG and then flipping it to the next procurement.

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                 That was something that was talked
 2
    about as well and debated for a bit. A lot of this
 3
    was just that kind of brainstorming, like, what can
    we do about this?
 4
 5
                 Sorry, I missed your second -- I might
    have missed your last question.
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 7
                 KATE MCGRANN: Did IO provide the City
 8
    with advice on whether to proceed with the debt
 9
    swap as the preferred option?
10
                 JOHN TRAIANOPOULOS:
                                      No.
                                            The only
11
    thing I can recall is that, you know, we did say,
12
    and we did talk about an option where, if you can't
13
    get consent, and if lenders were being
14
    unreasonable, then there's another option of simply
15
    retiring the debt.
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                 So, whether you do a debt swap or call
17
    the bonds, they're close to -- they're similar
18
    things; just the timing of cash flows and how you
19
    do it is a bit different. So there was always the
20
    option of you can just retire the debt and pay
21
    what's called a "Senior Debt Makewhole."
22
    always there, so you could force that to happen.
23
    But that would be -- all these options take the
24
    risk off the lenders, so they're not ideal.
25
                 You know, when you expand the system,
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1 it's going to cost more money in financing because 2 you do need that equity cheque to support it. 3 KATE MCGRANN: I'm trying to understand 4 the extent to which you were involved in the 5 decision that the City ultimately made. You explained that you were involved in brainstorming. 6 7 Did you remain involved in the discussion through 8 to the City's final decision? JOHN TRAIANOPOULOS: No, I did not. 10 KATE MCGRANN: How did IO's involvement 11 in this particular discussion end? 12 JOHN TRAIANOPOULOS: We rolled off of 13 Stage 2 involvement. I was -- I recall being told 14 by, at the time, Ehren Cory who was our -- I think 15 at the time head of transaction structuring, and he 16 just said we're not going to be working on Ottawa 17 anymore, and it sort of ended there. So that was 18 the end of that. 19 KATE MCGRANN: And what was the status 20 of the discussions about the debt swap and other 21 potential options, when you were told that IO's 22 involvement with Ottawa would end? 23 JOHN TRAIANOPOULOS: I would 24 characterize it still as exploring options in a 25 brainstorming category. I don't think at the time

1 any firm, really firm, recommendations or 2 structures were being put in place. And that 3 happened after we were not on the project anymore. 4 KATE MCGRANN: Approximately when did 5 this take place? JOHN TRAIANOPOULOS: I don't recall the 7 date, I'm sorry. 8 KATE MCGRANN: Any help with the date 9 at all? 10 JOHN TRAIANOPOULOS: I'd have to go 11 back and check through e-mail records. I don't 12 know if anyone else has that handy. 13 KATE MCGRANN: You said that your 14 involvement in Stage 2 stopped. Did your 15 involvement in all aspects of Ottawa's LRT stop at 16 that point? 17 JOHN TRAIANOPOULOS: I believe so. 18 KATE MCGRANN: Prior to the end of your 19 involvement, did you provide the City with any 20 views, opinions or advice on the change in risk profile of the project if the lenders' skin in the 21 22 game is effectively removed? 23 JOHN TRAIANOPOULOS: I recall a memo of 24 some sort on the reserve concept, where we talk a 25 little bit about what happens when you take back

1 some of these risks. So I would say, yes, there 2 was some notation around the pros and cons of these 3 options, and the con being, if you somehow retire, 4 take out, swap or do anything with the debt, you 5 are effectively taking back some of that performance risk. And that's a fair statement. 6 7 KATE MCGRANN: With respect to the 8 memo, do you know if the memo was delivered to the City? 9 10 JOHN TRAIANOPOULOS: I believe it was. 11 I'm not 100 percent sure, I apologize. 12 KATE MCGRANN: Is that something that you could go away -- this is a question for your 13 14 counsel: Is that something you could go away, look 15 at and let us know? 16 U/T SARIT BATNER: We can certainly go away 17 and look at letting you know if we can figure that 18 And if we can figure it out, we'll advise out. 19 I don't know the answer, as to whether we can vou. 20 figure that out, but we'll take a look. 21 KATE MCGRANN: And if you do find the 22 memo, would you please send it over to us? Τf 23 we've already got it, would you also identify it in 24 the productions? 25 U/T SARIT BATNER: We will do that or we

1 will tell you why we're not doing that, one or the 2 other, but I would expect it's already in the 3 productions. 4 KATE MCGRANN: With respect to the 5 cons, can you just explain, in a little bit more detail, what the cons of removing the senior 6 7 lenders from the equation is on a project like this; or on this project, in particular? 8 JOHN TRAIANOPOULOS: Sure. 9 So, the 10 main one is, again, going back to those -- that 11 default scenario, by removing the lenders -- by 12 taking the lenders sort of off risk, you lose that 13 cash that was at risk, the capital that's 14 unamortized, hasn't been paid back yet, serves as a 15 means to deal with replacement costs and rectification costs in a replacement or default 16 17 scenario. So that money is no longer in the skin 18 of the game from a cash point of view. So that's a 19 con. 20 In addition, lenders, they have 21 advisors and they have an oversight role throughout 22 the 30-year term. You know, if their payment is 23 more or less guaranteed, then they lose any 24 incentive to fulfil that role and that function; 25 that's another con for sure.

1 Those are two big ones. So any more 2 than that, you've just -- you know, you've lost 3 that due diligence and that skin-in-the-game concept that the model's sort of predicated on, and 4 5 you're relying solely on the remaining equity, and the security package. If I understand the debt 6 7 swap correctly, the City does have access to the 8 security package that was posted in favour of the lenders, so they do have that, but the cash is no 9 10 longer at risk. 11 KATE MCGRANN: Is there any concern 12 that if the lenders are no longer at risk, there 13 will be a loss of a moderating influence on the 14 partnership that may operate to the benefit of the project overall? 15 16 JOHN TRAIANOPOULOS: Yes. I mean, it's 17 a third party, right? Like, the -- so, the actions 18 of a third party, in my view, could contribute to 19 that, just having someone else watching the 20 details, getting reports on progress, on issues, 21 the monitoring function; I think that's a fair 22 statement. 23 KATE MCGRANN: Is that something that 24 was discussed at all in this brainstorming that 25 you've explained?

1 JOHN TRAIANOPOULOS: Yes. I recall a 2 meeting with the City and Brian where we talked 3 about all the pros and cons of different options, and for sure the absence of the third party debt 4 5 and oversight would have been talked about. Ι think I can say that with confidence. 6 7 When you say "Brian," KATE MCGRANN: 8 who are you referring to? 9 JOHN TRAIANOPOULOS: Sorry, Brian 10 Guest, as an advisor to the City. 11 KATE MCGRANN: Do you know if any notes 12 or records were taken of that meeting? 13 JOHN TRAIANOPOULOS: I don't. I don't 14 recall. 15 KATE MCGRANN: And what do you recall 16 about the discussion of what we've just been 17 talking about at that meeting? 18 JOHN TRAIANOPOULOS: I recall 19 conversations about different options, including 20 the equity buy-out option. I recall a kind of a 21 brainstorming meeting, where we talked about, you 22 know, what is the City's appetite? You know, 23 what's informing these decisions or these 24 recommendations? 25 I recall, you know, some reluctance or

1 some -- not reluctance; some constraints that were 2 real around the City being able to pay additional 3 equity as an option potentially for 30 more years, 4 as being a real constraint in figuring out what to 5 do. So, I think one of the reasons why we 7 brainstormed was, you know, absent having unlimited 8 budget, or a big budget, to deal with the 9 extension, we had to -- we were tasked with looking 10 at other options that could work. If you recall anything 11 KATE MCGRANN: 12 beyond what you've explained, what do you recall 13 the discussion being around the loss of the 14 lenders' risk in the options that are being 15 considered, and the impact that may have on the 16 project? 17 JOHN TRAIANOPOULOS: I think there was 18 consensus that it's a real -- it's a real downside 19 of any option that takes out debt. There was the 20 risk -- an entire procurement around having a DBFM, 21 so I think everyone agreed that that's something 22 that's a con in any of these options that take them 23 There was broad consensus around that off risk. 24 point. 25 KATE MCGRANN: From everybody involved

1 in the discussion? JOHN TRAIANOPOULOS: I believe so. 2. 3 think it would be hard to refute that taking on 4 project debt, paying a premium for it for 30 years, 5 and then undoing it is a con in some ways. As we said earlier, P3 debt is more 7 expensive than what the City, in our case the 8 Province, can borrow at. So you're paying a premium for something. If you undo the risk 9 10 transfer that comes with that something, if you 11 believe in it, then that's, for sure to me, a con. 12 KATE MCGRANN: Were you involved in any 13 discussions around the potential additional 14 information or leverage that the City would gain through stepping into the shoes of the lender? 15 16 JOHN TRAIANOPOULOS: Information, in 17 terms of, like, access to reports and things like 18 that? 19 KATE MCGRANN: That's a good example, 20 yes. 21 JOHN TRATANOPOULOS: Yes. When T 22 learned about this, and talked to -- so I talked to 23 Brian -- I talked to Brian Guest about this in 24 other conversations, because he's an active advisor 25 on Metrolinx projects, for example. That was

1 something that he did -- that came up, that he communicated as a benefit. So I'm aware of that, 2 3 you know, the assignment of all the rights, 4 security, and reporting that lenders get, that the 5 City didn't get, would have been a benefit they 6 saw. 7 KATE MCGRANN: Did you or anybody at IO 8 have any concerns about the impact that may have on 9 the partnership agreement created by the 10 arrangements that were put in place at the outset 11 of the project? 12 JOHN TRAIANOPOULOS: Again, I No. 13 think it's fair to say that we weren't -- as this 14 got more and more detailed and the structuring 15 happened, we weren't as involved. So the answer to 16 that is, no, I'm not aware of anything there. 17 Okay. And during the KATE MCGRANN: 18 time that you were involved in the brainstorming, 19 were there any concerns about the potential impact 20 that the change in relationships, change in 21 dynamics, may have on the project as it was put out 22 together at the outset? 23 JOHN TRAIANOPOULOS: Nothing specific 24 on a relationship point of view that I can recall. 25 KATE MCGRANN: Change in dynamics,

1 change in power balance, anything like that? 2. JOHN TRAIANOPOULOS: Not that I recall, 3 no. 4 KATE MCGRANN: Thank you. 5 So, are you aware of the LIZ MCLELLAN: liquidated damages clause in the Project Agreement 6 7 that requires that failure by RTG to a Project Co 8 to meet or achieve the RSA date result in RTG being 9 liable to pay liquidated damages to the City? 10 JOHN TRAIANOPOULOS: I recall a single 11 liquidated damage for being late. I can't remember 12 the amount, but it does sound familiar, yes. 13 LIZ MCLELLAN: And is this a standard 14 clause that's included in all project agreements? 15 JOHN TRAIANOPOULOS: No, it's not 16 standard. 17 LIZ MCLELLAN: And does IO typically 18 recommend the use of liquidated damages to 19 incentivize project companies? Or is that a 20 recommended course? JOHN TRAIANOPOULOS: I think it has 21 22 been more recently, so I'm going to answer this, 23 it's a bit grey in my own memory. I think 24 historically, like back in -- you know, in the 25 earlier years, we didn't have a lateness liquidated

1 damage. 2. My understanding right now of what we 3 do is we have an indemnity for not reaching substantial completion on time, and then we've 4 5 quantified kind of a daily charge of what we would collect against. So I think it's become more 6 7 standard to quantify and inform proponents of what 8 this is going to cost if you're late, but the one-time material damage for being late is not as 9 10 common. 11 LIZ MCLELLAN: And why wasn't this type 12 of provision as common back when the Project 13 Agreement was entered into? Or why wasn't this a 14 recommended course at that time? 15 JOHN TRAIANOPOULOS: I think the 16 difference with Ottawa LRT, or just transit 17 projects, is that being late has real material 18 financial consequences for the owner in this case, 19 so the City. They would have had to mobilize their 20 operators, they would have had to train their 21 operators and have people there, so there's a 22 pretty big financial consequence of doing so. Unlike in the social project where, yes, it's 23 24 unfortunate if a hospital or a courthouse or a jail 25 is late; it doesn't have the same sort of order of

1 magnitude cost impact of a transit system being 2 delayed. 3 I think that was -- if I recall, it was 4 the main driver of doing something around having an 5 LD for completion, because the City had real operational costs to itself for that date being 6 7 breached. 8 LIZ MCLELLAN: Were you surprised when 9 you saw the liquidated damages provision and became 10 aware of it, because it wasn't common at the time? 11 JOHN TRAIANOPOULOS: No. I wouldn't 12 say I was surprised. I think we could understand 13 why there would be an LD. I don't recall, really, 14 the amount. I just remember -- for some reason, 15 one million is in my head, and so is five. So, I 16 don't know if you know the amount, but... 17 LIZ MCLELLAN: Did IO recommend that 18 City take this route? 19 JOHN TRAIANOPOULOS: I can't recall if 20 we recommended it or didn't. 21 LIZ MCLELLAN: And what's the impact on 22 the proponent through the use of a liquidated 23 damages clause? 24 JOHN TRAIANOPOULOS: Well, it's another 25 cost that may or may not materialize. So,

1 depending on the bidder and their risk appetite, some would theoretically price this in, or part of 3 it in, and some would be more aggressive and assume they'll be on time and not price it in. Just like 4 5 any contingency in the contract, it comes down to a personal -- it comes down to risk tolerance in 6 7 their own pricing mechanics. LIZ MCLELLAN: And then what's the 8 9 practical implication that when the project is 10 actually underway and there's a delay event and the 11 Project Co incurs having to pay these liquidated 12 What are the risks? damages? 13 JOHN TRAIANOPOULOS: Well, it depends 14 if the LD moves with the delay event or not. 15 if it's written such that the delay event is recognized and schedule substantial completion 16 17 shifts, then I would assume the LD wouldn't apply. 18 If the LD applies no matter what, then 19 that would be, at least in my view, a harder risk 20 to take because there's often delay events on 21 projects. 22 And are you aware of the LIZ MCLELLAN: 23 different payments between the City and the lender, 24 in terms of liquidated damages from RTG or how 25 those mechanisms work?

1 JOHN TRAIANOPOULOS: Not at all, no. 2 LIZ MCLELLAN: Are you aware of the 3 City's response to RTG's request regarding reducing 4 the amount of liquidated damages paid by OLRT-C to 5 RTG to give some relief to the subcontractors? JOHN TRAIANOPOULOS: Not aware of that 7 at all. 8 LIZ MCLELLAN: So IO was not consulted 9 on that? 10 JOHN TRAIANOPOULOS: 11 LIZ MCLELLAN: Okay. 12 JOHN TRAIANOPOULOS: Not that I know 13 of, not that I recall. 14 Okay. And I think we LIZ MCLELLAN: 15 talked a little bit about this before, but are you 16 aware of what led to the City's decision to 17 discontinue their relationship with IO? 18 JOHN TRAIANOPOULOS: No. I'm not --19 I'm not really aware of exactly what happened 20 there. I don't know if this is -- I'm not aware, 21 I don't know exactly what happened. 22 I think, if I had to -- I don't want to 23 disrespect anybody, but my sense is that IO didn't 24 necessarily have a firm role and the City could 25 also procure Stage 2 without IO, so it wasn't

1 necessarily a must have. I don't know exactly what 2 happened, as to why we were working with them and 3 then not. 4 LIZ MCLELLAN: And I think you spoke to 5 this as well, but how was this decision or the end of the engagement with the City communicated to 6 7 you? 8 JOHN TRAIANOPOULOS: I recall just a 9 phone call from Ehren Cory, just saying that we're 10 no longer going to be working on the Ottawa LRT. 11 And he was the head of my division, so that's --12 that was that for me. 13 And then, similarly, Rob Pattison and 14 I, who worked on the first one, it was similar 15 communication from him to me. It was consistent 16 with what Ehren told me. 17 LIZ MCLELLAN: And obviously IO's 18 engagement was different on this role, in terms of 19 an advisor capacity, but did IO have to advise the 20 Province that the engagement had ended? 21 JOHN TRAIANOPOULOS: I don't know. 22 LIZ MCLELLAN: Okay. Can I ask for 23 just a 3-minute break, until 4:40, just to his 24 clear up a few things, and then we'll get going 25 again at 4:40?

```
1
                 JOHN TRAIANOPOULOS:
 2.
                 LIZ MCLELLAN:
                                Thank you.
 3
                 -- RECESS TAKEN AT 4:37 P.M. --
 4
                 -- UPON RESUMING AT 4:40 P.M. --
 5
                 LIZ MCLELLAN: We can go back on the
    record.
 6
 7
                 What major changes have occurred as a
 8
    result of IO's engagement on the LRT, in terms of
 9
    approach?
10
                 JOHN TRAIANOPOULOS: Approach in a
11
    procurement, or...?
12
                 LIZ MCLELLAN: Procurement, engagement
13
    with, you know, any company that's looking to enter
14
    into a P3 that's similar to this project; like,
15
    what has informed IO's approach generally as an
16
    advisor?
17
                 JOHN TRAIANOPOULOS: Oh, as an advisor.
    I think one of the things that we're advising, for
18
19
    example, on another city project here in Toronto,
20
    one of the lessons learned, or maybe not -- just
21
    good practice is to just really clarify our role,
22
    authority, governance, etcetera, so there's
23
    continuous improvement around ensuring that when
24
    we're not a signing authority or an agent, that,
25
    you know, there's very clear roles and
```

1 responsibilities around these advisory mandates. 2 LIZ MCLELLAN: And what changes were 3 there to the Project Agreement templates that you had going in and then coming out of the project? 4 5 JOHN TRAIANOPOULOS: Okay. So, one, from the project financing perspective is we do 6 7 have some more clear language, I would say, on how 8 to deal with system expansions. So one lesson learned was to, you know, 10 in respect of lender consent, for example, that we 11 talked about, is to get a bit more prescriptive and 12 formulaic about how this will actually work. 13 So the Hurontario LRT is a good example 14 where we have a system extension scheduled to the 15 Project Agreement, where we outline the conditions 16 and principles around what a negotiated extension 17 would be with lenders, that has a knock-on effect, 18 then, of -- since it's in the Project Agreement, it 19 forced lenders to write their credit terms with 20 this mind, so that the consent is -- we call it 21 "hardwired consent." So, as long as these 22 conditions are met, they can't really say, "No," which is a benefit for all of us who want to expand 23 24 the system in the future for other projects. 25 a bit of a lesson learned, I think.

1 LIZ MCLELLAN: So the debt swap 2 situation changed to -- sorry, resulted in a change 3 to the Project Agreement to maybe avoid the situation of the owner of the project entering into 4 5 the shoes of the lender? I think it's fair JOHN TRAIANOPOULOS: 7 to say that some of the Ottawa experience, and what 8 we know about it and have heard about it, prompted 9 us to do more, get more clear on system extensions, 10 especially in respect of financing. 11 You know, and we recognize that transit 12 systems by nature expand over time, different -- so 13 we need to make sure that our project agreements 14 are flexible to accommodate that and to at least be clear with the market upfront of what it means to 15 16 expand the system and what it might cost us in 17 those scenarios. 18 So, for example, Hurontario, as I 19 mentioned, gets into a set of principles and 20 formulas around equity sizing and things like that, 21 to be clear of what we're going to -- what we 22 intend to do. 23 LIZ MCLELLAN: And is that in an effort 24 to stay away from -- or not stay away from, but 25 prevent the discussion around even if the owner

should step into the lenders' shoes, then, because 1 2 it's already clearly in the Project Agreement what 3 will happen? 4 JOHN TRAIANOPOULOS: It's to facilitate 5 consent. So I characterize it as it's a clear path, eyes-wide-open path, to consent that's 6 7 documented well in advance of even thinking about 8 the expansion. So it's an enhancement from that point of view. 9 10 We don't -- we don't contemplate a debt 11 swap when we first -- like, it's not something 12 that's in our minds to place that debt in that and 13 take it out later; that's not, in my view at least, 14 the best practice. I wouldn't say it's necessarily 15 a reaction to debt swap, but it's a lesson learned 16 in transit generally, to make sure that the 17 agreements just contemplate expansion. And it puts clarity on our side, too, what to expect from a 18 19 budgeting point of view as well. 20 LIZ MCLELLAN: So is that situation, 21 then, unusual to you? Like, that wasn't 22 necessarily something that you'd seen happen 23 before? 24 JOHN TRAIANOPOULOS: I have never seen 25 a debt swap in a P3, at least within Ontario; I've

1 never seen one, no. 2 LIZ MCLELLAN: And have you seen that 3 happen since? 4 JOHN TRAIANOPOULOS: 5 LIZ MCLELLAN: Have you seen an industry move away from the complete transfer of 6 7 risk to a private partner, following what happened 8 on the LRT? JOHN TRAIANOPOULOS: When you say 10 "transfer of risk," there's many risks. So, in the 11 Project Agreement, I would say that some of the LRT 12 experience we're having now, projects that have 13 recently either closed, some of the subways, which 14 are not LRTs but are transit systems, I'd say it's fair to say there's a general market push to quard 15 16 against some of the risk transfer that we desire. 17 These are big, complicated projects. I think it's 18 fair to say that the experiences between, you know, 19 not just Ottawa but other cities in other 20 jurisdictions have also had some transit delays and 21 issues, is informing that view. So, between IO and 22 Metrolinx, for example, we're mindful of that. 23 It's not to say we don't want to keep transferring 24 risks, and, you know, that is the model that, with 25 the P3 and with financing comes the presumption of

1 some risk transfer; otherwise we shouldn't do them. 2. But I think it's fair to say that some 3 of the recent experiences between some of the harder projects is informing the market view. 4 5 they are a little less reluctant to take on some of the risks, say, today, than they were ten years 6 7 ago; I think that's a fair statement, in my opinion. 8 LIZ MCLELLAN: Have you seen an 9 industry move away from milestone payments and the 10 use of milestone payments? 11 JOHN TRAIANOPOULOS: Somewhat. 12 Milestone payments have been used at IO before. 13 They tend to require the completion of an actual 14 asset or something you can certify as tangible. 15 So, they can work from that perspective, if you 16 want to drive completion of that event or that 17 building on a hospital, for example, if it's, say, 18 two different towers. So we -- we still use what 19 we call milestone payments, but we don't 20 necessarily as much now tie them to specific 21 completion events. But we always need to use some 22 payments during construction in transit because the 23 projects are just too big. You can't finance 5, 6, 24 \$7 billion in the capital markets; it's too big and 25 too expensive.

1 So we're always going to have some 2 element of payments during construction. Just how 3 you structure them is moving more towards a -- like, 4 a progress payment, earned value mechanic, in 5 general, I'd say. LIZ MCLELLAN: And do you think that's 7 because of past projects and the results? Or do 8 you think that's just a change in the industry 9 generally? 10 JOHN TRAIANOPOULOS: I think it factors in a couple of things. One is, you know, 11 12 administrative ease as well. Like, we try to now 13 structure payments that flow through a regular 14 process. So, for example, what we do at IO, what 15 we call construction period payments, is the 16 lenders flow in money at a certain ratio, we just 17 piggyback off of their processes and match. So we 18 did it more for administrative reasons. 19 I still think there is some merit in 20 using milestone payments; again, if you care about 21 those specific events and you want to drive some 22 incentive to get to completion. 23 On the flipside, from a bidder's point 24 of view, milestone payments introduce the pressure 25 and the strain of having a payment conditional upon

1 completing that event. So, from a risk point of 2 view, from their side, I can see why they wouldn't 3 like them as much because it introduces potentially 4 more LDs. You know, as you're missing those 5 events, you're not able to retire your debt with that payment, so you're at higher risk of having 6 7 more LDs and more missed milestones. 8 So I could see them -- we take that 9 feedback as well, right? If they get concerned 10 about risk pricing and LDs, we would factor that 11 in. That's one of the reasons why we moved more to 12 an earned value mechanic, and you just kind of pay 13 based on percentage completion. It's a bit more 14 simpler to administer and easy to understand for them. 15 LIZ MCLELLAN: And I quess a bit more 16 predictable, obviously? 17 JOHN TRAIANOPOULOS: I would say so. 18 It's just based on pure progress. So it follows 19 that if you're proceeding well, you're being paid 20 according to your curve; if you're behind your 21 curve, you're not being paid. It's that simple. 22 So I think there's, like, the 23 percentage completion approach versus, you know, 24 having a set number of events and trigger payments 25 for those events. Again, I would say -- what I

1 would personally recommend, if you have, you know, one or two milestones right now that are 3 significant, that are trying to drive completion 4 events -- so, a good example would be a two-tower 5 hospital where you have two occupancy dates; that would be a good example of where we would still 6 7 recommend the use of milestones. 8 But I think it's fair to say, since 9 Ottawa, I don't think we've used the same approach 10 since. And it doesn't mean, in my view, that it 11 was necessarily wrong or anything, it's just there's other ways to do it that achieve similar 12 13 objective of reducing financing costs. It's really 14 just a tool to reduce financing costs; just how you get there can be different. 15 16 LIZ MCLELLAN: So, obviously, with the 17 benefit of hindsight, do you think that there's 18 anything that could have been done on the project 19 differently, with respect to your area or just 20 generally? 21 I think, with the JOHN TRAIANOPOULOS: 22 benefit of hindsight, a bit more focus on system 23 extension, like we've done, would be -- would have 24 been beneficial, just to clarify exactly how it 25 will work.

```
1
                 That's the one that comes to mind,
 2
    because it is something that we developed in other
 3
    projects, starting in Eglinton Crosstown.
                 So, in hindsight, if we could go back,
 4
 5
     I think we would develop a dedicated system
    extension regime and get some of the prewired
 6
 7
     consent that we get in other projects.
                                So, is there anything
 8
                 LIZ MCLELLAN:
 9
     that we have not discussed today that you feel we
10
     should have touched on or that you wanted to cover?
11
                 JOHN TRAIANOPOULOS:
                                      No.
                                            There isn't, no.
12
                 LIZ MCLELLAN: So, part of the process
13
     is that we are asking witnesses to provide
14
    recommendations, if they have any, for the
15
    Commissioner's consideration.
16
                 Do you have any recommendations that
17
    you have that we should provide to the Commissioner or ...
18
                                      No, not really.
                 JOHN TRAIANOPOULOS:
19
     think you've covered most of the -- at least from
20
    my world, most of the points that were relevant to
21
     the procurement.
22
                               Well, thank you very
                 LIZ MCLELLAN:
23
    much for your time today.
     -- Concluded at 4:53 p.m.
24
25
```

1	REPORTER'S CERTIFICATE
2	
3	I, JUDITH M. CAPUTO, RPR, CSR, CRR,
4	Certified Shorthand Reporter, certify;
5	That the foregoing proceedings were
6	taken before me at the time and place therein set
7	forth; at which time the interviewee was put under
8	oath by me;
9	That the statements of the presenters
10	and all comments made at the time of the meeting
11	were recorded stenographically by me;
12	That the foregoing is a Certified
13	Transcript of my shorthand notes so taken.
14	
15	Dated this 12th day of May, 2022.
16	feedett 4. Caputo, CA, Can
17	James 1. Total
18	NEESONS, A VERITEXT COMPANY
19	PER: JUDITH M. CAPUTO, RPR, CSR, CRR
20	
21	
22	
23	
24	
25	

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