

Message

From: Traianopoulos, John [/O=IO ORGANIZATION/OU=FIRST ADMINISTRATIVE GROUP/CN=RECIPIENTS/CN=JTRAIANOPOULOS]
Sent: 2/17/2017 9:33:25 AM
To: Mulligan, Meghan (IO) [meghan.mulligan@infrastructureontario.ca]
Subject: RE: FW: IO Media Clips- February 17th, 2017

It's worse at metrolinx -- he didn't even go through a procurement!

John Traianopoulos
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777 Bay Street, Toronto, Ontario, M5G 2C8 | 416-325-8599

From: Mulligan, Meghan (IO)
Sent: Friday, February 17, 2017 9:33 AM
To: Traianopoulos, John <John.Traianopoulos@infrastructureontario.ca>
Subject: Re: FW: IO Media Clips- February 17th, 2017

Yeah I bbm you. Ridic.

From: "Traianopoulos, John"
Sent: Friday, February 17, 2017 9:29 AM
To: "Mulligan, Meghan (IO)"
Subject: FW: IO Media Clips- February 17th, 2017

Read the first one...

From: IO Media Clips
Sent: Friday, February 17, 2017 9:20 AM
Subject: IO Media Clips- February 17th, 2017

These are today's media clips:



February 17, 2017

Brian Guest is back at Ottawa's rail office — where his brother-in-law's the boss - Ottawa
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February 17th, 2017

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LRT bundle to cost \$3.6B, O-Train to be ...

Author: Matthew Pearson, Ottawa Citizen

February 17th, 2017

ottawacitizen.com

A \$3.6-billion expansion of LRT includes previously unbudgeted infrastructure work and will force the O-Train Trillium Line to shut down for at least 16 months, the Citizen has learned. This is the first major public reveal of plans for the second ...

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February 17th, 2017

www.themeafordindependent.ca

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Author: CBC News

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Business owners who say they have been impacted by the LRT construction are preparing to take legal action against the Region of Waterloo. The construction of the upcoming LRT has brought changes in traffic patterns and public transit routes, which ...

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We need to be creative

Author: Celeste Walker

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Waterloo Region Record

Workplace development near LRT stations lag home building - Feb. 14 Workplace and housing development don't need to be mutually exclusive. The story on development near LRT stations shows that we need to be more creative. ...

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FULL ARTICLES:

Brian Guest is back at Ottawa's rail office — where his brother-in-law's the boss - Ottawa Permalink

February 17th, 2017

www.cbc.ca

At a special presentation at City Hall Friday morning, we'll get our first detailed look at plans for the \$3-billion light rail expansion, the most expensive infrastructure project in Ottawa's history.

But the briefing isn't likely to include details about who exactly is planning Phase 2 of the LRT project.

It's not easy to count heads in the light rail office. There are about a dozen city managers on the file, but also a slew of hired guns from various engineering, financial and legal firms.

Brian Guest is a principal at Boxfish Infrastructure Group, where his specialties include large public-private partnerships such as Ottawa's light rail project. (Boxfish Infrastructure Group)

One of the consultants is Brian Guest, a principal at Boxfish Infrastructure Group.

That Guest is working on the rail project is likely no surprise to City Hall watchers: Guest and his firm specialize in planning transportation and transit projects, especially ones that involve public-private partnerships like Ottawa's.

Guest worked on the initial stages of the Confederation Line. As a city spokesman once put it, "Boxfish is a vital and integral part of the light rail implementation team."

Guest officially left Ottawa's rail office in 2013. Then last year his firm was awarded a new contract worth up to \$2 million to consult on light rail.

There's been one significant change since the last time Guest worked in the light rail office: his brother-in-law is now in charge.

Family ties

Chris Swail, director of O-Train planning, used to be second-in-command in former deputy city manager Nancy Schepers's office. Around the time Schepers retired from her senior role at the city in 2015, Swail was put in charge of managing the plan for Phase 2.

'I totally get how it could be perceived as a conflict.'- *John Manconi, GM of transportation services*

Swail is married to Robyn Guest, who used to work in former city manager

Kent Kirkpatrick's office. In the city re-organization last year, she was moved to the protocol office, but was later transferred to Mayor Jim Watson's office, where she is a policy director.

That makes Swail the brother-in-law of Brian Guest, as well as the manager overseeing Phase 2 of LRT.

Lucrative contracts

In 2015 Boxfish was subcontracted by Deloitte to write an 18-page "lessons learned" report on the planning and procurement for the first phase of LRT.

According to city officials, Boxfish was paid \$265,000 for the work, which included interviewing 19 stakeholders in the project, as well as federal and provincial officials, and coming up with recommendations on how to better plan Phase 2.

And last October, Boxfish won a competitively tendered contract for a wide range of consulting services worth up to \$2 million. The tasks are shelled out in phases, and so far the city has approved \$700,000 worth of work for Boxfish.

In an email Guest said he doesn't generally speak publicly about the work his firm does for its clients. But he did say he's "proud both of the team and value we offer. Our group has some of the most experienced people in the world at delivering LRT projects under an [alternate financing and procurement] model."

Recently Schepers — who was in charge of the rail office for a while, and was kept on as a special adviser for several months after she retired in 2015 — has appeared on the Boxfish website as a consultant. But city officials have said she is not working on the LRT project.

No conflict, GM says

According to John Manconi, the city's general manager of transportation services, the fact that Guest is a consultant in the office managed by his brother-in-law does not represent a conflict of interest.

Swaile was not part of the selection team that scored the Boxfish bid for the work, nor does Swaile decide whether Boxfish is awarded the next phase of work, said Manconi.

Nevertheless, Manconi said, "I totally get how it could be perceived as a conflict."

So much so that city solicitor and clerk Rick O'Connor was brought in to make sure the arrangement was not breaching any conflict of interest rules.

Manconi confirmed that Swaile is "working actively with Brian." Swaile is often at the same table with Guest — and, on occasion, with Robyn Guest as well — in meetings.

Manconi emphasized that while he understands the possibility for a perceived conflict of interest, "I absolutely think he's the right person to be on this file."

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LRT bundle to cost \$3.6B, O-Train to be shut down for 16 months

Author: Matthew Pearson, Ottawa Citizen

February 17th, 2017

ottawacitizen.com

A \$3.6-billion expansion of LRT includes previously unbudgeted infrastructure work and will force the O-Train Trillium Line to shut down for at least 16 months, the Citizen has learned.

This is the first major public reveal of plans for the second phase of LRT since summer 2015. Information trickling down from the Stage 2 office ahead of a presentation at city hall on Friday indicates the rail expansion will be completed in three stages.

Extending the Trillium Line south to Bowesville Road in Riverside South and building a spur to the Ottawa International Airport would be first, with a target completion date of 2021.

The eastern arm to Trim Road would be completed by 2022.

And the western extensions to Bayshore Shopping Centre and Algonquin College would be finished by 2023.

Prioritizing the southern extension of the Trillium Line to reach the fast-growing communities of Riverside South, Findlay Creek and Leirtrim, which some hope will reduce congestion on the

Airport Parkway and lessen the need for the city to widen that road, would be a big win for those communities.

A massive new park-and-ride lot at the Bowesville station, possibly with washrooms, will have enough space for 3,500 vehicles.

Rail service to the airport and the EY Centre would be provided by spur off the Trillium Line at South Keys.

That means arriving or departing airline passengers will have to change trains at South Keys, as opposed to having a seamless ride between the airport and stations in the core. People coming from or going to downtown would have to change trains twice - once to switch from the Confederation to Trillium Line at Bayview station and again at South Keys to catch the airport-bound trains.

But extending the Trillium Line won't be possible without shutting it down for more than a year.

As soon as exams at Carleton University are over in April 2020, the eight-kilometre line that runs between Bayview and Greenboro stations would close until September 2021. The city will be adding stations at Gladstone, Walkley and South Keys, plus extending passing tracks. There is also some repair work expected in the train tunnel under Dow's Lake.

The replacement Route 107 bus, which typically goes into service whenever the Trillium Line is closed, currently travels along Preston, Carling, Bronson and Heron. But traffic congestion on Preston may force it onto different north-south roads between Bayview station and Carling, such as Bayswater Avenue and Sherwood Drive.

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The second phase of LRT was initially estimated in 2013 to cost \$3 billion, but the price is now estimated at \$3.6 billion.

The cost includes laying track, building 22 new stations, buying new buses and trains, and widening the city-owned Highway 174.

The city is also looking at throwing in other infrastructure projects, such as rehabilitating a bridge over the Rideau River at Carleton University.

However, widening Highway 174 at the same time the city intends to run LRT down the median could generate some pushback from councillors who fear such a move could hurt transit ridership and push other road projects off the priority list.

How the city proposes to contract the next phase of LRT work while the Rideau Transit Group continues to build the first phase, due to open next year, is a key question to be answered Friday when the Stage 2 report is released.

RTG is poised to maintain the entire transit network once it's fully built, but the consortium has apparently agreed to not bid on constructing either of the eastern or western LRT extensions. There will be nothing to restrict RTG from bidding on the Trillium Line extension.

The city believes there will be options in the market to use trains on the Trillium Line that are compatible with the existing Alstom Coradia Lint diesel trains.

The Stage 2 report is also expected to outline what detours buses may need to take once the Transitway west of Tunney's Pasture closes for rail conversion.

It was a single line in a large staff report recommending the construction of the Confederation Line that revealed 2,500 buses would be redirected onto Scott and Albert streets, so it's anticipated that councillors will go through this report with a fine-tooth comb in search of ways the massive project might affect their wards.

The finance and economic development committee will debate and vote on the plan on Feb. 24. A council vote on March 8 would kickstart the procurement process.

At the same time, the city is still waiting to hear from the federal government about funding the Stage 2 blueprint. The province has signalled its commitment to pay for one-third of the city's base Stage 2 plan, plus half the cost of the connections to the airport and Trim Road.

The city isn't likely to start a request for proposals process until it nails down the federal funding.

Stage 2 rail expansion by the numbers:

\$3.6 billion: Projected cost for Stage 2 rail and related infrastructure work

2021: Trillium Line extension projected completion year

2022: Eastern LRT extension projected completion year

2023: Western LRT extension projected completion year

22: New stations in plan

36: New kilometres of rail to be built

16: Estimated months Trillium Line will need to close for upgrade

38: New vehicles to be purchased for expanded rail network

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Meaford's Debt Continues to Decline, Is Now the Right Time to Consider Taking on New Debt?

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February 17th, 2017

www.themeafordindependent.ca

Meaford's long-term debt continues to decline. During the 2010 municipal election campaign, many residents expressed concern over Meaford's debt load, which at the time was approximately \$10 million.

Councils in the years since have committed to chipping away at the debt load, and a report provided to council at their February 13 meeting shows that the total long-term debt being carried by the municipality is now down to less than \$7.4 million.

In his annual long-term debt update report to council, Meaford Treasurer Darcy Chapman noted that the municipality is carrying far less debt than is allowed by both the province and Meaford's own internal policies.

"We have a bunch of goals that were established municipally aside from the provincial requirements. The province sets the maximum debt limit capacity for any municipality at 25 percent of all source revenues. There's one appendix in the report that came from the province that shows that we have ample flexibility still within our debt-carrying capacity based specifically on the province's established ratios. We're somewhere in and around 25 percent of our maximum debt capacity from the province's perspective," Chapman told council when presenting his report.

The bulk of the debt reduction has taken place over the past four years. At the end of 2013, Meaford's long-term debt totalled \$9,789,425, dropping to \$9,010,070 at the end of 2014 and to \$8,206,280 by the end of 2015, before dropping by nearly \$1 million in 2016 to \$7,372,062 by the end of 2016.

Meaford's long-term debt is divided into several categories:

Tax Supported Debt, which includes debt taken on in previous years for roads infrastructure, Meaford Hall, information technology equipment, and fire equipment, totalled \$3,792,182 at the end of 2016.

Local Improvement Charge Supported Debt includes just one loan taken out for the Leith water system, and amounted to \$360,189 at the end of 2016.

Water User Rate Supported Debt for the water treatment plant amounted to \$1,956,751 at the end of 2016, while *Waste Water User Rate Supported Debt* totalled \$1,052,349.

Development Charge Supported Debt, which includes loans for a fire truck and water infrastructure, adds another \$196,505 to Meaford's total long-term debt.

While Meaford's debt has been declining in recent years, Mayor Barb Clumpus asked Chapman, given the current low interest rates, if now would be a good time to take on some additional debt in order to address some roads infrastructure needs.

"With the interest rates being as low as they are now, I'm wondering if, with the capacity that we do have for increased debt, there's any advantage to be looking at our preservation model for road rehabilitation or bridges, one or the other, and increasing our debt-load now might address some of the worst roads, or a project through the preservation model that would vastly improve our ability to maintain in the future," Clumpus asked Chapman.

Chapman agreed that the current borrowing climate provides some advantages if council is willing to take on new debt.

"We do have a lot of roads in the 'bad' category that we told council a few years ago that unless there was some other magical pot of money, we weren't going to be doing anything with those

roads for ten years,” Chapman told council. “We could always move those roads up (in the queue). The bridge infrastructure report showed that over the next eight years we have some flexibility in sustaining the infrastructure over that period of time, but that being said, that overall portfolio is still going to require some debt financing over the next number of years. So we will be incurring debt. I think the big thing is that although the rates are great, we need to have a project that we're working on in order to secure that great long-term rate through Infrastructure Ontario, we can't just borrow the money and put it in the bank, it has to be for a specific project.”

Chapman stressed that any new debt taken on by the municipality must be well thought out, and the length of the term of the debt must not exceed the life-span of the project for which the funds were borrowed.

“There is good debt. Bridges are great debt because they have 50 to 70 year life spans, so borrowing money is not a problem. Water and sewer infrastructure likewise have very long life cycles. If we're looking at redoing an asphalt surfaced road, that's probably fine as well because we wouldn't be dealing with any maintenance for at least 15 years, so as long as we didn't borrow money for longer than 15 years, it's still good debt. Some of the roads that need work though are those gravel roads that need to be reconstructed and have better drainage put into them, that's not really good debt because ultimately the debt window would be so short because the lifespan of that road is only three to five years, you might as well pay for it right now, because you certainly wouldn't want to extend the debt over 10 to 15 years where you're actually paying for it well beyond the useful life of that asset,” Chapman advised council.

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Local businesses prepare for legal action over LRT construction

Author: CBC News

February 16th, 2017

CBC.CA News

Business owners who say they have been impacted by the LRT construction are preparing to take legal action against the Region of Waterloo.

The construction of the upcoming LRT has brought changes in traffic patterns and public transit routes, which local businesses say have negatively impacted them.

"There's been what owners believe to be substantial business losses where they are paying more than their fair share for the cost of the work," Shane Rayman, a Toronto-based lawyer representing a number of the businesses, told CBC News.

"They have to suffer the burden of the works and the interference that it's causing."

Negotiate with region first

The owners are now reserving their right to seek compensation from the city by filing legal notice that they may be taking the region to court.

Before the matter is taken before the OMB, the business owners will try to "negotiate an amicable resolution with the region," said Rayman, but so far "there has been a reluctance to provide a great deal of compensation for business loss."

Construction of the LRT roadwork is set to be complete by the spring or early summer, according to the latest information available from Grandlinq.

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LRT: The train has left the station - Kitchener-Waterloo

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February 17th, 2017

www.cbc.ca

The first LRT car is finally on its way.

An update on the [ION tracker website](#) showed it left Bombardier's Thunder Bay plant at 6 a.m. Thursday.

The Region of Waterloo tweeted it hoped the car had a safe trip.

"Can't wait until you get here," the tweet read.

- **[You can track the Bombardier LRT car trek to K-W](#)**

Others are also expressing their excitement – or their dismay at the excitement – on Twitter.

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We need to be creative

Author: Celeste Walker

February 17th, 2017

Waterloo Region Record

Workplace development near LRT stations lag home building - Feb. 14

Workplace and housing development don't need to be mutually exclusive.

The story on development near LRT stations shows that we need to be more creative.

Buildings can house commercial, office and residential space.

Most European cities have just that with restaurants, cafés and small businesses at street level, offices occupying the second and third floors, with apartments and condos above.

Celeste Walker

Cambridge

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