

Ottawa Light Rail Commission

Riley Brockington
on Friday, May 20, 2022



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OTTAWA LIGHT RAIL COMMISSION
CITY OF OTTAWA - RILEY BROCKINGTON
MAY 20, 2022

--- Held via Zoom Videoconferencing, with all
participants attending remotely, on the 20th day of
May, 2022, 9:00 a.m. to 10:52 a.m.

1 COMMISSION COUNSEL:

2
3 Kate McGrann, Co-Lead Counsel Member

4 Liz McLellan, Litigation Counsel Member

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6
7 PARTICIPANTS:

8
9 Riley Brockington, City of Ottawa

10 Peter Wardle & Betsy Segal, Singleton Urquhart

11 Reynolds Vogel LLP

12
13
14 ALSO PRESENT:

15
16 Joanne Lawrence, Stenographer/Transcriptionist

17 Chandani Joshi, Virtual Technician

1 -- Upon commencing at 9:00 a.m.

2 LIZ MCLELLAN: So good morning,
3 Councillor Brockington. My name is Liz McLellan,
4 and I am counsel on the Commission. I'm joined by
5 my colleague Kate McGrann, who is the co-lead of
6 Commission counsel. So to start, I'm going to read
7 an interview script that -- to confirm, have you
8 been affirmed this morning?

9 RILEY BROCKINGTON: Just now,
10 30 seconds ago.

11 LIZ MCLELLAN: Thank you. So the
12 purpose of today's interview is to obtain your
13 evidence under oath or solemn declaration for use
14 at the Commission's public hearings. This will be
15 a collaborative interview such that my co-counsel,
16 Ms. McGrann, may intervene to ask certain
17 questions. If time permits, your counsel may also
18 ask follow-up questions at the end of this
19 interview.

20 This interview is being transcribed,
21 and the Commission intends to enter this transcript
22 into evidence at the Commission's public hearings,
23 either at the hearings or by way of a procedural
24 order before the hearings commence.

25 The transcript will be posted to the

1 Commission's public website, along with any
2 corrections made to it, after it is entered into
3 evidence. The transcript, along with any
4 corrections later made to it, will be shared with
5 the Commission's participants and their counsel on
6 a confidential basis before being entered into
7 evidence. You'll be given the opportunity to
8 review your transcript and correct any typos or
9 other errors before the transcript is shared with
10 the participants or entered into evidence. Any
11 nontypographical corrections made will be appended
12 to the transcript.

13 Pursuant to Section 33(6) of the Public
14 Inquiries Act (2009):

15 "A witness at any inquiry shall
16 be deemed to have objected to answer
17 any questions asked of him or her
18 upon the ground that his or her
19 answer may tend to incriminate the
20 witness or may tend to establish his
21 or her liability to civil
22 proceedings at the instance of the
23 Crown or of any other person, and no
24 answer given by a witness at any
25 inquiry shall be used or be

1 receivable in evidence against him
2 or her in any trial or other
3 proceedings against him or her
4 thereafter taking place, other than
5 a prosecution for perjury in giving
6 such evidence."

7 As required by Section 33(7) of that act, you are
8 hereby advised that you have the right to object to
9 answer any question under Section 5 of the Canada
10 Evidence Act.

11 And if you need a break, please let us
12 know, but we will be taking one at 10:30 in any
13 event. So to begin, I'm --

14 RILEY BROCKINGTON: Excuse me, can I
15 just say that you made reference to the fact that I
16 have counsel here, and that is not correct.

17 LIZ MCLELLAN: Okay.

18 RILEY BROCKINGTON: There is no counsel
19 here on my behalf.

20 LIZ MCLELLAN: Okay.

21 PETER WARDLE: So just to be clear, as
22 has been explained to Councillor Brockington on
23 previous occasions, my firm is acting for all
24 representatives of the City of Ottawa, including
25 councillors and former staff members. Councillor

1 Brockington does not have his own personal counsel.

2 KATE MCGRANN: Okay. Councillor
3 Brockington, you understand that you have -- you
4 may bring your own counsel to this interview if you
5 wish to.

6 RILEY BROCKINGTON: That was not
7 disclosed to me before today. And Mr. --

8 KATE MCGRANN: Okay.

9 RILEY BROCKINGTON: Mr. Wardle made it
10 clear to me he's not here as my representative.
11 He's here on behalf of the City of Ottawa.

12 KATE MCGRANN: Do you wish to attend
13 with your own counsel at this interview?

14 RILEY BROCKINGTON: Well, I've asked
15 multiple times if that's needed. People have
16 said -- that I've spoken to at the City said that
17 they don't believe so, but I'm uncomfortable here
18 without counsel.

19 KATE MCGRANN: Well, if you wish to go
20 and consult counsel, we can reschedule your
21 interview so that you may attend with counsel.
22 It's entirely up to you.

23 RILEY BROCKINGTON: I'm not sure how to
24 proceed.

25 KATE MCGRANN: Well, unfortunately,

1 that's not something that we can give you any
2 advice on because we're counsel to the Commission.

3 RILEY BROCKINGTON: Sure.

4 KATE MCGRANN: So this is a decision
5 that you have to make. Why don't we go off the
6 record?

7 RILEY BROCKINGTON: I just want to make
8 it clear: A statement was made I have counsel,
9 here and that's not true.

10 -- OFF THE RECORD DISCUSSION --

11 KATE MCGRANN: While we were off the
12 record, I explained to Councillor Brockington that
13 we will reschedule his interview if he wishes to
14 consult with counsel or to reschedule to attend
15 with counsel. He has indicated that he wishes to
16 proceed today with the people who are present, so
17 we will proceed.

18 LIZ MCLELLAN: So, Mr. Brockington, to
19 begin your interview, we will be taking a look at
20 your CV, which we received. So to confirm, are you
21 familiar with this document?

22 RILEY BROCKINGTON: Looks like myself,
23 yes.

24 LIZ MCLELLAN: Okay. So we'll have
25 your CV entered as Exhibit 1.

1 RILEY BROCKINGTON: I have not read
2 this document that you're producing, though.

3 LIZ MCLELLAN: Okay. So let's let you
4 read it, and we can take a minute to -- for you to
5 do so.

6 RILEY BROCKINGTON: Okay. I have read
7 it.

8 LIZ MCLELLAN: Would you like me to
9 scroll down so you can see the remainder of the
10 document?

11 RILEY BROCKINGTON: Sure, and thank
12 you. Good.

13 LIZ MCLELLAN: Okay. So to confirm,
14 you're familiar with this document after reading
15 it?

16 RILEY BROCKINGTON: I'm familiar with
17 the content, yes.

18 LIZ MCLELLAN: Great.

19 EXHIBIT 1: CV of Councillor Riley
20 Brockington

21 LIZ MCLELLAN: So I understand that you
22 have been a City Councillor for two terms,
23 beginning in October of 2014, and then I believe
24 you were reelected in 2018; is that correct?

25 RILEY BROCKINGTON: The two terms have

1 not yet completed, but I was elected in 2014,
2 correct.

3 LIZ MCLELLAN: Okay. And then did you
4 have any involvement in the LRT prior to your time
5 on council?

6 RILEY BROCKINGTON: Not officially. As
7 a community association president, followed the
8 issue, probably discussed the item through only
9 what was received publicly through the Citizen or
10 Sun, but no official position or engagement prior
11 to being elected.

12 LIZ MCLELLAN: Okay. And which
13 community association were you the president for?

14 RILEY BROCKINGTON: Riverside Park
15 Community and Recreation Association.

16 LIZ MCLELLAN: And what does that
17 association do?

18 RILEY BROCKINGTON: It, in essence,
19 represents issues at the local level within a
20 defined geographic area known as Riverside Park.

21 LIZ MCLELLAN: Okay. And I understand
22 there were public consultations in 2009 for the
23 LRT. Did you attend in a personal capacity or on
24 behalf of that association?

25 RILEY BROCKINGTON: In 2009, I was a

1 school board trustee. So I cannot recall if I
2 attended, but likely not, given my focus at that
3 time was on school board issues.

4 LIZ MCLELLAN: Okay. So can you please
5 describe your involvement in Stage 1 of the LRT as
6 a councillor from 2014 to present.

7 RILEY BROCKINGTON: My involvement
8 would have been mostly getting updates from City
9 staff on the progress of this project. There were
10 consistent updates through various committees and
11 council, of city council, by senior staff, mostly
12 the general manager of OC Transpo and/or the city
13 manager and/or outside representatives. And as
14 you're no doubt aware, there were opportunities for
15 not just learning about the matters and updates,
16 but asking questions.

17 In addition to in-person meetings,
18 there were written communiques that would come out
19 when certain milestones were reached. Again, the
20 purpose was to inform members of council of these
21 either milestones or hiccups or hurdles or problems
22 or, you know, significant enough issues that you
23 had to release a memo to council.

24 I took a tour of the tunnel when it was
25 under construction, Phase 1. I got dirty and I

1 went underground, and simply it was for an
2 information opportunity, learning opportunity, to
3 see the -- the tunnels under construction, and that
4 was quite -- quite an experience. But really, as a
5 member of council, being informed and, of course,
6 asking questions and I think sort of the general
7 type of engagement that you would expect of an
8 elected member of council.

9 LIZ MCLELLAN: And you mentioned
10 outside representatives. Can you -- can you
11 provide some examples of who those outside
12 representatives might be?

13 RILEY BROCKINGTON: Well, members of
14 the stage -- of the LRT team, there was legal
15 representation -- who else? -- safety expert at
16 some point, but I think they were employed by the
17 LRT team. Basically the non-regular City staff
18 that normally we work with when -- you know, the
19 specialized or the technical expertise that would
20 come in and provide that information.

21 LIZ MCLELLAN: Okay. And then I
22 understand you were a member of the Planning
23 Committee from 2014 to 2018. What is the role of
24 the Planning Committee?

25 RILEY BROCKINGTON: Well, the role of

1 the Planning Committee is to receive zoning and/or
2 site plan applications from property owners who
3 wish to develop their property. We receive staff
4 reports in that regard that either provide a staff
5 recommendation in favour or opposed. We assess on
6 planning merits, all the -- all the issues of a
7 particular application, and ultimately make
8 decisions. So that's about 90 percent of what we
9 do.

10 We also receive staff information
11 reports, updates, like annual reports. We may not
12 be taking action, but simply as part of the normal
13 process of the committee, but the Planning
14 Committee is a body of elected members of council
15 who review these applications, both zoning and/or
16 site plan.

17 LIZ MCLELLAN: And between 2014 and
18 2018, was there any involvement by the Planning
19 Committee in the LRT?

20 RILEY BROCKINGTON: I can't say with
21 certainty. There may have been some land issues
22 that the City needed to deal with, but again, I
23 would have to look back. This committee is the
24 workhorse of council. It meets twice a month. The
25 agendas are massive. We've probably dealt with a

1 thousand-plus issues in my brief tenure. I can't
2 say with certainty. I would really have to check.

3 Liz McLellan: Okay. And then I
4 understand you were a member of the Transit
5 Commission from 2018 to present; is that correct?

6 RILEY BROCKINGTON: Yes.

7 Liz McLellan: Okay. And what's the
8 role of the Transit Commission?

9 RILEY BROCKINGTON: The role, our
10 mandate, is basically like a board of directors.
11 It looks at sort of the macro-level issues of a
12 Transit Commission's operations. We have one
13 staff, the general manager of OC Transpo, and we
14 really are a body that reviews policy, budget, some
15 of the macro-level issues.

16 Obviously, we get accused at times for
17 digging in too deep in the weeds of issues, but
18 really if you want to look at sort of the
19 high-level mandate, it's like a board of governors
20 or directors of a corporation. And we receive more
21 or less monthly meetings, and we go over some of
22 the higher-level issues of that organization.

23 LIZ MCLELLAN: Okay. And then what's
24 the role of the Transit Commission as it relates to
25 the LRT?

1 RILEY BROCKINGTON: If the LRT is up
2 and running, like Phase 1, it's updates on the
3 system - how it's working, what our passenger
4 counts are, issues with the functionality of the
5 system - as opposed to a line under construction,
6 like Phase 2, which is the purview of FEDCO, which
7 is probably your next question. And the public
8 doesn't really understand the difference,
9 councillors at times don't understand the
10 difference, but really Transit Commission is about
11 the line in operation today, working, versus FEDCO
12 which looks after the line which is under
13 construction and really some of the nitty-gritty
14 issues that are under the purview of that
15 committee.

16 LIZ MCLELLAN: And in terms of key
17 decisions for Stage 1 during your time on the
18 Transit Commission, were you involved in any of
19 those key decisions?

20 RILEY BROCKINGTON: Like, from the
21 beginning?

22 LIZ MCLELLAN: From 2018, from your
23 time on the Transit Commission.

24 RILEY BROCKINGTON: The Transit
25 Commission has focussed its attention on the line

1 once -- I mean, we were -- as a Transit
2 Commission -- let me back up. The Transit
3 Commission was, at a time, getting updates about
4 Line 1 before it opened. And at some point, there
5 was a decision made that FEDCO would become the
6 body dealing with issues associated with Line 1. I
7 don't know that exact point in time when that
8 switch happened. We obviously do deal with Line 1
9 now even when Line 1 went out of service due to
10 mechanical/technical failure. It became, on an
11 operational level, part of the Transit Commission's
12 duties to get updates and questions, but there were
13 also updates through FEDCO, whether it be legal
14 updates or some of the more serious technical.
15 Again, there was a dual role here between the
16 Commission and FEDCO itself.

17 LIZ MCLELLAN: Okay. I understand some
18 of the decisions that the Transit Commission might
19 have been involved in, you know, sort of between
20 2018 and now would have been more passenger
21 experience decisions? Does that ring true with
22 your experience on the Commission?

23 RILEY BROCKINGTON: Yeah, I think
24 that's the intent of the management of the Transit
25 Commission. Certainly, some of my colleagues and

1 even myself have no doubt asked questions about
2 more. We've tried to really engage as much as we
3 can -- there's, I think, a fundamental --
4 fundamental or philosophical disagreement that
5 these matters be turfed to FEDCO when really
6 it's -- once the line has -- has been handed over
7 to OC Transpo, I think the Transit Commission does
8 need to take a much greater involvement and
9 engagement on the matter.

10 But absolutely, the Transit Commission
11 has been engaged and involved on not just getting
12 updates, but asking very pointed questions about
13 why certain components of the line -- the
14 infrastructure, the carriages, all the different
15 challenges that have happened since Line 1 opened,
16 the Transit Commission have asked some very tough
17 questions, but so has FEDCO. So again, it's --
18 it's this blurry boundary between these two
19 committees. So I'll -- I'll just leave it there
20 for now.

21 LIZ MCLELLAN: So when the Transit
22 Commission is interested in receiving an update,
23 can you walk us through sort of the Commission
24 members sitting down, requesting an update or
25 deciding amongst yourselves that you'd like an

1 update on issue X, to receiving the update. What's
2 the process?

3 RILEY BROCKINGTON: Well, we -- we have
4 a governance problem with the Transit Commission.
5 We -- we don't really have default agenda items.
6 We were not getting consistent updates with LRT
7 Line 1 and -- or even the bus service. I had to
8 bring a motion, as your researchers have probably
9 found out, to have a permanent agenda item which
10 says, to the best of my memory, LRT Confederation
11 Line and bus service. That's the first item on our
12 agendas, and it's been so for at least 18 months.

13 And it was through repeated requests of
14 the Transit Commission chair, Councillor Hubley, to
15 get some consistent reporting to the Transit
16 Commission on these very serious matters. Don't
17 forget we went without a regular Transit Commission
18 meeting for 4 months in the winter of 2020:
19 January, February, March -- I think we had our
20 first regular meeting in April. I requested a
21 meeting. Other Transit Commissioners requested
22 meetings at this time. We didn't have a regular
23 meeting for 4 months. This is when the line had
24 been -- gone down. COVID didn't hit us until the
25 end of March. So I had to move a motion to get

1 this agenda item on our agenda.

2 And the agreement, sort of gentlemen's
3 agreement, was once the line was stabilized and,
4 you know, all the ramifications -- because we were
5 running parallel bus service, and we were at our
6 max with the fleet, and there were significant
7 issues with reliability on the bus system. Once
8 there was stability and they didn't have to keep
9 reporting back on the LRT Line 1, this agenda item
10 would come off our agenda. And I thought, you know
11 what? I don't want to fight them on this. Fine.
12 Because I knew we were going to get at least X
13 number of months of them reporting.

14 But it's become a -- now we've sort of
15 morphed out of that. There's much more
16 consistently -- consistently with the line -- if
17 you were to ask me, it should probably come off,
18 but what it's morphed or evolved into now is it's a
19 regular reporting feature where the GM talks about
20 the system as a whole - she talks about LRT, she
21 talks about the bus service - and as of last month,
22 I had another motion passed that has a separate
23 line on Para Transpo. So all of our three main
24 service delivery modes are on our agenda, and the
25 GM is expected to provide a report for those three

1 branches of service.

2 Now, there's still gaps in what I think
3 the Transit Commission should be getting updates
4 on, but your question was about LRT, and that's
5 basically it. It's provided -- provided a
6 framework that we were missing. The Commission
7 passed my motion unanimously, and now the
8 expectation of management is we would have, at
9 every single meeting, an update on how things were
10 going. So that set the table, and then through the
11 staff reports, commissioners and subsequently
12 media, after the meeting, could ask whatever
13 questions they wanted.

14 LIZ MCLELLAN: All right. So a few
15 follow-up questions from your answer, the first
16 being why did you feel a need to bring a motion to
17 have the Confederation Line as a permanent agenda
18 item?

19 RILEY BROCKINGTON: Because we were, as
20 a Commission, not getting consistent updates,
21 consistent information. There wasn't an
22 opportunity in public to talk about the system.
23 The public was clamoring for their elected
24 officials and commissioners to be engaged in this
25 matter. It should not be done, me having a phone

1 conversation with the GM or a memo. We need to
2 have a public discussion. What's wrong with the
3 system? What are you doing to fix the system? How
4 can we as a commission help you? Do you lack
5 resources? Do you lack expertise? How can we
6 understand what's happening, the scope of how bad
7 it is, who's engaged and involved? Do we have all
8 hands on deck? And as a commission, what else can
9 we do for you? Tell us. You cannot have that
10 discussion privately. It needs to be out there.
11 As a whole part of this democratic setup we have at
12 council is that, really, the business should go
13 through the committees, and it should be done so in
14 a public manner.

15 LIZ MCLELLAN: Why do you -- in your
16 opinion, why did you receive the impression or have
17 the impression that you didn't have the ability to
18 ask questions at the time?

19 RILEY BROCKINGTON: Oh, I can ask
20 questions any time.

21 LIZ MCLELLAN: Okay.

22 RILEY BROCKINGTON: I -- now, I'm not
23 sure what the context is. If it's --

24 LIZ MCLELLAN: I believe you mentioned
25 that you felt that there wasn't an opportunity to

1 ask questions about the line, and that sort of led
2 to the permanent agenda item motion.

3 RILEY BROCKINGTON: There was no agenda
4 item where we could have this discussion. We have
5 a -- an agenda item at the bottom called public
6 inquiries where you submit a question in writing,
7 it gets responded to at some point in the future.
8 This is the greatest infrastructure catastrophe in
9 our City's history, and -- for scope and how much
10 this cost, and we have no dedicated spot on any
11 agenda to follow this item. And it's shocking what
12 we had to go through just to get an agenda item and
13 to have a consistent spot on our agendas for the
14 Commission to get updates and to ask questions.

15 And look, these are 2- or 3-hour spots
16 on our agenda. This particular agenda item
17 consistently is 2 to 3 hours long, still today. I
18 think last month it was a 3-hour -- 3 hours to get
19 through this agenda item. There's that much
20 interest, content -- it's not just all about LRT.
21 Now that we're, like I said, evolved from, you
22 know, the worst stages of some of -- of the
23 challenge with the system and things are more
24 stable, we can actually focus our attention on
25 other things. But it boggles my mind, with all the

1 organizations and groups I've served on and/or
2 chaired myself, I -- this would have been immediate
3 to me: Get on the agenda and make sure my
4 commissioners have as much opportunity to both
5 learn about what's going on and ask those
6 questions. That's what we're here for.

7 LIZ MCLELLAN: In your opinion, why
8 wasn't it a consistent or permanent agenda item
9 from the beginning? Back to 2018, I guess, when
10 you first joined the Transit Commission.

11 RILEY BROCKINGTON: Yeah, I think there
12 was a combination of, perhaps, staff thought they
13 were doing that through, you know, reports or other
14 communication avenues that they were apprising
15 council as a whole, or even at the Transit
16 Commission. I'm not saying that there was silence.
17 I'm just saying there was no dedicated spot for
18 this.

19 We have a culture at Ottawa City Hall
20 of trying to stifle bad news, and if there are
21 issues that are problematic; pardon the pun, gone
22 off the rails; make the City look bad, there's a
23 reluctance to discuss this in public. During my
24 first term in office, if I would ask questions
25 publicly at committee or council, file public

1 inquiries that in any way was interpreted as making
2 the City look bad, I had been spoken to many times
3 by the mayor's office to say, listen, don't ask
4 that in public; don't ask that -- if you need help
5 with -- with questions, come to us. We'll work
6 with you to talk to staff. But there's a -- a real
7 culture and a pressure on folks not to go down that
8 road, and that is wrong.

9 LIZ MCLELLAN: When the mayor's office
10 would speak to you about questions that you had,
11 how would that play out when that happened?

12 RILEY BROCKINGTON: Well, as you might
13 have already -- get from me, I don't like being
14 told what to do. I'm here to represent my
15 residents in their best interest and the taxpayers
16 of the city of Ottawa. And I always listen, always
17 listen to try and understand, you know, what the
18 issue is, why a person takes a particular position,
19 what they're getting at. I do make mistakes, so
20 maybe I'm doing something wrong. I want to be very
21 receptive to whatever message is being delivered,
22 but at the end of the day, the message was we don't
23 want the public to know how bad things are; don't
24 ask your questions. That's basically the message.
25 And I just don't take -- I'm not in for that. I

1 don't play that game. Ultimately, I -- I get
2 punished because I don't get assigned to chair
3 committees or get part of the -- the in-circle, but
4 I sleep well at night. I can look at my daughters
5 with integrity. But we do have that culture. That
6 culture exists, absolutely.

7 LIZ MCLELLAN: Who from the mayor's
8 office would speak to you about your comments in
9 the --

10 RILEY BROCKINGTON: The mayor's chief
11 of staff, Serge Arpin, the mayor himself.

12 LIZ MCLELLAN: And would they phone you
13 or email you, or how would that happen?

14 RILEY BROCKINGTON: Oh, it's always in
15 person. It's always in person, yeah.

16 LIZ MCLELLAN: Did you take any notes
17 of those discussions?

18 RILEY BROCKINGTON: No.

19 LIZ MCLELLAN: What did -- what do you
20 mean when you say that you are punished for your
21 commentary and that leads to you not being a chair
22 of committees or -- or the Transit Commission,
23 let's say?

24 RILEY BROCKINGTON: Yeah, at the first
25 board meeting of 2018, when this current council --

1 sorry -- council came into office, we had a school
2 board -- we called it the organizational meeting,
3 but we had the first meeting where all the
4 positions on city council are divided up, and
5 people know what they're going to chair and what
6 committees they're going to be on. And I was
7 relegated to, you know, minor stuff - didn't get my
8 first picks, let's just say. And I'm not here to
9 review my CV. I've chaired significant things in
10 my past, and the mayor knows this. The mayor and I
11 have known each other for almost 30 years now.

12 And you would -- when this term of
13 council started, brand-new councillors were
14 appointed chair positions; they became deputy
15 mayors. The mayor has always said -- at least in
16 my first term, he said the role of the first-term
17 councillors is to learn the system and be engaged
18 in your ward and not be -- and he's basically
19 said -- implied that these types of positions
20 should never go to a first-term councillor. You're
21 brand new, you're trying to understand the system,
22 you're trying to get your -- trying to get your
23 stability in the organization. And we had examples
24 of people who couldn't handle -- Jenna Sudds
25 couldn't handle the -- the workload and had to back

1 out of chairing Community and Protective Services
2 into -- in the second term.

3 But I basically said the mayor -- in
4 the media, after that meeting, the mayor has
5 created this insulated coalition - I think those
6 were my exact words - of people who are going to
7 vote his way, and they're not going to push back,
8 and wouldn't it be great to become a deputy
9 mayor -- you've just been elected, and the mayor
10 says, Listen, so-and-so, you're going to my
11 deputy -- one of my three deputies; you're going to
12 be part of my inner circle. You're not going to
13 publicly push back on the mayor. Or I'm going to
14 assign you this extremely powerful committee
15 position, and again, you're going to be part of the
16 FEDCO team, and we're going to push forward my
17 agenda.

18 And I'll just say that I took the mayor
19 out for lunch in the summer of I think it was 2020,
20 and I said -- because we were approaching the
21 midyear point of this term of council, and there
22 was -- were some informal changes that were coming.
23 We do not have an automatic review at the halfway
24 point of a term where positions are changed. I
25 think that should happen. 4 years is way too long.

1 But I said, Listen, mayor, you know I've
2 vice-chaired the school board, vice president of
3 the provincial organization. The day I was
4 elected, I was the national vice pres of the
5 third-largest professional association for federal
6 public servants in Canada. All my community work,
7 budget chair for 4 years at the school board. You
8 know I can do this stuff. He's like, Absolutely.
9 Absolutely I know that. But I need a cabinet --
10 these are his words: I need a cabinet that will
11 get my agenda forward, that will support the work
12 that needs to get done. And it's not that I'm a
13 renegade, but I do ask questions, and I will not be
14 told how to vote.

15 I vote in the best interests of my
16 residents. I take every issue one by one.
17 Sometimes my vote happens to be the same as the
18 mayor's. Other times, my vote is not the same as
19 the mayor's because I've taken the time to assess
20 each item on its merits for what I think is best
21 for our city. And at times, that is friction for
22 the mayor, and so if you can't have one of your
23 senior committee chairs or a deputy mayor aligned
24 with you, I don't want you. I don't want the media
25 picking up that a deputy mayor is voting the other

1 way or a committee chair on a matter.

2 So that's -- that is the structure that
3 we have. And if you don't believe me, look at the
4 voting records. I mean, they speak for themselves.
5 And -- and look who is talking at committee and
6 council and who's not. We have some members who,
7 in an 8-hour meeting, will not say a word - and I'm
8 not exaggerating - and it's some of the same people
9 consistently in these long, contentious meetings
10 that will never contribute or ask a question in
11 public. Maybe they're doing it all in private and
12 they're happy, but it's very bizarre. Very
13 bizarre.

14 LIZ MCLELLAN: How are the chairs of
15 committees decided?

16 RILEY BROCKINGTON: So there's a lot of
17 planning in the mayor's office. They come with a
18 recommendation to a committee that's called -- I
19 don't know what the name of the committee is.
20 It's, like, the organization committee, or it's got
21 some name, and it's for optics vetted through them.
22 Decisions have already been made, but we'll bring
23 it to a committee, and we'll have the committee
24 approve it, and then it will come to council. But
25 it's already been -- staff don't do this. There's

1 no independent body. It's the mayor's office that
2 picks who goes where, come through this committee
3 which is populated in the majority with the mayor's
4 team, so he gets his majority, right? Every
5 committee has the mayor's majority on them. And it
6 comes through council. So when the mayor is
7 approached publicly or by the media that says,
8 Listen, all your team members have these positions,
9 he can say it went through committee, and it went
10 through council, and council adopted it. It's not
11 me - council approved it. So...

12 LIZ MCLELLAN: And are those
13 recommendations -- I mean, you've said it's through
14 the mayor's office. Are those recommendations for
15 the chairs of these committees based on people that
16 you would -- or based on, sorry, councillors that
17 you would say are within -- I've heard it referred
18 to as the Watson Club?

19 RILEY BROCKINGTON: Yeah. I don't use
20 that term, but I'm certainly aware of that term. I
21 will just back up with -- we are provided a survey
22 in advance, and we are asked what our -- what our
23 preferences are. Where would we like to serve?
24 That then goes up, and that's part of this big, you
25 know, map that people's names are plunked into.

1 And I've not seen it, I'm not part of that, but
2 I -- I do want to just correct myself and say we
3 are provided a survey and asked where we would like
4 to serve, so that's sort of the -- the start of
5 that. Excuse me --

6 LIZ MCLELLAN: And that's -- oh, sorry,
7 go ahead.

8 RILEY BROCKINGTON: No, I have nothing
9 else.

10 LIZ MCLELLAN: And -- okay. And to
11 confirm, obviously, chairs of committees are very
12 important because the chairs of committees are
13 members of FEDCO.

14 RILEY BROCKINGTON: Absolutely.

15 LIZ MCLELLAN: You mentioned ad hoc
16 questions with the general manager that would occur
17 during your time on the Transit Commission. Is
18 that something that happens?

19 RILEY BROCKINGTON: Yeah, you can
20 basically ask anything. I mean, the rule of thumb
21 is if we're talking about bus service, you're not
22 going to ask about how collective bargaining with a
23 union is going. You have to ask questions that are
24 germane to that agenda item. However, we have
25 opportunities at the end of our agenda through

1 either other business - which is rarely, if not
2 never, used - or public inquiry, which is used much
3 more frequently, to submit written questions which
4 staff reflect on and provide a written response
5 publicly released.

6 LIZ MCLELLAN: I think you mentioned
7 phone calls, though; is that correct?

8 RILEY BROCKINGTON: Have I had phone
9 calls with folks?

10 LIZ MCLELLAN: I think you mentioned
11 that you could, you know, have a phone call with,
12 for example, Mr. Manconi, you said, the general
13 manager. Is that the case or part of the process?

14 RILEY BROCKINGTON: Well, I can pick up
15 the phone and call anyone in the organization.
16 It's not a -- it's not part of the structure for
17 information dissemination, but I can call anyone
18 and -- and get information on any time, but it's --
19 it's not like it was, if you'd like more
20 information about such and such, please call me.
21 You know, every general manager says if you need
22 anything, simply reach out to me, but I just want
23 to be clear that the normal structure for reporting
24 is through the Transit Commission. And to
25 supplement that, staff normally -- and this is a

1 regular occurrence is they -- they basically
2 circulate an information memo. This -- just
3 yesterday or two days ago, the Transit Commission
4 met. We are having an issue with the new Canada
5 Labour Code requirements for built-in breaks with
6 our bus drivers. It's going to require the
7 addition of more -- the hiring of more drivers.
8 It's a basic -- it's a convoluted issue because
9 they've left it to the end, and there's now impacts
10 on service. And I said, listen, there are some
11 Transit Commissioners that are absent this morning,
12 and we are only a subset of council, so most of
13 city councillors aren't here. Can you please issue
14 a memo to all of the city council and commissioners
15 articulating what is the problem, how are we going
16 to get out of the problem, the union was raising a
17 stink in the media last week. Can you just
18 summarize these three components so everyone's on
19 the same page, right? We're all getting
20 information here and there. The -- the information
21 broke on the front page of the Citizen by the
22 union. As a commission, we shouldn't be getting
23 information that way, right? The GM should know --
24 if she knew this was an issue, you issue a memo,
25 you get ahead of it, you control the message, but

1 you make sure your commissioners are educated on
2 the whole issue, not the dribs and drabs that we're
3 going to read in the newspaper.

4 Liz McLellan: You mentioned between
5 January and, I believe, April, there weren't -- I
6 think you said that you didn't have any Transit
7 Commission meetings. Obviously, the pandemic
8 happened in late March, so for January and
9 February, there were no Transit Commission
10 meetings?

11 RILEY BROCKINGTON: That's correct.
12 No --

13 LIZ MCLELLAN: Is that irregular?

14 RILEY BROCKINGTON: Sorry?

15 Liz McLellan: Is that irregular?

16 RILEY BROCKINGTON: Well, it happened
17 again this year. The Transit Commission -- I don't
18 know if it's in our charter, whether it says we --
19 how many meetings per year. Normally, committees
20 take a break for 6 to 8 weeks in the summer.
21 That's normal. Planning Committee might have to
22 meet more frequently because there are legislative
23 requirements to get certain applications through.
24 My point is we had a critical infrastructure
25 failure on the biggest infrastructure project in

1 the city of Ottawa's history, bigger than the
2 canal. We should be getting at least monthly
3 updates, at least monthly updates. And we went
4 4 months at the beginning of 2020 without a
5 regularly-scheduled Transit Commission meeting.
6 That is a significant problem for me.

7 Why is that the case? You asked me
8 that 15 minutes ago. I've given you some reasons,
9 but why? Why did Sarah Wright-Gilbert become
10 famous, our transit commissioner, our citizen
11 transit commissioner? Because neither the mayor
12 nor the Transit Commission chair were public, were
13 speaking to the matter, were before the press to
14 inform the public what's going on, what are we
15 doing about it, how can we reassure the people of
16 Ottawa that the system is safe and that we're on
17 it. They disappeared. And it -- the -- the media
18 went to a transit commissioner who was very able
19 and willing to talk and articulate herself. And I
20 like Sarah, but really that wasn't her role. It
21 was the role of the mayor and/or the Transit
22 Commission chair to show leadership and stand up,
23 and they didn't. And we went without a meeting, a
24 regular scheduled meeting for 4 months.

25 LIZ MCLELLAN: In your opinion, was

1 that a scheduling issue, or do you think there was
2 a reason behind it?

3 RILEY BROCKINGTON: We had COVID in
4 mid-March, so I will grant the March meeting not
5 happening. But January and February, there was no
6 COVID pressure. All the other committees and
7 council were running well, and we weren't. So I
8 have no issue with committee meetings being
9 cancelled if you have light business that's not
10 critical, that you can roll over to the next month,
11 or if there's no business, or if there's an
12 emergency with staff who are critical to report at
13 a -- then you reschedule. Hey, these things
14 happen, and I believe in being reasonable. But
15 Transit Commission did not meet for 4 months during
16 the most critical period of this City's history
17 with respect to an infrastructure issue.

18 LIZ MCLELLAN: How far in advance
19 before a commission meeting do you receive the
20 agenda?

21 RILEY BROCKINGTON: Normally, it's
22 about 7 to 10 days, approximately.

23 LIZ MCLELLAN: Are there ever
24 amendments to the agenda prior to the meeting?

25 RILEY BROCKINGTON: Rarely. It

1 normally happens at the meeting.

2 LIZ MCLELLAN: And how often or at all
3 did you see Stage 1 as an agenda item, you know,
4 being on that initial agenda that you received
5 7 days in advance, let's say, and then being
6 removed at the time of the meeting? Or did that
7 happen?

8 RILEY BROCKINGTON: I don't think so.
9 I -- once my motion passed, it had to -- it has to
10 be there. The chair does not have discretion, and
11 it has never come off.

12 LIZ MCLELLAN: Why is information
13 provided -- why do you feel that the information
14 provided to the Transit Commission is more
15 consistent now, and does that coincide with the
16 transition between Mr. Manconi and Ms. Amilcar
17 stepping in as the general manager?

18 RILEY BROCKINGTON: I think we're in a
19 different phase of LRT. The LRT in the -- the
20 past, short-term, has been running consistently.
21 There are hiccups you see, train down, and it's
22 down for a short period of time. I assume staff
23 are dispatched, they get the issue fixed, or at
24 least they tow the train carriage back to the yard,
25 they get it off the line, and -- and Bob's your

1 uncle, and -- and the line can be fully functional
2 again. But these -- these more significant issues
3 that were happening shortly after the LRT opened
4 and then consistently for, what, 18 months were
5 much more serious in nature and had much more
6 serious ripple effects. Ms. Amilcar's style is
7 different. Her reporting is a bit different.
8 She's gone into more details. Her reports have a
9 different style to them.

10 It's -- OC Transpo, I think, is
11 ingrained in how they've always done things. If
12 you look at the type of data that gets reported out
13 to us, the metrics, we went, what, 4 or 5 years
14 without any performance metric data provided to the
15 Transit Commission to understand how we're
16 operating. Like, to me, that is -- I -- that, to
17 me, is a total head-scratcher. And now the metrics
18 that we have, in my opinion, are so confusing to
19 the layperson, we have really no understanding. As
20 I just said this week, we're getting these
21 high-level, macro-level data -- data points or data
22 metrics that really don't tell us the story of
23 where the problems are and how we can understand as
24 a Transit Commission where those problems are, how
25 do we direct resources to fix those problems, what

1 is staff doing on particular bus routes, for
2 example, to make sure that reliability issues are
3 addressed. So that's my background is data, and
4 you can bury a lot of bad stuff when you release
5 macro-level data that doesn't show the picture.
6 And trying to get information and steering them in
7 a different direction has been challenging.

8 I'll just -- one final exam -- example
9 to give you is at almost every single meeting since
10 COVID started, the two main cohorts, the two
11 largest cohorts of public transit users in Ottawa
12 before COVID started were federal public workers
13 and post-secondary students. The federal public
14 servants represented approximately 25 percent of
15 all public transit users in Ottawa, and they are
16 down to minuscule numbers of -- riding it today
17 because the federal government has a hybrid or
18 work-at-home model that they've endorsed. Some
19 public servants do work in the office still, and
20 some do take public transit, but I'm saying in the
21 grand scheme of things.

22 And we know that postsecondary students
23 still - although it's been much better this past
24 semester - were studying from home, or at least a
25 hybrid model. They were a massive segment of our

1 public transit as well. And what have I asked
2 every meeting? Well, what is the intelligence that
3 you have gathered with these two main entities to
4 formulate a roadmap of when they're coming back.

5 So for budgeting purposes, our transit
6 revenue are way down. There's carnage throughout
7 the system, financial carnage throughout the system
8 because of the impact COVID has had on transit
9 ridership and subsequent transit revenue. And they
10 can't answer that question. Are they not having
11 discussions with the Public Service Commission on
12 their plan? And if the plan is, well, what are we
13 estimating, because their ridership estimates for
14 2022 were grossly -- way too liberal, and we have
15 not even come close month to month to month so far
16 for meeting any of those transit ridership
17 projections. And they were challenged repeatedly
18 by me last year going through the budget, and every
19 month I'm saying, Just give us the data. They
20 haven't. They haven't.

21 So I don't know why that is. Either
22 they haven't done it, or they have it and they
23 don't want to release it, but the -- both are
24 negligent. When -- when a Transit Commission is
25 talking about its two largest cohorts, simply tell

1 us what's the plan to get kids back to school in
2 Ottawa this fall. Is it looking good? Great.
3 Share that information. And for public servants,
4 well, it's going to be at least a 3- to 5-year plan
5 before we see any stability, and maybe we'll hit
6 60 percent if we're lucky, but we need that
7 information. Anyway, sorry to give you a long
8 answer.

9 LIZ MCLELLAN: No, that's okay. You
10 can provide as long of answers as you want. So
11 what aspects of the LRT did council make -- or,
12 sorry, what aspects or decisions of the LRT did
13 council make during your time on City council?

14 RILEY BROCKINGTON: I need a little
15 clarification on your question.

16 LIZ MCLELLAN: So from 2014 to 2018,
17 what were the main decisions that council was
18 involved in on Stage 1?

19 RILEY BROCKINGTON: I can't recall,
20 particularly at the beginning of the term, because
21 that, to me -- that would have been when there was
22 actually opportunity to make decisions. Really by
23 the end of the term, considering the line opened,
24 what, in the fall of 2019, we would not have been
25 making any critical decisions, like, in the latter

1 part of the first term.

2 So, you know, the decisions to go ahead
3 with Line 1 and all the key decisions on awarding
4 that were prior to me getting elected and coming to
5 office. So I can't recall specifically what key
6 decisions we made. We were certainly getting
7 updates on the construction. We were certainly
8 getting updates on delays that were being
9 experienced. And we may have given direction to
10 the City manager that we wanted, you know, maybe,
11 at that time, more updates. I can't remember when
12 sort of the more serious legal updates would come
13 in and what our legal rights were at that point,
14 but -- I can't recall critical decisions about
15 Phase 1 during the first term of office because I
16 think the key decisions made on -- first of all, to
17 go ahead with the whole construction project and
18 who to tender it to were made before I was elected.

19 LIZ MCLELLAN: Okay. So in terms of
20 procurement, for example, that would have been
21 before your time is what you're saying?

22 RILEY BROCKINGTON: That is my
23 understanding.

24 LIZ MCLELLAN: Okay. So let's turn to
25 construction, then. How would you describe the

1 City's role during construction?

2 RILEY BROCKINGTON: Well, it's hard to
3 say because I'm, you know, not engaged on the
4 day-to-day operations of the construction. We,
5 again, would get updates on how things were going,
6 and at some point it looked rosy and on schedule,
7 and then obviously that morphed to we're behind and
8 there are delays with this project. I can't go
9 into a tunnel like I did and start pointing out
10 what's wrong with -- with what's being constructed.
11 That's just not my expertise or ability. I trust
12 the experts who are reporting back to us that the
13 information that we are receiving has been
14 well-researched and it is the truth. And we have a
15 system in place where we can ask questions, we can
16 learn more about stuff, you can have a -- a more
17 in-depth briefing upon request, even after the
18 briefing to a committee or council if you're
19 interested in a particular subject, but that's
20 basically it.

21 I think there were opportunities where
22 we took tours as a group at least once or twice to
23 certain stations. Before it opened, I did go into
24 the tunnel by the University of Ottawa. We went in
25 the mouth there. I think we rode the train from --

1 I don't know if we rode it from -- I want to say
2 the train station. Anyway, I -- I think those were
3 two separate -- maybe I'm blurring them. But
4 anyway, there were opportunities during
5 construction as a group as well to visit a
6 station -- I think we visited Belfast Yard at one
7 point as well. But with respect to construction,
8 that's basically it. It's similar to LRT Phase 2
9 now, right? Phase 2 is going on and it's going on
10 in my ward. We get updates, but -- we get written
11 updates, we get verbal updates at FEDCO.

12 I'm a little more engaged on Phase 2
13 just because it's in my ward, and -- and I see the
14 impacts and they're asking for noise exemptions and
15 I'm asking about how certain, you know, projects
16 are going because they're actually impacting my
17 residents. So I'm on that, just by default, as one
18 of the ward councillors. You just happen to be
19 more aware of how things are going than, like, the
20 east end extensions, west end extensions, right now
21 I'm getting the updates, but I -- it's so far away
22 from my current ward, I'm just not as involved as I
23 am with the Trillium Line extension because that
24 goes right through River Ward.

25 LIZ MCLELLAN: Okay. You mentioned

1 that the updates on the construction schedule went
2 from rosy to all of a sudden there was mention of
3 delays. How was that communicated and how did the
4 communications change?

5 RILEY BROCKINGTON: Well, this was
6 normally broken at the Transit Commission.
7 Mr. Manconi would come, and he would provide an
8 update to us. There was no advanced warning about
9 what the message would be. I would see him or I
10 would walk with him in the hallway, and I would say
11 jokingly, like, oh, you look good today; you had a
12 good sleep; you must have good news for us, and
13 he's like, well, you'll see, Councillor, when I --
14 when I present today. And, you know, we
15 consistently received bad news that the progress
16 was not where it was, that there were more delays.
17 They kept giving dates -- which I think was wrong,
18 right, because the expectations were that it would
19 be ready by a certain date. We would not meet
20 that -- that date, and of course, there would be
21 public disappointment and then a new date would be
22 established, which wouldn't be met. Finally, I
23 think that date setting was discontinued, but that
24 information was first shared at Transit Commission.

25 LIZ MCLELLAN: So you would have been

1 on the Transit Commission for all -- for the
2 announcement and later postponement for all three
3 revenue service availability dates; is that
4 correct?

5 RILEY BROCKINGTON: I was on the
6 Transit Commission officially as of December 2018,
7 but I was attending Transit Commission meetings
8 intermittently during my first term because any
9 member can go to any meeting, and transit is a
10 passion of mine and certainly requires my presence.

11 LIZ MCLELLAN: So you were probably
12 only there for the third RSA date in March 2019,
13 the missed date?

14 RILEY BROCKINGTON: On -- on -- as an
15 official transit commissioner, that would be
16 correct.

17 LIZ MCLELLAN: Okay. And do you
18 believe that Council received satisfactory
19 information about the construction process?

20 RILEY BROCKINGTON: That's hard to say,
21 because I don't know if there was information at
22 the time that we were being updated that was not
23 being shared with us. It's difficult to break this
24 news to council. I'm sure this was very difficult
25 for Mr. Manconi, despite the fact that he handled

1 it with true grace and professionalism. I think
2 that certainly as we -- if we get into discussions
3 about, you know, the awarding of the contract for
4 Phase 2, there definitely was information withheld
5 from council at the time of making a decision. I
6 can't truly say we had all available information.
7 As a decisionmaker, I want all relevant information
8 to help me make decisions, and it's my job, if I
9 don't have all the information I need to make a
10 decision, to ask more questions and to probe and to
11 get into it. And either they're going to give me
12 that information, or they're going to say,
13 Councillor, I simply don't have that information,
14 right, that that information doesn't exist.

15 But if you're a critical thinker, and
16 you are missing information, like I just said, to
17 make decisions, you've got to ask more questions.
18 That's why it's so bewildering to me that so many
19 of my colleagues were silent through this process
20 and are silent through some of the other critical
21 processes we go through as a council.

22 LIZ MCLELLAN: And how -- I'm sorry, go
23 ahead.

24 RILEY BROCKINGTON: No, go ahead.

25 LIZ MCLELLAN: During the construction

1 phase, did you feel that Mr. Manconi's and
2 OC Transpo -- the updates were satisfactory? Were
3 you receiving regular updates, whether it be
4 through Council or through the Commission?

5 RILEY BROCKINGTON: Yeah, I think one
6 of the common refrains I had -- and I'm not on the
7 same level as these guys, but, you know, I've run
8 projects in the government where I was responsible
9 for, and I had a very detailed, you know, project
10 schedule. I used to work at Stats Canada, and you
11 would have a survey that would run 18 months, and
12 there's a start and a finish. And there's probably
13 200 tasks that need to be done, and as the manager,
14 you know how -- how long each task should take,
15 what is concurrent or what are sort of separate
16 tasks, like one leads into another, and I've got to
17 map all of this out. And I kept saying to
18 Mr. Manconi at these public meetings, like, what
19 are the outstanding tasks that need to be done to
20 get us to the finish line? How long does each task
21 take? So you -- when you're meeting with RTG boss
22 Mr. Lauch, you can say, Well, listen, you said
23 there were - I'm just picking a number - six tasks
24 left. They each take 3 weeks each to be done.
25 You're having weekly meetings - or probably more

1 frequently than that - and you just get these
2 updates. How are we doing? What are the issues?
3 Why can't you make it? And that constant
4 pressure -- and I know Mr. Manconi had that
5 constant pressure on them, but I never saw that.

6 And so as a transit commissioner,
7 looking to see if, you know -- are these dates that
8 they are re-creating realistic? And if you can't
9 answer me, what's the remaining work that we have
10 to do? What is the estimated time period to
11 complete each task? Are we actually going to meet
12 the goal? Then I start to have doubts. Because if
13 you don't know what work is left and how much time
14 it's supposed to take, and you can't measure RTG in
15 getting it done, we're probably not going to make
16 that target. Or at least I have less confidence
17 that we're going to make it. So that was a common
18 refrain I recall I had, was like, well, do we even
19 know what's outstanding? And do they have the
20 resources, does RTG and the crews have the
21 resources they need to get that done? So I think
22 that was one gap I -- I certainly recall asking for
23 on more than one occasion.

24 LIZ MCLELLAN: In your opinion, did
25 Mr. Manconi or OC Transpo just not have the

1 information, or was the information just not being
2 shared and select information was being shared with
3 council or the Transit Commission?

4 RILEY BROCKINGTON: I -- I don't know
5 how to answer that question. My gut says, like,
6 how do you not have that information? And if RTG
7 wasn't disclosing it to Manconi, then we have a
8 bigger problem here. Because they should have
9 been, like, you know, blood brothers, that they
10 should have been -- despite wearing two different
11 hats, this was a collective project, and they
12 should have been completely in line or in step with
13 each other in getting this done.

14 And I think that RTG -- my gut would be
15 that RTG was reluctant to share a lot of
16 information at times. Certainly Manconi had some,
17 but I was just surprised when we would ask, well,
18 what are the remaining tasks, as I just said, and
19 timelines? I don't recall that information being
20 forthcoming, and I don't recall details.

21 LIZ MCLELLAN: What gave you the
22 impression that RTG was reluctant to provide
23 information?

24 RILEY BROCKINGTON: Well, first, they
25 wouldn't appear at the Transit Commission.

1 Mr. Manconi was speaking on their behalf. When
2 they finally did appear and as soon as they were
3 dismissed, they literally ran out the
4 door - literally, physically ran out of the
5 committee room - and didn't want to speak or
6 certainly be approached by the media. I think I
7 could just read from Mr. Manconi a general sense of
8 frustration that commissioners were asking
9 questions that he just couldn't -- he just didn't
10 have information that he could share with us - not
11 that he was being held back, but he just didn't
12 have it.

13 And again, I -- you're asking me
14 questions like what are my gut -- what's my gut
15 telling me. That's certainly the sense that I had
16 was that there -- there wasn't sort of the free
17 flow of information that you would think. Now,
18 maybe for legal reasons or proprietary reasons,
19 whatever, you know, RTG just didn't want to share
20 everything, but that was the sense I had for sure.

21 LIZ MCLELLAN: What do you mean by RTG
22 wouldn't appear?

23 RILEY BROCKINGTON: Well, my colleagues
24 thought it would be beneficial, if we had questions
25 about the various delays with construction, to have

1 RTG present in front of the Transit Commission, so
2 transit commissioners in addition to getting an
3 update from Mr. Manconi and asking him questions,
4 to do the same with Mr. Lauch, Peter Lauch. And at
5 the beginning, that request was denied. And we got
6 to some point where RTG did show up and did show up
7 on more than one occasion, which was great, and
8 Mr. Lauch took some tough questions. But he had to
9 be there for the integrity of this job and for
10 public trust and confidence not to be completely
11 shattered. He had to come up there really to save
12 the company and take those questions and provide a
13 more detailed explanation than what Mr. Manconi --
14 Mr. Manconi does not -- did not speak for RTG.
15 Mr. Lauch did. He was the CEO. And I'm grateful
16 that happened, but my understanding is at the
17 beginning that wasn't -- that wasn't -- the offer
18 was not accepted.

19 LIZ MCLELLAN: And what do you think
20 changed, why Mr. Lauch all of a sudden was willing
21 to appear?

22 RILEY BROCKINGTON: Well, either his --
23 his bosses said you -- thou shalt go and attend.
24 I'm sure Mr. Manconi was clear on multiple
25 occasions to come. I think Mr. Lauch read it in

1 the media, both with the project, but also that
2 members of council had made this request. The
3 longer you don't come, I think, the worse it gets,
4 right? The snowball gets bigger and bigger as it
5 rolls down the hill. And if you support your
6 project, if you stand by your project, then you
7 will come and you will take those questions, right?
8 Why hide? You'll come. And I asked Mr. Lauch,
9 like, how confident are you? There's that --
10 there's a famous clip that keeps getting played, I
11 said, How confident are you that you're going to
12 meet this deadline? He said, I am confident. But
13 anyway, that's sort of my feelings on that.

14 LIZ MCLELLAN: And which deadline were
15 you referring to in that question, the clip that
16 you're referencing?

17 RILEY BROCKINGTON: That they'll meet
18 one of their dates, handover dates.

19 LIZ MCLELLAN: Okay. What City
20 consultants did you understand to be active during
21 the construction phase? Or who were you
22 interacting with in conversations?

23 RILEY BROCKINGTON: For Phase 1?

24 LIZ MCLELLAN: Yep.

25 RILEY BROCKINGTON: Well, in addition

1 to the LRT team, in addition to RTG, the main body,
2 I -- I have to really think about that one.

3 LIZ MCLELLAN: Okay.

4 RILEY BROCKINGTON: Yeah.

5 LIZ MCLELLAN: And that's okay. I
6 guess, do you remember any key players, or you're
7 just kind of -- you kind of remember, you know,
8 Mr. Manconi and Mr. Lauch coming in and council?
9 And if that's the case, that's okay.

10 RILEY BROCKINGTON: Yeah, they -- they
11 were, of course, the main folks. We had, of
12 course, I think Chris Swail -- Swail -- a few
13 players who are no longer with us who decided to,
14 you know, either retire or take other
15 opportunities. But obviously Mr. Manconi was --
16 other than the city manager, the senior staff, city
17 staff leading this and Mr. Lauch. It's hard to
18 differentiate, sorry, with Phase 1 and Phase 2
19 because we're two different projects, and then
20 what's happened more recently with sort of legal
21 issues with Phase 1, but -- I'm sorry, I -- I
22 really have to think about that one.

23 LIZ MCLELLAN: Okay. In your view,
24 were there any events or occurrences during the
25 construction that might have caused or could be

1 attributed to Stage 1's breakdowns or derailments?

2 RILEY BROCKINGTON: I cannot say
3 anything with any type of evidence to back it up,
4 other than my understanding was that there were
5 reports in the media from workers, construction
6 workers in the tunnel, who brought issues to
7 people's attention. The one that I can recall is
8 basically the lining of the tunnel -- it's like the
9 roof of the tunnel, and just a way that that was
10 being built, I believe that that was in the public
11 domain. I never received, like, any hot tips or
12 private, you know, back alley type of discussions
13 where a construction worker or foreman said, you
14 know, listen, we're doing something here that is
15 not to code or it's not safe. That never came to
16 my attention. The only thing that I can recall
17 that questioned how things were being built were
18 through either former workers or -- I don't know,
19 still -- you know, workers who were still employed
20 who had certain issues with how it was being built.
21 But I can't recall any deficiency with how this was
22 built that led to the number of challenges or
23 problems that we saw after the line opened.

24 LIZ MCLELLAN: So I think we spoke
25 about the information that you believe was flowing

1 between RTG and the City during the construction
2 phase. How did you see the relationship between
3 the City and RTG change during the construction
4 phase, if at all? Maybe you didn't see it change.

5 RILEY BROCKINGTON: Yeah, again it's --
6 it's -- it's more of a gut feeling than evidence,
7 right, than facts. When the marriage begins,
8 everyone's happy, right? When -- when construction
9 starts, construction starts. And it isn't until
10 you start to discover either geotechnical issues or
11 certain tasks take much longer than you estimated
12 for, and that starts to put pressure on the project
13 itself, and -- and you start not meeting deadlines.
14 And then they've got to report back to Manconi, who
15 reports back to us, and it becomes public, then
16 people are critical. That impacts humans. And I
17 suspect that as this went on and on and deadlines
18 kept being missed and missed and Mr. Manconi kept
19 communicating our dissatisfaction that it would
20 have impacted the professional relationship.

21 To Mr. Lauch's credit, he always
22 appeared as a professional, calm individual who
23 when, again, he appeared before council or
24 Commission answered questions to the best of his
25 ability and was always professional. I respected

1 that about him. But I suspected that, as I said,
2 the longer it went, you know, the City had
3 objections with the RTG saying, well, we're ready
4 to go, and no, you -- you're deficient in these
5 areas or maybe it didn't meet certain testing
6 requirements or criteria. You had one party say
7 we're ready, the other party says no, you're not.
8 And every time there's a delay, right, payments
9 aren't being made and revenue service doesn't
10 start. So I would only suspect that it was
11 fractious by the end, as opposed to more rosy at
12 the beginning.

13 LIZ MCLELLAN: Was there any
14 information -- or what information was provided to
15 the Transit Commission and/or council regarding
16 winter testing that was conducted on the system?

17 RILEY BROCKINGTON: Yes.

18 LIZ MCLELLAN: And in your view, how
19 was the sufficiency of that information?

20 RILEY BROCKINGTON: Again, I would have
21 to dig deep to find that. Certainly the Commission
22 and council was interested in a robust winter
23 testing. I cannot recall chapter and verse what
24 that would entail. I seem to recall some -- again,
25 I can't recall specifically, but we wanted

1 assurances that the integrity of the line and
2 carriages would not be compromised in our cold
3 climate. Obviously after the fact, there were
4 switch issues with -- with the line itself that had
5 to be ironed out to do with snow and ice. It's the
6 same with our electric bus purchases. I -- you
7 know, I asked -- the City is going in a huge
8 direction to buy a billion dollars' worth of
9 e-buses, and I specifically amended the motion to
10 ensure they were Ottawa climate-able, that -- you
11 know, cold weather drains batteries, and we wanted
12 to make sure that this infrastructure would work in
13 our climates. The same thing with our LRT is that
14 we wanted reassurances that there would be adequate
15 testing in the winter. It's -- it's hard to test
16 in July and August or the spring and summer before
17 you hand it over for revenue service in September
18 to adequately test in the winter.

19 And so I think there may have been
20 questions as part of the testing that we asked:
21 When did you test in the winter? What was tested
22 in the winter? Because this would have been, you
23 know, 9 months before. Was the system ready at
24 that point to be tested? Was there anything that
25 was built after the winter of 2018/19 that just

1 wasn't tested? I can't recall those answers.
2 Again, I'd have to look back through documents, but
3 that was certainly one of many issues of concern
4 that we had.

5 LIZ MCLELLAN: So two issues, just if
6 you recall the Commission's general opinion at the
7 time. So you spoke to the readiness of the system
8 being tested in the winter of 2019. Did the
9 Commission feel that the system was ready based on
10 the information that you had? Did the Commission
11 have an opinion, I guess, on the readiness of the
12 testing at that time of the system's testing?

13 RILEY BROCKINGTON: Yeah, I don't know
14 with certainty. Even if this happened at
15 Commission, it could have been through a special
16 meeting the mayor called. I do know that shortly
17 prior to the announcement that this was ready for
18 passenger service, there was a meeting in council
19 chambers, and I recall actually sitting in the
20 gallery, not in my seat, and asking Mr. Manconi
21 questions about testing in general, not necessarily
22 winter testing, because we were all under the
23 impression that there would be 12 consecutive days
24 of flawless run, and we later found out that it was
25 just 12 days. It didn't have to be consecutive,

1 which even Joanne Chianello of CBC News said no
2 way, that we were all told 12 consecutive days.
3 You needed a system that was going to run
4 flawlessly - you know, no major problems - to
5 ensure that, hey, we're being handed over a system
6 that can take it. And we're going to put it
7 through its -- its, you know, various normal
8 challenges, and it's going to pass. And when
9 you've got 12 days done under your belt, then we'll
10 be satisfied that it's been able to handle what
11 you've put it through. But that wasn't the case.

12 It -- the sum was 12 days of testing,
13 but as we learned, there were some significant
14 issues that it had challenges with through that.
15 So that was a massive red flag for a number of
16 members of council, because we were under the
17 impression that the system was going to be tested
18 for 12 consecutive days. And my understanding is
19 that was -- that did not happen. That was not the
20 reality.

21 LIZ MCLELLAN: Okay. So we'll -- we'll
22 go back to the construction phase, but let's turn
23 to the trial running period and testing.

24 RILEY BROCKINGTON: Okay.

25 LIZ MCLELLAN: So what information was

1 initially provided as opposed to -- I don't know if
2 the majority of your information would have been
3 through the Transit Commission or through council
4 or through private -- perhaps not private
5 briefings, but briefings. What was the change in
6 information on testing that you saw?

7 RILEY BROCKINGTON: I can't recall.

8 LIZ MCLELLAN: Okay.

9 RILEY BROCKINGTON: We -- these are
10 critical questions, but I really -- I can't guess.

11 LIZ MCLELLAN: But it sounds, based on
12 your answer, that you understand or you came to
13 understand that there was a change in the criteria?

14 RILEY BROCKINGTON: Yeah, it was late
15 in the game when that was disclosed to council.
16 And I specifically recall it was in council
17 chambers, where they have the room, they had
18 special tables set up almost like a press
19 conference, and I was sitting in the gallery, which
20 never happens, and I specifically remember being
21 handed a microphone to ask questions because we
22 were getting a briefing. And it was at that point
23 that I said, I'm surprised to hear that it wasn't
24 12 consecutive days of testing. We've always been
25 under the impression - you go way back - that it

1 was, right? You can't -- oh, 30 minutes today,
2 good; we had problems the rest of the day; and
3 tomorrow, it's 2 hours good and then problems; and
4 we're just going to sum it up and come back to you
5 and say, hey, over the last period, we actually had
6 12 days' worth when you sum it all up. No, we need
7 to ensure the system is bulletproof, you've put it
8 through all the tests, you've put it through every
9 type of situation that can be reasonably expected,
10 and guess what? The system worked. And now we're
11 at a point of confidence that we will take the keys
12 and we will receive it because the system has
13 passed. And it was at that point that Mr. Manconi
14 explained, no, the testing criteria is this, and
15 people were quite taken aback.

16 LIZ MCLELLAN: You said this was late
17 in the game that Commissioner --

18 RILEY BROCKINGTON: M-hm.

19 LIZ MCLELLAN: -- or, pardon me,
20 council received this information. What do you
21 mean by that?

22 RILEY BROCKINGTON: Well, it -- I'm --
23 I'm going to guess that it was in 2019, and it was
24 probably fairly advanced in that year because we --
25 we opened in September. Again, I -- I don't know

1 the exact date, but again, you want to make sure,
2 as an elected official, when members of the public
3 are about to take a brand-new train system that's
4 been delayed a year-plus, that's going through a
5 tunnel underwater, that all the bugs have been
6 ironed out, that it's safe, that it's been
7 thoroughly tested. And that caused concern.

8 LIZ MCLELLAN: So for clarity purposes,
9 I believe we're referring to the trial-running
10 criteria. And is it your opinion, then, that trial
11 running had already commenced at the time that you
12 found out that there was a change in the criteria,
13 or was it shortly before?

14 RILEY BROCKINGTON: So there's a
15 difference between testing and 12 days to get the
16 A-plus on the report card.

17 LIZ MCLELLAN: Right.

18 RILEY BROCKINGTON: The -- the system
19 is tested for months, if not a year-plus; right?
20 As soon as infrastructure, carriage complete, my
21 understanding through Mr. Manconi is you're
22 testing. You're testing all the time, which is
23 different than RTG saying the -- the line and the
24 carriages are done; we're at the stage where we're
25 almost ready to hand it over to you; council's

1 under the impression that, okay, it has to go
2 through now a robust 12 days of testing, and when
3 you pass, when you have no major issues -- because
4 I think there were some -- some minor leeway for
5 certain little hiccups, right, normal stuff. Okay,
6 fine. But you -- you go 12 days consecutively
7 without major issues, you pass. And at least I
8 was -- I'll speak for myself: I was under the
9 impression that that was a mandatory requirement,
10 and if any time during that 12-day period you
11 failed, you start back at 0, and you've got to go
12 another 12 days consecutively before you pass.

13 And --

14 LIZ MCLELLAN: And you -- sorry, go
15 ahead.

16 RILEY BROCKINGTON: And that, at some
17 point -- either council was misinformed, because
18 I'm certainly not the only person with that -- and,
19 you know, people in the media who are quite smart
20 who follow this say no, no, no, no, council was
21 told something different. But then it was at this
22 meeting that I'm referencing in council chambers
23 where this 12 consecutive period all of a sudden
24 evaporated. And it was like, wait a second.

25 LIZ MCLELLAN: And do you recall when

1 this meeting was, or was it your opinion that
2 the -- that the testing period that you're
3 referring to, the 12 consecutive days, that they
4 were already in that process?

5 RILEY BROCKINGTON: I don't know the
6 exact date.

7 LIZ MCLELLAN: Okay.

8 RILEY BROCKINGTON: It absolutely
9 happened in council chambers. I was sitting in the
10 gallery, 100 percent. And I don't know if that end
11 of the project period had already passed and he was
12 basically commenting, yeah, we're ready to go, and
13 he was explaining the test -- testing that had
14 happened. My gut -- well, I don't want to --
15 again, my gut is not evidence, but I -- I'm
16 thinking that's probably it, that he was reporting
17 back on the testing, and basically the testing has
18 been done or was positive, but again I -- I'd have
19 to go back and --

20 LIZ MCLELLAN: Okay.

21 RILEY BROCKINGTON: I'm sure there's --
22 there's media coverage of this particular meeting
23 because it was an open session.

24 LIZ MCLELLAN: Okay.

25 KATE MCGRANN: I'm sorry, perhaps we

1 can take the morning break at this point in time.

2 LIZ MCLELLAN: Sounds good. So we can
3 come back at 10:36 if that works for you,
4 Mr. Brockington.

5 -- RECESS AT 10:26 --

6 -- UPON RESUMING AT 10:36 --

7 LIZ MCLELLAN: So just quickly, what
8 was the level of information that the Transit
9 Commission received on the derailments?

10 RILEY BROCKINGTON: Well, first it was
11 service information bulletins on Twitter, where a
12 train was out of service or there's a -- at least
13 a -- an interruption in service. Once staff could
14 get a better sense of what the issue or issues
15 were, there would be a -- usually an email. When
16 the GM needs to communicate with us right away,
17 they send an email. If there's more detailed
18 information, and they've had time to basically, you
19 know, catch their breath, sometimes a memo which
20 gives you more information, but when a problem is
21 live, it's basically email after email, right?
22 They'll build on -- an hour ago, here was the
23 issue, and now here's the latest, if the issue is
24 ongoing. And then at our next transit meeting,
25 there are opportunities again for information to be

1 shared with commissioners and for commissioners to
2 ask questions as well.

3 LIZ MCLELLAN: So did you first find
4 out, then, about the derailment on Twitter?

5 RILEY BROCKINGTON: I can't remember.
6 We had a much more frequent process of advising
7 commissioners about service interruptions than what
8 we do now. At some point, a decision was made that
9 service interruptions would not be disclosed -- or
10 at least shared to commissioners or council members
11 on the frequency that they once were. The
12 derailment is obviously more serious, and you -- it
13 got to the point where I honestly didn't want to
14 allow the service interruptions to -- to run my
15 day. They were so frequent at times that,
16 obviously, I wanted to be aware and keep track of
17 them and understand what the root cause was, but
18 some interruptions are less serious and severe than
19 others. And if it's just a -- a train down at a
20 station and they're able to bypass it, okay, but I
21 don't really need to spend the next 3 hours
22 following this bit by bit. But the derailment is
23 more serious.

24 My recollection is I was a lot more
25 concerned about what the cause was, the fact that

1 the driver didn't know there was a derailment, that
2 there was no warning signal in the cab of where the
3 operator sits to indicate, hey, you've got a -- you
4 know, a partial derailment and you're towing it or
5 you're carrying it along the line. That, to me,
6 was the more startling point of that incident.

7 LIZ MCLELLAN: And what did you feel
8 the sufficiency of, like, the briefing information
9 once, you know, you got over the initial -- you
10 found out about the derailment, the Commission had
11 been made aware of the derailment, like, what was
12 the -- how was the information that was provided to
13 you in terms of completeness?

14 RILEY BROCKINGTON: Well, it takes time
15 to understand what the cause was, and I don't think
16 our staff knew all the answers right away.
17 Information was released over time, and, you know,
18 it took time to make sure that some changes could
19 be made to ensure that -- I know one thing we asked
20 consistently was just the warning. The operator
21 needs to know when something like this happens.
22 And there was no warning or signal in the cab that
23 indicated, hey, you've got a -- a partial
24 derailment and you need to stop. The train didn't
25 stop right away, and that -- you know, went over

1 the bridge, went over Riverside Drive, and that was
2 at least the main thing that stands out in my mind
3 about this incident, not necessarily at what point
4 did I get information and was it fulsome enough.
5 There's nothing that stands out in my memory that I
6 need to disclose now. It is more so I can't
7 believe this train continued to operate when it had
8 derailed.

9 LIZ MCLELLAN: And what was the Transit
10 Commission's involvement in responding to a
11 derailment?

12 RILEY BROCKINGTON: What do you mean by
13 responding?

14 LIZ MCLELLAN: Well, you know, so you
15 received the information, and then of course the
16 Transportation Safety Board was involved, but just,
17 you know, generally, like, responding to the -- in
18 terms of providing information or coming to a
19 conclusion about what happened, what was the
20 Transit Commission's involvement?

21 RILEY BROCKINGTON: We really receive
22 information. We weren't asked to take action, from
23 what I recall. We try and understand what
24 happened. We try and understand, as I said, why
25 the train didn't stop right away, why the operator

1 wasn't notified. We want to make sure that our
2 passengers are safe, that should this ever happen
3 again, the train automatically stops. I know in
4 some cases, trains are to continue to the next
5 station, but you don't want to be pulling a
6 carriage if it's off the track and you're going
7 over a bridge, for example. That's -- my number
8 one focus always is the safety of the public. I
9 want to make sure that the trains and
10 infrastructure are safe. You want to understand
11 why a problem happened, and we want to understand
12 why -- or what -- what are we doing to ensure it
13 doesn't happen again. I do think that is the role
14 of the Transit Commission is to say, all right,
15 tell us what happened and what are you doing - not
16 just to fix it, but to ensure this doesn't happen
17 again.

18 LIZ MCLELLAN: So more generally --
19 and, I mean, you've spoken to this intermittently
20 throughout this interview, but generally what is
21 your opinion on the information that council, the
22 Transit Commission, received on Stage 1 and some of
23 the issues that arose?

24 RILEY BROCKINGTON: That's a big
25 question.

1 LIZ MCLELLAN: Yes. Apologies, but
2 just generally, how do you feel about the
3 sufficiency of --

4 RILEY BROCKINGTON: Well, you know,
5 we -- I think we have a pretty good sense of what
6 the main issues were: infrastructure, whether it's
7 the catenary, the brakes, the doors at the
8 beginning; the switches we talked about, the winter
9 condition of the switches; and others - I think,
10 you know, technical - computerized components in
11 the -- in the cab itself. You know, the -- the
12 main issues were short-listed. We were getting
13 frequent updates by Troy Charter on the repair and
14 remediation of these issues, and one by one they
15 were finally addressed, and I think that was
16 reasonable.

17 Maybe at the -- at the beginning, we
18 didn't know. Like, at the beginning, there were
19 problems. We didn't know what the root cause --
20 were they one-offs? Were there -- were there,
21 like, structural issues with the construction of
22 these issues? You know, finally with the
23 derailment -- derailment, they did, you know,
24 basically, a forensic investigation. You finally
25 find out a bolt wasn't put on properly because, you

1 know, that -- that was some good work that finally
2 gets to the root of that cause, but -- yeah. We
3 have consistently received updates on, you know,
4 the main issues or problems with the line, and
5 basically monthly, the progress being made.

6 I do think the Transit Commission had
7 adequate time to ask questions and really get into
8 the meat and ensured no stone was left unturned.
9 But the problem at the beginning is, well, what is
10 the problem? And is it a one-off or, like I said,
11 a structural issue? And if it's structural, then,
12 oh my gosh, what do we have to do to fix this, and
13 is it related to one carriage or is it related to
14 all carriages?

15 LIZ MCLELLAN: Is there anything that
16 you think that we should have covered today that we
17 did not cover and you would like to discuss?

18 RILEY BROCKINGTON: No. I mean, I
19 would like the inquiry to determine whether or not
20 people were instructed to withhold information from
21 council or -- or the public as a whole. I want to
22 know whether or not -- I don't know. That's a main
23 one for a lot of people. Obviously, I -- I want to
24 know whether the trains or infrastructure were
25 knowingly not constructed to spec for any reason -

1 to save money, because they didn't have resources.
2 Because they were behind schedule, did they rush
3 it? We need to instill confidence back. If we're
4 going to have long-term success with this line, we
5 need the public to have confidence and trust in
6 both the integrity of the infrastructure and
7 carriages but also the system, the people who
8 govern this, their elected officials.

9 I don't favour witch hunts. I just
10 want the truth to come out. And if there's
11 information that I have not been able to be fulsome
12 with you today that you would like me -- you have
13 additional questions for me, I would be happy to,
14 you know, look through my notes, email, whatever
15 and -- and come back. I will certainly do that,
16 but at the end of the day, it's how did this go so
17 far off the rails, and how can we ensure this --
18 this doesn't happen again.

19 There will be a Phase 3 at some point.
20 There will be other infrastructure projects. And
21 if there are project management issues as well,
22 then by all means, but thank you for asking that
23 question.

24 LIZ MCLELLAN: Thank you. And so our
25 last question: Generally, the Commissioner is

1 considering recommendations that witnesses have in
2 terms of determining how something like this does
3 not happen again or these issues do not arise on a
4 future project. Do you have any recommendations
5 for the Commissioner's consideration?

6 RILEY BROCKINGTON: I think if there
7 are deficiencies in how information was released --
8 there's so many parties working on Line 1, and if
9 there are better ways to ensure information is
10 reported out publicly, I think that should be a
11 recommendation. If -- if major -- I don't know
12 if -- if Council is told one thing -- like, I'll
13 just go back. The testing of 12 days, for example:
14 If things change, it's like, how do you inform
15 Council and the public, whether criteria get
16 changed, deadlines get changed? I don't know if
17 there's a recommendation there, but... Again, I --
18 I have to think about that, but at the end of the
19 day, we need the public to know this is a safe
20 system and that, going forward, if -- if mistakes
21 or if we can -- as a corporation can improve on how
22 we do things, I think that's fair game. We -- I
23 want that. I want us, as a city, to grow better as
24 an outcome here. So whatever that -- can be
25 recommended in that regard, to me, is a benefit.

1 I'm not looking, as I say, to tar and feather any
2 person individually. Rather, how do we make sure
3 this whole process is better going forward?

4 LIZ MCLELLAN: Okay. Well, thank you
5 very much for your time, Councillor Brockington. I
6 think we can go off the record, and -- oh, pardon
7 me. Mr. Wardle?

8 PETER WARDLE: Sorry, I just have a
9 couple of questions for Councillor Brockington.

10 So, Councillor, you indicated earlier
11 in your -- your answers to my friend that there
12 were no Transit Commission meetings between January
13 and March of 2020, and I just wanted to indicate
14 that we have produced to the Commission minutes of
15 Transit Commission meetings which took place on
16 January 23, 2020, and February 19, 2020, and the
17 document numbers are COW0000239 and 245. Is it
18 possible, Councillor, that the time period you're
19 remembering is from March to May of 2020, rather
20 than January through March?

21 RILEY BROCKINGTON: It's possible. I
22 will have to look at that. I do want to
23 differentiate a difference between what I said,
24 regularly scheduled meetings versus what could have
25 been special meetings. Regularly scheduled

1 meetings have the normal agenda items and the
2 normal business on them. A special meeting is
3 usually held for one specific purpose. But in the
4 early part of 2020, we went 4 months without a
5 Transit Commission meeting, a regularly scheduled
6 Transit Commission meeting.

7 PETER WARDLE: Okay. And just to add
8 to that, you made reference to a request from
9 Transit Commissioner Sarah Wright-Gilbert, and is
10 it possible that your memory is mistaken and that
11 that was actually in October of 2019 as opposed to
12 March of 2020?

13 RILEY BROCKINGTON: Sorry, a request
14 for what?

15 PETER WARDLE: For a special meeting of
16 the Transit Commission.

17 RILEY BROCKINGTON: We have requested
18 through Chair Hublely on multiple occasions for
19 Transit Commission meetings.

20 PETER WARDLE: Right.

21 RILEY BROCKINGTON: So there were
22 multiple times this term of council where we have
23 asked -- not just once -- where we have asked the
24 Transit Commission chair to host special meetings
25 on urgent matters, all of which have been declined.

1 PETER WARDLE: All right. Thank you.
2 Those are all my questions.

3 RILEY BROCKINGTON: Thank you.

4 LIZ MCLELLAN: Thank you, Mr. Wardle.
5 We can go off the record.

6 -- Concluded at 10:52 a.m.

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1 REPORTER'S CERTIFICATE

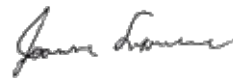
2
3 I, JOANNE A. LAWRENCE, Registered
4 Professional Reporter, certify;

5 That the foregoing proceedings were
6 taken before me at the time and place therein set
7 forth, at which time the witness was put under oath
8 by me;

9 That the testimony of the witness
10 and all objections made at the time of the
11 examination were recorded stenographically by me
12 and were thereafter transcribed;

13 That the foregoing is a true and
14 correct transcript of my shorthand notes so taken.

15
16 Dated this 23rd day of May, 2022.

17
18 

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