



TRANSPORT ACTION ATLANTIC

**MINUTES
ANNUAL GENERAL MEETING
5 May 2018
CN Pensioners Centre
Moncton NB
2:00 pm – 4:30 pm**

1. Call to order/welcome
2. Regrets
 - Yves Bourgeois
3. Adoption of agenda
 - Added item 16 – door prizes.
 - Clark Morris moves, John Cormier seconds.
4. Greetings from City of Moncton – Councillor Rob McKee
 - Welcome on behalf of Moncton Mayor Dawn Arnold. Moncton has recently submitted a proposal to Smart Cities, with the goal to transform into a model eco-friendly city. Public transportation will be a major part of this plan. One plan is a free, city-funded electric bus on main street – “E-Line” – which will suit the densification plans and reduce emissions. Moncton is determined to be a model eco-city and aims to inspire other mid-size cities.
5. Minutes of previous AGM (13 May 2017) – Tim Hayman
 - Tim Hayman moves, Allan MacDonald seconds.
6. Business Arising from minutes
 - None
7. President’s report – Ted Bartlett
 - See Appendix I. Clark Morris moves, Marcus Garnet seconds.
8. Treasurer’s report – Don MacLeod
 - See Appendix II. One new item of note is that VIA vouchers are now being treated as income, for reporting purposes. Don MacLeod moves adoption, Clark Morris seconds.
9. Auditor’s Report – Allan MacDonald

- “I, Allan MacDonald, acting as auditor for Transport Action Atlantic, have examined the financial statements and records for Transport Action Atlantic for the year ending December 31, 2017. The financial statements present fairly the financial position and results of operations for Transport Action Atlantic and are presented on a basis comparable with the preceding year.”

10. Appointment of auditor

- Don MacLeod moves that Allan MacDonald be appointed for 2017-18, Ashley Morton seconds. Approved.

11. Nominating committee report/election of directors – Michael Perry

- See Appendix III. Names presented as a slate (as in appendix, with exception of Milne Hall) by Michael Perry, seconded by Clark Morris. Passed.

12. Website development/social media –Tim Hayman

- Brief report, Tim encouraged engagement with TAA’s social media pages and contributions for publications, and thanks contributions of those who have assisted.

13. New business

- None

14. Presentation of John Pearce Award – Michael Perry

- First award had been given to John Pearce in the fall. John’s health has since declined, but he is still in good spirits and trying to remain positive.
- Michael Perry presents the 2018 John Pearce Award to Stan Choptiany, for his role in the return of bus service to Charlotte County, Southwest New Brunswick. In his acceptance, Stan notes the pivotal role of TAA in the success of the project, and also notes the many others who deserve credit for the successful launch of the RuralLynx pilot. Success of transportation systems is in the effect they have for the individual and the benefits they have for communities, health and the environment; these justify the financial costs.
- Ted Bartlett notes that the award includes a complimentary 1-year TAA membership.

15. Guest speaker – Marshall Button: “Why Canada Needs Passenger Trains”

- Marshall Button has travelled extensively by train throughout Canada, and has written on the subject. His talk focused largely on the benefits of rail travel, with the notion that travel is a core part of our human identity.

16. Door prizes

- Three door prizes were given out by draw: a \$100 VIA Rail travel voucher; a free 1-year TAA membership; and copies of the last 4 issues of The Bulletin.
17. Review of TAA's position on passenger rail – Ted Bartlett/Ashley Morton
- Rolled in to moderated discussion on transportation issues.
18. Update/discussion on other issues – moderated by Ashley Morton
- Urban and rural transit
 - i. SWNB RuralLynx and Bridgewater Transit are good examples. RuralLynx is facing challenges, but have plans to make adjustments to try to make the system work better.
 - ii. Most of discussion is focused on challenges and opportunities for regional transit systems that cross municipal/urban boundaries.
 - iii. Need for good land-use planning to facilitate effective public transportation is highlighted.
 - Newfoundland ferry rates
 - i. Ted Bartlett elaborated on comments made in President's Report.
 - Highway twinning, tolls, and interchanges
19. Adjournment
- Ted Bartlett thanks attendees, and encourages feedback. Clark Morris moves adjournment.

PRESIDENT'S REPORT

05 May 2018

It has been a busy and eventful year since our last AGM – one marked by some successes on several of our key issues. Although there's been very little movement in some other areas, overall it's fair to say that we have made measurable progress toward our goal of convenient, affordable and sustainable public transportation in our region.

Perhaps the most notable achievement was here in New Brunswick. A lengthy and tenacious campaign by a never-say-die group of advocates in Charlotte County at long last achieved a return of daily bus service linking rural communities with Saint John. The provincial government was ultimately persuaded that this was worth doing, and came forward with the funding to enable the start-up. TAA played a role in the campaign, and we will continue to follow this issue closely, as we are not quite out of the woods yet. More on this later in the meeting.

We're apparently no closer to seeing that long-promised daily regional VIA Rail service here in the Maritimes become reality. VIA sent a set of RDCs down for testing on the Newcastle Subdivision last fall, but there's no word on the outcome, and nobody's even talking these days about a possible start date. Neither is there any indication of if and when there might be some track upgrading in northern New Brunswick that would permit trains to operate at speeds of 20 years ago.

VIA's plan is to reactivate RDCs – 1950s-vintage equipment that hasn't been used in the Maritimes in nearly 30 years – to provide daily weekday service on two routes. Not our preferred solution, but certainly an improvement over what we now have. The delay in getting it off the ground is not entirely VIA's fault, because they don't own the track and need concurrence and co-operation from CN.

There is light on the passenger rail horizon, but it's still unclear how much of it might fall on this region. After years of neglect, the current federal government has recognized that Canada is lagging badly behind the rest of the G7 – even behind the US – in passenger rail. The recent budget

provided for a complete replacement of the crumbling corridor fleet – but there has been no public indication as to what plans are for the badly needed replacement of the unreliable British-built Renaissance equipment currently serving the Maritimes. It's well past its best-before date, and VIA faces daily challenges just to keep it operational.

VIA management, of course, must march to the government's tune, and clearly the Trudeau administration's priority is where the votes are – in Ontario and Quebec. We must therefore continue to keep the pressure on the MPs in our region to champion our cause. Our message continues to be that Canada does not end at Quebec City.

Miramichi-Grand Lake MP Pat Finnigan is still the champion for passenger rail in the Atlantic Liberal Caucus, and a number of his colleagues are supporting him. But he so far has been unable to convince the top decision makers that this region needs to be an integral part of a faster, and more frequent national network.

The court challenge on Marine Atlantic rates mounted by private freight carrier Oceanex ended with a ruling favourable to ferry users – but the story isn't over yet. Oceanex has filed an appeal of the Federal Court ruling that essentially supported our position that the 1949 Terms of Union that brought Newfoundland into Confederation take precedence over commercial interests. TAA worked diligently to stir up a seemingly disinterested public, and I believe our advocacy – some of it behind the scenes – played a significant role in convincing the provincial government to get involved in a major way.

Meanwhile, the continued escalation in passenger and vehicle fares on Marine Atlantic remains a major concern. The cost recovery requirement set by the Government of Canada is now in the 70% range – up about 25 percentage points from the late 1990s. The result has been rate increases that have far outstripped the cost of living index over the past two decades.

The current government denounced this trend while in opposition – even putting their position in writing during the 2015 election campaign – but have so far continued on the same course. We have resolved not to let them forget that promise.

In Halifax, the regional municipality released its Integrated Mobility Plan in December, and it was unanimously endorsed by Council. It has been welcomed as a sign of the times by many observers – including TAA. It endorses policies and programs that would promote a shift away from the “car culture” in the HRM, and foresees a trend toward more sustainable transportation options. We’ll have more about that later in today’s program.

Meanwhile, in New Brunswick, the provincial government now has a strategy document to guide them in addressing the significant transportation challenges faced on a daily basis by many of its citizens. A rural and urban transportation committee – headed by Dr. Yves Bourgeois – prepared this report for the Economic and Social Inclusion Corporation. Development of an inclusive and sustainable transportation strategy was considered a priority for the corporation in fulfilling its anti-poverty mandate. Yves Bourgeois is a member of TAA’s board of directors, but he wasn’t able to be with us today due to family commitments. He senses that implementation of the strategy is progressing reasonably well, but notes that government seems to find it a relatively simple matter to find millions upon millions of dollars for highway twinning, while a few hundred thousand to support a rural transit initiative is exceedingly hard to come by .

Back in Nova Scotia, a similar philosophy prevails. The provincial government is providing up to \$60,000 a year to keep the rails from being torn up on the dormant line between the Strait of Canso and Sydney – but there’s no sign of any investment to reactivate the line or bring it back to a satisfactory state of repair. Instead – more expenditure on highway twinning. TAA continues to work with the Scotia Rail Development Society, whose goal it is to get the rail line back in service.

As public transportation advocates, it’s obvious that we certainly still have plenty to keep us engaged. So much work remains to be done. Unfortunately though, we are somewhat lacking in both the human and financial resources to mount the kind of campaigns that are really needed. Frankly, we need more active members – more volunteer hours to help with our advocacy work, and more money from membership dues to finance the basic tools necessary to get our message out there. I note in particular the importance of corporate membership – particularly among municipal governments – which is a significant source of revenue for us.

As I have done before, I ask you to please seriously consider what you personally can do to further the cause, and to encourage others to get involved.

And I thank you for your support.

Appendix II – Financial Report

Transport Action Atlantic Society

Financial Statements December 31st 2017

Sheet A/ Bank Reconciliation

Sheet B/ Bank Statement

Sheet C/ Income Statement

Sheet D/ Balance Sheet

Sheets E1 and E2 / Expense Analysis


D R MacLeod

Treasurer

Transport Action Atlantic
Bank Reconciliation
December 31st 2017

| | |
|--|-------------------|
| Bank balance per books December 31st 2016 | \$3,447.58 |
| <u>Add: Cash In per Cash Journal</u> | <u>\$8,305.22</u> |
| | \$11,752.80 |
| <u>Deduct: Cheques issued / Disbursement Journal</u> | <u>\$8,363.64</u> |
| Balance per our books December 31st 2017 | \$3,389.16 |
| Deduct OS Deposit # 28 | <u>\$ 130.00</u> |
| | \$3,259.16 |
| <u>Balance per Bank Statement</u> | <u>\$3,251.85</u> |





Transport Action Atlantic

Income Statement FY 2017

Income:

| | | |
|-----------------------|--------------------|-------------|
| Dues (Net) | | \$ 2,117.90 |
| Donations | \$ 5,144.82 | |
| Less Donations Offset | <u>\$ 2,720.00</u> | |
| Donations (Net) | | \$ 2,424.82 |
| Via Rail Vouchers | | \$ 3,000.00 |

Total Income \$ 7,542.72

Expenses

| | |
|------------|--------------------|
| Bulletin | \$ 709.28 |
| Promotions | \$ 69.00 |
| Insurance | \$ 493.00 |
| Misc | \$ 2,239.71 |
| Postage | \$ 334.28 |
| Supplies | \$ 150.53 |
| Travel | \$ 3,572.84 |
| Offset | <u>\$ 2,720.00</u> |
| Net Travel | <u>\$ 852.84</u> |

Total Expenses \$ 4,848.64

Net Income \$ 2,694.08



C

Transport Action Atlantic Society

Balance Sheet

December 31st 2017

Assets

Bank Balance \$ 3,251.85

Via Rail Vouchers \$ 3,000.00

Total Assets \$ 6,251.85

Liabilities

Accounts Payables

TAC (2017 Membership) \$ 302.50

Equity

Equity \$ 5,949.35

Total Liability & Equity \$ 6,251.85



Transport Action Atlantic

Expense Summary By Type 31 Dec, 2017

Dated

Thursday, 03 May, 2018

| Transaction | Date | Cheque # | Name | Expenses |
|-------------|------|----------|------|----------|
|-------------|------|----------|------|----------|

Bulletin Expense

| | | | | |
|--------|-----------|--------|-----------------|----------|
| T2A-71 | 26-Jul-17 | CK-465 | MacLeod, Donald | \$515.45 |
| T2A-74 | 02-Aug-17 | CK-466 | MacLeod, Donald | \$193.83 |

Total for this Expense: \$709.28

~~Discount Support~~ *PROMOTIONS.*

| | | | | |
|-------|-----------|--------|---------------|---------|
| T2A-8 | 12-Feb-17 | CK-449 | Bartlett, Ted | \$69.00 |
|-------|-----------|--------|---------------|---------|

Total for this Expense: \$69.00

Insurance

| | | | | |
|--------|-----------|--------|-----------------|----------|
| T2A-24 | 22-Mar-17 | CK-452 | MacLeod, Donald | \$125.00 |
| T2A-27 | 30-Mar-17 | CK-454 | MacLeod, Donald | \$368.00 |

Total for this Expense: \$493.00

Misc Expense

| | | | | |
|---------|-----------|--------|-----------------|--------------|
| T2A-26 | 22-Mar-17 | CK-453 | MacLeod, Donald | \$92.20 (1) |
| T2A-25 | 22-Mar-17 | CK-451 | Hayman, Tim | \$159.00 (2) |
| T2A-48 | 15-May-17 | CK-456 | Easton, Howard | \$50.05 (3) |
| T2A-49 | 15-May-17 | CK-457 | MacLeod, Donald | \$100.00 (4) |
| T2A-51 | 17-May-17 | CK-458 | MacLeod, Donald | \$94.64 (5) |
| T2A-106 | 18-Jun-17 | CK-461 | MacLeod, Donald | \$31.15 (6) |
| T2A-64 | 05-Jul-17 | CK-463 | Morton, Ashley | \$540.72 (7) |
| T2A-70 | 25-Jul-17 | CK-464 | Hayman, Tim | \$25.20 (8) |
| T2A-109 | 28-Oct-17 | CK-469 | MacLeod, Donald | \$100.00 (9) |
| T2A-111 | 09-Nov-17 | CK-475 | Bartlett, Ted | \$0.01 |
| T2A-107 | 18-Nov-17 | CK-472 | Bartlett, Danny | \$0.01 |

- (1) TRAV.
- (2) TRAV - OFFSET.
- (3) COFFEE AGM.
- (4) DONATION PENSIONERS CLUB
- (5) LUNCH - BOARD MEETING
- (6) REG JOINT STOCK.

- (7) TRAV - OFFSET
- (8) WEBSITE
- (9) KIDNEY FOUNDATION - TRAV.

E 1

| Transaction | Date | Cheque # | Name | Expenses |
|-------------------------|-----------|----------|-----------------|---------------|
| T2A-104 | 21-Nov-17 | CK-473 | Bartlett, Ted | \$366.73 (10) |
| T2A-105 | 02-Dec-17 | CK-478 | MacLeod, Donald | \$680.00 (11) |
| Total for this Expense: | | | | \$2,239.71 |

Postage

| | | | | |
|-------------------------|-----------|--------|-----------------|---------------------|
| T2A-29 | 12-Apr-17 | CK-455 | MacLeod, Donald | \$258.75 Box Rental |
| T2A-72 | 26-Jul-17 | CK-465 | MacLeod, Donald | \$75.53 |
| Total for this Expense: | | | | \$334.28 |

Supplies

| | | | | |
|-------------------------|-----------|--------|-----------------|----------|
| T2A-10 | 26-Feb-17 | CK-450 | Hayman, Tim | \$78.19 |
| T2A-73 | 26-Jul-17 | CK-465 | MacLeod, Donald | \$72.34 |
| Total for this Expense: | | | | \$150.53 |

Travel

| | | | | |
|-------------------------|-----------|--------|------------------|------------|
| T2A-7 | 12-Feb-17 | CK-449 | Bartlett, Ted | \$226.60 |
| T2A-50 | 17-May-17 | CK-458 | MacLeod, Donald | \$282.10 |
| T2A-52 | 24-May-17 | CK-459 | MacLeod, Donald | \$49.90 |
| T2A-53 | 03-Jun-17 | CK-460 | Bartlett, Ted | \$679.04 |
| T2A-75 | 29-Aug-17 | CK-467 | Bartlett, Ted | \$759.10 |
| T2A-76 | 19-Sep-17 | CK-468 | Hayman, Tim | \$131.05 |
| T2A-112 | 10-Nov-17 | CK-471 | Morton, Ashley | \$81.56 |
| T2A-108 | 18-Nov-17 | CK-476 | Bartlett, Ted | \$710.08 |
| T2A-103 | 21-Nov-17 | CK-477 | Perry, Michael J | \$571.84 |
| T2A-110 | 28-Nov-17 | CK-474 | Perry, Michael J | \$0.01 |
| T2A-102 | 21-Oct-18 | CK-470 | Hayman, Tim | \$81.56 |
| Total for this Expense: | | | | \$3,572.84 |

| | | | | |
|--|--|--|--|------------|
| <i>Total Expenses as Per Expense Summary</i> | | | | \$7,568.64 |
|--|--|--|--|------------|

(10) J-P. AWARD.
 (1) FALL BOARD MEETING.

Page 2 of 2
 EZ.

MOST COSTLY

Appendix III – Board Nominations

COPY FOR SEC.

Nominated Board Members

Nova Scotia

Don MacLeod
Ashley Morton
Tim Hayman
Christine Mills Garnet
Allan MacDonald
Marcus Garnet
David Gunn

Newfoundland and Labrador

Tom Beckett

Prince Edward Island

John Cormier

New Brunswick

Ted Bartlett
Michael Perry
YVES BOURGEOIS

Unable to contact or Tentative

~~Yves Bourgeois NB~~
Milne Hall NB ?