



**TRANSPORT ACTION ATLANTIC
ANNUAL GENERAL MEETING
9 April 2016
Moncton Public Library
Blue Cross Centre, 644 Main Street, Moncton NB**

MINUTES

1. Call to order/welcome
 - Ted Bartlett – 14:02
2. Regrets
 - Marc Savoie, Justin Babcock, James Munves, Iain Dunlop, David Gunn, MP
Pat Finnigan (Miramichi), Cecile Cassista (Riverview Councillor)
3. Adoption of agenda
 - Dennis Livingston moves, Clark Morris seconds
4. Greetings from City of Moncton (Councillor Dawn Arnold)
 - Proud and happy to be here. Thanks TAA for work we do promoting public transportation, environmentally friendly transportation, etc., particularly for transit. Moncton is fortunate to have a group like ours. Moncton emphasizes healthy and active transportation (e.g. \$1.5million for new trails this year). Destination 2040 – long term plan – transforming the city into one that is not so reliant on cars. New Downtown Centre being built, and transit will be a big part of it (looking at models to promote transit in collaboration with Centre). Getting new 40' buses – 8 in 2016, 2 in 2017, 1 in 2018 – through Building Canada Fund (Fed-Provincial-Municipal partnership).
5. Message from Transport Action Canada – Bruce Budd
 - Currently VP of TAC, Bruce will soon succeed Harry Gow as president of TAC. He is from Toronto, and is fluently bilingual. Happy to be here, at the insistence of Ted. Only been on the board for 3 months, but very active in TAO (Ontario). Member of a smaller group in Ontario that merged with T2000 into TAC.

- There have been a few hiccups at National office: loss of volunteers (one death), overworked president, administration fell down. Harry is looking to move on.
 - Last 2 months TAC and TAO decided to engage part-time contract assistant (Justin Prest – comms and poli-sci background, doing administrative work). 1.5 days per week.
 - TAC is working on outreach strategies with MPs, VIA, etc. Fed gov't needs to stop slicing VIA up! Has some issues with VIA 1-4-10 plan, but it gives us something to talk about. We need a VIA Rail Act. Trains were running faster 20 years ago, and equipment is antiquated. We need to respond to the Emerson Report – whole host of topics, but we may want to comment on passenger and freight rail topics.
 - Would like to see better equipment and schedules for the Ocean. Maybe a return of the Atlantic? CMQ is improving track through Maine, so maybe that route could someday come back.
6. Minutes of previous AGM (25 April 2015) – Tim Hayman
- Report on last year's minutes in place of Iain Dunlop. Tim moves adoption, Clark Morris seconds. Adopted by consensus.
7. Business Arising from minutes
- None
8. President's report – Ted Bartlett
- Ted delivers president's report (see full report). He is optimistic. There is a groundswell of support for public transportation as well as at higher levels. We're on a roll.
 - Note that David Gunn has big emphasis on supporting Corridor for projected spin-offs elsewhere in the country.
 - Clark Morris moves adoption, Dennis Livingstone seconds. Carried.
9. Treasurer's report – Don MacLeod
- See Don's report as delivered to board and in print.
 - Don moves adoption, Vernon Woolsey seconds. Carried.
10. Appointment of auditor and auditor's report
- Allan MacDonald is nominated by Don MacLeod to serve as auditor again for this year. Clark Morris seconds. Carried.

- Allan reports on audit from 2015: has reviewed financial statements to Dec. 31, 2015, and determined that they meet the actual expenses as reported. All is in order.
 - Don moves adoption of this report, Dennis Livingstone seconds. Carried.
11. Nomination committee report/Election of directors
- Don MacLeod: asks three times if there are any nominations from the floor. Hearing none, proceeds with the nominations of the nominating committee, as presented to the Board. Don moves acceptance of the names, seconded by Michael Perry. All are in favour, new board is elected.
 - Ted reminds that there are 2 vacancies, and he would like to see more gender and age balance.
12. Website development/social media – Ashley Morton/Tim Hayman
- Tim and Ashley provide update on the new website, while displaying it on projector. Highlight various features, ease of updating, and links with other social media (Facebook, Twitter). Encourage suggestions for improvement and content.
13. National Transportation Act review – Howard Easton
- Howard provides same background as during the board meeting (see minutes).
 - Additional points: new requirements re: safety of hazardous goods, private crossings, harmonization of rail safety devices, buffer zones around residential areas using federal infrastructure and municipal funds
 - 3/week service is more costly (per passenger) than 6/week service, and offers fewer benefits.
 - Hopes province is ready to discuss with feds.
14. New business
- None.
15. Panel Discussion – Towards Sustainable Transportation
- Panel Discussion participants: Chuck Steeves (CS), Yves Bourgeois (YB), Roger Melanson (RM), Bill Belliveau (BB). Regrets: David Coon.
 - Introductions by Ted Bartlett, discussion moderated by Ashley Morton. The theme echoes TAA's mission statement: "Towards sustainable transportation". Each participant begins with a chance to make a statement, followed by discussion amongst the panelists.

- BB: Begins by outlining his “blue sky” vision. People are “joined at the hip” to their automobiles, and gov’ts continue to over-invest in highways. NB has shrinking population, near zero growth, high unemployment, and high deficit and debt. Economic opportunities may come from establishing one metropolitan region (Moncton-SJ-Fred) connected with excellent transportation. Envisions a high-speed monorail service (estimates \$5.5 billion cost, though unsubstantiated), with electric light rail services connecting to smaller centres. One airport in the centre (near Sussex) for whole province, one immigration campus. Integrated system would reduce CO2. User-pay inhibits development and growth. Climate change creates opportunity for public transportation.
- RM: CTA file was one of first things on his desk. Very interested in how we go about implementing recommendations of Emerson report. Staff told him more needed to be done. Seems like provinces in Atlantic Canada sort of go their own way on recommendations to commission. Called meeting of all Atlantic Canadian ministers in January 2015, same issues were raised among provincial perspectives. This is the legislative framework that will allow federal government to develop policy on transportation. Joint proposition to committee: lot of interesting things in report for Atlantic Canada, though would have liked to see more flexibility in innovation support and infrastructure funding. Going to discuss before federal-provincial transportation conference later this year. Want to see a unified Atlantic approach. Transportation is key to economic growth and development. A lot of knowlefe exists already, and appropriate investment and tech advancement is key for competition. Growth in transportation is critical.
- YB: Likes the “blue sky” visioning as basis for discussion. Chair of provincial rural transportation advisory group – producing transportation services strategy for province of NB. Will be a public vetting process (Ted should attend). Focus needs to be on services (access) – transportation is a means to an end to access services, not end in itself. NB people spend high % of budget on transportation in form of cars. People have to choose between things like kids and home b/c need to spend on cars. Wasted spending on taxi-ing people to things. Produce 10% more GHG than national average. Investment in transportation has many less obvious benefits. Average cost

of car plus childcare for 2 kids is \$14/hr. Average wage after taxes is only \$15/hr, limiting opportunities. Need to prioritize and scope out long term. Remind people that they spend more on cars than they think they do. Should add transportation impact assessment to project approvals. Need more accurate pricing of costs (e.g. parking). It's all investment, not investment vs. subsidy – need consistent language. Need to allow seamless transportation with good access.

- CS: Where is the strategy? Federal/provincial/municipal – hard pressed to figure this out for transportation of freight/passengers. Decades ago, transportation was more focus of provincial meetings. Major focus in '90s on highways – where's our share of gas and excise taxes that went elsewhere? Supports low regulations. If gov't subsidizes roads, bridges, and ferries, where is support for rail? Why is air private but still so subsidized? There is no strategy, or at least it isn't clear. We have a big issue with subsidizing things – in HRM a number of years ago, a section of rail was available for purchase. City said too expensive – CS asked, why do you have to buy it? Why not put it out to RFP and subsidize it? Then hold them to higher standard? If the highest population area (Toronto-Ottawa-Montreal) is struggling, no surprise we are too. More opportunities for productivity while travelling if we're not driving, especially by rail. Accessibility of airports is lacking. If you take strategic view, why didn't we invest in a central airport, with connections (light rail, shuttles)? We could have organized, coordinated network. Why aren't systems integrated and coordinated? Need to spend as much time on intermodal for passengers as we do for freight. Lack of vision by gov't – should stay out of business of operation transportation and picking winners, and instead play role in coordination, with strategic outlook.
- Ashley starts discussion – Question: Maritimes is more mixed urban-rural – how do we provide sustainable transportation in this context?
 - YB: Need to be careful talking urban-rural divide. Question of access to services/labour market. How do you encourage people to change habits? Opportunities for carpooling/ridesharing close to communities, need feeders into transit system from destination points. Remote communities are different question.

- RM: Have a rurality – greater challenge on organizing transportation network. Freight is much better organized than passenger – tech driven, more business opportunity to drive private investment. Policies change behaviour. Why do we have so much parking around centres? That discourages use of transit. Rural mentality. Policies to reduce space or increase price can encourage change in behaviour.
- Audience: why don't we have tolls?
- RM: We'll talk about that later. Parking lots are a huge cost, because they prevent other profitable developments. There is a new non-partisan legislative committee in NB to address climate change.
- BB: Agree with lack of regional strategy. Could put LRTs on existing tracks. Rail (existing and new) could create clusters. User pay is a way to change behaviour, but it doesn't have to be proportional to specific costs. Obligation to fund transportation.
- Audience: People seem to want tolls. Why don't we have them?
- RM: Yes, people want tolls, but no one wants to pay them. People say put in tolls, but discount or exempt New Brunswickers. Or put them at entry points to NB. Plan does not include tolls – economy is fragile. HST increase would be better, would be too much to do both. Risk due to uncertainty.
- Audience: Education can change behaviour.
- CS: Tolls in London didn't effect behavioural change. Doesn't always reduce use, and sometimes doesn't generate \$. Sustainable doesn't always just mean green. CS thinks tolls should be at borders, or somewhere people aren't commuting to work. Sustainable transportation is about balance and identifying volume.
- Brian Hiscock (audience): What about advertising? To effect behavioural change?
- YB: "Nudge" – pointing people to actually follow. People don't always listen. Marketing doesn't actually work that well. Service improvement is the defining thing that changes behaviour. No amount of marketing will over-ride bad service. Strategy exists, but must be respected when making decisions. And needs to be integrated with other strategies. Tolls increase cost, but change behaviour. Need to see connections between various decisions, actions.

- Ashley: Marketing may help awareness of existence of service.
- Bob Hislop (audience): Demographics – aging population not as safe behind the wheel. At some point can no longer drive. How do we get aging population from place to place?
- BB: People pay tolls everywhere. Idea that tolls are unacceptable makes no sense. Better service = more use and behavioural change.
- Councillor Belliveau: Public transportation – if it becomes a utility, it can't be a municipal thing. Municipalities never seem to want to expand for transit. People don't like inconvenience, so unless service is improved, we will not improve. Need to make use of a car "painful". Only province can prioritize between jurisdictions. Proposing pay parking in city, but need provincial strategy.
- RM: Aging population is an opportunity. How can we increase population? As province, need a framework to understand implications of decisions on transportation. Need to do healthcare in home and in community. Think about what kind of service can be brought and regional effects. Back to "policy changes behaviour". Maybe need some changes to existing policies.
- Vernon Wellsey: What about land use policy outside municipalities?
- RM: Big challenge. Regional commissions help, but needs work.
- BB: Need provincial transportation strategy.
- Michael Perry: Allowance in provincial Acts is there, but not used.
- RM: So much of my role is involved in reacting to concerns, so need to step back and really look at the whole thing. Emerson report framework needs provincial support.
- Clark Morris: Too much centralization/consolidation. Need to be more local. Most sustainable transportation is the travel you don't do. Have we sucked life out of communities through subsidized transportation?
- YB: Access is key. Can you do some services locally? Can we use web for some things? E.g. court pleading – can that start online? Need long term view and investment. If you want to improve, need to shift culture. E.g. employer flexibility to accommodate transit.
- BB: Supportive of strengthening local communities, but economies of scale are reality. Having better connections to centres allows effective centralization.

- CS: All about strategy, and what sustainability really is (economics). Inter-connectivity: people need more options. Can't be extremist, but need to include convenience, options, and productivity.
- RM: One of the biggest challenges is demographics. Need to focus on growing population. Need younger people, and critical mass to make it work (efficiencies). Would like to continue conversation – Atlantic Canada ministers meeting in June (opportunity for TAA to provide input).

16. Adjournment

- Ashley Morton moves adjournment