



TRANSPORT ACTION ATLANTIC

MINUTES

ANNUAL GENERAL MEETING

11 May 2019

Halifax North Memorial Library Auditorium

2285 Gottingen St., Halifax, NS

2:00pm

1. Call to order/welcome
 - Welcome by TAA President Ted Bartlett. Guest speakers are welcomed, along with local railway historian and author Bill Linley.
2. Regrets
 - Yves Bourgeois, Clark Morris, Howard Easton
3. Adoption of agenda
 - Moved by Ashley Morton, seconded by Stan Choptiany
4. Minutes of previous AGM (5 May 2018) – Tim Hayman
 - Adoption moved by Tim Hayman, seconded by Ashley Morton
5. Business Arising from minutes
 - None
6. President's report – Ted Bartlett
 - See Appendix I
7. Treasurer's report – Don MacLeod
 - See Appendix II
 - Don MacLeod moves adoption, Ashley Morton seconds
8. 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."
9. Appointment of auditor
 - Don MacLeod moves appointment of Allan MacDonald, Bill Linley seconds.
Approved.
10. Nominating committee report/election of directors – Michael Perry / Don MacLeod

- Nominating committee presents continuation of the same board members as the previous year, with the removal of Yves Bourgeois (who has resigned). Call for nominations from the floor is made, no nominations are put forward.
- Affirmed by vote.

11. Website development/social media –Tim Hayman

- Website and social media activities continue, engaging membership and maintaining active profile for TAA. Tim thanks Marcus Garnet and Ted Bartlett for assistance and support with maintaining activity on social media.

12. New business

- None.

13. Presentation of John Pearce Award

- Awarded to Mike Cassidy, president of Maritime Bus, in honour of ongoing efforts to maintain scheduled intercity transportation services through the Maritimes, work to expand the bus network, and his lead role in attempts to preserve and expand national bus services in the wake of the Greyhound withdrawal from western Canada. Michael Perry presents on behalf of TAA.

14. Panel Discussion – David Mitchell, Mike Cassidy, and Stan Choptiany

- Moderated by Ashley Morton. Panelists include David Mitchell, mayor of the town of Bridgewater, Mike Cassidy, president of Maritime Bus, and Stan Choptiany, TAA board member and former mayor of Saint Andrews.
- David Mitchell speaks to Bridgewater Transit success – no longer a pilot program, now a core service for the town. Considerable increases in ridership. Province has provided funding for new bus. Flexibility in routes, but there are challenges if leaving municipal boundaries due to Utility and Review Board.
- Stan Choptiany provides background on work in Southwest New Brunswick (SWNB) – the area is very diverse, and difficult to develop a transit plan that works. Trying to understand regional needs. Key lesson – government needs to buy in to the service/concept to make it work.
- There is discussion of centralization, loss of services in rural areas. A major issue in SWNB.
- David Mitchell – province has been a champion, but funding is not coming from where one might expect. Communities, Culture and Heritage has funded pilots.
- Mike Cassidy – transit in Charlottetown has been championed and funded by local government, province took several years to come on line with support. Have learned that you need frequency and something more than vans to “look the part” and get people riding. David agrees, visibility as public transit is important to get

people to notice and shift behaviour. Notes that around 22,000 cars come in to Bridgewater every day, though population is only around 8,000. There is clearly a case for a regional transit system.

- Mike notes that transit needs to be creative, and give people incentives to keep cars at home. Stan notes examples in Europe of this strategy.
- Question: how do we expand regional transit? Mike – First thing you need is a local champion, then government commitment/support. Then ask for a pilot, with willingness to tweak and adapt (better than studies) – then move to permanent. David – remind people that transit is a public service. Nobody says that doctors “lose money”, or that other public services must be revenue-supported. Need to measure the non-revenue benefits.
- Discussion about carbon tax and ways it could be used to support public transit.
- David – bus route has brought new influx of development along downtown Main St., it’s a key component of spurring new developments including multi-story commercial/residential developments.
- Mike – challenge with where you can drop people off on intercity routes. Need to minimize delays, but also get people close to where they want to be. E.g. new Maritime Bus service to Lunenburg County includes curbside drop-offs in Halifax, which have worked well.
- Closing thoughts: what can we, as TAA, best advocate for?
 - Stan: find advocates within government. Embrace and encourage these.
 - David: Promote societal values of public transport. Anyone questioning the value of public transit should get on a bus and hear how it changes people’s lives. Bus becomes priceless.
 - Mike: We need this kind of advocacy group. Governments need to be reminded that intercity buses should be treated as public transit on highways between centres.

15. Update/discussion on other issues

- None.

16. Adjournment – 4:05pm.

Appendix I – President’s Report

PRESIDENT'S REPORT

11 May 2019

This was supposed to be my farewell president's report. I'll remind you that I've now been occupying the chair for nearly six years, and I believed it was time for a fresh – and younger – face. A succession plan was in place, but alas it was not to be. Our V-P and president-in-waiting decided last fall to embark on a career change, and pursue a new challenge that had been beckoning him for some time. And while we do have a volunteer to assume the vice-president role, he is not in a position to move beyond that due to the nature of his employment. So to make a long story short, it would seem TAA is going to be stuck with me for another year – for better or for worse – somewhat to my wife's chagrin.

As usual, there's a mix of both positive news and setbacks to report this year. The rural transit pilot project in Charlotte County, New Brunswick, something that we had supported and welcomed with such optimism last year, has not worked out the way we had hoped. The new government in the province has apparently decided that the modest ridership attracted so far does not justify any further expenditure of public funds, and the service is to be discontinued at the end of this month – less than two years after start-up. This is a disappointing turn of events – but we will persist in efforts to obtain a stay of execution, in the belief that rural Canadians need and deserve some form of public transportation. Given that this was an experiment – and one that we hoped would prove to be a model to be followed elsewhere across the country – we believe it needed more time to prove itself and for testing various strategies to build ridership. On a more optimistic note, there's been another start-up of a similar service in Lunenburg County here in Nova Scotia. Initial signs are encouraging, but long-term success is certainly not a given. I look forward to a full discussion on this topic later this afternoon, featuring three panelists who have a lot of insight to offer.

Meanwhile, urban transit has seen its share of ups and downs. There have been fare increases in several cities, with others looming. In Fredericton very little has resulted from a recent study of the transit system, with the only development being on the negative side – the cancellation of a \$50 annual pass for seniors. In St. John's a proposal that would have seen greatly enhanced Metrobus service for Memorial University students in return for a mandatory but modest annual fee added to student union dues was voted down.

Finding public funding for highway construction and twinning projects continues to be a far easier proposition than persuading governments to invest in more environmentally friendly forms of transportation. In Nova Scotia, the twinning of highway 104 is continuing. The latest project will extend the 4-lanes to just east of Antigonish, and then there's the controversial \$200-million Burnside Connector – at an average cost of over \$22 million per kilometre. But there's no talk of any investment in the dormant and deteriorating Cape Breton rail line that properly managed could divert a lot of commercial traffic off the highways (with obvious safety and maintenance savings benefits) at relatively modest cost. All the Province of Nova Scotia seems prepared to do is offer "ransom payments" to US-owned Genesee & Wyoming to keep them from removing the track.

In New Brunswick the new cash-starved PC government has put the brakes on the dubious twinning of highway 11 between Shediac Bridge and Bouctouche, but there's again no sign of any initiative to put more freight traffic on the underutilized CN Newcastle subdivision – or to restore it to acceptable condition for the passenger train speeds that were in effect 20 years ago.

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Speaking of passenger trains – one of our favourite causes, as you well know – there’s been no movement whatsoever on providing more frequent service on the one surviving route in Atlantic Canada. VIA Rail management is no longer talking about the so-called “regional service” concept that was first proposed in the fall of 2015. Several projected start dates came and went, but apart from a test run by several RDC units nearly two years ago there’s been no visible sign of anything happening. TAA was lukewarm in its response to this idea when it was first raised, and your board has confirmed that our goal remains the reinstatement of daily through service by the *Ocean* from Halifax to Montreal. We view it as an affordable and practical solution that offers a reliable link seven days a week between the Atlantic provinces and the rest of Canada, as well as providing local services to communities with limited public transportation options. Now that VIA Rail has a new CEO in place, there may be a change of attitude toward this region. We will certainly be testing the waters in the near future, and building our case as forcefully as we possibly can.

The Government of Canada continues to ignore the issue of ferry rates to and from Newfoundland. During the 2015 election campaign, Justin Trudeau denounced the 65 percent cost recovery demand imposed on Marine Atlantic by Transport Canada as “unreasonable” – and promised that a Liberal government would address the issue. Simply put, they haven’t. And the seven Liberal MPs from Newfoundland and Labrador continue to pretend that the commitment – which was in writing, by the way – doesn’t exist. With the next federal election now looming, there’s a fresh opportunity to make some noise on the issue. Our TAA director in Newfoundland and some of our allies are making significant progress in building momentum behind the call to action.

We are also concerned about deteriorating air service throughout the region. Reduced passenger comfort, less convenient schedules, and higher fares seem to be a common factor – with the two major carriers trying to squeeze the maximum number of people into the minimum amount of space. And then there’s the matter of luggage. Traditionally, air service hasn’t loomed large on our TAA radar, but perhaps it’s time we made our voice heard in this area as well.

With the federal election now just a few months away, we’ve been reinforcing our efforts to get transportation on the political agenda. We’ve met with several Liberal MPs seeking re-election in recent weeks, and have zeroed in on the issues of federal responsibility – in particular VIA Rail and Marine Atlantic.

I’d like to conclude my report by reinforcing my opening comments. The succession issue is vital to our long term survival as a successful advocacy voice. There is no president-in-waiting at the moment, and I would speculate that my successor may well be someone who is not yet a member of TAA. We need to attract new blood to this organization.

Make no mistake – growing our membership is vital. We need numbers to make our voice louder – to get out there and do the kind of advocacy work that will force those in authority to take notice. In thanking you for your support over the past year, I must ask you to do just a little bit more, and to get on board with our recruitment efforts. When you meet someone with an obvious interest in public transportation, invite him or her to join TAA. There are lots of like-minded individuals out there. We need to identify them, and direct all that interest and energy into a unified force for convenient, affordable and sustainable transportation for all of Atlantic Canada.

- *Ted Bartlett*

Appendix II – Financial Report

Transport Action Atlantic
Income Statement
December 31 2018.

Income

Dues	\$1,795.24	
Donations	\$3,703.921	
Less Offset	\$1,329.89	
Net Donations	\$2,374.03	
Travel Vouchers VIA Rail	\$2,600.00	
<u>Total Income</u>		<u>\$6,769.27</u>

Expenses

Bulletin	\$1,226.01	
Insurance	\$493.00	
Misc	\$1,043.94	- see Memo for Analysis.
Supplies	\$322.69	
Postage	\$334.94	
Travel	\$2,316.47	
Less Offset	\$1,329.89	
Travel Net	\$986.58	
VIA Travel Vouchers	\$2,600.00	

Total Expenses \$7,007.16

Net Income \$ (237.89)

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Transport Action Atlantic
Balance Sheet
December 31st 2018

Assets

Cash in Bank

\$3,154.17

GST Claim

\$150.00 ESTIMATE

Total Assets

\$3,304.17

Liabilities

There are no Liabilities

Equity

\$3,304.17

A handwritten signature in cursive script is positioned above a large, bold, black letter 'B'.

Transport Action Atlantic

Bank Reconciliation

December 31 2018.

Bank balance per our books December 31st 2017 \$3,389.16

Add Cash in (Cash Journal) \$6,147.16
\$9,536.32

Less Cheques Issued (Purchase Journal) \$6,382.15
Balance per our books December 31 2018 \$3,154.17

Add Out standing cheques

501 Perry \$564.22

502 National \$135.00

Total \$ 699.22

Balance Per Bank Statement \$3,853.39





TD Canada Trust

SPRING GARDEN
5495 SPRING GARDEN RD
HALIFAX, NS B3J 1G2

Tel: 1-866-222-3456
TTY: 1-800-361-1180

TDPDA23300_7329821_001 E D 4959 00099



TRANSPORT ACTION ATLANTIC SOCIETY
C/O DONALD MACLEOD
PO BOX 268 STN MAIN
DARTMOUTH NS B2Y 3Y3

December

1-866-222-3456

Statement of Account		Account Type	Statement From To	
Branch No.	Account No.	CHEQUING SAVINGS ACCOUNT	NOV 30/18 - DEC 31/18	
4959	4959-0000410		Page 1 of 1	
DESCRIPTION	WITHDRAWALS	DEPOSITS	DATE	BALANCE
BALANCE FORWARD			NOV30	3,236.26
GC 5380-DEPOSIT			DEC05	3,316.26
CHQ#00498-1142686062	✓ 34.50	17- 80.00	DEC10	3,281.76
GC 5380-DEPOSIT			DEC12	3,461.76
CHQ#00500-4141815918	✓ 865.67	18- 180.00	DEC17	2,596.09
CHQ#00499-4142353641	✓ 102.92		DEC18	2,493.17
CHEQUE ORDER CHARGES	61.27		DEC24	2,431.90
GC 5380-DEPOSIT		19- 850.00	DEC27	3,281.90
GC 0537-DEPOSIT		20- 564.22	DEC31	3,846.12
	1,064.36	1,674.22		

Account/Transaction Type	Fees	Rebate Level	Waived Fees	Paid Fees
CSA-NP TRANSACTIONS	4X .60= \$2.20	\$1000.00	\$2.20	\$0.00
FEES PAID :				\$0.00

ACCOUNT ISSUED BY: THE TORONTO-DOMINION BANK
FOR YOUR PROTECTION, AVOID CHOOSING A PIN THAT COULD BE EASILY GUESSED. MEMORIZE YOUR PIN.
NEVER RECORD YOUR PIN NEAR YOUR ACCESS CARD.

Your account can do more. Visit www.tdcanadatrust.com/accountservices or call EasyLine at 1-866-222-3456 to find out how. Or ask your branch for details.

Please ensure that you report in writing any errors or irregularities found within this statement within 30 days of the statement date. If you do not, the statement account shall be conclusively deemed correct except for any amount credited to the account in error.

Transport Action Atlantic
Expense Summary By Type 31 Dec 2018

Dated Wednesday, 08 May, 2019

<i>Transaction</i>	<i>Date</i>	<i>Cheque #</i>	<i>Name</i>	<i>Expenses</i>
Bulletin Expense				
T2A-1	27-Jan-18	CK-*479	MacLeod, Donald	\$611.38
T2A-63	15-Aug-18	CK-*496	MacLeod, Donald	\$614.63
Total for this Expense:				\$1,226.01
Insurance				
T2A-5	27-Mar-18	CK-*483	MacLeod, Donald	\$368.00
T2A-4	27-Mar-18	CK-*482	MacLeod, Donald	\$125.00
Total for this Expense:				\$493.00
Misc Expense				
T2A-3	17-Mar-18	CK-*481	Transport Action C	\$302.50 To PAC
T2A-30	05-May-18	CK-*487	Hall, Milne	\$114.58 LUNCH AGM
T2A-87	09-May-18	CK-*489	MacLeod, Donald	\$103.18 CORPUS AGM
T2A-43	16-May-18	CK-*490	Bartlett, Ted	\$183.94 J.P. AWARD
T2A-31	29-May-18	CK-*488	MacLeod, Donald	\$100.00 PENSIONERS CLUB
T2A-46	05-Jun-18	CK-*491	Hayman, Tim	\$10.00 COMPUTER
T2A-71	22-Nov-18	CK-*498	MacLeod, Donald	\$34.50 FILL BOARD
T2A-78	10-Dec-18	CK-*499	Morton, Ashley	\$102.82 CORPUS FILL BOARD
T2A-85	27-Dec-18	CK-*601	MacLeod, Donald	\$61.27 CORPUS J.S.
T2A-88	06-Jun-19	CK-*492	MacLeod, Donald	\$31.15 - R.S.S
Total for this Expense:				\$1,043.94
Postage				
T2A-21	12-Apr-18	CK-*485	MacLeod, Donald	\$264.50
T2A-37	09-May-18	CK-*489	MacLeod, Donald	\$38.04

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<i>Transaction</i>	<i>Date</i>	<i>Cheque #</i>	<i>Name</i>	<i>Expenses</i>
T2A-64	15-Aug-18	CK-*496	MacLeod, Donald	\$32.40
Total for this Expense:				\$334.94
Supplies				
T2A-38	09-May-18	CK-*489	MacLeod, Donald	\$20.00
T2A-59	25-Jul-18	CK-*495	MacLeod, Donald	\$236.88
T2A-65	15-Aug-18	CK-*496	MacLeod, Donald	\$65.81
Total for this Expense:				\$322.69
Travel				
T2A-2	17-Mar-18	CK-*480	Bartlett, Ted	\$221.46
T2A-36	09-May-18	CK-*489	MacLeod, Donald	\$290.98
T2A-44	16-May-18	CK-*490	Bartlett, Ted	\$36.66
T2A-48	13-Jun-18	CK-*493	Bartlett, Ted	\$337.48
T2A-79	12-Dec-18	CK-*500	Bartlett, Ted	\$865.67
T2A-86	31-Dec-18	CK-*501	Perry, Michael J	\$564.22
Total for this Expense:				\$2,316.47
<i>Total Expenses as Per Expense Summary</i>				<u>\$5,737.05</u>

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