

Rural Transit Symposium for Eastern Ontario and Western Quebec. Nov 19, 2009.

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November 19, 2009.

Smiths Falls Golf and Country Club

125 Golf Club Road

Smiths Falls, ON

Report by Michael Kostiuk.

With additional information from presenter's PowerPoint slides.

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- **Opening of the Symposium by Harry Gow.**



**Harry Gow**



**Some of the attendees at the symposium**

**Plenary Session: Best Practices.** First Speaker: Scott Bogren (via Teleconference). The session facilitator used his slides here while he talked to the audience remotely.

Communications Director, Community Transportation Association of America.

*Efficient and cost effective transportation.*

**Best practices.**

**Note:** More information on Best Practices is available at this Web site: [www.ctaa.org](http://www.ctaa.org).

Scott Bogren 's contact Information:

e-mail: [bogren@ctaa.org](mailto:bogren@ctaa.org) **Note:** the Slides in the presentation are available from him.

Phone: 202-247-1921

- Community Transportation Association.
- The origins of rural transportation. Rural Public Transit
- Growth in investment.
- Growth in services to rural services.

**Goal:** Keeping rural people independent and healthy, with access to jobs. Also allowing people to remain in their homes as apposed to moving to cities as they get older.

Providing basic transportation services. This is especially important for those people that do not have a car or access to a car.

Note the term: "Tribal Transportation".

**Various types of Rural Transit**

- Traditional Rural Transit e.g. Streamline and Skyline Bozeman Montana. Flexible bus service using a variety of bus types
- Community Centred Rural Mobility. E.g. Menominee Regional Public Transit. Tribal Transit. Connects the reservation to the outside communities. Good transportation allows people to live on reservation, but also to get access to jobs and services outside of the reservation.
- Regional Rail. E.g. New Jersey Transit's River Line. Regional rail service between Trenton and Camden.

**Challenges in Rural Mobility.**

- Access to health care.
- Many elderly cannot drive

**Where do we want to go?**

- Improving connectivity between urban and rural areas through better intercity bus and rail options.

- The goal is connect local public transportation to other centres of local transportation via intercity and regional rail.
- Surface mobility encouraging good efficient services between regions, and within each local area. This is either a network of rural operators and/or urban transit operators.

**Note:** In the USA taxes are still paid on rural Rail ROWs even if the rails are taken up. *Premise.* Former Railway Corridors should be used for some sort of transit/transportation purpose and must not be allowed to become unused stretches of land. Regional Rail in the United States used to be called *interurban systems*.

In the USA **ALL** transportation systems that move people are SUBSIDIZED. Air, bus, train and road. Why? Because they are considered to be *vital community services*.

**Rural Rail:** It is not just the rural service that is important; it is the communities that it serves between those stops that are also important.

**10:30 Plenary Session:** Accessibility. *Ron Mullins General Manager, Kings Transit Authority, Nova Scotia.*



*Ron Mullins*

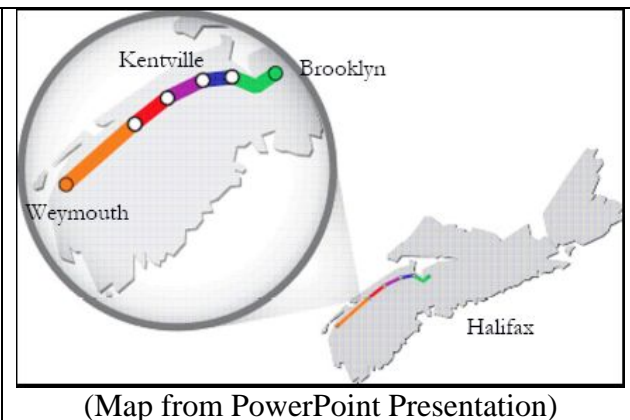
### ***Rural Transit via bus***

Kings Transit Authority uses several sizes and styles of buses. Smaller ones are equipped with a wheel chair lift. Larger new buses are low floor accessible designs that lean to pick up wheelchairs.



(The above images were taken from the PowerPoint Presentation)

The service serves the following municipalities in Nova Scotia:

<ul style="list-style-type: none"><li>• Town of Wolfville</li><li>• Town of Kentville</li><li>• Town of Berwick</li><li>• Kings County</li></ul>	 <p>(Map from PowerPoint Presentation)</p>
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Again, there is the big issue of elderly people who have no cars but *need* transportation.

**Rural Transit is an ESSENTIAL service, but it is costly.**

Their smaller bus has an extra wheel chair for people who cannot raise their foot up 5 inches to walk up the stairs to the high level floor. They are put into the wheelchair and lifted onto the bus.

***Some problems:***

- Lack of sidewalks in rural NS!
- Winter/Snow
- Small fleet of vehicles
- Higher Fares than urban transit
- Cannot pick up people on blind curves. Users have to go to end of the road where it straightens out. Not convenient for the users in wheelchairs
- Operates on rural roads with speed limits of 80 k.p.h.

**Good features:**

- Attendant can ride free.
- Disability Advisory Group is functioning
- All buses have 4 security cameras. This is also good in case of accidents since a record of the incident is on video. Great for insurance!

Good Rural Transportation provides a service that allows people to live in rural communities. This makes smaller communities viable. Viable not only for residents, but viable for business and industry that requires employees.

**Mullen:** there are enough people between Smith Falls and Carleton Place to support the same type of rural service that exists in Nova Scotia. And if you tie into OC Transpo, you can provide connecting service to Ottawa.

Eli El-Chantiry of Ottawa Council (Ward 5 West Carleton-March) asked: what if people do not use this type of rural service? He said that the problem in Stittsville is that people still use their cars so it is not used. Mullen said that it takes time to change people's attitudes and you can't expect people to change their attitudes overnight.

You need to run a service for a minimum of three years before you see any change. Therefore, keep at it and don't give up. It is a *long-term goal* that requires *long-term commitment*.

Contact information for Ron Mullins:

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## **Session A: Polices and government relations**

**Speaker:** *Therese Dominique. Executive Director, Community Rural Transportation Association of Quebec.*

This was done in French with French slides.

This was a fluid structure that explained how various municipalities function regarding planning transit services and the role of stakeholders in each community. Lots of flow and connectivity charts were shown indicating the links between the various stakeholders

(schools, public, business), other transportation providers, local and regional municipal governments and so on.

*i.e. it is a very complex process!*

### **Links between legislation and application.**

Request for transportation funding from the Regional Government must first go through the local municipality at least for “adapted” transport (for disabled persons). Therefore, a lot of time is spent in political involvement.

This takes the “Steam” out of efforts to apply the funding for a transit service.

**i.e. too much red tape is in the way!** (*Comment: Transports Québec has been improving its programme however, increasing funding and speeding up payments for generic rural community transit, transports collectifs ruraux. H.G.*)

### **Comments:**

*Michael Roschlau. President and Chief Executive Officer, Canadian Urban Transit Association (CUTA).*

Michael gave an example of rural transit in British Columbia. BC Transit has coordinated rural and regional transit service. The Province purchases a fleet of vehicles and they are allotted to areas around the province according to need. A generous funding formula and a lease agreement is made to each municipality. Each municipality determines the level of services required and a third party organization both maintains the vehicles, *and* operates the service. The Province does the planning and marketing support for the Transit services.

The US model is somewhat easier. US government takes a stronger and more direct role.

In Canada it is a provincial mandate.

***So if there is no provincial funding the municipalities are on their own.***

CUTA wants to bring the federal government to the table to cooperate on transit.

CUTA does not call requests for transit funding, a *subsidy*, it calls transit funding an *investment*.

***While the Canadian Federal Government does not have a mandate for Transit...***

CUTA says that the Federal Government does have a mandate for *economic sustainability and quality of life* so it should be involved in Transit Planning.

However, the Federal Government will not get into covering operating costs. They consider it to be a *bottomless pit*.

In the USA, the Federal Government provides maintenance of transit assets that were financed by federal funds.

But that is not done in Canada. We need the same funding assistance as in done in USA.

Klaus Beltzer asked about the problem of underutilized rail corridors and the wasted investment of so many decades lying fallow.

**Roschlaw:** A big Problem is ownership of rail corridors. Most rail corridors are privately owned. New legislation requires lines being abandoned must be offered first to local municipalities for transportation uses.

All politics are local...

*Therefore, if there is no transit access at the local level we are going nowhere.*



Attendees: David Jeanes (standing) and Klaus Beltzner



## **Session B: Recent developments in the Outaouais**

**Speaker:** Robert Dupuis  
Executive Director, TransportAction Pontiac

*I did not attend this session, however the following is from the PowerPoint presentation for this session:*

### **Transport collectif dans la MRC de Pontiac**

Un projet  
d'**harmonisation**  
et de mise en  
commun des **modes**  
**de transport** en  
milieu rural

#### **Responsabilité du MTQ en transport collectif:**

- L'accessibilité à des services efficaces et efficaces de transport;
- La mise en commun des ressources disponibles;
- Le développement de la collaboration et du partenariat entre les intervenants (MTQ, milieu municipal, transporteurs, usagers et organismes communautaires).

#### **Originalité**

La MRC du Pontiac a probablement été la première au Québec à accepter les deux volets de transport soient le collectif et l'adapté.

Cette décision fut finalement acceptée par le MTQ et est maintenant recommandée à travers le Québec par le ministère

#### **MRC Territoire et Population**

La MRC du Pontiac fait 13,000km<sup>2</sup>, mais l'ensemble de ce territoire regroupe 18 municipalités étendues sur près de 4,200km<sup>2</sup>. TAP couvre également le territoire de la municipalité Pontiac (445km<sup>2</sup>), qui est à l'extérieur de la MRC *des Collines*, ce qui fait une couverture de territoire de 4,645km<sup>2</sup>. Ce grand territoire est composé de moins de 20,000 habitants et le tissage social est composé de petites communautés allant de moins de 200 habitants à 5,300 pour la plus peuplée.

La planification, l'organisation et le fonctionnement du transport collectif et adapté par TAP permettent aux communautés, aussi petites soient-elles, de faire partie intégrante du Pontiac. À noter toutefois que le service de TAP dépasse le Pontiac, notamment lors de «



voyages » à Gatineau/Ottawa ou à Pembroke (Ontario) et même aussi loin que Montréal et Sherbrooke pour des services non disponibles en Outaouais québécois.

Note: Chaque municipalité se situe à un minimum de 20 km par rapport à ses voisines.

## **Activités**

Rappelons-nous que le total de la population de la MRC Pontiac et de la municipalité Pontiac est inférieur à 20 000 personnes et que la grandeur du territoire de son extrémité ouest (hormis la municipalité Rapides-des-Joachims qui se situe à 70km encore plus à l'ouest) vers l'est où se situent les services spécialisés que l'on ne peut obtenir qu'à Gatineau et Ottawa et pour ce faire, nous devons parcourir une distance de 160 km pour y arriver.

## **Certains partenariats pour nous aider dans notre Mandate**

Exemple 1:

Le CSSS Pontiac possède un minibus dont il a transféré à TransporAction l'usage rendant ce véhicule beaucoup plus rentable puisqu'il est utilisé pour les Centres de Jour du CSSS comme auparavant, pour les personnes en déficience intellectuelle et enfin pour les Centres de Jour pour les personnes en santé mentale.

Le CSSS fournit le véhicule et toutes les dépenses qui se rattachent et TransporAction fournit le chauffeur. Ainsi, lorsque le minibus n'est pas utilisé pour les Centres de Jour, TAP s'en sert pour ses besoins et verse à la fondation du CSSS 0.75\$/km que celle-ci accumule dans un fonds de réserve qui lui permettra de renouveler le véhicule sans campagne de financement.

Exemple 2:

### **TRANSPORT COMMUNAUTAIRE PONTIAC**

Les véhicules adaptés étant totalement inexistant sur le territoire du Pontiac, TransporAction a collaboré à la mise en place d'un nouvel organisme (TCP) qui a demandé et obtenu auprès de la Commission des Transports du Québec des permis de taxis spécialisés pour le transport de personnes handicapées ou à mobilité restreintes et qui permet aussi à TAP d'utiliser les places libres et chemin faisant d'utiliser ces places pour aider à réaliser son mandat en transport collectif.

## **Tarif à TAP de TCP**

COÛT À TAP À 1.25\$/KM  
Coût pour renouvellement de véhicules 0.10\$/km  
Coût pour l'essence 0.15\$/km  
Coût du salaire excluant les heures d'attentes 0.20\$/km  
Assurance-Immatriculation-Permis 0.15\$/km  
TOTAL DÉPENSES AU KM 0.60\$/km  
Administration (10 000.00\$ ÷ 40 000km) 0.25\$/km  
Divers autres 0.15\$  
Coût total au km 1.00\$/km  
Surplus 0.25/km  
Moyenne annuelle prévue = 40 000 km  
Surplus Heures d'attentes annuelles à payer 8000.00\$  
Avantages marginaux 2000.00\$  
TOTAL 10 000.00\$  
Surplus déficit 0.00\$

NOTE ADDITIONNELLE : Un montant de 40 000.00\$ a été investi par TAP à TCP en prépaiement de transport représentant une somme de 0.325\$/km. Sur 123 000km, soit la moitié de la durée de vie du véhicule. Ce montant ne s'appliquera qu'une seule fois par véhicule acquis sans le fond de réserve.

### **Les Corporations de Transport reliées aux Clubs d'Âge d'Or**

Exemple 3:

Six corporations de ce type reçoivent annuellement une subvention de l'agence de santé et services sociaux de l'Outaouais dont trois de celles-ci se sont affiliées à TransporAction, ce qui nous permet, en faisant leur répartition, d'utiliser les places libres pour notre clientèle dans ce que nous appelons le jumelage des déplacements.

### **Utilisation des véhicules du transport Scolaire**

Exemple 4:

Lors de la création du programme de transport collectif par la MTQ, l'appellation la plus juste que nous avons pu utiliser était l'expression : « Guichet Unique ».

Donc il nous fut permis avec des arrangements nécessaires auprès des Commissions Scolaires d'utiliser toutes les places disponibles en autant que le trajet reste inchangé et que les horaires du transport scolaire ne soient en rien perturbés.

Ainsi nous venons d'élaborer rapidement sur certaines facettes de la réalisation du transport collectif en milieu rural et plus particulièrement dans la MRC Pontiac et dans la municipalité du même nom.

## **La réalité de l'Outaouais Le Regroupement des transports collectifs de l'Outaouais (RTCO)**

L'Outaouais, avec ses quatre MRC rurales, fut probablement aussi la première dont le territoire fut totalement couvert au transport collectif par la Corporation des Transports Collectifs de Papineau, des Collines de l'Outaouais, de la Vallée de la Gatineau et du Pontiac.

De plus pour se donner un pouvoir de concertation, ces corporations de transport collectif se sont regroupées en une toute petite association formée de quatre membres qui sont les corporations et appuyées en ressources par le délégué territorial au Ministère des Transports, ainsi que de représentants de l'agence de santé et en plusieurs occasions de participants reliés à des dossiers plus spécifiques.

Ce comité nous a permis de standardiser nos opérations et les coûts et tarifs qui s'y rattachent et nous a aussi permis d'obtenir la confiance de la Conférence Régionale des Élus de l'Outaouais et d'en faire partie intégrante en siégeant à Commission Protection de l'environnement, aménagement du territoire, transport. Les quatre TC de l'Outaouais siègent aussi au Comité Consultatif sur le transport en Outaouais dans le but bien arrêté est de savoir quelles seraient les décisions à prendre pour l'avenir et dont le réseautage est la pierre angulaire de l'amélioration du monde des transports ruraux.

### **Les dossiers du RTCO**

- Le comité consultatif en transport de la Conférence régionale des élus (CRÉO)
- Exposer la situation des transports collectif et adapté de l'Outaouais rural (4 MRC)
- Les pistes de solution
- La concertation
- Un mandat complémentaire recherchant ces solutions
- La firme: Gestrans
- \_ Un site web commun pour le développement du covoiturage en coopération avec la Table jeunesse de l'Outaouais et la CRÉO
- Particularités démontrées de chacun des Transports collectifs
- Liens entre les organismes régionaux de service
- Collaboration du Ministère des transports du Québec (MTQ) pour l'utilisation du site provincial de covoiturage
- Règlements des dossiers difficiles de tous niveaux en collaboration avec la CRÉO
- À chaque occasion où le RTCO s'est retrouvé en difficulté il a toujours été soutenu par la Conférence régionale des élus

En terminant, j'aimerais souligner l'appui de chacune de nos MRC Outaouaises pour nous avoir toujours appuyé dans nos besoins et d'avoir cru en nos corporations. De plus, je mentionne haut et fort la très étroite et profonde collaboration qui existe avec la CRÉO et j'en remercie ses élus et ses dirigeants pour l'appui indéfectible qu'ils nous ont toujours démontré.

Les députés de notre région nous ont aussi bien appuyés lors de ces années d'opération et nous sommes convaincus qu'ils continueront de le faire dans l'avenir tel que le paiement de notre subvention du MTQ que nous voudrions recevoir au plus tard dans le début de l'année d'opération pour laquelle cette subvention sera versée. Finalement, à vous tous pour votre attention ainsi qu'à tous les organisateurs de ce symposium qui prouve que les intervenants dans une même sphère d'activité peuvent vouloir travailler ensemble même s'ils sont de deux provinces voisines. Tout cela contribuera, je l'espère à améliorer la roue au lieu de devoir la réinventer. À bientôt! Et sachez que TransporAction Pontiac sera toujours disponible pour partager avec quiconque ses idées et ses connaissances.

***Merci de votre accueil***

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## **Luncheon Presentation**

**Speaker** Michael Roschlau

*President and Chief Executive Officer, Canadian Urban Transit Association (CUTA)*

### **Public Transit A Vision for the Next Generation**

See handout: “**Transit Vision 2040**” available at: CUTA Internet site: [www.cutaactu.ca](http://www.cutaactu.ca)  
This file is currently located at this URL: <http://www.cutaactu.ca/en/node/1872>

#### **CUTA's Six Themes:**

1. **Putting Transit at the centre of communities** through stronger government policy and decision-making frameworks, and better community planning and design.

2. **Revolutionizing service** in all types of communities through innovation, so that transit systems can both encourage and serve growing demands as they keep pace with the changing face of cities and towns.
3. **Focussing on customers** and accelerating the delivery of flexible, integrated transit services that meet the needs of an increasingly diverse and discriminating clientele.
4. **Greening Transit** to further reduce the industry's ecological footprint, improve energy efficiency and limit greenhouse gas and emissions.
5. **Ensuring financial health** through enhanced transit infrastructure and operating investments by all orders of government, more progressive approaches to generating revenue and new efficiencies in service delivery.
6. **Strengthening knowledge and practice** so that Canada's transit industry can more effectively respond to future opportunities and challenges.

Statistics Canada's definition of urban is an area whose population is over 1000 persons. Not everyone agrees with this definition.

**Roschlau:** Walking and cycling will become more important and integrated into our transportation planning.

## **Session A. Funding Opportunities.**

Speaker: Therese Dominique

Executive Director, Community Rural Transportation Association of Quebec

Speaker Allen McGuire

Regional Advisor, Rural Secretariat

*I did not attend this session, however the following is from the PowerPoint presentation for this session:*

### **Occasions de financement**

Symposium du transport rural

Automne 2009

### **Types de financement**

De manière générale, nous retrouvons 4 types de financement :

- Régulier au fonctionnement
- Régulier pour certaines clientèles
- Ponctuel en fonction de certains programmes et clientèles
- Contrat d'affaire

### **Régulier au fonctionnement**

Les subventions s'appliquent à l'ensemble des activités de l'organisme :

- Programme du Ministère des Transports
- MRC

### **Régulier pour certaines clientèles :**

Les subventions s'appliquent à des clientèles ou à des besoins spécifiques:

- Partenariat avec une institution d'enseignement, entreprises, organismes communautaires, organismes de services...
- Transport bénévole (organisme reconnu)
- Québec en forme

### **Ponctuel en fonction de certains programmes**

Les subventions s'appliquent à des clientèles ou à des besoins spécifiques.

- Pacte rural
- Nouveaux Horizons
- Différents ministères selon les clientèles
- Familles

### **Suite**

- Secrétariat à l'action communautaire
- Municipalité amie des aînés
- Conférence régionale des élus (entente)
- Centre local d'emploi
- Centre local de développement
- Organismes locaux de services

### **Constats généraux**

Il existe un nombre impressionnant de sources de financement pour les organisations de transport collectif de personnes en milieu rural;  
L'offre de transport est basée selon des clientèles spécifiques;  
Les gestionnaires doivent investir temps et énergie pour assurer la viabilité et la pérennité de leur organisation.

### **Service offert**

L'ATCRQ peut vous accompagner dans l'identification et la demande de financement. Le travail peut se faire directement avec l'organisation de transport, avec la MRC, un agent local ou le coordonnateur régional.

## Session B: Operational issues

Speaker: Bob Proulx.  
Transit Eastern Ontario



(Image taken from PowerPoint Presentation)

Transit Eastern Ontario or “TEO” operates in the Following Municipalities:

- North Glengary
- North Stormount
- Village of Casselman
- The Nation Municipality

The system started with 5 buses and now it operates a fleet of 9 buses.

TEO’s Mandate:

- Reduce Greenhouse gas.
- Area of coverage 1823 km sq
- Serves population of 30,000 of which 4035 are daily commuters
- November 3, 2008 the system began operation
- It acquired 121 monthly passengers from a pre-existing transportation system

Bob Proulx started his career with Capital Coach.

He operated the Beacon Hill Bullet from 1971 to 1974 because Ottawa Transportation Commission did not want to serve the area. That service started with 2 buses carrying 63 people. The system used school buses. After 6 months the transit service grew to carry 700 people with 13 buses

**Note:** The National Film Board made a film about it called “*A Bus For Us*”.  
The Beacon Hill Bullet was the First express service in Ottawa.

In 1974 City of Ottawa expanded and took over the service. Bob Proulx then worked for OC Transpo from 1976 – 2008.

At that time many people were using photocopied bus passes and OC Transpo was losing a lot on money because of the use of counterfeited passes. Therefore, OC Transpo needed a **copy-proof** pass, which he designed. This saved OC Transpo lots of money.



He also worked as a fare inspector.

Bob Proulx now works at TEO.

The TEO Transit system *was originally designed to expect passengers to adapt to it*, however, it is evident that the system functions more efficiently *if the system adapts to passenger needs*. The TEO transit service uses the Ottawa Transitway to come into and out of the city of Ottawa. Downtown Ottawa and Downtown Gatineau (Hull sector) are the main destination for morning commuters.

Bob Proulx. Said that he “loves” Park and Rides. “Best thing going”.

TEO also does Transit promotions to attract new customers. Once a month they have “Free Ride day”. People try the service. They like it and become a customer. If a bus seat is empty ANYWAY, why not use it for promotion? **TEO also puts flyers in resident’s mailboxes. TEO does not do Newspaper ads.** Bob Proulx finds that people don’t read ads in papers.

**Passes: He changes pass designs every year** since that eliminates use of a copied and modified pass from the year before. i.e. Using an October 2007 pass in October 2008 without changing the pass design is asking for fraud.



(Image of TEO Transit pass taken from PowerPoint Presentation)

By changing the design on a frequent basis, the chance of fraud is greatly reduced. i.e. less chance of a photocopied passes being use on the system.

**Price for transit:** There is a graduated fare depending on distance travelled. There is both a Pass as well as a ticket system.

#### **Scheduling and passenger work hours.**

There is an early and late bus to serve flexible work hour/week people.

#### **Money/Funding:**

- Need more passengers to generate more revenue.
- Dedicated gas tax funding program for public transit from Ontario Government
- Federal income tax credit for public transit 15%

- Municipal contributions
- Current revenue from pass and tickets
- SD&G Community Futures Development Corporation
- Prescott-Russell Community Development Corporation.

### TEO's Future

There is a plan to add Commuter rail in collaboration with local feeder bus service.

TEO is confident that they can do: Alexandria, Maxville, Moose Creek, Casselman, Limoges, to Ottawa in 41 Minutes.

Their long term Goal is: Downtown Alexandria – Downtown Ottawa in 60 minutes.

**Which means people will be able to get to downtown Ottawa from Alexandria faster than people from Kanata can get to downtown Ottawa.**

*Funny item:* One of the drivers places laundry strips under all the seats in order to make the bus smell fresher each morning..



(Image taken from PowerPoint Presentation)

**Second Scheduled Speaker:** James Allen former Manager of Ottawa Central Railway.

**David Watts** did the presentation since James Allen was not available.

David Watts was part of last year's **Rail Day** that demonstrated rail services from Pembroke to Ottawa. David explained some of the Day-to-Day operations of a railway service that need to be done in order to provide a successful Transit service:

**Number one mandate: Safety!**

Ottawa Central was noted for its safety operations as well as its promotions of *rail safety* and they promoted this during their open houses at the Walkely Rail Yards.

**Some of the requirements to operate a commuter rail service:**

***Note: All these things have to be done every day!***

- General services.
- Coffee?
- Newspaper services
- WiFi?

All of these things are small, but they all need to be done to make it more enjoyable for the transit user:

- Park and Ride lots are illuminated and safe;
- Cleaning the coaches for daily uses;
- No litter on seats or floors, and interiors are washed;
- Intercom systems are checked;
- Doors are checked;
- Engines have to be fuelled;
- Level crossings are cleared of snow in winter.

This line (Pembroke – Ottawa) needs to be used for Rail Transit since if there is no use it could be lost since CN has put it up for abandonment, (*among other reasons, including freight access needed by shippers. H.G.*).

There is currently 1 train a week on the Beachburg Sub at this time.

### **Their Process.**

- Get Freight running first.
- Then passenger service with special tourist and excursion runs.

**Class 1 legislation allowed Main Lines to divest itself of short lines since their business model is based on LONG line services. This opened up business for short lines. But plant closings caused short lines to lose business.**

**Taxes: If rails are removed, then the owners of the ROW do not pay taxes. That is (*one reason*) why rail gets removed.**

I (Michael Kostiuk) asked whether there was any concern about rail lines and former rail corridors being lost through the actions of local and provincial government. I mentioned the former Carleton Place rail corridor that the former Regional Municipality of Ottawa-Carleton purchased for a future transportation corridor has a serious problem, since the new Highway 7 overpass that is being built across this rail corridor is too small for rail vehicles to pass under. It was generally agreed that this should not have happened and when things like this happens it makes it extremely difficult if not impossible to get rail services put back in these corridors. Therefore, everyone has to be diligent to make sure that we don't lose access to the remaining rail lines and former rail corridors for rail based transit services.



Old and New Overpass on Hwy 7



New Overpass (culvert) on Hwy 7 (M. Kostiuk Photo)

**Closing Plenary: Action Oriented.**

Facilitators: Louise Donaldson and Harry Gow.

Closing Remarks. Harry Gow.

To view all documentation [www.transportpontiac-renfrew.ca](http://www.transportpontiac-renfrew.ca)



A Transit bus from 417 Bus Lines

**The organisers wish to thank the Mayor of Smiths Falls, Dennis Staples, for the work he did to get and have organized the facilities at the Golf Club.**

Rural Transit Symposium for Eastern Ontario and Western Quebec. Nov 19, 2009.

Thanks also to Marie-Eve LaRocque of RDÉE and Brittany Morin of SADC Pontiac who were mainstays of the organisation. Mary McCuaig of TEO handled registrations and the books. Louise Donaldson of SADC Pontiac co-animated the sessions with H.Gow.



Some of the organizers of the Symposium



David Jeanes and David Watts outside the Smiths Falls Golf and Country Club