

EDMONTON TRANSIT SYSTEM ADVISORY BOARD
MEETING #1, JANUARY 28, 2013
HERITAGE ROOM, CITY HALL

PRESENT: John Vandenberg, Anand Pye, Christopher Dulaba, Bruce Robertson, Cristina L. Stasia, Amy Mannix, Shannah Sutherland, Izak Roux, Vaughan Hoy, John Hayes, Leanne Landry, Gordon Smith, Stu Litwinowich (ATU Local 569)

ETS AND CITY STAFF: Vickie Gunderson, (Manager, Civic Agency Governance, Office of the City Clerk), Ron Gabruck, (Director of Operational Support), Dennis Nowicki (Director of Community Relations), Vicki Luxton (Recording Secretary)

1. CALL TO ORDER

- V. Hoy called the meeting to order at 5:30 pm.

2. REVISED BYLAW PRESENTATION (SIMPLIFIED) (V. GUNDERSON)

- **Highlights:**
 - V. Gunderson went over the suggested amendments to Bylaw 12454 document from ETSAB. This amendment document was distributed to all members.
 - These amendments summarize the discussions held December 4, 2012 with Anne Kaplan, City of Edmonton lawyer, Vickie Gunderson and Sheila McDonald of the Office of the City Clerks, Vaughan Hoy, and Vicki Luxton and Dennis Nowicki from ETS.
 - Section 9(3) – Suggest the maximum term for a Chairperson be two years.
 - Section 10(1) – Approval of the annual work plan should not be in the bylaw as this is something that Council will add to the policy for all Boards. The Office of the City Clerk (OCC) wants Council to be approving work plans but how often does Council approve work plans? Annually or after each Council is elected?
 - Section 10(5) – The Board's website does not belong in the bylaw. Again, Council wants consistency among the Boards so communication will be in the policy for all Boards.
 - Section 11(d) - On-going concern regarding ability to access reports early. This is procedural and not policy or a bylaw. Council has approved that reports can be released early but Council needs to identify which reports need to be released early. Our legislative area is working on this to have Council do something on this matter but will probably not happen before the election. One difficulty is how we let the Boards know when these reports have been released early, when they are available, and which reports do the Boards want released early. This is something that OCC needs to work on with Administration.
 - Section 11(f) – The Board will not always use the recording secretary at their subcommittee meetings is also procedural but all regular meetings have to have a City employee in attendance.
 - Section 10(1) - The names of the Standing Committees are not mentioned in the bylaws anymore as the name and number of Standing Committees change

frequently.

- Section 14(1) – The Board may submit a budget for training and development. The support for the Board is always through the City Manager. The Board does not have their own budget and are supported by the Department, and it is up to the City Manager to make sure that the Board has effective support. So if there are any concerns about support, the concerns would go to the Department and then to the City Manager.
- Section 15 – Include that the Board shall not negotiate with any business... There are a number of wordings in this bylaw that try to restrict what the Board does and the lawyer's thoughts are that OCC does not do bylaws to restrict them, but to present what the Board's mandate is. If OCC puts in everything that the Board cannot do ETSAB's bylaw could be long and still miss things. These bylaws are intended to say what the Boards are intended to do.
- Questions/Comments:
 - (LL) - *It appears that the OCC is watering down a lot of the bylaw and taking a lot of things out so you are stating that our bylaw is telling us what we can do but really it is not. Because a lot of these things you are telling us are instructions going into a policy or procedures document?* (VG) So much of that is this particular bylaw structurally has not changed much since 1994 when the Board was established. Today there is a different way of thinking of the bylaws. Back then the bylaws were coordinated by each Department and the Departments are trying to make it very clear what the Board's job is and what the Department's job is. That should never have been the intent of these bylaws. Better clarity is required for the Boards but that clarity as far as procedural should be in policies and not in bylaws. Bylaws should say this is what you do and the policies help to guide you as to how you can do it. *Are there policy documents that need to be drafted?* Yes, right now we are looking at the five governing policies that Council has and putting them all together. Three have to do with appointments, one with reporting, and the other is classification and Council member appointments. They need to be all consistent and the gaps filled in. All this must be done before June 2013.
 - (JH) - *You do not want to limit what the Boards can do by writing into the bylaw so if you look at Item 5 that is being proposed it says to provide fiscally responsible advice and recommendations on issues relating to public transit to Council, and as far as I can see that is everything that we can do and I have a concern that in the old bylaw we were given tools to do that. For example, Section 11(4) referenced open houses and public meetings, and it gave us tools to find information and I am wondering if there is not a gap. There is no evidence in here of one word like research which would allow us to do this, because you said if it is not in the bylaw then we cannot do it.* (VG) So we do need to make sure that comment is in there. Some of the editing that the lawyer has made may be too much, but we also know that our Administration is fully aware of what policies are in place and the public involvement policy that applies to Council committees. What we are trying to do here is provide consistency and it is going to go along with the interpretation. Our job after this point will be to ensure that everybody has the same interpretation. It is going to take some training of Departmental staff and more one on one with each of the Boards. *So what I hear you saying is that although it is not in the bylaw the Board will be empowered to*

do things through policy documents and training. Yes and your work plan. The policy will start guiding you in the work plan so the Board can determine what they want to do and your Administration will do a side by side comparison to see how this is going to be supported. Who will be giving us the guidance to what is in the work plan? It will be in the policy like a template. For your work plan, what do you want to do, how do you see yourself doing it, how does it meet Council's vision and strategic plan and for Administration how is it going to be supported. What is the cost to support this work plan?

- *(BR) – You are talking about a lot of things that this Board spent a lot of time on and now you are telling us that all of that is going into policy and procedure documents. Do we have to do those procedure documents? When I thought about coming onto this Board I went onto the City of Edmonton website on ETSAB's page with a link to the bylaw and read the bylaw, and the bylaw gave me as a prospective applicant a clear idea of what the board was going to be doing. This provides none of that, less clarity so will there be links on the website to procedural and policy documents to help people learn about ETSAB? (VG) For people who want to serve on the Boards the most relative document will be the work plan. So the work plan will say this is what Council has agreed to and what the Board is looking at.*
- *(VH) – The work plan does not tell the Board anything about what its governance or what is appropriate and what is not. The bylaw states governance issues and what is expected. The work plan is going to change every year and that is not going to provide to any of us our role and responsibilities. It does not help new members and general public.*
- *(SL) - The bylaw has changed and it does not speak to what the Board has been doing and what I have been doing on the Board in terms of work. Some could actually say that I am not working under the guidelines of the bylaw so why am I bothering to do the work because you are taking so much away. So what I want to know is under the bylaws is it going to define the policy and the directive so that everyone on the Board can say this bylaw says I go to this policy and perform this kind of work. It almost appears as if a lot of your responsibilities have been gutted. (VG) The main responsibility is to provide sound advice to Council on public transit. So outlining some of the very minutia has not helped any of the advisory committees. We are looking at this as more of a training to help both Administration and the Board understand what is meant of providing advice to Council about your particular mandate. Providing advice to Council about public transit that is your ongoing mandate and what it is should be a negotiation between you and your Council of what that means each year or a term of Council. We understand that Council will determine their priorities after the next election and how can these Boards fulfill our priorities, how do they fit.*
- V. Gunderson went over the bylaw document again highlighting details to the Board members and showing what the bylaw would look like after these changes are made.
- V. Gunderson suggested that the Board members can take this documentation away and think about what questions they may have and over the next two weeks the members could send in their questions to the Board Chair then send them to V. Gunderson and she can come back in February if the Board would want that.

○ Questions/Comments:

- (JH) – *Who do you envision will draft and finalize: 1) policy and government documents that are not in this document and 2) the ETSAB work plan?* (VG) V. Gunderson is drafting the policy and working with a consultant, and it will be finalized by Council. OCC is hoping by the end of March we will have the policy drafted and it will go to all of the Boards. The Boards will have a month or so to look at the policy and provide any feedback, and then hopefully finalize it by the end of June. The work plan is developed by the Board. *It does not say the Board draws up the work plan themselves. So if we are governed by this document then it really ought to say at the very least even if it is in the bylaw that the work plan is generated by the Board in some way.* I hesitate putting the work plans into the bylaw right now because we do not know what Council's wishes are. Council did direct each of the advisory committees to come back with a work plan. When they are looking at this in a broader context, especially as an activity that happens after each election, for them approving the work plan is the direct relationship that the Board has been asking for. So we believe Council will be on side with that but it will be the governing policy for all Boards that states this.
- JV) - *He is angry that ETSAB members collectively have spent many, many hours telling OCC what this Board wants. We have met with you on numerous occasions and you have gone out and written your own bylaw basically saying to our requests either no it does not belong here or should be in some policy document. We have no idea what the policy documents are based on your prior record of some engagement and I do not have any confidence that this is going to be honoured. I am really wondering what we wasted the last year and one half on if you go ahead and write something that is in no way shape or form reflecting any of our feedback. So why do we have these discussions?* (VG) The one thing that we caution Boards with is doing that intensive comparisons of their bylaws and it is not up to the Boards to write bylaws nor do we expect Board members to have the expertise based on what should be in a Council established bylaw. I know that you have spent a lot of time and for Boards to start wordsmithing bylaws, especially when they are a very old bylaws that do not abide by current standards, it is very unfortunate but we cannot stop the Boards from doing the micro-management that they should not be doing. *Do you think we were micro-managing?* As far as writing bylaws, municipal bylaws to establish a Board we have very few people in the corporation that can do that. *I can only speak for myself and have never written a bylaw. What I tried to do is say based on my understanding of how things should work being on this committee for six years, these are things I would like to see in the bylaw. I would hope given the mandate by Council to work with this Board to revise the bylaw that OCC would not completely disregard our comments and write their own bylaw. And it seems to be that this is what they have done. So that is where my anger is and I am just speaking for myself. We all work full-time, have families, jobs and volunteer requirements, I really do not have any more time to devote to this if seemingly you are just going to throw out whatever input we have. We are not trying to micro-manage and not saying this is the way it should be. We are trying to say these are some ideas we have and I think it is reasonable*

that some of those ideas would be incorporated and none of them are and that irritates me.

- *V. Hoy added that this Board spent a year and a bit going through a process that we were asked to do by OCC and Administration. D. Nowicki and V. Luxton also spent considerable time going through this with us. It was not about writing the bylaw but it was about the Board clarifying what was in the existing bylaw which we felt should go or be expanded. When we met with the lawyer and to some extent I can agree with the lawyer there was a number of issues from a legal perspective that would hamper and work against the Board that could go or be simplified. At the same token this Board has not tried to write new bylaw nor micro-manage but have actually gone through a long drawn out session that took our focus off a lot of other things over the last year, so I do not understand how it disconnects? (VG) We understand what the Board wants in the bylaw but they are policy issues. The Board will see the changes in the policy. Whether you would like to see the policies first would be fine and the OCC can delay the bylaw until you see what is in the policy. I think that would be helpful. I think a piece that did not get communicated clearly enough so everyone could see the picture from your side of the City going through this process of cleaning up Board's bylaws it became evident to Council that they actually needed policies around these. That I do not think was actually on the table when we started this exercise. I fully appreciate this because the policy is going to be huge as the structural part has not been in a policy before. This Board is going to want to have a committee structured for this and will need to have further discussion on this. I want to echo the Board's sentiments we do not want what is in our Work Plan for 2013 to be completely sucked up and put to the side to work on the bylaw again this year.*

3. SPECIAL SECURITY PRESENTATION (R. GABRUCK)

- **Highlights:**

- As requested by the Board, R. Gabruck came this Board meeting to talk about the tragic and unfortunate incident that happened on one of the LRT trains on December 28th.
- **Brief Overview of the Event:**
 - 1:43 pm, the train was leaving Stadium LRT Station when the first individual, later identified as J. Newborn, boarded the train. The train is moving north towards Clareview.
 - At Coliseum LRT Station J. Newborn moves to get off the train when he recognizes another individual boarding the train who was determined to be the victim in this matter, J. Hollar.
 - J. Newborn immediately approaches J. Hollar and begins to beat him.
 - The train is now leaving Coliseum Station enroute to Belvedere and about one minute into the run the fight erupts and the motorman becomes inundated with a series of alarms. When you press any number of alarms on the train (yellow strip) it queues up the intercom and queues up CTV system in the cab of the motorman's compartment, and he becomes aware of what is going on in the car. A handout of Edmonton Transit LRV Passenger Emergency Systems was given to all ETSAB members.
 - Mr. Newborn is a very large individual so the passengers on the train are

- very intimidated by this individual.
- The motorman immediately is expected to find out more information about the emergency which he can see on the camera.
 - If a person pushes the alarm and they are at the front of the train, the camera goes to that person and the motorman talks to that person.
 - If a person pushes the alarm at the back of the train, it will override the first push on the alarm and go to the person at the back of the train.
 - The motorman does what he is suppose to do which is alert the Control Centre and moves the train to the next station, and Control tells the motorman to stop at Belvedere Station.
 - The motorman stops, opens the doors and the normal dwell time at the station is eight to ten seconds.
 - In this particular case with the fight occurring, the train dwells at the station for approximately 30 seconds.
 - In the meantime, Control is in a situation to determine the next course of action. The motorman and Control are not aware as to the seriousness of this altercation. What they do know is that at Belvedere Station there is a freight train that is blocking the track for approximately ten to fifteen minutes, which means there is a considerable amount of traffic backup around Belvedere Station.
 - Control knows that eight security officers are on the system, four of which were doing a fare enforcement blitz at Churchill Station, two more officers were removing a drunk on the train and transporting this individual to Police, and the other two officers were free.
 - That free unit was dispatched and got on scene within ten minutes, which under our protocol is a reasonable response time.
 - Control is now on the telephone to the Police and the Police, tell them that they have a unit close to Clareview Station and can be there within moments.
 - Now the dilemma, Control knows there is help within three minutes down the track unobstructed, and we know it will take at least three minutes or more for help to get to Belvedere Station by the time Police are dispatched and get through traffic to get to Belvedere Station. One thing the ambulance will not attend the scene unless there is a peace officer on standby - they do what they call “staging”, and for safety they will not rush in.
 - A decision was made through the Control Centre in the interest of the safety of the individual to carry on to Clareview knowing help was there in three minutes.
 - The train did this and upon arrival at Clareview Station at 1:54 pm the Police were on the scene. A transit inspector, who saw a person come running off the train, trusted his instinct and apprehended this individual with the Police’s help.
- Policy:
 - In events such as this Policy says to go to the next station and motorman will stop and open the doors and await direction from Control.
 - Control’s direction is to assess the situation in hand and use their best judgment with their experience and give direction to the motorman. That is what occurred.
 - Media Fallout:
 - On December 28th ETS gets a request from EPS that they are about to do a

news conference on the arrest of Mr. Newborn. EPS asks ETS if we would like to attend. Typically ETS does and the reason for this is to answer questions from an ETS perspective. ETS sought advice from the media relations staff who briefed R. Gabruck before going into the news conference. For the most part G. Gabruck thinks ETS answered the questions clearly.

- ETS has reached out to the family through the detective.
- The City and ETS are trying to determine what the proper protocol is for dealing with families that suffer a loss on our system. Because of FOIP requirements) ETS is very limited in the information that they get and are very limited to what ETS can say.
- Major Incidents on ETS System:
 - With a major incident such as a death ETS always does a debrief as a transit system. What ETS looks for is: what worked well; what needs improvement, and any recommendation that comes from this. This is going on right now. ETS is looking at the alarms and there is a reason they are set up as they are.
- Summation:
 - In any transit system there are all these polarities. There is a need for security and not just the need for reliability, affordability and convenience.
 - Typically the perception of safety and the actual statistics around safety depends on where you are riding and when you are riding. ETS is working on strategies to counteract misconceptions through education and marketing.
- Comments/Questions:
 - *Would the outcome have been different if ETS had more security officers employed on the system?* No, as this was not a random attack. It could have transpired anywhere in the City where these two individuals' paths came together.
 - *Do you recommend intervention from the general public?* No.
 - *Do you do a psychological profile of the offenders once they have been arrested?* In this instance, as will bear out in time, this individual had a rather unfortunate background. *How many incidents have you had on the system in the last year that constituted intervention from the peace officers?* ETS has 56,000 calls per year and to the level of this, very rare maybe three to five. *Out of the sixty peace officers that you have on staff do you have an ongoing system that reviews incidents that have incurred in the last twelve months in the general criminal element?* We have a vigorous training program and these types of incidents are diarized and followed up. *What would you like ETSAB to do to help ETS Security out with respect to what has happened?* Number one is your understanding to a horrible event that is rare, and secondly an understanding on how comprehensive our programs are and your support.
 - *Other than the ongoing training and small tweaks do you see any significant changes to systems or policy because of this one incident?* We work hand and glove with EPS and more and more they are getting the point that ETS needs them out on our system and their support.
 - *Does the Control Centre have control over the cameras on the trains?* There is not a feed from the cameras inside the trains to the Control Centre as yet.
 - *ETSAB members thanked R. Gabruck for his presentation.*

4. BOARD ELECTIONS FOR 2013 CALENDAR YEAR

- D. Nowicki advised members on the available elected positions, and roles of Chair and Deputy Chair.

MOVED: by B. Robertson/J. Hayes to nominate and approve D. Nowicki to
administer the elections. **CARRIED**

Motion
Approved

Chair Election

- D. Nowicki called for nominations for the Chair of ETS Advisory Board for 2013.

NOMINATED: B. Robertson/C. Dulaba nominated V. Hoy

Further nominations were called twice.

NOMINATED: V. Hoy/J. Hayes nominated B. Robertson

Further nominations were called three times.

No further nominations.

V. Hoy agreed to let his name stand. B. Robertson declined having his name stand.

CARRIED: By acclamation, V. Hoy will be the Chair of the ETS Advisory Board for the 2013 term.

Deputy Chair Election

- D. Nowicki called for nominations for the Deputy Chair of ETS Advisory Board for 2013.

NOMINATED: V. Hoy/B. Robertson nominated C. Dulaba

Further nominations were called twice.

NOMINATED: L. Landry/A. Pye nominated J. Hayes

Further nominations were called three times.

No further nominations

C. Dulaba agreed to let his name stand. J. Hayes declined having his name stand.

CARRIED: By acclamation, C. Dulaba will be the Deputy Chair of the ETS Advisory Board for the 2013 term.

- D. Nowicki returned the chair duties to V. Hoy.

Board Process Work Group Members

- V. Hoy called for Rotating Board Process Volunteers for the January 28, February 25, March 25, April 29 and May 27th, 2013 meetings. The Chair and Deputy Chair will attend all the Board Process Meetings.

VOLUNTEERED: L. Landry and B. Robertson for January 28th meeting.
 VOLUNTEERED: S. Sutherland and J. Vandenbeld for February 25th meeting.
 VOLUNTEERED: G. Smith for March 25th meeting.
 VOLUNTEERED: S. Sutherland and J. Hayes for April 29th meeting.
 VOLUNTEERED: J. Vandenbeld for May 27th meeting.
 VOLUNTEERED: G. Smith and I. Roux for June 24th meeting.

Board Process Work Group meets at the end of each regular Board Meeting.

5. **AGENDA REVIEW**

MOVED: by C. Dulaba/A. Pye to approve the agenda.

CARRIED

Agenda
Approved

6. **REVIEW OF DECEMBER 10, 2012 MEETING MINUTES**

MOVED: L. Landry/S. Sutherland to approve the December 10, 2012 minutes.

CARRIED

Minutes
Approved

7. **ADOPTION OF ETSAB PRIORITY PROJECTS FOR 2013**

• **Marketing Standing Committee:**

- Members are C. Stasia, G. Smith, B. Robertson, J. Vandenbeld, A. Mannix,
Chair TBD.

• **Transit Planning Committee:**

- Members are C. Dulaba (Chair), S. Sutherland, L. Landry, V. Hoy, I. Roux, and
B. Robertson. The main items to be discussed in this group:
 - The new Neighborhood Design Guidelines which should be released
tomorrow.
 - The Capital Region Board (CRB) Transit Study may become public but there
is no clear date as to the release of the study.
 - 112 Avenue Road Diet in addition to some of the LRT extensions.
 - P3 Governance Board follow-up.
- C. Dulaba will schedule a meeting this month.

Park and Ride Committee:

- Members are G. Smith (Chair), C. Dulaba, V. Hoy and B. Robertson.
- G. Smith contacted C. Stolte, ETS Manager, and ETS did have a committee that
was looking at parking in general and then it was deferred. C. Stolte stated he
would appreciate some input and a meeting will be called at the Second Cup. C.
Stolte also offered his office as a gathering place.
- There is a parking survey going on with the City at present and downtown
parking is becoming more expensive. The City of Los Angeles is looking at
parking relative to their transportation lines.

• **Zone Fare and Smart Card Committee:**

- Members are A. Mannix (Chair), S. Sutherland, L. Landry, A. Pye, B. Robertson
and J. Hayes.
- Need to have some brainstorming with the members and meetings can be held in

- V. Hoy's office.
- D. Nowicki noted the Committee members are evenly divided between those that have received updates about ETS plans and new members. He suggested that a meeting be arranged with the Committee chair, A. Mannix, and J. Davidson of ETS to obtain a high level update and consider a course of action for the Committee's next steps. A. Mannix agreed with the suggestion.
- **Alternate Transit Modality Committee:**
 - Members are J. Hayes (Chair), I. Roux, B. Robertson and J. Vandenberg.
 - J. Hayes stated this committee would have four to five meetings and outlined the rationale, method and deliverables for this task group which was presented to members as a handout (see attached).

8. **MANAGER'S REPORT (D. Nowicki)**

- **Highlights**
 - **Customer Service Centre (CSC):**
 - The CSC will be moving from Churchill LRT Station to the main floor of City Hall. This will take effect on Tuesday, February 19, 2013. Hours will be from 8:00 am to 4:30 pm.
 - **Information Fair:**
 - This is part of the relocation communication plan for the CSC and will be held on Wednesday, March 6 in the City Room in City Hall from 10:00 am to 2:00 pm.
 - Would ETSAB like to have a display at this event? Get back to D. Nowicki by Thursday morning.
 - **2013 Fare and Service Changes:**
 - These changes come into effect on February 1, 2013 with exception of the AISH monthly and Seniors' annual pass which come into effect March 1, 2013.
 - **CNG Buses:**
 - Two buses are available for book-out starting this week. They look the same as the regular buses except for some skirting on the roof area.
 - **Donate A Ride Campaign:**
 - This campaign ends on January 31, 2013. You can make your donations on-line, drop off donations at the Churchill LRT Station kiosk on platform level, directly to United Way, or ask the operator for an envelope to place in fare box.
 - **December Ridership:**
 - To the end of last year ETS had ridership 82,754,242 which is an increase 3.06% over ridership 2011. Collected almost \$108 M in fare revenue, an increase of 6 per cent.
 - **University and Grandin Escalators:**
 - All the escalators are out of service in Grandin and two out of ten are currently out of service at University Station. Elevators continue to be available. As part of the annual inspection of the escalators at Grandin and University the maintenance contractor discovered a number of cracks developing in the escalator steps in all four escalators in Grandin and two at University. At both of these stations the escalators are of the same type. Replacement steps are on order and the yellow striping on

the steps will need to be added. ETS is hoping arrival of steps will be in February and because of the number of steps involved it is expected the escalators will be out of service for a period of time.

9. **INFORMATION SECTION**

- ATU Local 569 Report (S. Litwinowich)
 - S. Litwinowich stated that the unveiling of the Edmonton Civic Employee Charitable Assistance Fund wrapped bus was held at City Hall, on November 29th and was a great success.
 - Recently the Edmonton Civic Employee Charitable Assistance Fund funded \$100,000 to the Edmonton area Children's Wish Foundation.
 - Funded the Fire Fighters annual Muscle Dystrophy Alberta camp for families for \$26,000.
 - Consistently work with the University of Alberta and recently they asked for \$250,000 for islet research and Edmonton Civic Employee Charitable Assistance Fund funded them \$125,000.
 - Graduate students for 2011/12 were also funded.
 - Will see ATU Local 569 in the media working actively on G3 support.
- Annual Report (D. Nowicki)
 - ETSAB needs to take this to TC in the month of March. Therefore will need your report done sometime in February. The annual report basically captures activities and accomplishments in 2012, including the number of meetings you had, task groups and presentations. This year you had the approved work plan for 2013 so should make a comment on that. Any other key initiatives should also be highlighted in the report.
- Transit Centres and Amenities Report (D. Nowicki)
 - This report was sent to members prior to the Retreat. It is pretty comprehensive with a lot of material contained in this report. It gives a good overview of the type of work that is being done by ETS. D. Nowicki thought this was a valuable exercise that ETSAB and ETS has done together.
- Approval of 2013 Meeting Schedule
 - This schedule needs to formally adopt this.

MOVED: by J. Hayes/A. Pye to adopt the 2013 ETSAB Meeting Schedule.

CARRIED

Motion
Approved

10. **TOPIC(S) OF THE NIGHT**

- Introduce ETSAB's new executive.

10. **MEETING DATES**

January 19, 2013
~~January 28, 2013~~
February 25, 2013
March 25, 2013
April 29, 2013

July 22 (3rd Monday), 2013
August 26, 2013
September 30, 2013
October 28, 2013
November 13 (Wednesday), 2013

May 27, 2013
June 24, 2013

December 16, 2013
January 18 (Saturday), 2014

MOVED: by B. Robertson/A. Mannix to adjourn the January 28, 2013 ETSAB
Meeting at 8:00 pm.

CARRIED

Motion
Approved

Next meeting: Monday, February 25, 2013 in the Heritage Room, City Hall