

construction costs; 75% of costs for transit studies and demonstration projects. Three cities participated in the 1975-76 and 1976-77 fiscal years. Expenditures were \$336,291 in 1975-76 and \$203,250 in 1976-77.

Alberta has committed approximately \$400 million in urban transportation assistance to its cities between 1974 and 1984. The Alberta Department of Transportation initiated a number of six-year programs in 1974, providing assistance to Alberta cities. Included are: research assistance totalling \$9.6 million for studies on public transportation, inter-urban transportation and demonstration projects, among others; public transit capital assistance totalling nearly \$96.8 million; deficit subsidies for operating public transit systems, which will total approximately \$21 million over six years; and railway relocation study assistance funds, added in 1975, equal to 50% of the federal government's contributions to approved railway relocation study projects.

On July 6, 1976 the Minister of Transportation announced a new program of assistance to be initiated in 1977, continuing until 1984. This will provide, as the initial input of funds, a minimum of \$160 million to assist Alberta cities in planning and constructing one major continuous roadway through each city. Edmonton and Calgary were the first cities eligible.

Studies assisted by the research program include a major Surface Transportation Noise Attenuation Study at a cost of over \$400,000 involving evaluations of social, psychological and technological effects and ways to reduce roadway noise. The research program is providing \$300,000 toward Edmonton's study of transportation for physically disabled adults. The cost of this project is being shared by Alberta Transportation, Transport Canada's Transportation Development Agency, and the city of Edmonton. A third project being assisted deals with urban transportation signs. Undertaken jointly by Alberta Transportation and the cities of Calgary and Edmonton, it is designed to develop uniform guide and information signs and route identification in Alberta cities.

British Columbia. In 1975, the expansion of bus services in Greater Vancouver continued. A network of Fastbus and Localbus routes was inaugurated throughout Surrey, Delta and White Rock, and a new crosstown service along 49th Avenue launched in Vancouver. In the Capital Region, a new Fastbus route was started in Victoria and suburban services previously provided by commercial operators assumed and expanded southeast of Victoria and along the Saanich Peninsula. Modifications were made to other services including Town and Country Buses serving the lower Fraser Valley. Five small city systems joined the provincial program: Kamloops, Kelowna, Port Alberni, Prince George and Prince Rupert. Three other cities, Maple Ridge, Penticton and Trail, voted to join.

Delivery of new buses and trolley-buses ordered in 1974 continued; 68 used buses were purchased, and 105 new buses were ordered for delivery in 1976. A temporary bus storage and servicing facility was opened in Surrey. Construction began on two 400-passenger vessels and terminals of the Burrard Inlet Rapid Transit Ferry. Planning of light rapid transit lines in Vancouver and Victoria continued and a light rail vehicle was purchased for demonstration in 1976. A study of commuter rail service between Vancouver and Port Coquitlam was undertaken and four used diesel powered passenger cars were purchased.

Sources

- 15.1 Transportation and Communications Division, Industry Statistics Branch, Statistics Canada.
- 15.1.1 Canadian Transport Commission.
- 15.2 Transportation and Communications Division, Industry Statistics Branch, Statistics Canada.
- 15.2.1 Canadian Transport Commission.