

Although prime responsibility for urban transportation lies with the provincial and municipal governments, the federal government has been reviewing its transportation policies in this area and has taken some initiatives in the urban transit field. Transport Canada has established an urban transportation research branch to develop and demonstrate improvements to traffic management and public transport.

The demand for adequate transport facilities in urban areas has placed a heavy financial burden on municipalities. Provincial cost-sharing programs which have assisted in meeting the capital and operating costs of transportation systems in urban areas have until recently been strongly oriented to freeways and roads. Several provinces are now shifting the emphasis from highway construction toward transit planning and construction.

**Newfoundland** does not have a current program related to urban transportation problems although considerable work and planning have been carried out to improve access to, from and across St. John's. The St. John's harbour arterial road was expected to be completed in 1979 and work on a cross-town arterial road, started in 1977, continued in 1978. The city is served by a bus system subsidized by the provincial government at \$4 per capita of the city population. No federal financial assistance is received but discussions are ongoing at the federal level related to future urban transportation requirements.

**Nova Scotia.** In early 1978 the province was carrying out railway relocation studies in two major urban areas, Truro-Colchester and the city of Dartmouth. These studies, undertaken as tri-level ventures, were designed to introduce solutions to auto-rail conflict problems and core area development.

In June 1977, the municipal affairs minister announced that the Nova Scotia government would provide \$12 million for urban transit over the next five years, including 50% of the capital cost of transit equipment, a per capita grant up to \$3 toward shared operating deficits and 100% of the cost of approved demonstration projects and transit studies. The federal urban transportation assistance program announced in October 1977 would add \$8.3 million to the program over the next five years for a total of \$20.3 million, the most ambitious transportation program in the Atlantic region.

**New Brunswick.** The NB six cities public transit study, completed in 1976 at a cost of \$150,000, reviewed existing systems and recommended plans for each city: Saint John, Moncton, Fredericton, Bathurst, Edmundston and Campbellton. Funding was by the federal regional economic expansion department and the province. Early in 1978 the province implemented a policy of grants to the municipalities for capital projects, where these projects also received federal funds under Transport Canada's urban transportation assistance program. Urban transit deficits in Saint John, Moncton and Fredericton were paid by the municipalities with help from the province's program of unconditional grants to municipalities.

**Quebec** is developing an integrated multi-mode urban transportation policy. A program of aid for public transit was introduced in 1975 to encourage an alternative to individual transportation. The Quebec government, through its transport department, would pay the full cost of studies on setting up or improving public transit systems and would subsidize 30% of acquisition or improvement costs to transit corporations or inter-municipal groups, for vehicles manufactured in Quebec. To obtain these on the best possible terms, the department consolidated bus purchases for transit commissions over five years and prepared a tender call for the purchase of 1,200 urban transport buses. It subsidized operating deficits of public transit systems at rates of 45% to 55% depending on the utilization rate of each system. In medium-density areas where the quality of service must be upgraded, municipal corporations could be set up. Where such a transit corporation took over a system, the Quebec transport department could pay up to 33% of takeover costs.

On this basis government subsidies, which totalled \$85.6 million in 1976, exceeded \$125 million in 1977, including \$3 million for transportation of the handicapped. To increase the viability of urban transit, the government promoted the integration of