

as part of a broader clean air agenda. Also, Canada has phased out lead in gasoline and supports the elimination of lead in gasoline worldwide.

At the municipal level, the FCM is committed, among other things, urging municipal governments to

- adopt policies that favour public transit over private automobiles
- review their transportation policies with a view to shifting to environmentally friendly modes of transportation
- ensure that infrastructure required to support alternate modes of transportation, such as walking and cycling, is adequate.

Many Canadian communities have embraced sustainable development concepts within municipal and regional plans. These plans, developed in consultation with local stakeholders, aim to mitigate environmental impacts associated with urbanization, including transportation. Housing types and residential patterns that reduce land requirements and facilitate the use of more sustainable modes of transportation are encouraged. Improved long-term planning and

Partners for Climate Protection

Partners for Climate Protection communities are encouraged to

- *profile and forecast energy use and emissions for municipal operations and the community*
- *establish a reduction target—preferred targets are 20 percent and 6 percent greenhouse gas reductions from municipal operations and the community, respectively*
- *develop and finalize a local action plan to reduce emissions and energy use in municipal operations and the community*
- *implement the local action plan*
- *monitor, verify, and report greenhouse gas reductions.*

See <http://www.fcm.ca/newfcm/Java/frame.htm> for more information on *Partners for Climate Protection*.

Canadian Cities: Funding Sustainable Transportation

The Metropolitan Transportation Agency, created by the province of Quebec in 1996, is a provincial agency that coordinates the planning and funding of public transportation in the Montreal region. The agency receives revenue from a dedicated gasoline tax of 1.5 cents per litre collected within the region and a vehicle license surcharge of \$30 per vehicle in the region.

In 1999, the province of Alberta approved an arrangement for funding transportation capital in Calgary and Edmonton that provides funding of 5 cents per litre from provincial fuel taxes collected in those regions. Calgary and Edmonton have integrated governance structures that allow them to plan and implement sustainable transportation policies on a comprehensive basis.

In 1999, the Greater Vancouver Regional District (GVRD) and the Province of British Columbia created the Greater Vancouver Transportation Authority (TransLink) to provide transit, funding and coordination of major roads, transportation demand management, and the motor vehicle emission testing system known locally as AirCare. TransLink has access to a number of transportation-related revenue sources, including fares and a share of the existing provincial fuel tax (initially 8 cents per litre and rising to 10 cents per litre by 2005).