

*Oral Questions*

**Mr. Lang:** Mr. Speaker, the answer was that in a preliminary way I was satisfied. I would want to be more fully satisfied before making a formal reply.

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**TRANSPORT**

## FUNDING OF URBAN TRANSPORTATION SYSTEMS

**Mr. David Crombie (Rosedale):** Mr. Speaker, my question is for the Minister of Transport. The hon. gentleman will recall that in Toronto in 1974, at the Toronto Dominion Centre, the Prime Minister announced a major promise with respect to funding urban transportation systems in the order of 25 per cent of capital funding. The hon. gentleman will also recall that in 1975 a further commitment and a reiteration of the commitment was made by the then minister of transport, Mr. Marchand, and in 1975 the Canadian Federation of Municipalities indicated that they wanted that commitment carried out. Finally, in 1977—

**Some hon. Members:** Order.

**Mr. Speaker:** Order, please.

**Mr. Crombie:** Mr. Speaker, all the municipalities of this country are waiting for the answer.

**Some hon. Members:** Hear, hear!

● (1432)

**Mr. Crombie:** Were these hollow promises, or does the government intend to live up to its commitment to support the urban transportation systems of this country?

**Hon. Otto E. Lang (Minister of Transport and Minister of Justice):** Mr. Speaker, the long premise of the question contained reference to a number of statements which I might have some doubt about and which I might want to check.

**Some hon. Members:** Oh, oh!

**Mr. Lang:** The hon. member has already fallen into two traps of his colleagues, new as he is: one is not to give notice when he is going to refer to statements that go back three or four years; the other is to put a preamble to a question which ordinarily should not be tolerated in the question period.

**Some hon. Members:** Hear, hear!

**Some hon. Members:** Shame!

**Mr. Lang:** In addition, it would be well known—and should be well known even to the hon. member—that a very firm answer has been given to this question, that we had to re-examine our contribution to urban transportation programs in the light of a fiscal restraint situation on the federal government. When we had to cut programs—and we had to cut many good programs across this country in the last three years—within federal responsibility, obviously the first place in which

[Mr. Forrestall.]

we had to exercise restraint was those areas where we were simply spending the money but where the responsibility was clearly that of the province and the municipality. That is what we did. We did not eliminate, but we limited the amount which we would spend. We created the urban transportation assistance program. I am sure the hon. member has known that for a year or so.

**Mr. Crombie:** I am sure the minister is aware that all of the municipalities in this country, particularly the largest municipalities, have major deficits with regard to an urban transportation system. When they do their budgeting, the question they have to consider is whether the government's commitment will be there for capital funding. Will the minister tell the municipalities of this country, and this House, whether there was a commitment to capital funding from the federal government? That is the simple question.

**Mr. Lang:** Mr. Speaker, the simple answer, which has been given for at least a year now, is that the exact amount of our funding available for urban transportation purposes of a broad nature with a good deal of flexibility is—

**An hon. Member:** Zilch.

**Some hon. Members:** Hear, hear!

**Mr. Lang:**—the urban transportation assistance program. A total of \$10 per capita is available on the basis of provincial populations so that there will be equity across this country for all provinces. That fund is available. Beyond that, it is recognized, I think by everyone, that this is a provincial and municipal responsibility. If the hon. member is suggesting that the municipalities have a deficit to face, I trust he also knows that the federal government has a significant deficit to face in its manner of attempting to inspire further growth in the economy. On the other hand, many of the other provinces are not faced with such deficits.

**Some hon. Members:** Hear, hear!

**Some hon. Members:** Oh, oh!

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**AIRPORTS**

## FOURTH RUNWAY AT TORONTO INTERNATIONAL

**Mr. Ross Milne (Peel-Dufferin-Simcoe):** Mr. Speaker, in 1968 the government announced a decision to build a second airport in the Toronto area rather than expand Toronto international to provide additional air facilities. That decision was confirmed a number of times in this House. I now view with alarm reports of a study and proposed recommendation of a fourth runway at Toronto international airport.

Will the Minister of Transport clarify this apparent contradiction and assure the residents of Brampton, Etobicoke and Mississauga that a fourth runway is not in the immediate future?