

re regional transit, for CBC interview, Jan 6/78.

- events 1973: - MAPC proposes regional transit in the Regional Develop. Plan.
- July '75 - fed gov. announces ^{beg} \$100 million plan for urban transit
 - Oct '75 Dart election - candidates support regional transit.
 - Sept '76 - prov. gov. (Glen Bagnell) working on a scheme to cost share / encourage regional transit, to be legislated Spring '77 included in budget
 - Oct '76 - regional transit election issue in Dart - virtually all candidates agree.
 - Nov '76 - MAPC officially endorses in principle regional transit for Metro, to be implemented April 1/78.
 - Dec '76 - Halifax needs new transit garage (\$7.7 million) for 150 buses. Mayor Morris pushes regional transit.
 - Feb '77 - Ottawa drops urban transit scheme.
 - April '77 - prov. gov. budgets some money for regional transit.
 - Spring '77 - MAPC prepares plans for metro regional transit.
 - June '77 - Bagnell announces 5-year ^{\$12 million} scheme for assistance to regional transit, using tri-level money, for Sydney, Pictou & Halifax areas
 - 50% capital + operating costs (per head) deficits
 - Settle + Morris happy
 - Doukas unhappy - left out in the dark
 - June '77 - DTS still losing money - applies for (extra) fare increases (in operation 20 years).
 - DTS ^(Doukas) + Dartmouth agreement of a year or 2 earlier possible for Dart to buy out Doukas.
 - June '77 - MAPC unveils its plans for Metro Halifax \$8.5 million in prov (fed) assistance. Dart would pay 30.8% of operating deficit, Halifax 35.2%, County 14.0%. Capital costs - Dart 21.5%, Halifax 66.8% " 11.7%. Dart would pay \$662,000 ^{\$758,006} in 1978.
 - Halifax " " \$1,378,000 in 1978 (rather than \$1.7 million in 1978 as HTC).
 - County " " \$116,000 in 1978.

Regional Authority would be operating agency.

July /77 - Sir Settle happy, + County Council gives approval in principle, despite some concerns about opting out, costs, + Regional Authority.

- Halifax Council defers consideration until Dartmouth decides ^{uncertain}
 - Dart Council concerned with ^{5 year period} future costs, + effects on tax rates
- August 77 Dart staff report has serious misgivings, both political and economical about MAPC scheme - says deficit could cost \$1 million
- Halifax Council ^{unanimously} gives approval in principle
 - Brownlow supports the plan (he is on MAPC).

August 77 - Dart City Council refuses approved in principle
Asks for independent review.

Sept 77 - Peat Marwick prepares report for Dart.

Sept 77 - Barbara Dart says only option is for
Dart to buy DTS (\$~~850,000~~ ^{850,000}) by 1975 contract

Oct 77 - Peat Marwick report says regional transit
more costly than Dart having its own system
(\$770,000 to \$1 million L \$640,000 per year.

Oct 77 - Brownlow again in favour of regional - long run
benefits (Doubtful).

- Douke wants the \$375,000 subsidy that
Dart could get for regional transit. Otherwise,
DTS will cease operations.

Oct 77 - Dart deferred motion to approve regional transit
(12-2) Hart + Ravenaugh. ^{in principle} Greenough vague

- DTS proposes partnership in regional transit

- Hart presents detailed position paper.

- 3 reports - MAPC, staff, Peat Marwick

- Crawford says he is 'adamantly opposed
to the idea of regional transit...

Oct 77 - Bagnell says all 3 municipalities, or none,
Dart would not get the subsidy if DTS continues

Oct 77 - Fed money available - \$3-5 million (but part
of prov. commitment). - Deadline Nov 23.

Nov 77 - Dart Council asks MAPC for study - DTS +
regional.

Nov 8 - Bagnell asks Dart to stop delaying.

Nov 22/77 - MAPC says no. - too loosely structured

Nov 23/77 (Stewart Drury is secretary of Roypark Ltd, a
firm owned by Douke and to which DTS owes \$300,000)

* Dec 2/77 Dart gives approval in principle to MAPC scheme
(if better financial arrangements are worked out)
- more money for transit demonstration projects

Dec /77 Bagnell threatens no more picking up of Dart firms deficit
(\$150,000).

Dec /77 - deadline of Jan 5 for new buses order (200/21)

Jan 4/78 Dart council passes motions for further studies & negotiations
- with Douke to continue operating on interim basis
- financial subsidies