



TRANSPORTING  
QUÉBEC TOWARDS  
MODERNITY

SUSTAINABLE MOBILITY  
POLICY - 2030

# ACTION PLAN 2018-2023

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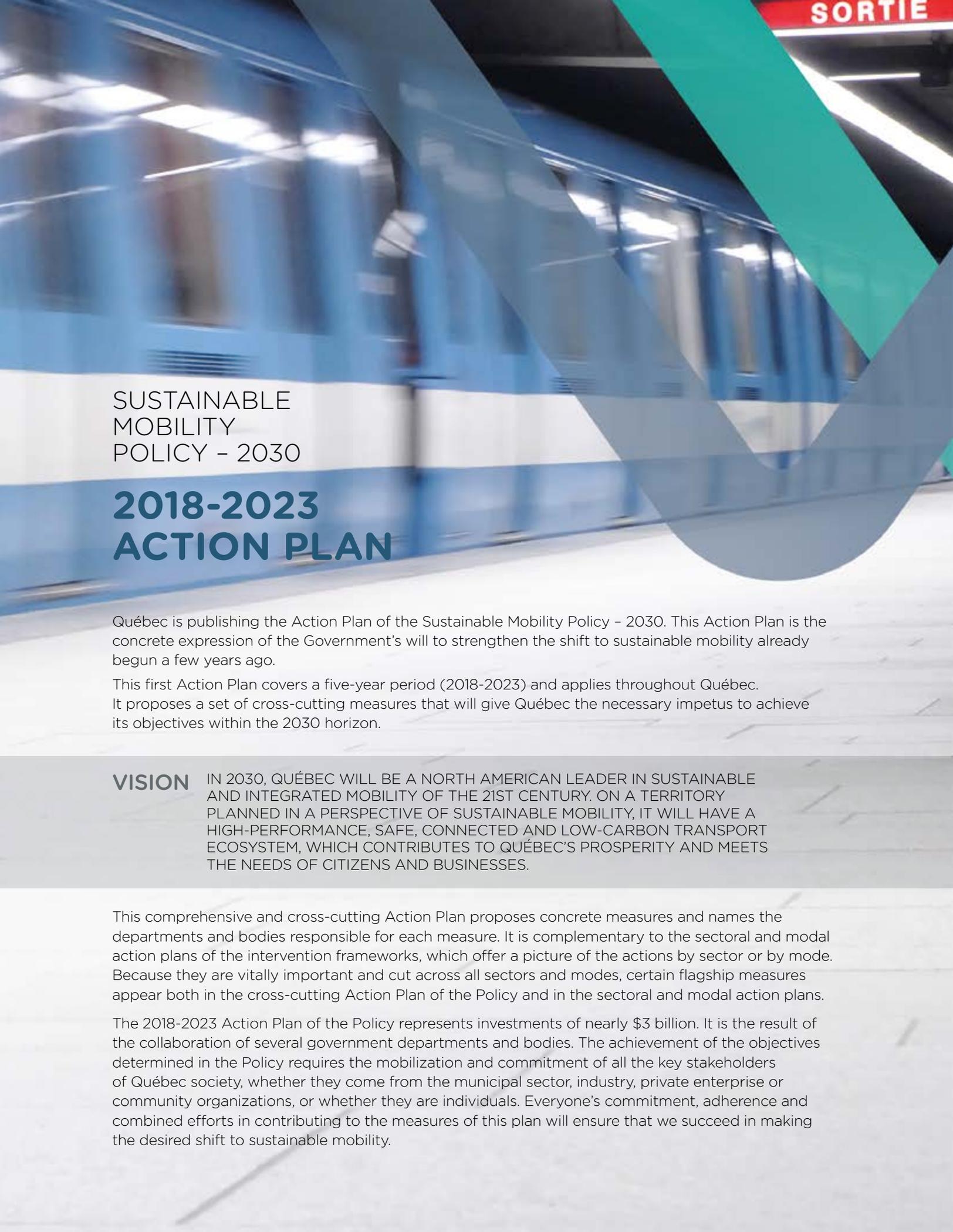
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## SUSTAINABLE MOBILITY POLICY – 2030

# 2018-2023 ACTION PLAN

Québec is publishing the Action Plan of the Sustainable Mobility Policy – 2030. This Action Plan is the concrete expression of the Government's will to strengthen the shift to sustainable mobility already begun a few years ago.

This first Action Plan covers a five-year period (2018-2023) and applies throughout Québec. It proposes a set of cross-cutting measures that will give Québec the necessary impetus to achieve its objectives within the 2030 horizon.

**VISION** IN 2030, QUÉBEC WILL BE A NORTH AMERICAN LEADER IN SUSTAINABLE AND INTEGRATED MOBILITY OF THE 21ST CENTURY. ON A TERRITORY PLANNED IN A PERSPECTIVE OF SUSTAINABLE MOBILITY, IT WILL HAVE A HIGH-PERFORMANCE, SAFE, CONNECTED AND LOW-CARBON TRANSPORT ECOSYSTEM, WHICH CONTRIBUTES TO QUÉBEC'S PROSPERITY AND MEETS THE NEEDS OF CITIZENS AND BUSINESSES.

This comprehensive and cross-cutting Action Plan proposes concrete measures and names the departments and bodies responsible for each measure. It is complementary to the sectoral and modal action plans of the intervention frameworks, which offer a picture of the actions by sector or by mode. Because they are vitally important and cut across all sectors and modes, certain flagship measures appear both in the cross-cutting Action Plan of the Policy and in the sectoral and modal action plans.

The 2018-2023 Action Plan of the Policy represents investments of nearly \$3 billion. It is the result of the collaboration of several government departments and bodies. The achievement of the objectives determined in the Policy requires the mobilization and commitment of all the key stakeholders of Québec society, whether they come from the municipal sector, industry, private enterprise or community organizations, or whether they are individuals. Everyone's commitment, adherence and combined efforts in contributing to the measures of this plan will ensure that we succeed in making the desired shift to sustainable mobility.

# TABLE OF CONTENTS

|  |           |
|--|-----------|
| <b>1. A FIRST STEP TOWARD THE<br/>MAJOR TARGETS OF 2030</b>  | <b>6</b>  |
| <b>2. PRIORITIZATION OF ACTIONS BY THE<br/>"REDUCE - TRANSFER - IMPROVE" APPROACH</b>  | <b>10</b> |
| <b>3. THE DIMENSIONS AROUND WHICH<br/>THE ACTION PLAN IS ARTICULATED</b>   | <b>13</b> |
| <b>DIMENSION 1</b><br>Work with the municipal sector to favour the deployment of sustainable<br>transport services for <b>CITIZENS</b>       | <b>16</b> |
| <b>DIMENSION 2</b><br>Support logistics chain stakeholders in the deployment of high-performance<br>transport services for <b>BUSINESSES</b> | <b>34</b> |
| <b>DIMENSION 3</b><br>Deploy transportation infrastructures favouring sustainable mobility   | <b>42</b> |
| <b>DIMENSION 4</b><br>Promote electrification and deployment of energy-efficient vehicles  | <b>60</b> |
| <b>DIMENSION 5</b><br>Assume the leadership on sustainable mobility in Québec  | <b>70</b> |
| <b>WINNING CONDITIONS</b>  | <b>80</b> |

|  |            |
|--|------------|
| <b>4. MONITORING OF IMPLEMENTATION<br/>OF THE ACTION PLAN</b>        | <b>88</b>  |
| <b>5. NEXT STEPS</b>   | <b>90</b>  |
| <b>SYNOPTIC TABLE</b>  | <b>94</b>  |
| <b>MEASURES OF THE ACTION PLAN<br/>ACCORDING TO THE RTI APPROACH</b> | <b>112</b> |

# 1 A FIRST STEP TOWARD THE MAJOR TARGETS OF 2030

The success of the Sustainable Mobility Policy will be evaluated according to the ten major targets for sustainable mobility the Gouvernement du Québec has set for the 2030 horizon. These targets are articulated around the three directions of the Policy, aligned with the social, environmental and economic spheres of sustainable development.

## ORIENTATION 1

### MOBILITY TO SERVE THE PUBLIC

- TARGET 1** 70% of the Québec population have access to at least four sustainable mobility services
- TARGET 2** 20% reduction of the average travel time between home and work
- TARGET 3** 25% reduction in the number of fatal accidents and those involving serious injuries compared to 2017

## ORIENTATION 2

### MOBILITY WITH A SMALLER CARBON FOOTPRINT

**TARGET 4** 20% reduction of solo car trips throughout Québec

**TARGET 5** 40% reduction of petroleum consumption in the transportation sector below the 2013 level

**TARGET 6** 37.5% reduction of GHG emissions in the transportation sector below the 1990 level

## ORIENTATION 3

### MOBILITY TO SUPPORT A STRONGER ECONOMY

- TARGET 7** **\$15 BILLION** in annual sales for the Québec land transportation equipment sector
- TARGET 8** **25%** increase in tonnages of freight transshipped in Québec ports and intermodal rail centres
- TARGET 9** Reduction of the costs associated with congestion for businesses in the Montréal and Québec metropolitan regions
- TARGET 10** **20%** reduction of households' gross expenditures allocated to transportation (in 2017 constant dollars)

The 2018-2023 Action Plan begins a significant movement toward the achievement of these major targets. The measures it proposes will give a first impetus that will be improved in the subsequent action plans. The first assessment of the major targets, which will be done in 2023, will help direct the measures to be deployed in the future to achieve them.

## 2 PRIORITIZATION OF ACTIONS BY THE "REDUCE - TRANSFER - IMPROVE" APPROACH

The measures proposed in the Action Plan have been characterized and grouped according to the "Reduce - Transfer - Improve" approach (see the RTI synoptic table). Although it mainly applies to energy efficiency and GHG emissions reduction, this approach has been employed in a broader perspective in this Action Plan, including all of the measures.

The three pillars of the approach are broken down as follows:



**REDUCE** refers to the reduction of the needs for motorized trips and the distances to be travelled. Measures favouring a better alignment between land use and transportation planning or allowing a reduction of the number of trucks driving with empty loads lead to reductions of petroleum consumption and GHG emissions.



**TRANSFER** refers to the increased use of less energy-consuming transportation modes, particularly by switching from solo driving to car pooling or public transit services. For freight, the use of the right mode in the right place to improve the efficiency of logistics chains goes in the same direction.



**IMPROVE** generally refers to the improvement of energy efficiency of vehicles, which can be concretized, in particular, by greater efficiency of existing gasoline engines, by the use of alternative fuels with a lower carbon footprint and by measures encouraging transportation electrification. In this Action Plan, the increased efficiency of trips in terms of costs, time, quality and safety also refers to the "Improve" pillar.

In a perspective of energy efficiency and GHG emissions reduction, the efforts should be concentrated first on "Reduction" of motorized trips, then on the "Transfer" to more sustainable modes, and then on "Improvement" of trips. This gradation in the approach will also have beneficial effects, particularly on transportation costs and travel times of passengers and freight, resulting from a reduction of road congestion.

## THE ACTION PLAN PROPOSES PROMISING MEASURES FOR EACH PILLAR OF THE APPROACH,

particularly the preparation of integrated mobility plans with the aim of improving the alignment between transportation and land use planning for the "Reduce" pillar, increasing the public transit service offering for the "Transfer" pillar and pursuing measures for transportation electrification and alternative fuels with a smaller carbon footprint for the "Improve" pillar.



# 3 THE DIMENSIONS AROUND WHICH THE ACTION PLAN IS ARTICULATED

The Action Plan is drawn up according to the challenges to meet and the objectives to achieve. It is articulated around the five dimensions of the Policy.

### **DIMENSION 1**

Work with the municipal sector to favour the deployment of sustainable transportation services for citizens

### **DIMENSION 2**

Support logistics chain stakeholders in the deployment of high-performance transportation services for businesses

### **DIMENSION 3**

Deploy transportation infrastructures favouring sustainable mobility

### **DIMENSION 4**

Promote electrification and deployment of energy-efficient vehicles

### **DIMENSION 5**

Assume the leadership on sustainable mobility in Québec

Each of these dimensions breaks down into intervention priorities, which are concretized by specific measures intended to respond to the issues in a sustainable mobility perspective. For each intervention priority, a recapitulative table presents the measures that compose it, including the amounts associated with them, the lead departments or agencies, and the pillar or pillars of the RTI approach to which they are attached.

When the measure is also part of an intervention framework, the reference is specified. The reader may refer to this framework for more information.

**The amounts presented in the recapitulative tables are the total amounts** attached to the measures. They include the new amounts allocated under the Sustainable Mobility Policy or announced in the Government's 2018-2019 budget, as well as the investments or expenditures already budgeted, as applicable. The descriptive texts of the measures specify their characteristics and the amounts associated with them.

A first synoptic table organizes the measures according to the dimensions of the Policy, while a second synthesizes them according to the RTI approach.

## DIMENSION 1

WORK WITH THE MUNICIPAL SECTOR  
TO FAVOUR THE DEPLOYMENT OF  
SUSTAINABLE TRANSPORTATION  
SERVICES FOR CITIZENS



## Favour integrated planning of land use and urban and regional transportation

| Measures  | 2018-2023 Budget (millions of dollars) | Responsibility | RTI approach |
|---|--|----------------|--------------|
| Integrated sustainable mobility plans (including support)   | 52.5                                   | MTMDET, MAMOT  | R, T         |
| Programme d'aide financière pour le développement durable des milieux de vie (Financial Assistance Program for Sustainable Development of Living Environments)                              | 19.7                                   | MAMOT          | R, T         |
| Programme de soutien au développement durable des collectivités – Volet promoteur immobilier (Support Program for Sustainable Development of Communities – Real Estate Developer Component) | 50                                     | TEQ            | R, T         |
| <b>TOTAL</b>  | <b>122.2</b>                           |                |              |

### Integrated sustainable mobility plans

The Government already offers several assistance programs to the municipal sector in support of urban and regional public transit, both for operations and for capital expenditures. This financial assistance is usually granted according to a certain number of criteria that are not related to land use and its effects on transportation, nor to a sustainable mobility plan associated with land development.

With this new program, the ministère des Transports, de la Mobilité durable et de l'Électrification des transports, in collaboration with the ministère des Affaires municipales et de l'Occupation du territoire, will offer financial assistance to municipalities for the development of integrated sustainable mobility plans in their territory. These plans will be complementary to the existing land use planning tools, which are the Metropolitan Land Use and Development Plans, the land use and development plans, and the master plans. They cover both passenger and freight transportation, considering all solutions and modes.

These new sustainable mobility plans will be an essential condition for access to funding for selected assistance programs, particularly in public transit. The eligibility criteria for this funding will be defined in the Assistance Program for the Preparation of Sustainable Mobility Plan and evaluated by the ministère des Transports, de la Mobilité durable et de l'Électrification des transports, in collaboration with the ministère des Affaires municipales et de l'Occupation du territoire. This program will include an envelope of \$50 million for the first five years.

An amount of \$2.5 million is also already budgeted for support services in view of the production of plans and the preparation of guides and reviews of best practises in sustainable mobility. These tools will be developed by the ministère des Affaires municipales et de l'Occupation du territoire, in collaboration with the ministère des Transports, de la Mobilité durable et de l'Électrification des transports.

## **Financial Assistance Program for Sustainable Development of Living Environments**

This financial assistance program is intended for the municipal sector with the aim of carrying out planning initiatives for sustainable living environments, concomitant with the dissemination of the new government land use planning directions (Orientations gouvernementales en aménagement du territoire - OGAT). The financial assistance program will make it possible to support the implementation of measures contributing to the reduction of GHG emissions and adaptation to climate change. The action is more specifically intended to:

- > promote innovation and exemplarity in land use planning and development;

- > encourage the sustainable development of living environments, both in urban areas and in suburban and rural areas.

This program should allow:

- > a better knowledge of the characteristics of sustainable living environments by the municipal sector;
- > an appropriation of the issues related to GHG and adaptation to climate change by stakeholders from the municipal sector;
- > a better integration of government land use planning directions (OGAT) in the planning documents and deployment of measures related to reduction of GHG emissions and adaptation to climate change.

The budget envelope allocated to this program is \$19.7 million by 2023. These amounts were budgeted previously.

## **Support Program for Sustainable Development of Communities - Real Estate Developer Component**

This program will offer financial assistance to real estate developers with the goal of inducing them to develop and carry out sustainable real estate projects (revitalization, requalification, ecodistrict) that result in energy, environmental and social benefits. The targeted projects must meet a series of requirements and criteria regarding concerns related to location, accessibility and connectivity, density, transportation, environment, energy and innovation.

This new program, which will be in force starting in 2020, will have an envelope of \$50 million over three years, up to the end of the present Action Plan.



## Make urban public transit more attractive and competitive

| Measures   | 2018-2023 Budget (millions of dollars) | Responsibility                              | RTI approach |
|--|--|---|--------------|
| Improvement of public transit assistance programs to improve the service offering  |  |   |              |
| <i>Programme d'aide au développement du transport collectif (PADTC - Public Transit Development Assistance Program)</i>  | 1,220.1                                | MTMDET<br>(Framework: Urban public transit) | T            |
| <i>Programme d'aide au transport collectif des personnes et aux immobilisations en transport en commun (PAGTCP - Assistance Program for the Development of Public Transit for Passengers and Capital Expenditures in Public Transit)</i> | 371.1                                  | MTMDET<br>(Framework: Urban public transit) | T            |
| Support for the production of mobility plans of large trip generators  |  |   |              |
| <i>Support for the deployment of company mobility plans</i>  | 2                                      | MTMDET                                      | R, T         |
| <i>Pilot projects for company car pooling</i>  | 1.5                                    | MTMDET<br>(Framework: Urban public transit) | R, T         |
| <b>TOTAL</b>   | <b>1,594.7</b>                         |   |              |

## **Improvement of public transit assistance programs to improve the service offering**

From 2007 to 2015, government efforts helped increase the public transit service offering by nearly 32%, which contributed to an increase in ridership of over 15% for the same period. It is time to give a new impetus and continue along this line. To reach the target of a 37.5% reduction of GHG emissions, it is necessary to increase the public transit service offering by 5% per year. To achieve this objective, the Government is improving both the Programme d'aide au développement du transport collectif (PADTC - Public Transit Development Assistance Program) and the Programme d'aide au transport collectif des personnes et aux immobilisations en transport en commun (PAGTCP - Assistance Program for the Development of Public Transit for Passengers and Capital Expenditures in Public Transit). This will contribute to the achievement of Québec's objectives in fighting climate change.

### **Programme d'aide au développement du transport collectif (PADTC - Public Transit Development Assistance Program)**

To the amounts already budgeted of \$391.5 million for this program over the 2018-2023 period, the Government is adding amounts of \$450.6 million under the Sustainable Mobility Policy, including the basic envelope necessary to maintain the gains concerning the service offering. Accounting for the balance of \$378 million of the amounts announced in the 2017-2018 Budget Plan, the total financial assistance under the PADTC is therefore increased to \$1.22 billion for the term of the 2018-2023 Action Plan. The improvement is allocated under Part I of the program, which grants financial assistance for the improvement of public transit services.

The development of the service offering should continue for a few years by relying on buses. Subsequently, the improvement of the offering will depend primarily on the development of structuring modes.

### **Programme d'aide au transport collectif des personnes et aux immobilisations en transport en commun (PAGTCP - Assistance Program for the Development of Public Transit for Passengers and Capital Expenditures in Public Transit).**

The Government is injecting \$226.6 million into the capital expenditures necessary to expand the service offering by 5%. These investments are based on partial funding by the federal government under Phase II of the Public Transit Infrastructure Fund (PTIF II). According to the currently known parameters of PTIF II, the federal government's contribution would be:

- > 40% for projects for the development of public transit infrastructure;
- > 50% for asset maintenance projects.

Moreover, under this same program, the Government had already budgeted amounts of \$144.5 million over five years for financial assistance to operations.

## **Support for the production of mobility plans of large trip generators**

### **Support for the deployment of company mobility plans**

Support for the production of mobility plans, which is addressed to the major trip generators, particularly large companies, industrial parks or business clusters, intermodal transshipment centres, and eventually logistics hubs, has the objectives of supporting these generators in their sustainability mobility efforts, in the perspective of lowering GHG emissions, reducing fossil fuel consumption, improving the energy efficiency, accessibility and safety of transportation, and reducing the constraints induced by transportation for the population and the living environments.

Concretely, this means supporting the generators in the production of mobility plans with the aim of defining concrete measures to be implemented in relation to sustainable mobility and quantify them, particularly concerning the reduction of GHG emissions, fossil fuel consumption and costs, by means of a diagnosis and an action plan.

- > The diagnosis will allow companies to know the precise mobility needs related to the organization's activities, for example, for work-related trips and employee commutes between home and work, and for freight, customers, suppliers and other collaborators. It will also allow identification of sustainable mobility issues and the different possibilities for responding to them.
- > The action plan will be prepared by responding concretely to the problems targeted in relation to sustainable mobility and according to the objectives that will have been established by the companies.

In support of this deployment, the Government is allocating \$2 million over four years, starting in 2019-2020.

### **Pilot project for company car pooling**

A first structuring initiative attached to the Support Program for the Production of Mobility Plans, this measure seeks to deploy car sharing projects for employees of the same company or a group of companies. The measure will also have the effect of improving the knowledge of citizens who are employees of the companies regarding new mobility and thus favour the transition to the new mobility services.

This measure will receive specific funding of \$1.5 million, spread over three years of the Action Plan.

## Favour and improve the attractiveness of regional and intercity transit

During the consultations held in the context of the development of the Strategy to Ensure the Occupancy and Vitality of Territories 2017-2022, the regions expressed a real need to ensure the accessibility of services and activities by an improvement of regional public transit, and to facilitate access to isolated, landlocked and remote regions.

| Measures  | 2018-2023 Budget (millions of dollars) | Responsibility                              | RTI approach |
|---|--|---|--------------|
| Support for regional public transit   | 43.6                                   | MTMDET (Framework: Regional public transit) | T            |
| Improvement of the attractiveness of intercity bus service  | 20                                     | MTMDET (Framework: Regional public transit) | T            |
| Vitality of isolated, landlocked and remote regions   |  |   |              |
| <i>Programme d'aide pour les dessertes aériennes régionales (PADAR - Assistance Program for Regional Air Service)</i> | 22.5                                   | MTMDET (Cadre : Aérien)                     | I            |
| <i>Programme de réduction des tarifs aériens (PRTA - Airfare Reduction Program)</i>                                   | 46                                     | MTMDET (Cadre : Aérien)                     | I            |
| <i>Découvrons notre Québec (Discover our Québec)</i>  | 10                                     | MTMDET, MTO                                 | I            |
| <i>Study concerning air transportation in the Plan Nord territory</i>   | 0.7                                    | SPN, MTMDET                                 | I            |
| <b>TOTAL</b>  | <b>142.8</b>                           |   |              |

### Support for regional public transit

To meet the community's growing demand and favour the development of services, the Government is improving the budget allocated to regional public transit by adding amounts totalling \$19 million by 2023 to the existing envelopes of \$24.6 million.

Therefore, a total of \$43.6 million is budgeted in this Action Plan.

## **Improvement of the attractiveness of intercity bus service**

The intercity bus network often is the backbone of regional public transit. To favour the expansion of this mode, the increase in trips and modal transfer, incentives for the use of intercity bus service would help ensure the permanence of the industry's services.

## **Vitality of isolated, landlocked and remote regions**

The Government heard citizens during the Regional Air Transport Summit. They want to be able to benefit from improved access to the regions at reasonable costs. The Government is acting on both fronts under the Action Plan of the Sustainable Mobility Policy.

### **Programme d'aide pour les dessertes aériennes régionales (PADAR - Assistance Program for Regional Air Service)**

This new program, which is intended for air carriers, municipalities, regional county municipalities, non-profit corporations and local community organizations, is established to create a favourable environment for the establishment of better regional air service and to favour the development or improvement of the services offered by regional air carriers.

The Government is granting a total of \$22.5 million over the 2018-2023 period.

### **Programme de réduction des tarifs aériens (PRTA - Airfare Reduction Program)**

Québec wishes to continue to facilitate trips by residents of Québec's remote regions by reducing the actual cost of their air travel. For this reason, amounts are budgeted to increase the reimbursement rates granted to citizens under the Airfare Reduction Program.

The Airfare Reduction Program seeks to facilitate trips by residents of Québec's remote regions by reducing the actual cost of their air travel. This program will be expanded to include residents of six other regions: Côte-Nord, la Gaspésie-Îles-de-la-Madeleine, Bas-Saint-Laurent, Saguenay-Lac-Saint-Jean, Abitibi-Témiscamingue and Nord-du-Québec.

It will be allocated a total budget of \$46 million for the 2018-2023 period, including an improvement of \$40 million, or \$8 million a year for each of the five years.

## **Découvrons notre Québec (Discover our Québec)**

The ministère des Transports, de la Mobilité durable et de l'Électrification des transports will form a working group with the ministère du Tourisme, the Alliance de l'industrie touristique du Québec and the airlines present in Québec's territory for the rapid development of an initiative that will allow Quebecers to visit the regions at a lower cost. The working group will have the mandate to:

- > propose a temporary measure with the aim of increasing the demand for domestic flights, which will grow the service offering and ultimately reduce air fares;
- > evaluate the measure offered at the end of a five-year period, particularly regarding its impact on air fares for the regions concerned.

An amount of \$10 million over five years is budgeted for the new measure, which will be recommended by the working group.

## **Study concerning air transportation in the Plan Nord territory**

There are multiple problems specific to the Plan Nord territory, whether regarding infrastructure, air service or the competitiveness of air fares. The diversity of these difficulties places the Gouvernement du Québec in a complex situation, which can be resolved only by a sophisticated understanding of the different dimensions related to the problem. Moreover, only an appreciation of this complexity can lead the Gouvernement du Québec to carry out strategic, structuring and permanent actions to improve access to northern land.

The proposed study, coordinated by Société du Plan Nord, in collaboration with the ministère des Transports, de la Mobilité durable et de l'Électrification des transports, will particularly address the needs evoked by the communities and industry regarding:

- > financial assistance that may be offered on certain strategic regional links;
- > criteria and factors favouring access to the territory, citizen mobility and socioeconomic development in the Plan Nord territory;
- > approaches to the instruments, visual aids and weather observation stations necessary for the targeted airports in the Plan Nord territory;
- > new security services to be implemented at the airports (passenger and baggage checks);
- > maintenance, extension and asphaltting of the targeted runways.

An amount of \$0.7 million is granted to conduct this study.

## Facilitate trips for persons with reduced mobility

| Measures   | 2018-2023 Budget (millions of dollars) | Responsibility                  | RTI approach |
|--|--|---------------------------------|--------------|
| Multi-year financial support for paratransit   |  |                                 |              |
| <i>Programme de subvention au transport adapté (PSTA - Paratransit Grant Program)</i>  | 561.7                                  | MTMDET (Framework: Paratransit) | I            |
| <i>Programme de subvention aux véhicules collectifs accessibles (PSVCA - Grant Program for Accessible Public Transit Vehicles)</i>     | 17.5                                   | MTMDET (Framework: Paratransit) | I            |
| <i>Programme d'adaptation de véhicules pour personnes handicapées (PAV - Vehicle Adaptation Program for Persons with Disabilities)</i> | 62.5                                   | MTMDET (Framework: Paratransit) | I            |
| Supplemental financial assistance for trips outside home territory   | 5.3                                    | MTMDET (Framework: Paratransit) | I            |
| <b>TOTAL</b>   | <b>647</b>                             |                                 |              |

### Multi-year financial support for paratransit

Improvement of the financial assistance programs will allow a better response to the needs of persons with disabilities by ensuring that the budgets allocated to the financial assistance programs are sufficient to meet the demand. The Government is taking a big step in this direction under the 2018-2023 Action Plan of the Sustainable Mobility Policy by deploying a multi-year financial framework, which particularly will allow paratransit bodies to plan their services better.

#### **Programme de subvention au transport adapté (PSTA - Paratransit Grant Program)**

This program is intended for paratransit bodies (public transit corporations, local municipalities, regional county municipalities, municipal or intermunicipal transit boards), which ensure services to persons with disabilities, and for the Communauté métropolitaine de Québec (CMQ), the Autorité régionale de transport métropolitain (ARTM) and the Réseau de transport métropolitain (RTM).

The program, which already has a budget of \$476 million for the 2018-2023 period, is being improved by \$84.6 million for a total of \$560.8 million.

### **Programme de subvention aux véhicules collectifs accessibles (PSVCA - Grant Program for Accessible Public Transit Vehicles)**

Taxi owner permit holders, short-term vehicle leasing enterprises and bus transportation permit holders will benefit from an improved program with an additional envelope of \$7.5 million over five years, increasing the total envelope to \$17.5 million for the 2018-2023 period.

### **Programme d'adaptation des véhicules pour personnes handicapées (PAV - Vehicle Adaptation Program for Persons with Disabilities)**

An additional amount of \$12.5 million will be allocated to this program, which is added to the \$51 million already budgeted, for a total of \$63.5 million. This program allows persons with disabilities to adapt their personal vehicle according to their needs.

### **Supplemental financial assistance for trips outside home territory**

There is no legal obligation for paratransit bodies to offer their clientele trips outside their own territory. Currently, only the paratransit bodies located in the territory of the Communauté métropolitaine de Québec benefit from additional financial assistance for trips outside the territory within the context of a pilot project. It is time to extend it to the rest of Québec.

The objective of this measure is to favour trips outside the home territory within the context of the Programme de subvention au transport adapté (PSTA - Paratransit Grant Program) in order to meet the clientele's needs. By this action, the Government supports trips outside the home territory thanks to increased financial assistance, extended throughout Québec.

An amount of \$5.3 million thus is allocated to this new measure for the 2018-2023 period.

## Support new mobility, innovation and systems integration

Several phenomena, such as the arrival of new technologies, autonomous vehicles or intelligent transportation systems, are combined to offer a whole series of new mobility services that will be a major component of mobility by 2030. It is therefore important to give the necessary impetus to their development in Québec, their expansion and their use, in order to benefit from the possibilities these changes offer, particularly in terms of new models of service, governance or organization of mobility.

### NEW MOBILITY<sup>1</sup>

Several initiatives in support of the new mobility are covered in this section. For an overview, it is suggested to refer to the Intervention Framework on New Mobility accompanying the Sustainable Mobility Policy.

| Measures  | 2018-2023 Budget (millions of dollars) | Responsibility                         | RTI approach |
|---|--|--|--------------|
| Support for initiatives in new forms of mobility and their use  |  |  |              |
| <i>Deployment of transport on demand</i>  | 5.1                                    | MTMDET (Framework: New Mobility)       | I            |
| <i>Technical monitoring of autonomous vehicle demonstration projects</i>                                | 0.5                                    | MTMDET, SAAQ (Framework: New Mobility) | I            |
| <i>Deployment of shared mobility pilot projects</i>   | 7.2                                    | MTMDET (Framework: New Mobility)       | I            |
| Support for innovation for connected integrated mobility  |  |  |              |
| <i>Support program for the implementation of integrated systems and regional tour</i>                   | 8.2                                    | MTMDET (Framework: New Mobility)       | T, I         |
| <i>Support for the realization of pilot projects to test autonomous and connected electric vehicles</i> | 5                                      | MAMOT                                  | I            |
| <i>Modernization of the taxi industry</i>   | 18                                     | MTMDET                                 | T, I         |
| <b>TOTAL</b>  | <b>44</b>                              |  |              |

<sup>1</sup> New mobility is defined as a set of transportation modes or services allowing satisfaction of varied passenger and freight mobility needs, such as car pooling, car sharing, taxi and bicycle sharing, including computer applications that allow route planning or linking of trip supply and demand.

## **Support for initiatives in new forms of mobility and their use**

A first group of measures seeks to make the new mobility known by the deployment of pilot and demonstration projects. These measures also seek to encourage their adoption, promote their use and implement the first transport on demand projects.

The Government is injecting \$12.8 million over the 2018-2023 period for the implementation of these initiatives. The year of implementation and the term vary for each measure.

### **Support for deployment of transport on demand**

This measure consists of supporting the regional county municipalities for the deployment of a transport on demand service in their territory. The program will allow support for planning activities, such as studies, as well as service implementation activities, particularly by means of reservation platforms.

### **Support for technical monitoring of autonomous vehicle demonstration projects**

The purpose of this action is to support public or private research centres for technical monitoring of demonstration projects and production of study reports. These demonstration projects may be carried out by private enterprise and by transit corporations.

## **Support for deployment of shared mobility pilot projects**

The projects targeted by this measure must call for an approach in view of using a territory's unutilized resources by facilitating their use through sharing platforms and encouraging citizens to "consume" their mobility on the basis of services instead of ownership of assets.

## **Support for innovation for connected integrated mobility**

Mobility as a Service (MaaS) places the user at the heart of transportation services and offers personalized mobility solutions according to the user's needs. This system is still in very limited use around the world, because it requires complete integration of the different transportation services. It is therefore necessary to demystify the concept and support the players who wish to implement it, since its deployment is complex and requires complete cooperation by the different transportation stakeholders.

An amount of \$8.2 million over five years is granted to the measure in support of innovation for connected integrated mobility.

### **Support program for the implementation of integrated systems and regional tour**

The measure has two components. On the one hand, it involves the deployment of a financial assistance program to accompany and support the mobility stakeholders who wish to implement a mobility on demand system.

On the other hand, to induce the operators of transit networks and services to consider increased and transparent collaboration, for the benefit of the users and society in general, it is necessary for the concept of Mobility as a Service to be presented to them adequately, in their community. This is why a regional tour is relevant.

The program is mainly directed to transport organizing authorities, transit corporations, municipalities or regional county municipalities.

The financial assistance could reach 50% of eligible expenditures, with a maximum amount of \$2 million per project.

### **Support for the performance of pilot projects to test autonomous and connected electric vehicles**

This measure, for which the Government grants \$5 million to Ville de Montréal, will allow the City to launch pilot projects with the objective of using autonomous electric vehicles to improve access to public transit. This initiative will make it possible to seize opportunities related to the evolution of this technology and make informed investment decisions for new transportation solutions.

## Modernization of the taxi industry

On December 15, 2017, the Minister of Transport, Sustainable Mobility and Transport Electrification announced two measures that will be deployed to support the taxi industry in its modernization process: the creation of a program in view of modernizing the taxi industry, and the creation of a working group steered by the ministère des Finances. These measures follow the work accomplished in 2017, by the Comité de modernisation de l'industrie du transport par taxi (Committee on Modernization of the Taxi Industry), among others.

The program, which will be implemented shortly, will include three components respectively offering financial assistance for electrification and improvement of the energy efficiency of the taxi fleet (component 1), technological development (component 2) and development of branding (component 3). A budget of \$18 million is allocated to this program's implementation, \$9 million for each of the first two years of this Action Plan.

In addition, the ministère des Transports, de la Mobilité durable et de l'Électrification des transports wishes to increase the accessible taxi service offering by improving the current program.

## INTELLIGENT TRANSPORTATION SYSTEMS (ITS)<sup>2</sup>

Intelligent transportation systems provide multiple possibilities to make mobility more efficient and more sustainable. The ministère des Transports, de la Mobilité durable et de l'Électrification des transports recently drew up the Plan québécois des systèmes de transport intelligents (PQSTI - Québec Intelligent Transportation Systems Plan), which will allow it to assume its leadership in this matter. This plan made it possible to:

- > draw a complete picture of intelligent transportation systems in Québec, including those of the partners;
- > have a better knowledge of the concrete needs of the MTMDET and the partners;
- > adopt an intelligent transportation systems architecture for Québec adjusted to its needs;
- > define directions and objectives concerning intelligent transportation systems;
- > propose decision-making criteria and a preliminary deployment plan for the next ten years.

The measures were grouped according to the Government's three main intentions regarding intelligent transportation systems. More details can be found in the intervention framework on intelligent transportation systems.

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<sup>2</sup> Intelligent transportation systems means the integration of new information and communications technologies (ICT) with the goal of improving the safety and efficiency of the transportation system.

| Measures   | 2018-2023 Budget (millions of dollars) | Responsibility   | RTI approach |
|--|--|--|--------------|
| Availability of coherent information services meeting the mobility needs of users in all regions   |  |  |              |
| <i>Standardization of information and implementation studies</i>   | 0.8                                    | MTMDET (Framework: Intelligent transportation systems) | I            |
| <i>Implementation or adaptation of intelligent transportation systems to allow the collection and exchange of standardized information</i> | 6                                      | MTMDET (Framework: Intelligent transportation systems) | I            |
| <i>Integration of user information in transportation</i>   | 3.3                                    | MTMDET (Framework: Intelligent transportation systems) | I            |
| <i>Implementation of data sharing services</i>   | 3.7                                    | MTMDET (Framework: Intelligent transportation systems) | I            |
| Connectivity and integration of transportation services  |  |  |              |
| <i>Integration of intelligent transportation systems into the MTMDET and with cities and public transit bodies</i>                         | 4.4                                    | MTMDET (Framework: Intelligent transportation systems) | T, I         |
| <i>Integration of modal passenger transportation platforms</i>   | 1.2                                    | MTMDET (Framework: Intelligent transportation systems) | T, I         |
| <i>Implementation of multimodal route planners for passenger and freight transportation</i>  | 0.1                                    | MTMDET (Framework: Intelligent transportation systems) | T, I         |
| Harmonious introduction of advantageous technological innovations in sustainable mobility  |  |  |              |
| <i>Studies and integration of technological innovation</i>   | 0.5                                    | MTMDET (Framework: Intelligent transportation systems) | I            |
| <b>TOTAL</b>   | <b>20</b>                              |  |              |

## **Disponibilité de services d'information cohérents répondant aux besoins de mobilité des utilisateurs de toutes les régions**

Intelligent transportation systems are indispensable tools for network operators so that they can ensure sound management of the road networks, resulting in safe traffic flow, an essential factor in the continuity of economic and social activities. To benefit fully from intelligent transportation systems, standards for interoperability and data sharing must be established.

The deployment of an efficient, high-performance transportation system, for the benefit of the users and the operators, involves three inseparable stages:

- > establishment of standards that will guide the implementation of the systems;
- > implementation or upgrade of systems for each partner;
- > complete integration of the systems.

The measures elaborated, for which the Government is injecting \$13.8 million over five years, seek to achieve the objectives implicit in each of these three stages.

## **Connectivity and integration of transportation services**

The interoperability of the systems and applications in support of mobility is a crucial issue. The connectivity among the systems associated with management of the transportation modes facilitates the complementarity of passenger mobility services and intermodality in freight transportation. It favours more sustainable mobility choices by the stakeholders and the users concerned.

In this regard, a first step is to integrate the intelligent transportation systems of the ministère des Transports, de la Mobilité durable et de l'Électrification des transports with each other, and then with those of the partners. In addition, tools for passenger transportation users will be offered to optimize mobility choices and favour more sustainable modes. Finally, the potential and relevance of deployment of a multimodal route planning tool in passenger and freight transportation will be evaluated.

A total of \$5.7 million over five years is allocated to concretize these actions.

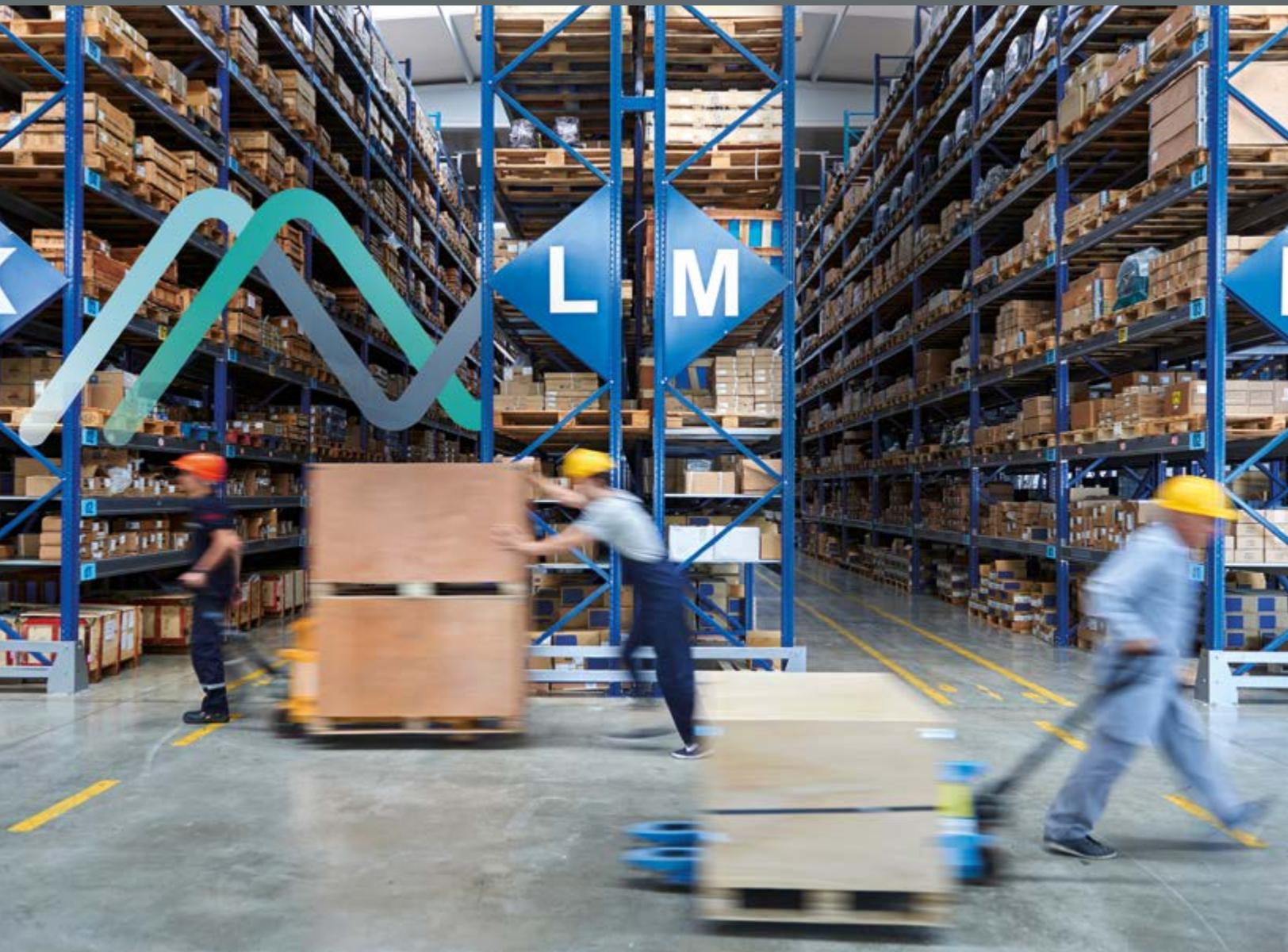
## **Harmonious introduction of advantageous technological innovations in sustainable mobility**

It is not enough for the technologies to be available. It must also be possible to use them adequately and optimally. It thus becomes essential, in a context of profound changes in the transportation sector, to ensure that these technological innovations are introduced as harmoniously as possible for the users and the organizations responsible for the services.

In this regard, the Government is granting \$500,000 over five years for the integration of changes in the intelligent transportation systems technology market and new business models, particularly in relation to mobile applications, intelligent vehicles, Mobility as a Service and artificial intelligence.

## DIMENSION 2

SUPPORT LOGISTICS CHAIN  
STAKEHOLDERS IN THE DEPLOYMENT  
OF HIGH-PERFORMANCE TRANSPORT  
SERVICES FOR BUSINESSES



## Ensure the establishment of integrated and interconnected multimodal networks in support of the logistics chains

| Measures  | 2018-2023 Budget (millions of dollars) | Responsibility                               | RTI approach |
|---|--|--|--------------|
| Establishment of a multimodal transportation network in support of international trade  | ---                                    | MTMDET                                       | T, I         |
| Projects for logistics hubs and industrial port zones   | 800 <sup>1</sup>                       | SAM, MESI, MTMDET                            | R, T, I      |
| Centre d'innovation en logistique et chaînes d'approvisionnement durable (CILCAD - Centre for innovation in logistics and sustainable supply chains)  | 6.8                                    | TEQ  | T            |
| Collaborative projects on shared and electric delivery  | 10                                     | MTMDET<br>(Framework: New forms of mobility) | T, I         |
| Programme visant la réduction ou l'évitement des gaz à effet de serre par le développement du transport intermodal (PREGTI - Program for the reduction and avoidance of greenhouse gases by the development of intermodal transportation) | 44.3                                   | MTMDET                                       | T, I         |
| <b>TOTAL</b>  | <b>861.1</b>                           |  |              |

<sup>1</sup> These investments will be committed for the 2015-2020 period. These expenditures arising from these investments should continue beyond 2020.

### Establishment of a multimodal transportation network in support of international trade

Over the past two decades and longer, Québec has seen a transformation of its export markets on the North American scale, with the particular effect of moving these markets farther away and thus increasing the transportation costs of Québec's economic agents. The advent of new constraints, combined with security and increased competitiveness, require that efforts be applied in support of Québec's external markets.

To meet these challenges, the ministère des Transports, de la Mobilité durable et de l'Électrification des transports will designate the most important transportation infrastructures and equipment from the standpoint of international trade, in order to create a multimodal network in support of international trade. This network, which will support businesses for freight movements, will be used, in particular, to prioritize government interventions on the transportation networks. This network should also be preferred for the deployment of intelligent transportation systems in support of the flow of freight.

In a broader perspective, this multimodal transportation network in support of international trade will seek to:

- > ensure better integration of Québec transportation networks into the North American and international transportation systems;
- > support the competitive position of Québec businesses and Québec's productivity and economic growth;
- > ensure efficient trips by passengers and freight between the main agglomerations and regions of Québec;
- > ensure better accessibility of different tourist services and attractions, both for business tourism and for pleasure tourism.

The work for the establishment of this network will be performed based on the budget appropriations of the ministère des Transports, de la Mobilité durable et de l'Électrification des transports.

## Projects for logistics hubs and industrial port zones

The Maritime Strategy of the Gouvernement du Québec involves specific measures to support the deployment of industrial port zones and logistics hubs. These measures are managed by the Secrétariat aux affaires maritimes of the ministère du Conseil exécutif, by the ministère de l'Économie, de la Science et de l'Innovation, by Investissement Québec and by the ministère des Transports, de la Mobilité durable et de l'Électrification des transports. Investment funds totalling \$800 million are available for the 2015-2020 period to support these investments. This total breaks down into three measures:

- 1) an envelope of \$300 million designated as Capital Logistique Québec (including \$200 million managed by Investissement Québec and \$100 million managed by Fonds FTQ), allocated to the deployment of investment projects in the logistics hubs or associated with the maritime economy;
- 2) an envelope of \$300 million managed by Investissement Québec for the deployment of industrial port zones;
- 3) an envelope of approximately \$200 million to support investments in maritime transportation infrastructures, managed by the ministère des Transports, de la Mobilité durable et de l'Électrification des transports.



## **Centre d'innovation en logistique et chaînes d'approvisionnement durable (CILCAD - Centre for innovation in logistics and sustainable supply chains)**

The CILCAD's mission is to stimulate and support innovation in logistics and sustainable supply chains, with the goal of reducing the GHG emissions associated with road transportation and freight handling, through research activities and projects involving the industrial, governmental and scientific stakeholders.

Université Laval is the partner chosen for the implementation of the CILCAD. This university works in close collaboration with other stakeholders in the sector.

The CILCAD benefits from projected funding of \$2.7 million up to 2020-2021, to which amounts of \$4.1 million will be added.

## **Collaborative projects on shared and electric delivery**

This measure is consistent with a general objective of encouraging economic development, the growth of knowledge and sharing of experiences, while supporting innovation and new business models. This is a new measure concerning both light vehicles and heavy vehicles, in which the Government will inject a total of \$10 million from 2018-2019 to 2021-2022. These amounts will allow the development and implementation of specific projects.

## **Programme visant la réduction ou l'évitement des gaz à effet de serre par le développement du transport intermodal (PREGTI - Program for the reduction and avoidance of greenhouse gases by the development of intermodal transportation)**

The objective of this program is to reduce or avoid GHG emissions generated by freight and passenger transportation, thanks to the implementation of intermodal projects and the promotion of maritime and rail services. These are the same objectives pursued by the former Programme d'aide visant la réduction ou l'évitement des émissions de gaz à effet de serre par l'implantation de projets intermodaux dans le transport maritime et ferroviaire (PAREGES - Assistance program for the reduction or avoidance of greenhouse gas emissions by the implementation of intermodal projects in maritime and rail transportation), provided for in the 2006-2012 Climate Change Action Plan.

For the 2018-2020 period, amounts of \$44.25 million are allocated to continue the implementation of the PREGTI.

## Support workforce training

| Measures  | 2018-2023 Budget (millions of dollars) | Responsibility                   | RTI approach |
|---|--|----------------------------------|--------------|
| Program to support labour initiatives for road freight transportation   | 0.8                                    | MTMDET (Framework: Road freight) | I            |
| Support and development of training and improvement programs in the trades related to maritime transportation | 0.3                                    | MTESS (Framework: Maritime)      | I            |
| <b>TOTAL</b>  | <b>1.1</b>                             |                                  |              |

### Program to support labour initiatives for road freight transportation

The Government, through the ministère des Transports, de la Mobilité durable et de l'Électrification des transports, intends to set up a financial assistance program in view of supporting the initiatives to deal with the labour shortage, in collaboration with the industry partners. The program will include a component with the object of promoting the road freight transportation industry and raising public awareness about the strategic and economic importance of this industry in their everyday life.

The objective of this measure is to favour the presence in the industry of skilled labour in the quantity and quality to ensure the coherence of training with the legislative, regulatory and administrative framework of road transportation.

The Government grants a total of \$800,000 for this measure for the duration of this Action Plan.

### Support and development of training and improvement programs in the trades related to maritime transportation

Among the determining factors for sustainable development of maritime transportation, the availability of skilled labour stands out as important. Parallel to this factor, it is essential to be able to increase the retention rate of experienced workers. These factors increase the safety of maritime activities and upgrade the workers' skill level.

To achieve the general objectives of availability of skilled labour and retention of workers in the maritime sector, the ministère des Transports, de la Mobilité durable et de l'Électrification des transports will maintain its financial support for continuing education and career progression of crew.

To this effect, an amount of \$300,000 from the ministère du Travail, de l'Emploi et de la Solidarité sociale is already budgeted for the 2018-2023 period.

## Optimize regulation of transportation modes

| Measures  | 2018-2023 Budget (millions of dollars) | Responsibility                   | RTI approach |
|---|--|----------------------------------|--------------|
| Update of the legislative and regulatory framework of road freight transportation to improve its efficiency   | ---                                    | MTMDET (Framework: Road freight) | I            |
| Strengthening of the safety monitoring program and of legislative and regulatory enforcement for the Québec railway network based on assessment of the greatest risks | ---                                    | MTMDET (Framework: Rail)         | I            |
| <b>TOTAL</b>  | ---                                    |                                  |              |

### Update of the legislative and regulatory framework of road freight transportation to improve its efficiency

Freight transportation is evolving in a very competitive North American context. It is therefore essential to deploy favourable conditions in order to support the competitiveness of the freight transportation industry, regardless of the mode.

In the case of road freight transportation, regulation plays a key role so that the operation of this sector can be optimized in the context of sustainable multimodal transportation systems. In this regard, a process of evaluation and proposed regulatory review is under way at the ministère des Transports, de la Mobilité durable et de l'Électrification des transports and will continue in the years ahead. This process should lead to regulatory improvements and adjustments that could favour the industry's competitiveness.

The review process includes, in particular:

- > amendment of the Regulation respecting special permits with the goal of simplifying it and optimizing the administrative processes of applications for outsized transportation;
- > assessment of the possibility of deployment of an adapted road corridor reserved for outsized vehicle traffic;
- > modernization of the Vehicle Load and Size Limits Regulation;
- > review of the regulations governing the operation of agricultural vehicles and assessment of the possibility of simplifying and adapting them to the current realities;
- > update of the Special Road Train Operating Permits Regulation to account for harmonization with neighbouring administrations;

This work will be performed within the ministère des Transports, de la Mobilité durable et de l'Électrification des transports and will not necessitate any additional budget.

## **Strengthening of the safety monitoring program and of legislative and regulatory enforcement for the Québec railway network based on assessment of the greatest risks**

Up to now, the ministère des Transports, de la Mobilité durable et de l'Électrification des transports has maintained a traditional monitoring approach by complying with the prescriptive rules and regulations. However, history has shown the compliance with the rules and regulations did not necessarily mean efficient risk management. It appears inevitable that this approach must evolve toward greater efficiency of actions. In the short term, strengthening of railway safety monitoring inevitably depends on strengthening of expertise and strengthening of the monitoring capacity of the ministère des Transports, de la Mobilité durable et de l'Électrification des transports.

Therefore, Québec must adopt modern safety practices based on a more efficient safety culture, increased monitoring of the railway networks under its jurisdiction and a better structured assessment of the risks.

The measure consists of strengthening the existing regulatory monitoring program for the Québec railway network based on assessment of the greatest risks. The work will also be performed based on the appropriations of the ministère des Transports, de la Mobilité durable et de l'Électrification des transports.

## **DIMENSION 3**

DEPLOY TRANSPORTATION  
INFRASTRUCTURES FAVOURING  
SUSTAINABLE MOBILITY



## Deploy structuring projects in public transit

Structuring public transit modes, which particularly include the métro, light rail systems, bus rapid transit services and commuter trains, are the backbone of the public transit networks in the urban environments where they are present. Various achievements around the world, such as the Trains à Grande Vitesse (TGV - high-speed trains) in Europe, the Shinkansen in Japan and various magnetic levitation train projects in Europe and Asia, demonstrate that the structuring modes can also serve the intercity corridors and play a major role in serving the territory.

The development of structuring transportation modes, in addition to contributing significantly to the reduction of GHG emissions, will allow the emergence of innovative and achievable mobility solutions, while stimulating Québec ingenuity in transportation and favouring concerted action by the economic players. It is part of a much broader approach that seeks to make Québec one of the leaders of tomorrow's sustainable mobility.

Over the past decade, the Gouvernement du Québec has granted strong support to urban public transit and is reiterating this support significantly in this Action Plan. As proof, it is providing substantial support to the major structuring projects presented in the following table.

| Structuring projects in public transit   | Budgeted investments (millions of dollars) |                              |
|--|--|------------------------------|
|  | Totals                                     | Government contribution      |
| Réseau express métropolitain (REM - Metropolitan Express Network)                          | 6,325                                      | 1,280 <sup>1</sup>           |
| Montréal métro blue line   | 3,900                                      | To be specified <sup>2</sup> |
| Réseau de transport structurant de Québec (Québec City structuring transportation network) | 3,300                                      | To be specified <sup>3</sup> |
| <b>TOTAL</b>   | <b>13,525</b>                              |                              |

<sup>1</sup> Investment in the share capital of REM inc.

<sup>2</sup> The Gouvernement du Québec and the Government of Canada initially will invest \$16 million each for preparatory studies and production of the business case. The Gouvernement du Québec will also inject \$300 million for the required land purchases and expropriations, the production of plans and specifications, a value analysis, detailed studies and an ongoing independent review of costs and deadlines.

<sup>3</sup> An amount of \$300 million will be assumed by Ville de Québec.

### Réseau express métropolitain (REM - Metropolitan Express Network)

The Government is participating financially in the development of the Réseau express métropolitain (Metropolitan Express Network), for which the work will begin soon and which will become reality within a few years. This support of \$1.28 billion in the form of investments in the share capital of REM inc. was announced in the 2017-2018 Economic Plan and reiterated in the 2018-2019 Economic Plan.

In addition to these structuring projects, the Government is supporting several other major public transit projects in Gatineau, Montréal and Lévis, and allocates funds to them in the 2018-2028 Québec Infrastructure Plan.

The following table presents the different public transit projects, including the structuring projects mentioned above.

| <b>Projects</b>  | <b>Estimated value (millions of dollars)<sup>1</sup></b> | <b>Government responsibility</b> | <b>RTI approach</b> |
|--|--|----------------------------------|---------------------|
| Montréal métro blue line   | 364.9  | MTMDET                           | T, I                |
| Réseau de transport structurant de Québec (Québec City structuring transportation network)   | 215.3  | MTMDET                           | T, I                |
| Lévis - Implementation of priority measures  | 87   | MTMDET                           | T, I                |
| Other structuring projects<br>- Pie-IX bus rapid transit (BRT) service<br>- Rapid transit link in West Gatineau<br>- Rapibus - East Gatineau | 314.5  | MTMDET                           | T, I                |
| <b>TOTAL</b>   | <b>981.7</b>   |                                  |                     |

<sup>1</sup> The estimated values of the projects may include amounts prior to 2018-2019 or subsequent to 2022-2023.



## **Montréal métro blue line**

The project consists of an extension of the Montréal métro blue line over 5.8 kilometres, including construction of five stations between the existing Saint-Michel station and boulevard des Galeries-d'Anjou. The purpose of the project is to improve mobility in the Montréal metropolitan region, favour sustainable mobility, support urban and economic development of east-end Montréal and consolidate the public transit network.

The estimated total cost of the project is \$3.9 billion. To initiate the business case and the acquisitions necessary to carry out the project, a budget of \$364.9 million was authorized in December 2017.

## **Réseau de transport structurant de Québec (Québec City structuring transportation network)**

Ville de Québec recently unveiled its structuring public transit network, which it intends to implement in its territory. In particular, this project includes a 23-kilometre tramway line, a 17-kilometre trambus line, 16 kilometres of infrastructure reserved for public transit and 110 kilometres of Métrobus lines. This project is completed by several transfer hubs.

The Government is supporting this project, for which the total investments are estimated at \$3.3 billion by Ville de Québec, including \$300 million in related work that will be financed by the City. In a first stage, a total of \$215.3 million has been reserved to allow the City and the Réseau de transport de la Capitale to conduct the studies required for the development of their business case.

These amounts are included in the 2018-2028 Québec Infrastructure Plan.

## **Lévis - Implementation of priority measures**

Ville de Lévis has committed to increase the share of public transit considerably. At the heart of its strategy is a public transit project with a high service level, the development of reserved lanes, to increase trip speed, network reliability and user comfort, making this transportation mode more efficient and attractive.

This project provides for the redevelopment of boulevard Guillaume-Couture and route des Rivières to form a single strategic axis linking the city's main economic hubs.

The value of the project is estimated at approximately \$87 million.

## **Other structuring projects**

In addition to the major structuring projects mentioned above, several other projects are being studied, particularly in Gatineau and Montréal. These projects, described below, are at various stages of advancement. The total amounts allocated to date for all of these projects combined add up to \$314.5 million.

### **Pie-IX bus rapid transit (BRT) service**

The project consists of the deployment of permanent reserved lanes with a high service level on boulevard Pie-IX between Laval and Montréal over 11 kilometres, including 17 stations, integration of intelligent transportation systems into the stations and a 750-place incentive parking lot in Laval. The chosen option will allow bus traffic between boulevard Saint-Martin in Laval and the Pie-IX métro station (Avenue Pierre-De Coubertin) in Montréal.

## **Rapid transit link in West Gatineau**

Société de transport de l'Outaouais soon will begin a study with the objective of targeting an optimum solution for public transit service in the west sector of Ville de Gatineau (Aylmer sector).

Concretely, this study will evaluate the possibility of creating a rapid transit link in this sector, while taking into account the new context of alignment of the Gatineau and Ottawa public transit networks, particularly with the light train coming into service in the near future. The deployment of such a link would allow this sector's residents to benefit from quicker and more reliable access to the main economic hubs, compared to the existing bus service.

### **Rapibus - East Gatineau**

Rapibus is a bus rapid transit system with a dedicated lane running along the Gatineau-Québec City railway right of way. Phase I has been in service since 2013. Extensions are projected to boulevard Labrosse (Phase II) and to boulevard de l'Aéroport (Phase III-A). Ultimately, Rapibus will serve the east sector of Ville de Gatineau between downtown and Gatineau-Ottawa Executive Airport.

## Invest in infrastructures favouring public transit and active transportation

| Measures  | 2018-2023 Budget (millions of dollars) | Responsibility                           | RTI approach |
|---|--|--|--------------|
| Asset maintenance in public transit   | 280.4                                  | MTMDET (Framework: Urban public transit) | T, I         |
| Support for municipalities to adapt transportation infrastructures in an urbanized environment to the benefit of active transportation  | 61.2                                   | MTMDET (Framework: Active)               | R, T, I      |
| Extension of the self-service bicycle network in Québec agglomerations  | 13                                     | MTMDET (Framework: Active)               | R, T, I      |
| Route verte   |  |  |              |
| <i>Programme d'aide financière au développement de la Route verte et de ses embranchements (Financial assistance program for the development of the Route Verte and its branches)</i> | 17.5                                   | MTMDET (Framework: Active)               | R, T, I      |
| <i>Programme d'aide financière à l'entretien de la Route verte (Financial assistance program for maintenance of the Route Verte)</i>  | 18                                     | MTMDET (Framework: Active)               | R, T, I      |
| Programme d'aide financière à la conservation des infrastructures de transport actif (CITA) (Financial assistance program for conservation of active transportation infrastructures)  | 15.5                                   | MTMDET (Framework: Active)               | R, T, I      |
| Other measure - Active transportation   | ---                                    | MTMDET (Framework: Active)               |              |
| <b>TOTAL</b>  | <b>405.6</b>                           |  |              |

## **Asset maintenance in public transit**

A major deficit is observed concerning asset maintenance of public transit corporations, which has the consequence of limiting the capacity to develop new public transit infrastructures and thus limiting the expansion and performance of the networks.

In this regard, the Government is improving the subsidy rate of the Programme d'aide gouvernemental au transport collectif des personnes (Assistance Program for the Development of Public Transit for Passengers) to favour asset maintenance. This improvement will facilitate the reduction of the cumulative maintenance deficit and will have a significant impact on the debt service of the public transit corporations. Thus, the subsidy rate for maintenance of public transit infrastructure will be raised from 75% to 85%.

A total of \$280.4 million will be allocated to this measure.

## **Support for municipalities to adapt transportation infrastructures in an urbanized environment to the benefit of active transportation**

To favour the development of active transportation, it is essential to consider the needs of the users, i.e. pedestrians and cyclists, in each infrastructure construction and repair project within the urbanization perimeters. With judicious interventions, it ultimately will become possible to tend toward the concept of a complete human-scaled street.

The needs are great and the necessity of financial improvement of the existing programs is manifest. This measure means the extension and intensification of the Programme d'aide financière au développement des transports actifs dans les périmètres urbains (Financial assistance program for the development of active transportation within urban perimeters), a measure of the 2013- 2020 Climate Change Action Plan. This program will be improved, both in content and in funding, and extended beyond 2020 to respond adequately to the municipalities' requests.

Thus, it will benefit from an additional envelope of \$38.5 million over five years, up to 2023, increasing the total support to \$61.2 million over the same period.

## **Extension of the self-service bicycle network in Québec agglomerations**

This action seeks to support the municipalities in the development of a self-service bicycle offering, both for the agglomerations where the project is to initiate such a service or for those where the purpose is to complete the activities already established. This measure may be applied in order to benefit from good urban density and a concentration of destinations in demand (educational institutions, workplaces, stores and services, etc.), among other criteria.

This new measure will benefit from \$13 million in support for the duration of this Action Plan.

## **Route verte**

The Route Verte serves as the backbone of the cycling network in Québec, and it is important to continue developing it and maintaining it in good condition.

### **Programme d'aide financière au développement de la Route verte et de ses embranchements (Financial assistance program for the development of the Route Verte and its branches)**

The Route Verte expansion framework, implemented under the 2017-2018 Action Plan for development of the Route Verte, includes approximately 900 kilometres of segments to be added, as well as directions related to consolidation of the existing segments and recognition of the structuring regional networks attached to them.

To this effect, the Government is allocating a total of \$5 million in addition to the \$12.5 million already budgeted over the 2018-2023 period for the continued development of this important link. The total support thus amounts to \$17.5 million.

### **Programme d'aide financière à l'entretien de la Route verte (Financial assistance program for maintenance of the Route Verte)**

Additional amounts of \$5.5 million are granted to continue the application of this program and extend its scope to regional bicycle networks meeting a minimum standard.

The financial assistance thus will be \$13 million in all, including the \$7.5 million already budgeted.

## **Programme d'aide financière à la conservation des infrastructures de transport actif (CITA) (Financial assistance program for conservation of active transportation infrastructures)**

This new program, which partially takes over the Véloce II program ended in 2016, will allow interventions for asset maintenance and improvement and upgrade to standards of the existing active transportation infrastructures. In addition, a reserve fund component will have to be created to cover emergency interventions. This program will also have to favour asphaltting of stone dust bike paths when appropriate, to improve their accessibility, comfort and sustainability.

The program already benefits from \$12.5 million in support over the period covered by the Action Plan. The Government is granting \$3 million in additional amounts over three years for this program, distributed at \$1 million per year up to 2020. The total assistance therefore is increased to \$15.5 million.

## Ensure the sustainability of road, rail, port and airport infrastructures

| Measures  | 2018-2023 Budget (millions of dollars) | Responsibility                 | RTI approach |
|---|--|--------------------------------|--------------|
| Improvement of the financial assistance programs for local roads (PAFVL – programmes d'aide financière à la voirie locale)  |  |                                |              |
| <i>Programme d'aide à l'entretien du réseau routier local (PAERRL) (Assistance program for local road network maintenance)</i>  | 546.5                                  | MTMDET                         | I            |
| <i>Réhabilitation du réseau routier local (RRRL) (Rehabilitation of the local road network)</i>   | 350                                    | MTMDET                         | I            |
| <i>Other programs</i>   | 225                                    | MTMDET                         | I            |
| Rehabilitation of the entire railway network of the Gaspé Railway   | 90.8                                   | MTMDET (Framework: Rail)       | T, I         |
| Programme d'aide québécois pour les infrastructures aéroportuaires régionales (PAIAR) (Québec assistance program for regional airport infrastructures)                        | 100                                    | MTMDET (Framework: Air travel) | I            |
| Programme d'aide à l'intégration modale (PAIM) (Modal integration assistance program)   | 20                                     | MTMDET                         | T, I         |
| Programme de soutien aux investissements dans les infrastructures de transport maritime (PSIITM) (Support program for investments in maritime transportation infrastructures) | 88                                     | MTMDET                         | T, I         |
| Modernization of the roadside parks network   | 70.5                                   | MTMDET                         | I            |
| Other measure – Rail transportation   | 15                                     | MTMDET (Framework: Rail)       |              |
| Other measure – Maritime transportation   | 0.4                                    | MTMDET (Framework: Maritime)   |              |
| <b>TOTAL</b>  | <b>1,506.2</b>                         |                                |              |



## **Improvement of the financial assistance programs for local roads (PAFVL) (Programmes d'aide financière à la voirie locale)**

There are seven financial assistance programs for local roads, including the Programme d'aide à l'entretien du réseau routier local (PAERRL) (Assistance program for local road network maintenance) and the Réhabilitation du réseau routier local (RRRL) (Rehabilitation of the local road network) program.

The Programme d'aide à l'entretien du réseau routier local (Assistance program for local road network maintenance) has deficiencies, particularly because its financial assistance allocation formulas have never been indexed or improved since they were established in 1993, and still use the parameters of that period to establish a municipality's eligible financial assistance. The formulas have become unfair; it is therefore essential to review and update them. In the case of the Réhabilitation du réseau routier local (Rehabilitation of the local road network) program, the requests for assistance are growing sharply and the current budgets are insufficient.

The major improvements to the programs send a strong signal on the Government's commitment to its municipal partners.

### **Programme d'aide à l'entretien du réseau routier local (PAERRL) (Assistance program for local road network maintenance)**

The main component of this program seeks to maintain the functionality of approximately 40,000 kilometres of Level 1 and 2 local roads.

The assistance granted to the municipalities concerns current and preventive maintenance of these roads and elements of the bridges for which the municipalities are responsible and which are located on these roads. For this component, the improvement considers updated parameters that will be updated annually.

To this effect, an additional annual budget of \$30 million, or \$150 million over five years, will be granted to increase the total assistance to \$546.5 million. This additional budget will allow the adjustment of the compensation offered according to the growth of costs over the past 25 years.

### **Réhabilitation du réseau routier local (RRRL) (Rehabilitation of the local road network)**

The program seeks to improve the overall condition of the local road network. It has two components and is endowed with \$50 million per year under the Partnership Agreement with Municipalities for 2016-2019 made between the Government and the municipal sector.

To meet the growing needs, the Government is improving this program with additional amounts totalling \$100 million, bringing the total assistance to \$350 million between 2018 and 2023.

### **Other programs**

The five programs not covered by this Action Plan's improvements are seeing their support maintained at \$225 million over the 2018-2023 period.

## **Rehabilitation of the entire railway network of the Gaspé Railway**

The ministère des Transports, de la Mobilité durable et de l'Électrification des transports is the current owner of the Gaspé Railway; it ensures maintenance, conservation, rehabilitation and development of the infrastructures. The Gaspé Railway is essential to the economic and social development of the Gaspésie region. However, its sustainability is threatened, because its condition does not allow its continued operation.

As an important action in favour of the Gaspésie region's economic development, the Government is investing to rehabilitate this entire railway network, from Matapédia to Gaspé, and to perform the necessary work. Rehabilitation of the infrastructures will allow the railway to offer better freight transportation service and thus respond better to the needs of the region's businesses.

For this purpose, the Government is confirming the investments of \$100 million announced on May 5, 2017, including an amount of \$78.3 million for the 2018-2023 period, to which \$12.5 million is added for current maintenance, repair and monitoring.

## **Programme d'aide québécois pour les infrastructures aéroportuaires régionales (PAIAR) (Québec assistance program for regional airport infrastructures)**

In addition to the assistance for regional air service, the current network's airport infrastructures must be maintained in good condition and safe so that they can support regional socioeconomic development. To ensure the sustainability of airport infrastructures, energetic new actions must be taken.

Thus, as announced after the Regional Air Transport Summit and confirmed in the 2018-2019 budget, the Government is deploying this new program, specially intended for airport infrastructures. The amounts granted will serve to improve infrastructures.

The Programme d'aide québécois pour les infrastructures aéroportuaires régionales (Québec assistance program for regional airport infrastructures) is endowed with an envelope of \$100 million for the 2018-2023 period.

The program mainly concerns airports contributing to:

- > citizens' mobility by the presence of regular or chartered flights;
- > the healthcare offered in the region by the presence of a minimum number of medical evacuation flights operated by the Service aérien gouvernemental or its subcontractors.

- > the implementation of the Plan Nord, in view of the strategic aspect of air transportation for the northern territories;
- > the economic development of their communities by the presence of business aviation, pilot training schools, and enterprises in the aerospace or aircraft maintenance fields, among others.

### **Programme d'aide à l'intégration modale (PAIM) (Modal integration assistance program)**

In the wake of the cessation of operation of unprofitable railway lines by the Canadian National Railway Company and the Canadian Pacific Railway Company, short-line railways took over the low-density lines, which nonetheless does not assure their future. Due to this fact, the infrastructures acquired by the short-line railways are often in poor condition, and considerable investments are sometimes necessary.

In this regard, the Government is renewing and improving the Programme d'aide à l'intégration modale (Modal integration assistance program), which ended in 2011. The amounts allocated to this program will be \$4 million per year for five years for a total of \$20 million by 2023. They will serve to achieve the objective of maintaining railway infrastructures in Québec with the aim of ensuring the integrity of the network and the transportation system in Québec and improving the condition and functionality of the railway infrastructures operated by the publicly-owned shortline railways.

### **Programme de soutien aux investissements dans les infrastructures de transport maritime (PSIITM) (Support program for investments in maritime transportation infrastructures)**

To ensure quick and concrete implementation of the Maritime Strategy of the Gouvernement du Québec, the ministère des Transports, de la Mobilité durable et de l'Électrification des transports has set up the Programme de soutien aux investissements dans les infrastructures de transport maritime (PSIITM) (Support program for investments in maritime transportation infrastructures). This program has the following objectives, in particular:

- > support investments in maritime freight transportation infrastructures and in the interfaces between the port terminals and the overland networks;
- > favour the integration of a maritime segment into the domestic and continental freight transportation chains (short-haul maritime transportation);
- > favour the competitive positioning and competitiveness of Québec's maritime transportation system.

Amounts totalling \$88 million in financial assistance are available up to 2020 under the program.

## Modernization of the roadside parks network

Modernization the roadside parks network, including the villages-relais, is a concern of the MTMDET. At the present time, the rest areas, mostly dating from the 1970s, are dilapidated and obsolete, and no longer meet the road users' needs. Their modernization and the improvement of their attractiveness by various government services support sustainable mobility and contribute to increase road users' safety, particularly by inducing them to make more frequent safe stops and thus reduce the accident risks.

Modernization has the following objectives:

- > offer road users safe stopping sites accessible 24 hours a day, 7 days a week, for every hour of driving on average, without the obligation to consume;
- > have a standardized service offering depending on the type of roadside park (rest areas and villages-relais);
- > equip the Québec road network with modern and attractive roadside parks.

Amounts of \$70.5 million are budgeted by 2023 to continue this modernization.

## Ensure transportation safety

| Measures   | 2018-2023 Budget (millions of dollars) | Responsibility   | RTI approach |
|--|--|--|--------------|
| Integration of Zero Accident Vision as the reference strategy of road safety in Québec   | ---                                    | MTMDET (Framework: Road safety)  | I            |
| Implementation of an initiative concerning the emergence of the Zero Accident Vision in Québec   | ---                                    | MTMDET (Framework: Road safety)  | I            |
| Implementation of means of action for safer roads and roadsides  | 500                                    | MTMDET (Framework: Road safety)  | I            |
| Revision of the Highway Safety Code to improve the safety of the most vulnerable users   | ---                                    | MTMDET (Framework: Road safety)  | I            |
| Extension of the work of the Unité de vigilance permanente sur les hydrocarbures (Permanent vigilance unit on hydrocarbons) for the transportation component and drafting of an improvement plan for hydrocarbon transportation safety in Québec | ---                                    | MERN   | I            |
| Adaptation of the legal and regulatory interventions necessary for the emergence of autonomous vehicles  | ---                                    | MTMDET, SAAQ, MESI (Framework: Road safety)  | I            |
| Other measures – Road safety, railway transportation, maritime transportation, road freight transportation   | 0.4                                    | MTMDET (Frameworks: Road safety, railway transportation, maritime transportation, road freight transportation) |              |
| <b>TOTAL</b>   | <b>500.4</b>                           |  |              |

## **Integration of the Zero Accident Vision as the reference strategy of road safety in Québec**

Inspired by the Zero Accident Vision approach, internationally recognized and increasingly applied, the ministère des Transports, de la Mobilité durable et de l'Électrification des transports will define its own road safety intervention strategy to address the issue represented by deaths and serious injuries on Québec roads.

This new road safety intervention strategy will allow each government stakeholder to be attached to a coordinated intervention, even if its main mandate only addresses a particular and specific aspect of road safety.

This will make it possible, simply by identifying the Government's road safety strategy, to integrate this dimension more easily into the different public plans, strengthening the place this concern should take in fields such as the environment, land use planning, health and, above all, transportation.

Although no budget is attached in this Action Plan to instituting the Zero Accident Vision, the interventions described in the annual work programs of the ministère des Transports, de la Mobilité durable et de l'Électrification des transports will integrate several principles of the Vision.

## **Implementation of an initiative concerning the emergence of the Zero Accident Vision in Québec**

To further reduce the number of deaths and serious injuries on Québec roads, the road network managers must review their method of designing transportation systems, particularly by optimizing the infrastructures intended for vulnerable users. This situation more specifically affects the municipalities and cities, because it is they who primarily have to deal with the presence of vulnerable users on their networks.

The proposed initiative will allow the ministère des Transports, de la Mobilité durable et de l'Électrification des transports, as well as the municipalities and cities that want to produce layouts meeting the Zero Accident Vision approach, to coordinate their efforts and change the ways they design and develop infrastructures.

## **Implement means of action for safer roads and roadsides**

Certain collisions at intersections and certain accidents resulting from a highway exit or a head-on collision are more likely to cause deaths or serious injuries. To contribute to the reduction of the number of deaths and serious injuries on its road network, the ministère des Transports, de la Mobilité durable et de l'Électrification des transports intends, in particular, to correct sites with potential for improvement, pave shoulders and maintain spring pavement marking compliance rates.

The means of action, for which a \$500 million budget is already forecast over the 2018-2023 period, are described more precisely in the road safety intervention framework.

### **Revision of the Highway Safety Code to improve the safety of the most vulnerable users**

Although certain provisions of the Highway Safety Code state the priorities on the road network and others penalize behaviours that could endanger life or safety, the message is not explicit enough to advance the sharing of the road toward more convivial and responsible social dynamics that affirm the will to show increased caution, especially toward the most vulnerable users. The introduction of a principle of caution into this law thus would be desired.

To be coherent, so that the Highway Safety Code reflects this principle, a review of certain traffic rules will be initiated, particularly those regarding priority.

### **Extension of the work of the Unité de vigilance permanente sur les hydrocarbures (Permanent vigilance unit on hydrocarbons) for the transportation component and drafting of an improvement plan for hydrocarbon transportation safety in Québec**

Hydrocarbon operations and transportation in Québec and the risks of accidents involving the environment and people, worry many citizens who address their concerns to the Government. The multiplicity of stakeholders, including the Federal Government and the municipalities, also affects the Government's ability to act efficiently.

Established in September 2014, the Unité de vigilance permanente sur les hydrocarbures (Permanent vigilance unit on hydrocarbons) has the mission of establishing an efficient channel of communication between oil or gas infrastructure promoters and the Gouvernement du Québec, ensuring the maintenance of relations with the communities by monitoring activities and operations, and seeing that any information related to safety and environmental protection is transmitted to the stakeholders directly concerned.

In the context of the 2017-2020 Action Plan of the 2030 Energy Policy, the work of the Unité de vigilance (Vigilance unit) was extended to cover hydrocarbon transportation (rail, maritime and road). It is also stipulated that a safety improvement plan will be drawn up for hydrocarbon transportation in Québec. The 2018-2023 Action Plan of the Sustainable Mobility Policy reaffirms this intention and ensures its extension to 2023.

## **Adaptation of the legal and regulatory interventions necessary for the emergence of autonomous vehicles**

At the present time, the Highway Safety Code is not completely adapted for adequate regulatory coverage of autonomous vehicles, which is normal considering their recent arrival and this sector's very rapid development. It is therefore appropriate to institute a legislative and regulatory framework fit to govern the emergence of autonomous vehicles.

The Government also wishes to encourage the use of technologies in relation to connected and autonomous vehicles for purposes other than individual use, particularly by stimulating their use for sharing purposes, for connecting the major transportation systems in place (first mile last mile approach) and improving freight transportation.

To do this, the Government is setting up a joint committee composed of the ministère des Transports, de la Mobilité durable et de l'Électrification des transports and the Société de l'assurance automobile du Québec (SAAQ), with the ultimate goal of adequately governing the arrival of autonomous vehicles in Québec to allow their safe operation on Québec roads in the medium term. This committee will also make it possible to ensure the safe introduction of autonomous vehicles while favouring innovation, economic development and sustainable mobility.

Amendments to the Highway Safety Code will be necessary to take the new reality of this type of vehicle into account. Until then, the ministère des Transports, de la Mobilité durable et de l'Électrification des transports intends to proceed by pilot projects to allow the operation of autonomous vehicles on the road network. The ministère de l'Économie, de la Science et de l'Innovation will ensure that the regulatory adaptations adequately meet the needs expressed by Québec industry.

The budget necessary for the establishment of this committee and its work will be taken from the appropriations of the bodies concerned.

## DIMENSION 4

PROMOTE ELECTRIFICATION  
AND DEPLOYMENT OF  
ENERGY-EFFICIENT VEHICLES



## Continue the transportation electrification efforts

| Measures  | 2018-2023 Budget (millions of dollars) | Responsibility | RTI approach |
|---|--|----------------|--------------|
| "Roulez vert" program   | 124.4                                  | TEQ            | I            |
| Initiatives of the Electric and Intelligent Vehicles Industrial Cluster                         | 4                                      | MESI           | I            |
| Continuation of various initiatives of the 2015-2020 Transportation Electrification Action Plan |  |                |              |
| <i>Support for investment projects linked to transportation electrification</i>                 | 12                                     | MESI           | I            |
| <i>Mobilizing projects in transportation electrification</i>                                    | 13.5                                   | MESI           | I            |
| <i>Support for industrial innovation projects</i>   | 11                                     | MESI           | N.A.         |
| Application of the ZEV standard   | ---                                    | MDDELCC        | I            |
| <b>TOTAL</b>  | <b>164.9</b>                           |                |              |

### "Roulez vert" program

The 2015-2020 Transportation Electrification Action Plan (TEAP) has an ambitious target: 100,000 plug-in electric and hybrid vehicles registered in Québec in 2020. In this regard, the Drive Green program is an important measure to encourage the acquisition and use of light electric vehicles.

The program has two components. The "Roulez électrique" component offers rebates on the purchase of plug-in electric and hybrid vehicles. The "Branché au travail" component offers financial assistance for the acquisition and installation of a charging station in the workplace intended for the use of employees.

The additional funding of \$92.1 million will allow extension of the "Roulez électrique" components of the "Roulez vert" program for one additional year, 2018-2019. Counting the amounts already budgeted of \$32.3 million for the two components, the total support is therefore \$124.4 million.

## **Initiatives of the Electric and Intelligent Vehicles Industrial Cluster**

Transportation electrification is increasingly associated with autonomous and intelligent vehicles. The Grappe industrielle des véhicules électriques et intelligents (GIVEI) (Electric and Intelligent Vehicles Industrial Cluster) was established in 2017, in order to improve collaboration within this industry and increase the coherence of economic actions, among other reasons.

The Government intends to support the projects emanating from the Electric and Intelligent Vehicle Industrial Cluster that aim at innovation, technological demonstration and the associated regulation, or that make it possible to position Québec as a world leader in these two industrial sectors.

The ministère de l'Économie, de la Science et de l'Innovation has a budget of \$4 million to support this cluster's activities and projects up to 2023.

## **Continuation of various initiatives of the 2015-2020 Transportation Electrification Action Plan**

Several initiatives under the responsibility of the ministère de l'Économie, de la Science et de l'Innovation in relation with transportation electrification have been undertaken under the 2015-2020 Transportation Electrification Action Plan. Some of these initiatives, for which a budget balance is available, will continue up to 2020 or 2021.

## **Support for investment projects linked to transportation electrification**

In the transportation electrification sector, Québec stands out in North America for the short-series vehicle manufacturing, its expertise in electric powertrain technologies, batteries and charging systems, and the availability of abundant electricity from renewable sources and produced without GHG emissions. The Government intends to take advantage of this position to consolidate its electric transportation industry and attract foreign companies in the fields linked to the transportation of tomorrow, including autonomous vehicles.

For this purpose, the Government is allocating \$12 million of financial assistance for investment projects in Québec in this sector up to the end of the 2019-2020 fiscal year.

## **Mobilizing projects in transportation electrification**

To reduce Québec's dependence on fossil energy imports and favour the transition to a low-carbon economy, the Government has granted \$20 million to carry out mobilizing projects in transportation electrification up to 2020. For the mobilizing project concept, the Government provides financial support to private for-profit enterprises so that they combine their efforts to carry out an innovative product or process design project, mobilizing universities, public research centres and SMEs.

As at December 31, 2017, the balance of the envelope was \$13.5 million. A first call for projects allowed an amount of \$8.6 million to be allocated to the "Mobilizing development of 100% innovative heavy vehicles" project. A second call for projects was issued on January 18, 2018, with an available amount of \$11.4 million.

### **Support for industrial innovation projects**

Intermediation bodies supported by the Government act as brokers to pool industrial expertise and university and collegiate expertise in projects conducted in collaboration, in addition to participating in their financing. These bodies are development and financing platforms for research projects geared to the industry's needs, associating businesses and public research institutions, such as universities, colleges and public research centres. The projects chosen cover the entire innovation chain.

It is anticipated that calls for projects will be issued by the sectoral industrial research clusters concerned by transportation electrification and intelligent transportation: InnovÉÉ, the Partenariat de recherche orientée en microélectronique, photonique et télécommunications (Microelectronics, photonics and telecommunications research partnership), the Pôle de recherche et d'innovation en matériaux avancés du Québec (Québec research and innovation hub in advanced materials) and the Consortium de recherche et d'innovation en transformation métallique (Research and innovation consortium in metal processing).

An amount of \$11 million from the Green Fund is available up to the end of the 2019-2020 fiscal year.

### **Application of the ZEV standard**

The Act to increase the number of zero-emission motor vehicles in Québec in order to reduce greenhouse gas and other pollutant emissions (ZEV Act) was adopted in 2016. The resulting ZEV standard took effect in January 2018. Starting in the 2018 model year, the subject automobile manufacturers are obliged to accumulate credits by offering zero-emission vehicles or low-emission vehicles (LEV) for sale on the Québec market.

The percentage of mandatory credits to be accumulated by each manufacturer is calculated according to the total quantity of new motor vehicles it will have sold or leased in Québec. This standard exclusively concerns medium and large-scale automobile manufacturers.

In addition to contributing to the fight against climate change, this Act seeks to stimulate the supply and lead to greater availability of clean vehicles in Québec, for the benefit of the Québec population.

The Government will closely monitor the application of the ZEV Act, as well as the evolution of the clean vehicle fleet, primarily plug-in electric or hybrid vehicles, in the years ahead, with the aim of achieving the targets it has set in this regard.



## Continue the deployment of charging stations

| Measures  | 2018-2023 Budget (millions of dollars) | Responsibility | RTI approach |
|---|--|----------------|--------------|
| Support electric charging infrastructure implementation               |  |                |              |
| <i>Fast-charging stations along the main road axes</i>                | 2.6                                    | MTMDET         | I            |
| <i>Deployment of multiple unit residential and on-street charging</i> | 10.8                                   | TEQ            | I            |
| <b>TOTAL</b>  | <b>13.4</b>                            |                |              |

### Support electric charging infrastructure implementation

The support for the implementation of electric charging infrastructures has two components. These components (road axes and rental buildings, offices and parking) were already part of the 2015-2020 TEAP and already benefit from funding.

#### Fast-charging stations along the main road axes

Under the 2015-2020 TEAP, investments of \$2.5 million are currently budgeted by 2020 to accelerate and intensify the implementation of fast-charging stations along the main road axes.

#### Deployment of multiple unit residential and on-street charging

Financial support of \$4.8 million is already budgeted up to 2020. This measure comes from the 2015-2020 TEAP. Another \$6 million is added to this support, for total support of \$10.8 million.

## Support the development of different forms of energy

| Measures   | 2018-2023 Budget (millions of dollars) | Responsibility | RTI approach |
|--|--|----------------|--------------|
| Exhaustive study of alternative fuels based on a life cycle approach         | 0.3                                    | TEQ            | I            |
| Support for the installation of natural gas stations - Route Bleue           | 2.9                                    | TEQ            | I            |
| Regulation on the minimum renewable fuel content in gasoline and diesel fuel | ---                                    | MERN           | I            |
| Multi-fuel stations pilot project  | 10.4                                   | MERN           | I            |
| <b>TOTAL</b>   | <b>13.6</b>                            |                |              |

### Exhaustive study of alternative fuels based on a life cycle approach

The proposed study will address the GHG emissions reduction potential associated with the use of different alternative fuels (compressed natural gas, liquefied natural gas, propane, hydrogen, biofuels and electricity) in comparison with conventional fuels, i.e. gasoline and diesel fuel. It will take into account the powertrain types and the environmental and economic aspects, based on a life cycle approach. Based on the conclusions of this study, proposals for adjustments to the measures already in progress can be formulated, as well as suggestions for new measures, if relevant.

The Government is granting \$100,000 in 2018-2019 and \$150,000 in 2019-2020 to conduct this study.

## **Support for the installation of natural gas stations - Route Bleue**

The objective of this measure is to provide financial support for the deployment of natural gas distribution infrastructures in order to facilitate refuelling of trucks using this fuel and accelerate their deployment in Québec.

This measure benefits from \$2.9 million of funding available up to 2020-2021.

## **Regulation on the minimum renewable fuel content in gasoline and diesel fuel**

The fuels most used at the present time, gasoline and diesel, can contain a minimum renewable fuel content without affecting the operation or performance of the vehicles. A minimum renewable fuel content could guarantee a market for renewable fuels produced in Québec and secure the investments of producers who wish to increase their production volumes.

The Government will impose, by regulation, minimum renewable fuel contents of 5% in gasoline and 2% in diesel fuel. These contents may be increased gradually, according to the renewable fuel production capacity of Québec enterprises.

## **Multi-fuel stations pilot project**

Announced in the Government's 2030 Energy Policy, the multi-fuel stations pilot project will allow the general public access to a variety of fuels from points of sale that will be implemented first in locations with high potential for use in Québec, and then in the rest of the province. The fuels that will be offered to consumers include gasoline, biofuels, natural gas, propane, electricity and hydrogen.

Amounts totalling \$10.4 million have already been budgeted up to 2022 to carry out this pilot project.

## Encourage the use of energy-efficient vehicles for freight transportation

| Measures   | 2018-2023 Budget (millions of dollars) | Responsibility                      | RTI approach |
|--|--|-------------------------------------|--------------|
| Écocamionnage (Ecotrucking) program  | 36.8                                   | MTMDET                              | I            |
| Écoconduite (Ecodriving) program   | 13.4                                   | TEQ                                 | I            |
| Programme de gestion de l'énergie dans les parcs de véhicules routiers (Energy management program in road vehicle fleets)  | 17.9                                   | TEQ                                 | I            |
| Programme d'aide à l'amélioration de l'efficacité du transport maritime, aérien et ferroviaire en matière de réduction ou d'évitement des émissions de gaz à effet de serre (PETMAF) (Assistance program to improve the efficiency of maritime, air and rail transportation in reduction or avoidance of greenhouse gas emissions) | 25.2                                   | MTMDET (Frameworks: Rail; Maritime) | T, I         |
| <b>TOTAL</b>   | <b>93.3</b>                            |                                     |              |

### Écocamionnage (Ecotrucking) program

The objective of the Écocamionnage (Ecotrucking) program, which arises from the 2013-2020 CCAP, is to favour the use of equipment and technologies in view of improving energy efficiency while reducing GHG emissions in freight transportation. The program more specifically targets the freight transportation and heavy vehicles industry.

On November 21, 2017, this program was extended to December 31, 2020. The funding associated with this extension is \$36.8 million.

## **Écoconduite (Ecodriving) program**

Ecodriving is a fuel-saving, ecological and economical driving technique adapted to current engines. This driving has a significant impact on consumption, the environment and safety.

The Ecodriving program will offer financial assistance for activities related to ecodriving training or awareness with drivers of light or heavy vehicles. The financial assistance could be awarded to the applicant in the form of a rebate on purchase, applied immediately upon the billing of an activity by an organization approved by Transition énergétique Québec. The eligible applicants include any enterprise registered with the Québec Enterprise Registrar, any municipality and any public body having an establishment in Québec, subject to certain exceptions.

Funding of \$5.4 million is already budgeted up to 2020 for this program, under the 2013-2020 CCAP. Additional funding of \$8 million for each of the two remaining years of the Action Plan is being granted by the Government, so that the total assistance will be \$13.4 million.

## **Programme de gestion de l'énergie dans les parcs de véhicules routiers (Energy management program in road vehicle fleets)**

This is a new program that will offer financial assistance to transportation enterprises in order to support them in producing an assessment of the energy consumption and GHG emissions of their vehicle fleets. This assessment will be followed by recommendations regarding the measures to be implemented to reduce the impact of their energy consumption.

The support could also translate into the performance of feasibility studies, the implementation of specific measures and monitoring of the results.

Funding of \$7.9 million is already budgeted up to 2022. The Government, under the Sustainable Mobility Policy and the Energy Transition Master Plan, is adding \$10 million over two years to the amounts already granted.

## **Programme d'aide à l'amélioration de l'efficacité du transport maritime, aérien et ferroviaire en matière de réduction ou d'évitement des émissions de gaz à effet de serre (PETMAF) (Assistance program to improve the efficiency of maritime, air and rail transportation in reduction or avoidance of greenhouse gas emissions)**

The ministère des Transports, de la Mobilité durable et de l'Électrification des transports will continue government financial support for this program, which is a financial incentive administered by this department and included in the 2015-2020 Transportation Electrification Action Plan.

This program seeks to encourage innovation and reliance on green technologies adapted to transportation, and to encourage carriers to conduct energy audits for all of their activities.

Amounts totalling \$25.2 million are already budgeted by the Government for the continuation of the program up to 2020.

## DIMENSION 5

ASSUME  
THE LEADERSHIP  
ON SUSTAINABLE  
MOBILITY IN QUÉBEC



## Support the land transportation equipment industry

The 2030 Sustainable Mobility Policy provides for several sectoral action plans. One of them, the Action Plan for the Land Transportation and Sustainable Mobility Industry, is under the responsibility of the ministère de l'Économie, de la Science et de l'Innovation. This Action Plan's vision is to make the Québec land transportation equipment industry a reference for its innovative solutions in sustainable mobility and intelligent transportation, strengthened by competitive businesses and a creative workforce contributing to Québec's economic prosperity.

To achieve this goal, the Action Plan for the Land Transportation and Sustainable Mobility Industry is based on four lines of intervention:

- > Line 1: Support projects and invest in labour.
- > Line 2: Increase the presence of businesses in markets outside Québec.
- > Line 3: Strengthen research and innovation.
- > Line 4: Become a world leader in demonstration.

These four lines combine several measures that will be announced by the ministère de l'Économie, de la Science et de l'Innovation. Of the \$113.9 million budgeted, \$41 million is new funding.

| Lines of intervention of the Action Plan for the Land Transportation and Sustainable Mobility Industry | 2018-2023 Budget (millions of dollars) | Responsibility | RTI approach |
|--|--|----------------|--------------|
| 1. Support projects and invest in labour   | 40.4                                   | MESI           | N.A.         |
| 2. Increase the presence of businesses in markets outside Québec                                       | 10.1                                   | MESI           | N.A.         |
| 3. Strengthen research and innovation  | 54.3                                   | MESI           | N.A.         |
| 4. Become a world leader in demonstration  | 9.1                                    | MESI           | N.A.         |
| <b>TOTAL</b>   | <b>113.9</b>                           |                |              |

## Stimulate research and development

To accelerate innovation and improve business competitiveness, it is essential for businesses to benefit from the expertise and resources of public research institutions. In this perspective, the industrial research clusters (RSRI), such as InnovÉÉ and PROMPT, are working to grow the relationships between businesses and public research institutions for the funding of collaborative research projects.

Complementary to the amounts coming from the Green Fund, new amounts are budgeted to strengthen the attractiveness of Québec knowhow and thus help attract large corporations to Québec. It is also important for Québec SMEs to be able to develop products adapted to the global context.

| Measures   | 2018-2023 Budget (millions of dollars) | Responsibility               | RTI approach |
|--|--|------------------------------|--------------|
| Passeport innovation (Innovation Passport)   | 58                                     | MESI                         | N.A.         |
| Call for projects to SMEs for the development of products and solutions in partnership with global clients | 3                                      | MESI                         | N.A.         |
| Greener Aircraft mobilizing project  | 48.6                                   | MESI                         | I            |
| Provide financial support for research on intercity mobility in Québec                                     | 1.5                                    | MTMDET                       | T, I         |
| Ensure a government watch on innovation and technology in sustainable mobility                             | ---                                    | MTMDET                       | N.A.         |
| Other measure - Maritime transportation  | 0.3                                    | MTMDET (Framework: Maritime) | N.A.         |
| <b>TOTAL</b>   | <b>111.4</b>                           |                              |              |

## **Passeport innovation (Innovation Passport)**

The Passeport innovation (Innovation Passport) measure was deployed following the 2015-2016 Québec Economic Plan for the period 2015-2016 to 2017-2018. The objectives of the measure are to:

- grow innovation and institute a culture of innovation in SMEs, cooperatives and social development non-profit organizations (NPO), by facilitating networking among research organizations;
- improve the competitiveness and competitive positioning of SMEs by the adoption of innovative practices and technologies and the deployment of the inherent organizational changes.

As announced in the context of the Québec Research and Innovation Strategy, this measure will be integrated into the Innovation Program. Component 1 of this Program will be allocated a total amount of \$58 million up to 2021-2022. The innovation projects of enterprises in the sustainable mobility sector can benefit from these amounts.

## **Call for projects to SMEs for the development of products and solutions in partnership with global clients**

The purpose of the measure is to enable one or more SMEs to integrate sustainably into world-class innovation networks through international joint development of innovative solutions.

To this effect, the Government is granting \$3 million spread over the five years of this Action Plan.

## **Greener Aircraft mobilizing project**

It is important to reduce the environmental footprint of the goods and services of the Québec aerospace sector, particularly through a reduction of the GHG emissions generated, in order to adjust to the coming new environmental standards (for example, the International Civil Aviation Organization (ICAO) standard on CO2 emissions applying to the designs of new aircraft types starting in 2020).

In this regard, the Greener Aircraft mobilizing project, Smart Affordable Green Efficient, or Systèmes aéronautiques d'avant-garde pour l'environnement (SA2GE), is a structuring technological development project for the future of the Québec aerospace sector that will contribute to the reduction of GHG emissions both in Québec and internationally.

The Government has offered continuous support to this project since 2015. The amounts budgeted for the 2018-2020 period are \$48.6 million.

## **Provide financial support for research on intercity mobility in Québec**

Intercity passenger trips represent another area where the improvement of services can significantly reduce GHG emissions. Today, coach, bus, train and airplane are the main alternatives to the automobile for intercity transportation. However, new transportation technologies, both for vehicles and for systems, make it possible to anticipate innovative solutions for the years ahead.

In this context, the Gouvernement du Québec is granting an amount of \$1.5 million over five years to the Mobility Chair of the École polytechnique de Montréal.

The research mandate is to report on the current situation and the future by the 2030 horizon of sustainable mobility in Québec and the rest of the world, produce a strategic analysis of intercity mobility in Québec, define the population's current and future mobility needs throughout the territory, and formulate recommendations for solutions to position Québec among the leaders of tomorrow's intercity mobility.

The mandate's objective is to propose one or more innovative and achievable intercity mobility solutions to the Government, which would be able to take advantage of Québec's industrial and research expertise.

The improvement of the public transit service offering, and the rapidity, comfort and safety of trips by the entire population (youth, seniors, persons with disabilities, etc.), while making technological advances, Québec's industrial strengths, a development schedule and integrated land use planning, are all objectives sought by the mandate. This will also have to focus on proving the feasibility and viability of such a service, which must be a sustainable mobility solution that includes a minimal environmental footprint.

An interdepartmental working group coordinated by the ministère des Transports, de la Mobilité durable et de l'Électrification des transports will monitor the project with the Chair.

## **Ensure a government watch on innovation and technology in sustainable mobility**

Several phenomena, such as the arrival of new technologies, autonomous vehicles or intelligent transportation systems, are converging and revolutionizing the transportation sector. This sector must be able to adapt to the ferment in new technologies and new methods. Given the accelerated pace of development of technologies and methods in sustainable mobility, the Government must keep abreast of progress in this field. It fully intends to assume its leadership role by maintaining a continuous watch, favouring exploration, development and eventually deployment of initiatives and innovative new technologies that make it possible to develop a set of mobility services and offer them to citizens and businesses. This active watch will make it possible to explore new avenues, evaluate their relevance for Québec, and eventually propose different initiatives and facilitate the adoption of better technological innovations, if they are considered useful.

## Strengthen the exemplary role of the State

Most of the measures set out in the Action Plan constitute initiatives in view of imprinting a new direction on mobility development throughout Québec. In several cases, this will require significant adjustments in the behaviours and habits of the transportation system’s users and, more broadly, of the players and stakeholders at every level of the transportation ecosystem.

The Gouvernement du Québec must set an example by demonstrating that it is also making the necessary efforts.

| Measures  | 2018-2023 Budget (millions of dollars) | Responsibility                        | RTI approach |
|---|--|---------------------------------------|--------------|
| Directive that defines the location criteria of government public buildings | ---                                    | SQI (Framework: Urban public transit) | R, T         |
| Electrification of the government fleet                                     | ---                                    | MTMDET, CGER                          | I            |
| Mobility of Government employees  | 4.2                                    | MDDELCC, SCT                          | R, T, I      |
| <b>TOTAL</b>  | <b>4.2</b>                             |                                       |              |

### Directive that defines the location criteria of government public buildings

The drafting of this directive seeks to provide Québec with an integrated management framework to accelerate the government efforts for location of public buildings respecting the principles of land use planning favourable to sustainable mobility, inspired by best practises from here and elsewhere.

More specifically, this directive will guide the targeted departments and public bodies in a perspective of continuous improvement and government efficiency, in planning their interventions by accounting for the government directions in land use planning, and the principles of sustainable mobility for both passengers and freight. For example, the location of public buildings can be planned by considering access to public transit and active transportation, while improving the accessibility of services.

## **Electrification of the government fleet**

Transportation electrification is one of the key factors in sustainable mobility efforts in Québec. It is normal for the Government to be very proactive regarding its own fleet of vehicles. In the wake of the 2015-2020 TEAP, an envelope of \$3 million per year is reserved, effective from 2020-2021, to continue electrification of the government fleet. However, the amounts of expenditures are assumed by the departments and bodies concerned, from their appropriations, so that there is no financial impact under this Action Plan.

## **Mobility of Government employees**

Another important aspect of the Government's exemplary role in sustainable mobility concerns the movement of its own employees between their home and their workplace, as well as their professional trips. In this regard, in accordance with action 11.2 of the 2013-2020 CCAP, the Government has implemented measures with the aim of reducing GHG emissions linked to the government fleet (see previous measure) and the reduction of trips to increased use of public transit and active transportation by its employees.

A budget balance of \$4.2 million of the original envelope will be used to continue implementation of this action up to 2020-2021.

Ultimately, it is desired that employees of public bodies may have access to a range of improved transportation choices and that a work organization be accessible that contributes to reduce commutes.

## **Develop and apply economic tools for transportation demand management**

The strategies and actions based on improvement and management of the transportation offering, particularly the road and public transit offering, cannot alone roll back demand driven by very strong structural factors that favour car trips. Actions must be taken to have a concrete effect on these factors. More sustainable mobility can be achieved only if major demand management measures are deployed.

Managing transportation demand by economic instruments involves concrete action on the factors that determine this demand, which is expressed through three dimensions: the mode used, the route chosen and the timing of the trip. In this context, the main factors that determine demand are land use, the costs of the various modes, and the users' preferences. By acting on these three factors, it becomes possible to influence the mode used, the route taken or the timing of the trip by means of an economic instrument.

Parallel to the economic instruments, there are other ways to manage transportation demand, and even eliminate it in certain specific circumstances. Thus, the trip plans discussed in Dimensions 1 and 5 are non-economic tools that can help reduce transportation demand by grouping users making similar trips. The new forms of mobility, discussed above, are technological tools or tools that influence methods and can facilitate demand management.

In this Action Plan, the Government launches an initiative of mobility funding with the objective, among others, of deepening its knowledge of the economic tools of demand management. More details on this initiative can be found in the winning conditions later in the text.

In this regard, no economic measure in relation to transportation demand management is forecast in this action plan, but exhaustive work will continue in this direction.

## Improve the integrated planning process of transportation interventions

| Measures  | 2018-2023 Budget (millions of dollars) | Responsibility                           | RTI approach |
|---|--|--|--------------|
| Analysis of the planning process and improvement proposals for development projects                           | ---                                    | MTMDET                                   | R, T, I      |
| Stratégie de collecte des données probantes en transport (Conclusive Transportation Data Collection Strategy) |  |  |              |
| <i>Collection of data on modal transportation and the use of the network and services</i>                     | 2                                      | MTMDET                                   | N.A.         |
| <i>National origin-destination survey on passenger transportation</i>   | 7.8                                    | MTMDET                                   | N.A.         |
| <i>Studies or surveys on heavy vehicle traffic, including transport of hazardous materials</i>                | 4.8                                    | MTMDET (Framework: Road freight)         | N.A.         |
| Acquisition of data to prepare for the arrival of autonomous vehicles   | 1.5                                    | MTMDET; CGER (Framework: New mobility)   | N.A.         |
| Other measures – Urban public transit   | ---                                    | MTMDET (Framework: Urban public transit) |              |
| <b>TOTAL</b>  | <b>16.1</b>                            |  |              |

### Analysis of the planning process and improvement proposals for development projects

At the launch of the work on the Sustainable Mobility Policy, it was indicated that it would include the deployment of an integrated intervention planning process supported by new decision help tools, and more specifically concerning development projects.

The ministère des Transports, de la Mobilité durable et de l'Électrification des transports intends to review the criteria guiding its intervention choices by adapting them to the reality of sustainable mobility and incorporating them into a comprehensive integrated planning process for transportation interventions that will involve several of its partners. The MTMDET thus will ensure

that it takes all the possible mobility solutions into account, including the interventions on the networks, as well as public transit and active transportation solutions, programs and transportation demand management tools.

It will also have to take into account the results of the integrated mobility plans produced by the municipal sector within the framework of land use planning tools. Thus, the forecasting framework and the mechanisms by which solutions are chosen will become exercises performed in partnership with the municipal sector and the transportation organizing authorities, in accordance with municipal autonomy and the roles and responsibilities of the transportation partners.

In the Montréal metropolitan region, the ARTM has a recognized coordinating role in the planning of public transit. The new planning process and collaboration mechanisms must take the specific realities of the territory into account, such as the links required between the two shores of Québec City and Lévis or Gatineau and Ottawa (the interprovincial mechanisms may be different in the latter case) and the special conditions and the nature of the territories of the different regions.

Several measures of this first Action Plan already go in this direction and lay the first milestones of the work that will lead to improvements to the existing planning processes. The exercises already begun will therefore accelerate and fuel strategic planning and the definition of road programs, public transit programs and other modes, for coherent programming of major road projects, such as the third link between Québec City and Lévis.

There is no specific budget allocated to this initiative, which is an intrinsic part of the work already begun at the ministère des Transports, de la Mobilité durable et de l'Électrification des transports and which will continue in the years

ahead. This renewed process will be called on to extend within the government apparatus for everything pertaining to planning of mobility and land use.

## **Stratégie de collecte des données probantes en transport (Conclusive Transportation Data Collection Strategy)**

Up-to-date data is essential to monitor the Government's mobility interventions, especially on the road network. Currently, a large amount of data is obsolete or missing. Adequate monitoring of the actions of the Sustainable Mobility Policy, as well as other transportation interventions, necessitates the adoption of a recurring strategy for collection of quantitative information on the use of networks.

Apart from the planning process improvement measures mentioned above, the Policy's targets and indicators will necessitate monitoring, which must rely on conclusive and up-to-date information and data.

The amounts necessary to carry out the Stratégie de collecte des données probantes en transport (Conclusive Transportation Data Collection Strategy) will add up to \$14.6 million by 2020-2021 and will be taken from the appropriations of the ministère des Transports, de la Mobilité durable et de l'Électrification des transports. The strategy will break down into three components.

### **Collection of data on modal transportation and the use of the network and services**

The Data Collection Strategy will integrate the needs related to the development of the other sectoral and modal intervention frameworks of the Sustainable Mobility Policy and the use of networks and services (vehicle counts, vehicle occupancy rates and car pooling, trip

time, logistics flow, congestion measures, prospecting component, etc.).

In particular, the ministère des Transports, de la Mobilité durable et de l'Électrification des transports must deploy a coherent and continuous collection methodology to measure the annual changes and seasonal variations in the use of the Québec transportation system, whether they are under its jurisdiction or not. This applies to all modes, both for services and for infrastructures.

### **National origin-destination survey on passenger transportation**

This survey will allow characterization of passenger mobility on a regional, intercity and Québec-wide scale, and will provide details on passengers' transportation needs. The results of the surveys, combined with the population projections, will allow the production of a current and future picture of passenger mobility on a Québec-wide scale, based on certain indicators presented in the Sustainable Mobility Policy. The survey will have to allow coverage of weekday and weekend mobility needs.

### **Studies or surveys on heavy vehicles traffic, including transport of hazardous materials**

This Enquête nationale routière sur le camionnage interurbain (ENRC) (National Roadside Survey on Intercity Trucking) will allow the production of a road freight transportation profile in Québec, including transport of hazardous materials. This is essential for better characterization of freight movements and their evolution within Québec and with its economic partners, in addition to producing a picture of the flows on the solicited infrastructures. The survey also allows better decisions on network development, interventions regarding economic development and safety, in relation to transport of hazardous materials, and documentation of opportunity or

environmental impact studies and intermodal potential.

## **Acquisition of data to prepare for the arrival of autonomous vehicles**

The databases used for programming of autonomous and connected vehicles are mainly built from information collected by American companies. Currently, Québec does not have sufficient, relevant and reliable data allowing safe traffic of autonomous and connected vehicles.

To prepare for the arrival of autonomous vehicles, this project seeks to build a customized open database for Québec. For this purpose, a hundred vehicles of the ministère des Transports, de la Mobilité durable et de l'Électrification des transports in all regions of Québec will be equipped with cameras, onboard sensors and other location equipment.

This project will be steered by the Institut du véhicule innovant (IVI) and carried out in collaboration with the Centre de gestion de l'équipement roulant (CGER). A total amount of \$1.5 million is allocated for this process, which will extend from 2018 to 2023.

## WINNING CONDITIONS



## Governance articulated around partnerships

| Measures   | 2018-2023 Budget (millions of dollars) | Responsibility                              | RTI approach |
|--|--|---|--------------|
| Financial support for the Autorité régionale de transport métropolitain (ARTM)   |  |   |              |
| <i>Ensure solid financial foundations</i>  | 360                                    | MTMDET                                      | T            |
| <i>Support the commissioning of the Réseau express métropolitain (Metropolitan Express Network)</i>  | 720.9                                  | MTMDET                                      | T, I         |
| Improvement of governance of urban public transit  |  |   |              |
| <i>Ensure monitoring of the new governance in the Montréal region</i>  | ---                                    | MTMDET (Framework: Urban public transit)    | N.A.         |
| <i>Continue the governance review and support bodies seeking to combine</i>  | ---                                    | MTMDET (Framework: Urban public transit)    | T            |
| <i>Establish a committee of partners mandated to study the possibility of reviewing the composition of the boards of directors of public transit corporations outside the ARTM's territory</i> | ---                                    | MTMDET (Framework: Urban public transit)    | N.A.         |
| Concerted action with the regional and local partners  |  |   |              |
| <i>Support the municipal sector in initiatives seeking to combine the activities of eligible bodies</i>  | ---                                    | MTMDET (Framework: Regional public transit) | N.A.         |
| <i>Create regional concerted action authorities bringing together the leading stakeholders in regional public transit</i>  | ---                                    | MTMDET (Framework: Regional public transit) | T            |
| <i>Strengthening of partnerships with community bodies to improve the dissemination of active transportation expertise to the municipal and regional sector</i>                                | ---                                    | MTMDET (Framework: Active)                  | R, T         |
| Other governance measures  | 15                                     | MTMDET                                      |              |
| <b>TOTAL</b>   | <b>1,095.9</b>                         |   |              |

## **Financial support for the Autorité régionale de transport métropolitain (ARTM)**

On the occasion of the 2017-2018 budget, the Government announced major support for the Autorité régionale de transport métropolitain, which was to be instituted on June 1, 2017. This support involves two components:

- > ensure solid financial foundations for the ARTM;
- > support the commissioning of the Réseau express métropolitain (REM) (Metropolitan Express Network).

The total amounts of support for these two components are \$360 million and \$720.9 million respectively. For the second component, the amount of assistance includes a contribution to operations and compensation related to the increase in property value. The support for the ARTM in relation to the REM is distinct from the Government's investments in the project itself, discussed in Dimension 3 of this Action Plan. Additional details on support for the ARTM are available in the 2017-2018 and 2018-2019 Québec Economic Plans.

## **Improvement of governance of urban public transit**

One of the key factors for facilitation of the alignment between land use planning and urban transportation planning is sound governance, based on best practises, particularly concerning public transit. Such governance, which is necessarily integrated, must be able to meet the needs of the municipal sector while ensuring the efficiency of the services provided to citizens. It must also be designed so as to encourage participation by independent experts.

The Government is deploying some measures in relation to governance of urban public transit, which will make it possible to tend toward these objectives. The measures will be developed from the appropriations allocated to the ministère des Transports, de la Mobilité durable et de l'Électrification des transports.

### **Ensure monitoring of the new governance in the Montréal region**

The establishment of the Autorité régionale de transport métropolitain, the creation of the Réseau de transport métropolitain, and the abolition of the Agence métropolitaine de transport and the Conseils intermunicipaux de transport, constitute major transformations of the organization of transportation in the Montréal region. To ensure that this new governance is efficient, the ministère des Transports, de la Mobilité durable et de l'Électrification des transports will closely monitor its operation and listen to the needs of the new bodies. This new approach may also influence the thinking concerning the governance of public transit in other regions.

### **Continue the governance review and support bodies seeking to combine**

Over the past few years, a consensus has developed on the necessity of optimizing planning and development of public transit services. The current institutional framework does not encourage the efficient performance of projects. Added to this are problems related to the operation of services, the lack of fare integration, interconnection of the services offered, user information or funding of services.

The Gouvernement du Québec wishes to support the initiatives and encourage the new governance models in order to participate in improvement of the planning and organization of public transit services. For this purpose, the Government intends to be inspired by best practises.

### **Establish a committee of partners mandated to study the possibility of reviewing the composition of the boards of directors of public transit corporations outside the ARTM's territory**

The presence of independent experts on the boards of directors of transit corporations appears to be a sound management practise, in that it should allow the creation of a shared decision-making environment based on political accountability and improvement of planning practises. In this regard, through a committee of partners, the Government wishes to provide more encouragement for the presence of independent experts on the boards of directors of public transit corporations outside the ARTM's territory.

The ministère des Transports, de la Mobilité durable et de l'Électrification des transports intends to be inspired by the Act respecting the governance of State-owned enterprises to guide the committee's work.

### **Concerted action with the regional and local partners**

The improvement of governance, this time at the regional level, depends on concerted action by the many stakeholders. In this perspective, the Action Plan of the Sustainable Mobility Policy puts forward mechanisms that will allow the work to progress toward better regional governance of public transit and active transportation.

More details concerning these actions are found in the intervention frameworks. More specific conditions concerning these measures will be formulated later.

### **Support the municipal sector in initiatives seeking to combine the activities of eligible bodies**

Québec has a large number of bodies involved in passenger mobility in the regions and there are too many overlaps. The Government plans to support the municipal sector in initiatives with the aim of combining organizations to improve governance and regional planning. The goal is to make management of services more efficient and better integrated. The objective of the initiatives should make it possible to favour regional autonomy, optimization of the available networks and empowerment of the elected officers and the municipal sector regarding public transit. The parameters of the programs concerned will be reviewed so as to favour the combination of regional transit resources.

### **Create regional concerted action authorities bringing together the leading stakeholders in regional public transit**

Regional authorities must be established to bring together all the public transit stakeholders in the territory of an administrative region. The mandate of this concerted action authority is to develop a vision and regional planning of services in order to improve the mobility offering for users. The ministère des Transports, de la Mobilité durable et de l'Électrification des transports wishes to strengthen cooperation among the different local authorities engaged in planning and management of services, but also to add value to their experience.

### **Strengthening of partnerships with community bodies to improve the dissemination of active transportation expertise to the municipal and regional sector**

The purpose of this measure is to provide technical support to the initiatives of the community partners for the production of guides to planning, design, development and operation of territories and infrastructures for the benefit of pedestrians and cyclists. This includes the necessary adaptations for all clientele with motor, sensory or intellectual disabilities and the alignment of active transportation with the other transportation modes. This partnership also underlies training activities in the municipal sector.

## Adequate and permanent funding

| Measures   | 2018-2023 Budget (millions of dollars) | Responsibility | RTI approach |
|--|--|----------------|--------------|
| Initiative on funding of mobility  | ---                                    | MTMDET         | R, T, I      |
| Harmonization of innovation and demonstration programs to secure funding | ---                                    | MESI           | N.A.         |
| <b>TOTAL</b>   | ---                                    |                |              |

### Initiative on funding of mobility

The Government, in the short term, will launch a major initiative on the funding of mobility in Québec. The proposed initiative will mainly seek to propose funding options to enable sustainable mobility stakeholders to assume their responsibilities fully in a sustainable perspective, with adequate tools. In this regard, an exhaustive comparative analysis of funding instruments will be conducted, taking Québec's needs and specificities into account.

In context of this initiative, reflections on transportation demand management will be required. In fact, transportation demand management can contribute significantly to the implementation of a sustainable approach to planning and management of transportation networks, by optimizing the use of infrastructures for motorists, public transit users, cyclists and pedestrians.

The amount necessary to carry out the initiative, particularly for the acquisition of appropriate analysis tools and for the cost of external expertise that could be required, will be taken from the appropriations of the ministère des Transports, de la Mobilité durable et de l'Électrification des transports.

This initiative will be closely linked to the improvement of governance, as discussed previously, and is a continuation of the work and reflections already under way within the Government.



## Harmonization of innovation and demonstration programs to secure funding

Businesses experience difficulties finding the required financing for the development of a product if they have not secured a customer's support for a demonstration project.

In this regard, the ministère de l'Économie, de la Science et de l'Innovation and the ministère des Transports, de la Mobilité durable et de l'Électrification des transports will collaborate in harmonization of the standards of the programs supporting development of products and their demonstration in real situations, in order to ensure greater continuity and predictability of funds for businesses.

No budget is required for this exercise, which will be conducted with existing departmental funds.

## Aware and mobilized citizens and businesses

Mobilization of citizens and businesses first depends on information and awareness, indicating how the Policy responds to the mobility needs and concerns of citizens and businesses, the benefits that can be derived from the Policy and its effects on their activities.

| Measures  | 2018-2023 Budget (millions of dollars) | Responsibility                    | RTI approach |
|---|--|-----------------------------------|--------------|
| General public campaign                         | 6                                      | MTMDET                            | R, T, I      |
| Targeted campaigns                              | 3                                      | MTMDET (Frameworks: New Mobility) | R, T, I      |
| Annual Forum on the Sustainable Mobility Policy | ---                                    | MTMDET                            | N.A.         |
| <b>TOTAL</b>                                    | <b>9</b>                               |                                   |              |

## **General public campaign**

Far-reaching instruments to promote the advantages and benefits of the Sustainable Mobility Policy as a whole include information, promotion and awareness campaigns.

The Government plans to allocate \$6 million to this campaign by 2023, with the first disbursements of \$1.2 million in 2019-2020.

## **Targeted campaigns**

For certain aspects of sustainable mobility, it appears relevant to target the clientele concerned by the promotion and awareness campaigns.

Thus, the Government more specifically plans to raise general public awareness of active transportation by large-scale publication, in different media, of the new rules applicable in Québec with the aim of favouring safe active transportation. The Government will also promote and value new mobility. Other promotion and awareness initiatives will also be put forward, particularly on different aspects of road safety for heavy vehicles, and the intensification of promotion and awareness activities concerning electric vehicles.

The Government plans to allocate \$3 million by 2023 to the promotion of new mobility. The funding of the other targeted awareness and promotion activities will be taken from the departmental appropriations.

## **Annual Forum on transportation and mobility**

The ministère des Transports, de la Mobilité durable et de l'Électrification des transports will organize a forum on the Sustainable Mobility Policy once a year with members of civil society. The Forum will make it possible to keep abreast of changes and new developments in sustainable mobility, produce an assessment of the application of the Policy's measures over the past year, agree on follow-up and take corrective actions, if necessary. A committee to support the Forum approach will also be set up.

# 4 MONITORING OF IMPLEMENTATION OF THE ACTION PLAN

Implementation and monitoring of the Action Plan will make the Vision a reality and allow achievement of the objectives specified in the Sustainable Mobility Policy. The Policy will be deployed through this first 2018-2023 Action Plan and the 11 sectoral intervention frameworks, which will be updated and renewed periodically.

## Monitoring process

Monitoring will be done on an annual basis and will allow measuring of the effect of the actions that will have been implemented, by means of indicators chosen with the aim of verifying whether the achievement of the targets set is on the right track and of making adjustments, if necessary. In fact, it is essential to keep the Policy active by continuous adjustments to the actions proposed in its Action Plan, in order to stay the course on the objectives to be achieved.

## Accountability

The accountability mechanism seeks transparency, favours mobilization and encourages the community to pursue its commitment to sustainable mobility. In addition to the annual monitoring of the Policy's actions, a five-year assessment will be performed at the end of the period, in 2023, and will concern this first comprehensive action plan of the Policy and the intervention frameworks. It will enable the Government to inform the stakeholders and citizens about the progress of implementation of the Policy and will be used to define the measures of the next action plan.

# 5

## NEXT STEPS

The Sustainable Mobility Policy, supported by its first five-year Action Plan, seeks to determine the concrete actions that must be taken so that all of Québec aspires to more sustainable mobility. However, these actions must materialize on the ground so that all regions can appropriate the concepts of sustainable mobility and adapt them to their territory. This regionalization of the Policy, a logical consequence of the implementation of the Action Plan, must depend on the initiative of the regions.

The Action Plan makes tools available to the municipal sector allowing it to concretize the regionalization of the Policy, particularly assistance programs to support it in the drafting of integrated mobility plans and the improvement of transportation governance. In addition to giving the Policy a regional colour, these tools are also required to obtain funding under certain other programs. The ministère des Transports, de la Mobilité durable et de l'Électrification des transports and the ministère des Affaires municipales et de l'Occupation du territoire will support the regions in this regionalization.

Parallel to this, the Government also intends to go farther in the operationalization of the Action Plan in the shorter term by instituting an integrated planning process for the interventions, supported by new decision help tools, fed by collection of conclusive transportation data.



With this 2018-2023 Action Plan of the Sustainable Mobility Policy - 2030, the Government is deploying the basic tools necessary for sustainable mobility to thrive in Québec for the years ahead. This Action Plan is very ambitious, but the actions constituting it are only the beginning of the path Québec intends to follow to achieve its adopted vision of sustainable mobility.



## VISION

In 2030, Québec will be a North American leader in sustainable and integrated mobility of the 21st century. On a territory planned in a perspective of sustainable mobility, it will have a high-performance, safe, connected and low-carbon transport ecosystem, which contributes to Québec's prosperity and meets the needs of citizens and businesses.

## SUSTAINABLE MOBILITY POLICY - 2030

### 2018-2023 Action Plan

### Synoptic Table

#### GENERAL TARGETS

##### SOCIAL

70% of the Québec population have access to at least four sustainable mobility services

20% reduction of the average travel time between home and work

25% reduction in the number of fatal accidents and those involving serious injuries compared to 2017

| Intervention priority  | Measure  | Indicator   | Target   |
|--|--|---|--|
| <b>Dimension 1: Work with the municipal sector to favour the deployment of sustainable transport services for citizens</b> |  |   |  |
| Favour integrated planning of land use and urban transportation and regional   | <b>Integrated sustainable mobility plan (including support)</b>  | Number of plans adopted   | 100% of the RCMs   |
|  | <b>Financial Assistance Program for Sustainable Development of Living Environments</b>   | Assessment  | 2020   |
|  | <b>Support Program for Sustainable Development of Communities - Real Estate Developer Component real estate program</b>  | Implementation of the program   | 2021   |
| Make urban public transit more attractive and competitive  | <b>Improvement of public transit assistance programs to improve the service offering:</b>  |   |  |
|  | <ul style="list-style-type: none"> <li>Programme d'aide au développement du transport collectif (PADTC - Public Transit Development Assistance Program)</li> <li>Programme d'aide au transport collectif des personnes et aux immobilisations en transport en commun (PAGTCP - Assistance Program for the Development of Public Transit for Passengers and Capital Expenditures in Public Transit).</li> </ul> | Annual increase in the service offering   | 5% per year up to 2023   |
|  |  | Annual increase in the service offering   | 5% per year up to 2023   |
|  | <b>Support for the production of mobility plans of large trip generators:</b>  |   |  |
|  | <ul style="list-style-type: none"> <li>Support for the deployment of company mobility plans</li> <li>Pilot projects for company car pooling</li> </ul>   | Number of projects  | 3 projects by 2020   |
| Favour and improve the attractiveness of regional and intercity transit  | <b>Support for regional public transit</b>   | Increase in the budget allocated to regional public transit   | Budget improved in 2019  |
|  | <b>Improvement of the attractiveness of intercity bus service</b>  | Increase in the budget allocated to regional public transit   | Budget improved in 2019  |
|  | <b>Vitality of isolated, landlocked and remote regions</b>   |   |  |
|  | <ul style="list-style-type: none"> <li>Programme d'aide pour les dessertes aériennes régionales (PADAR - Assistance Program for Regional Air Service)</li> <li>Programme de réduction des tarifs aériens (PRTA - Airfare Reduction Program)</li> </ul>   | Number of regular regional flights in Québec<br>Air fares in force on the regional air links<br>Number of requests for reimbursement<br>Participation rate in the program by locality | 10% increase in 2023<br>Reduction of average rates by 10% by 2023<br>10% growth in 2023<br>Over 20% by 2023 for communities not connected to the road network and 10% for localities connected to the road network |

## GENERAL TARGETS

| ENVIRONNEMENTAL   |                                    | ECONOMIC  |                          |                         |
|---|------------------------------------|---|--------------------------|-------------------------|
| 20% reduction of solo car trips throughout Québec<br>40% reduction of petroleum consumption in the transportation sector below the 2013 level<br>37.5% reduction of GHG emissions in the transportation sector below the 1990 level |                                    | 15 billion in annual sales for the Québec land transportation equipment sector<br>25% increase in tonnages of freight transshipped in Québec ports and intermodal rail centres<br>Reduction of the costs associated with congestion for businesses in the Montréal and Québec metropolitan regions<br>20% reduction of households' gross expenditures allocated to transportation |                          |                         |
| Promoter (Collaborator)   | R, T, I<br>Reduce Transfer Improve | Actual amounts (\$M)  | Additional amounts (\$M) | Total amounts SMP (\$M) |
|   |                                    | <b>1,521.8</b>  | <b>1,048.9</b>           | <b>2,570.7</b>          |
| MTMDET, MAMOT   | R, T                               | 2.5   | 50                       | 52.5                    |
| MAMOT   | R, T                               | 19.7  | 0                        | 19.7                    |
| TEQ   | R, T                               | 0   | 50                       | 50                      |
| MTMDET  |                                    | 769.5   | 450.6                    | 1,220.1                 |
| MTMDET  |                                    | 144.5   | 226.6                    | 371.1                   |
| MTMDET  | R, T                               | 0   | 2                        | 2                       |
| MTMDET  | R, T                               | 0   | 1.5                      | 1.5                     |
| MTMDET  | T                                  | 24.6  | 19                       | 43.6                    |
| MTMDET  | T                                  | 0   | 20                       | 20                      |
| MTMDET  | I                                  | 0   | 22.5                     | 22.5                    |
| MTMDET  | I                                  | 6   | 40                       | 46                      |

| Intervention priority  | Measure   | Indicator   | Target   |
|--|---|---|--|
|  | <ul style="list-style-type: none"> <li>Découvrons notre Québec (Discover our Québec)</li> <li>Study concerning air transportation in the Plan Nord territory</li> </ul>   | Implementation of the measure<br>Conducting the study | 2023<br>Study completed by 2023  |
| Facilitate trips for persons with reduced mobility   | <b>Multi-year financial support for paratransit:</b> <ul style="list-style-type: none"> <li>Programme de subvention au transport adapté (PSTA - Paratransit Grant Program)</li> <li>Programme de subvention aux véhicules collectifs accessibles (PSVCA - Grant Program for Accessible Public Transit Vehicles)</li> <li>Programme d'adaptation de véhicules pour personnes handicapées (PAV - Vehicle Adaptation Program for Persons with Disabilities)</li> </ul> | Programs improved                                     | Programs improved in 2018  |
|  | <b>Additional financial assistance for trips outside home territory</b>   | Increase in the number of trips outside the territory | Increase in the number of trips outside the territory in 2023 compared to 2017 |
| Support new forms of mobility, innovation and systems integration  | <b>Support for initiatives in new forms of mobility and their use:</b> <ul style="list-style-type: none"> <li>Deployment of transport on demand (ToD)</li> </ul>  | Number of administrative regions equipped             | At least one ToD per administrative region in 2023                             |
|  | <ul style="list-style-type: none"> <li>Technical monitoring of autonomous and connected vehicle demonstration projects</li> <li>Deployment of shared mobility projects</li> </ul>   | Number of projects carried out                        | 2 projects by 2021   |
|  |   | Number of projects implemented                        | 6 projects by 2023   |
|  | <b>Support for innovation for connected integrated mobility:</b> <ul style="list-style-type: none"> <li>Support program for the implementation of integrated systems (MaaS) and regional tour</li> </ul>  | Number of operators met                               | Meetings of the main operators by 2021   |
|  |   | Number of cities equipped annually                    | The 10 biggest cities in Québec equipped by 2023                               |
|  | <b>Support for the realization of pilot projects to test autonomous electric vehicles</b>   | Number of projects                                    | 5 projects by 2023   |
| <b>Modernization of the taxi industry</b>  |   |   |  |
| <b>Availability of coherent information services meeting the mobility needs of users in all regions:</b> <ul style="list-style-type: none"> <li>Standardization of information and implementation studies</li> </ul> | Achievement rate  | 100% by 2023  |  |

| Promoter (Collaborator) | R, T, I Reduce Transfer Improve | Actual amounts (\$M) | Additional amounts (\$M) | Total amounts SMP (\$M) |
|-------------------------|---------------------------------|----------------------|--------------------------|-------------------------|
| MTMDET, MTO             | I                               | 0                    | 10                       | 10                      |
| SPN, MTMDET             | I                               | 0                    | 0.7                      | 0.7                     |
| MTMDET                  | I                               | 476                  | 85.7                     | 561.7                   |
| MTMDET                  | I                               | 10                   | 7.5                      | 17.5                    |
| MTMDET                  | I                               | 51                   | 11.5                     | 62.5                    |
| MTMDET                  | I                               | 0                    | 5.3                      | 5.3                     |
| MTMDET                  | I                               | 0                    | 5.1                      | 5.1                     |
| MTMDET, SAAQ            | I                               | 0                    | 0,5                      | 0.5                     |
| MTMDET                  | I                               | 0                    | 7.2                      | 7.2                     |
| MTMDET                  | T, I                            | 0                    | 8.2                      | 8.2                     |
| MAMOT                   | I                               | 0                    | 5                        | 5                       |
| MTMDET                  | T, I                            | 18                   | 0                        | 18                      |
| MTMDET                  | I                               | 0                    | 0.8                      | 0.8                     |

| Intervention priority  | Measure   | Indicator   | Target                           |
|--|---|---|----------------------------------|
|  | <ul style="list-style-type: none"> <li>Implementation or adaptation of intelligent transportation systems to allow the collection and exchange of standardized information</li> <li>Integration of user information in transportation</li> <li>Implementation of data sharing services</li> </ul> | Achievement rate  | 100% by 2023                     |
|  |   | Achievement rate  | 100% by 2023                     |
|  |   | Deployment at the informational level                       | 100% by 2023                     |
|  |   | Deployment at the operational level                         | 40% by 2023                      |
|  | Deployment at the control level   | 5% by 2023  |                                  |
| <b>Connectivity and integration of transportation services:</b> <ul style="list-style-type: none"> <li>Integration of intelligent transportation systems at the MTMDET and with the cities and the public transit bodies</li> <li>Integration of modal passenger transportation platforms</li> <li>Implementation of multimodal route planners for passenger and freight transportation</li> </ul> | Achievement rate at the MTMDET  | 50% by 2023   |                                  |
|  | Achievement rate with the partners  | 5% by 2023  |                                  |
|  | Achievement rate  | 40% by 2023   |                                  |
| <b>Harmonious introduction of advantageous technological innovations in sustainable mobility:</b> <ul style="list-style-type: none"> <li>Studies and integration of technological innovation</li> </ul>  | Achievement rate  | 5% by 2023  |                                  |
|  | Number of studies and projects achieved   | 3 studies by 2023   |                                  |
| <b>Dimension 2: Support logistics chain stakeholders in the deployment of high-performance transport services for businesses</b>   |   |   |                                  |
| Ensure the establishment of integrated and interconnected multimodal networks in support of logistics chains   | <b>Establishment of a multimodal transportation network in support of international trade</b>   |   |                                  |
|  | <b>Projects for logistics hubs and industrial-port zones</b>  | Number of industrial-port zones<br>Number of logistics hubs | 16 by 2020<br>2 by 2020          |
|  | <b>Centre d'innovation en logistique et chaînes d'approvisionnement durable (CILCAD - Centre for innovation in logistics and sustainable supply chains)</b>   | Assessment of activities                                    | 2023                             |
|  | <b>Collaborative projects on shared and electric delivery</b>   | Number of projects  | 4 projects by 2023               |
|  | <b>Programme visant la réduction ou l'évitement des émissions de GES par le développement du transport intermodal (PREGTI - Program for the reduction and avoidance of greenhouse gases by the development of intermodal transportation)</b>  | Number of kt CO <sub>2</sub> e avoided annually             | 250 kt CO <sub>2</sub> e by 2020 |

| Promoter<br>(Collaborator) | R, T, I<br>Reduce Transfer<br>Improve | Actual amounts<br>(\$M) | Additional<br>amounts (\$M) | Total amounts<br>SMP (\$M) |
|----------------------------|---------------------------------------|-------------------------|-----------------------------|----------------------------|
| MTMDET                     | I                                     | 0                       | 6                           | 6                          |
| MTMDET                     | I                                     | 0                       | 3.3                         | 3.3                        |
| MTMDET                     | I                                     | 0                       | 3.7                         | 3.7                        |
| MTMDET                     | T, I                                  | 0                       | 4.4                         | 4.4                        |
| MTMDET                     | T, I                                  | 0                       | 1.2                         | 1.2                        |
| MTMDET                     | T, I                                  | 0                       | 0.1                         | 0.1                        |
| MTMDET                     | I                                     | 0                       | 0.5                         | 0.5                        |
|                            |                                       | <b>847.3</b>            | <b>14.9</b>                 | <b>862.2</b>               |
| MTMDET                     | T, I                                  | 0                       | 0                           | 0                          |
| SAM, MESI, MTMDET          | R, T, I                               | 800 <sup>1</sup>        | 0                           | 800 <sup>1</sup>           |
| TEQ                        | T                                     | 2.7                     | 4.1                         | 6.8                        |
| MTMDET                     | T, I                                  | 0                       | 10                          | 10                         |
| MTMDET                     | T, I                                  | 44.3                    | 0                           | 44.3                       |

<sup>1</sup> These investment funds will be committed for the 2015-2020 period. These expenditures arising from these investments should continue beyond 2020.

| Intervention priority  | Measure   | Indicator                             | Target                          |
|--|---|---------------------------------------|---------------------------------|
| Support workforce training   | Program to support labour initiatives for road freight transportation   | Program defined and authorized        | Implementation in 2019          |
|  | Support and development of training and improvement programs in the trades related to maritime transportation   | Number of crew members                | 20 crew members per year        |
| Optimize regulation of transportation modes  | Update of the legislative and regulatory framework of road freight transportation to improve its efficiency   | Legislative and regulatory amendments | 2021                            |
|  | Strengthening of the safety monitoring program and of legislative and regulatory enforcement for the Québec railway network based on assessment of the greatest risks   | Strengthened monitoring program       | Implementation in 2018          |
| <b>Dimension 3: Deploy transportation infrastructures favouring sustainable mobility</b>   |   |                                       |                                 |
| Implement structuring projects in public transit   | Réseau express métropolitain (REM - Metropolitan Express Network)   | Progress of the project               | Inauguration of the REM in 2021 |
|  | Montréal métro blue line  | Progress of the project               | 2023                            |
|  | Réseau de transport structurant de Québec (Québec City structuring transportation network)  | Progress of the project               | 2023                            |
|  | Lévis - Implementation of priority measures   | Progress of the project               | 2023                            |
|  | Other structuring projects <ul style="list-style-type: none"> <li>• Pie-IX bus rapid transit (BRT) service</li> <li>• Rapid transit link in West Gatineau</li> <li>• Rapibus - East Gatineau</li> </ul>   | Progress of the project               | 2023                            |
| Invest in infrastructures favouring public transit and active transportation   | Asset maintenance in public transit   | Grant rate for asset maintenance      | 85% by 2019                     |
|  | Support for municipalities to adapt transportation infrastructures in an urbanized environment to the benefit of active transportation  | Application program                   | Program improved in 2021        |
|  | Extension of the self-service bicycle network in Québec agglomerations  |                                       |                                 |
|  | Route Verte: <ul style="list-style-type: none"> <li>• Programme d'aide financière au développement de la Route verte et de ses embranchements (Financial assistance program for the development of the Route Verte and its branches)</li> </ul> | Implementation of the program         | 2018                            |
|  | <ul style="list-style-type: none"> <li>• Programme d'aide financière à l'entretien de la Route verte (Financial assistance program for maintenance of the Route Verte)</li> </ul>   | Review of the program                 | In force in 2019                |
| Programme d'aide financière à la conservation des infrastructures de transport actif (CITA) (Financial assistance program for conservation of active transportation infrastructures) | Program in force  | 2018                                  |                                 |

| Promoter (Collaborator) | RTI Reduce Transfer Improve | Actual amounts (\$M) | Additional amounts (\$M) | Total amounts SMP (\$M) |
|-------------------------|-----------------------------|----------------------|--------------------------|-------------------------|
| MTMDET                  | I                           | 0                    | 0.8                      | 0.8                     |
| MTESS                   | I                           | 0.3                  | 0                        | 0.3                     |
| MTMDET                  | I                           | 0                    | 0                        | 0                       |
| MTMDET                  | I                           | 0                    | 0                        | 0                       |
|                         |                             | <b>2,963.5</b>       | <b>1,710.4</b>           | <b>4,673.9</b>          |
| MTMDET                  | T, I                        | 1280                 | 0                        | 1280                    |
| MTMDET                  | T, I                        | 0                    | 364.9                    | 364.9                   |
| MTMDET                  | T, I                        | 0                    | 215.3                    | 215.3                   |
| MTMDET                  | T, I                        | 0                    | 87                       | 87                      |
| MTMDET                  | T, I                        | 0                    | 314.5                    | 314.5                   |
| MTMDET                  | T, I                        | 0                    | 280.4                    | 280.4                   |
| MTMDET                  | R, T, I                     | 22.7                 | 38.5                     | 61.2                    |
| MTMDET, MAMOT           | R, T, I                     | 0                    | 13                       | 13                      |
| MTMDET                  | R, T, I                     | 12.5                 | 5                        | 17.5                    |
| MTMDET                  | R, T, I                     | 12.5                 | 5.5                      | 18                      |
| MTMDET                  | R, T, I                     | 12.5                 | 3                        | 15.5                    |

| Intervention priority   | Measure   | Indicator  | Target  |
|---|---|--|---|
| Ensure the permanence of road, rail, port and airport infrastructures | <b>Improvement of the financial assistance programs for local roads (Programmes d'aide financière à la voirie locale (PAFVL))</b> <ul style="list-style-type: none"> <li>Programme d'aide à l'entretien du réseau routier local (PAERRL) (Assistance program for local road network maintenance)</li> <li>Réhabilitation du réseau routier local (RRRL) (Rehabilitation of the local road network)</li> </ul> | <p>Increase in municipal expenditures on maintenance of the local road network</p> <p>Rate of the assistance granted to municipalities for projects appearing in the program of an intervention plan on local road infrastructures</p> | <p>\$30 M by 2023</p> <p>80% by 2023</p>  |
|   | <b>Rehabilitation of the entire railway network of the Gaspé Railway</b>  | Progress of rehabilitation   | Entire network rehabilitated  |
|   | <b>Programme d'aide québécois pour les infrastructures aéroportuaires régionales (PAIAR) (Québec assistance program for regional airport infrastructures)</b>   | Number of projects presented and accepted  | Over 60% by 2023  |
|   | <b>Programme d'aide à l'intégration modale (PAIM) (Modal integration assistance program)</b>  | Implementation of the Programme d'aide à l'intégration modale (Modal integration assistance program)   | Implementation of the program in 2018   |
|   | <b>Programme de soutien aux investissements dans les infrastructures de transport maritime (PSIITM) (Support program for investments in maritime transportation infrastructures)</b>  | % reduction of CO <sub>2</sub>   | 250 kt CO <sub>2</sub> e by 2020  |
|   |   | Amounts invested   | \$200 M by 2023   |
|   | <b>Modernization of the roadside parks network</b>  | Construction/renovation and commissioning of modernized rest areas   | To be determined by an implementation plan  |
|   | <b>Other measure – Rail transportation</b>  |  |   |
| <b>Other measure – Maritime transportation</b>                        |   |  |   |
| Ensure transportation safety  | <b>Integration of the Zero Accident Vision as the reference strategy of road safety in Québec</b>   | Intervention strategy  | <p>Drafting in 2019</p> <p>Implementation and communication in 2020</p>   |
|   | <b>Implementation of an initiative concerning the emergence of the Zero Accident Vision in Québec</b>   | Implementation of an initiative with the municipal sector  | Establishment of Québec Zero Accident Vision certified standards  |
|   | <b>Implement means of action for safe roads and roadsides</b>   | Interventions and investments made annually  | To be determined by an implementation plan  |
|   | <b>Revision of the Highway Safety Code to improve the safety of the most vulnerable users</b>   | Bills adopted  | <p>Introduction of the principle of caution in the HSC in 2018</p> <p>Revision of the HSC traffic rules by 2023</p> |

| Promoter (Collaborator) | R, T, I Reduce Transfer Improve | Actual amounts (\$M) | Additional amounts (\$M) | Total amounts SMP (\$M) |
|-------------------------|---------------------------------|----------------------|--------------------------|-------------------------|
| MTMDET                  | I                               | 396.5                | 150                      | 546.5                   |
| MTMDET                  | I                               | 250                  | 100                      | 350                     |
| MTMDET                  | I                               | 225                  | 0                        | 225                     |
| MTMDET                  | T, I                            | 78.3                 | 12.5                     | 90.8                    |
| MTMDET                  | I                               | 0                    | 100                      | 100                     |
| MTMDET                  | T, I                            | 0                    | 20                       | 20                      |
| MTMDET                  | T, I                            | 88                   | 0                        | 88                      |
| MTMDET                  | I                               | 70.5                 | 0                        | 70.5                    |
| MTMDET                  |                                 | 15                   | 0                        | 15                      |
| MTMDET                  |                                 | 0                    | 0.4                      | 0.4                     |
| MTMDET                  | I                               | 0                    | 0                        | 0                       |
| MTMDET                  | I                               | 0                    | 0                        | 0                       |
| MTMDET                  | I                               | 500                  | 0                        | 500                     |
| MTMDET, SAAQ            | I                               | 0                    | 0                        | 0                       |

| Intervention priority   | Measure   | Indicator   | Target                                    |
|---|---|---|---|
|   | <b>Extension of the work of the Unité de vigilance permanente sur les hydrocarbures (Permanent vigilance unit on hydrocarbons) in the hydrocarbon transportation component and drafting of an improvement plan for hydrocarbon transportation safety in Québec</b>  | Diffusion of a transportation safety improvement plan                     | 2018                                      |
|   | <b>Adaptation of the legal and regulatory interventions necessary for the emergence of autonomous vehicles</b>  | Number of pilot projects  | 3 pilot projects by 2023                  |
|   | <b>Other measures - Road safety, railway transportation, maritime transportation, road freight transportation</b>   |   |   |
| <b>Dimension 4: Promote electrification and deployment of energy-efficient vehicles</b> |   |   |   |
| Continue the transportation electrification efforts                                     | <b>“Roulez vert” program</b>  | Number of electric vehicles registered in Québec                          | 100,000 by 2020                           |
|   | <b>Initiatives of the Electric and Intelligent Vehicles Industrial Cluster</b>  | Investments generated by the funded projects                              | \$7.5 M by 2023                           |
|   | <b>Continuation of various initiatives of the 2015-2020 Transportation Electrification Action Plan</b><br><ul style="list-style-type: none"> <li>• Support for transportation electrification investment projects</li> <li>• Mobilizing projects in transportation electrification</li> <li>• Support for industrial innovation projects</li> </ul> | Subsidies granted   | \$12 M by 2020                            |
|   |   | Number of mobilizing projects<br>Financial assistance granted to projects | 2 projects by 2020<br>\$5 million by 2020 |
| <b>Application of the ZEV standard</b>  | Assessment  | 2023  |   |
| Continue the deployment of charging stations  | <b>Support for the implementation of an electric charging infrastructure:</b><br><ul style="list-style-type: none"> <li>• Fast-charging stations along the main road axes</li> <li>• Deployment of multiple unit residential and on-street charging</li> </ul>  | Assessment  | 2021                                      |
|   |   | Assessment  | 2021                                      |
| Support the development of different forms of energy                                    | <b>Exhaustive study of alternative fuels based on a life cycle approach</b>   | Production of the study   |   |
|   | <b>Support for the installation of natural gas stations - Route Bleue</b>   | Assessment  | 2021                                      |
|   | <b>Regulation on the minimum renewable fuel content in gasoline and diesel fuel</b>   | Coming into force of the regulation                                       | 2019                                      |
|   | <b>Multi-fuel stations pilot project</b>  | Number of multi-fuel stations   | 4 by 2023                                 |

| Promoter (Collaborator) | R, T, I Reduce Transfer Improve | Actual amounts (\$M) | Additional amounts (\$M) | Total amounts SMP (\$M) |
|-------------------------|---------------------------------|----------------------|--------------------------|-------------------------|
| MERN                    | I                               | 0                    | 0                        | 0                       |
| MTMDET, SAAQ, MESI      | I                               | 0                    | 0                        | 0                       |
| MTMDET                  |                                 | 0                    | 0.4                      | 0.4                     |
|                         |                                 | <b>168.9</b>         | <b>116.5</b>             | <b>285.3</b>            |
| TEQ                     | I                               | 32.3                 | 92.1                     | 124.4                   |
| MESI                    | I                               | 3.9                  | 0.1                      | 4                       |
| MESI                    | I                               | 12                   | 0                        | 12                      |
| MESI                    | I                               | 13.5                 | 0                        | 13.5                    |
| MESI                    |                                 | 11                   | 0                        | 11                      |
| MDDELCC                 | I                               | 0                    | 0                        | 0                       |
| MTMDET                  | I                               | 2.6                  | 0                        | 2.6                     |
| TEQ                     | I                               | 4.8                  | 6                        | 10.8                    |
| TEQ                     | I                               | 0                    | 0.3                      | 0.3                     |
| TEQ                     | I                               | 2.9                  | 0                        | 2.9                     |
| MERN                    | I                               | 0                    | 0                        | 0                       |
| MERN                    | I                               | 10.4                 | 0                        | 10.4                    |

| Intervention priority   | Measure   | Indicator                      | Target                           |
|---|---|--------------------------------|----------------------------------|
| Encourage the use of energy-efficient vehicles for freight transportation   | Écocamionnage (Ecotrucking) program   | % reduction of CO <sub>2</sub> | 325 kt CO <sub>2</sub> by 2020   |
|   | Écoconduite (Ecodriving) program  | Assessment                     | 2023                             |
|   | Programme de gestion de l'énergie dans les parcs de véhicules routiers (Energy management program in road vehicle fleets)   | Assessment                     | 2023                             |
|   | Programme d'aide à l'amélioration de l'efficacité du transport maritime, aérien et ferroviaire en matière de réduction ou d'évitement des émissions de gaz à effet de serre (PETMAF) (Assistance program to improve the efficiency of maritime, air and rail transportation in reduction or avoidance of greenhouse gas emissions)  | % reduction of CO <sub>2</sub> | 135 kt CO <sub>2</sub> e by 2020 |
| <b>Dimension 5: Assume the leadership on sustainable mobility in Québec</b> |   |                                |                                  |
| Support the sustainable and intelligent mobility industry                   | <b>Lines of intervention of the Action Plan for the Land Transportation and Sustainable Mobility Industry:</b> <ul style="list-style-type: none"> <li>• Support projects and invest in labour.</li> <li>• Increase the presence of businesses in markets outside Québec.</li> <li>• Strengthen research and innovation.</li> <li>• Become a world leader in demonstration.</li> </ul> |                                |                                  |
| Stimulate research and development  | Passeport innovation (Innovation Passport)  |                                |                                  |
|   | Call for projects to SMEs for the development of products and solutions in partnership with global clients  | Assessment                     | 2023                             |
|   | Greener Aircraft (SA2GE) mobilizing project   |                                |                                  |
|   | Provide financial support for research on intercity mobility in Québec  | Assessment                     | 2023                             |
|   | Ensure a government watch on innovation and technology in sustainable mobility  |                                |                                  |
|   | Other measure – Maritime transportation   |                                |                                  |
| Strengthen the exemplary role of the State                                  | Directive that defines the location criteria of government public buildings   | Drafting the directive         | Directive drafted in 2020        |
|   | Electrification of the government fleet   | Assessment                     | 2020                             |
|   | Mobility of Government employees  | Assessment                     | 2020                             |

| Promoter (Collaborator) | R, T, I Reduce Transfer Improve | Actual amounts (\$M) | Additional amounts (\$M) | Total amounts SMP (\$M) |
|-------------------------|---------------------------------|----------------------|--------------------------|-------------------------|
| MTMDET                  | I                               | 36.8                 | 0                        | 36.8                    |
| TEQ                     | I                               | 5.4                  | 8                        | 13.4                    |
| TEQ                     | I                               | 7.9                  | 10                       | 17.9                    |
| MTMDET                  | T, I                            | 25.2                 | 0                        | 25.2                    |
|                         |                                 | <b>198.7</b>         | <b>46.9</b>              | <b>245.6</b>            |
| MESI                    |                                 | 32.1                 | 8.3                      | 40.4                    |
| MESI                    |                                 | 7.4                  | 2.7                      | 10.1                    |
| MESI                    |                                 | 32.5                 | 21.8                     | 54.3                    |
| MESI                    |                                 | 1                    | 8.1                      | 9.1                     |
| MESI                    |                                 | 58                   | 0                        | 58                      |
| MESI                    |                                 | 0                    | 3                        | 3                       |
| MESI                    | I                               | 48.6                 | 0                        | 48.6                    |
| MTMDET                  | T, i                            | 0                    | 1.5                      | 1.5                     |
| MTMDET                  |                                 | 0                    | 0                        | 0                       |
| MTMDET                  |                                 | 0.3                  | 0                        | 0.3                     |
| SQI                     | R, T                            | 0                    | 0                        | 0                       |
| MTMDET, CGER            | I                               | 0                    | 0                        | 0                       |
| MDDELCC, SCT            | R, T, I                         | 4.2                  | 0                        | 4.2                     |

| Intervention priority   | Measure  | Indicator   | Target  |
|---|--|---|---|
| Improve the integrated planning process of transportation interventions | <b>Analysis of the planning process and improvement proposals for development projects</b>   |   |   |
|   | <b>Stratégie de collecte des données probantes en transport (Conclusive Transportation Data Collection Strategy)</b> <ul style="list-style-type: none"> <li>Collection of data on modal transportation and on use of the network and services</li> <li>National origin-destination survey on passenger transportation</li> <li>Studies or surveys on traffic of heavy vehicles, including transport of hazardous materials</li> </ul>  | Strategy and investigations completed   | 2022  |
|   | <b>Acquisition of data on autonomous vehicles</b>  | Achievement rate  | All Québec roads will have been scanned by 2023                                   |
| <b>Winning conditions</b>   |  |   |   |
| Governance articulated around partnerships                              | <b>Financial support for the Autorité régionale de transport métropolitain (ARTM):</b> <ul style="list-style-type: none"> <li>Ensure solid financial foundations</li> <li>Support the commissioning of the Réseau express métropolitain (Metropolitan Express Network)</li> </ul>  | Progress  | 2023  |
|   | <b>Improvement of governance of urban public transit:</b> <ul style="list-style-type: none"> <li>Ensure monitoring of the new governance in the Montréal region</li> <li>Continue the governance review and support bodies seeking to combine</li> <li>Establish a committee of partners mandated to study the possibility of reviewing the composition of the boards of directors of public transit corporations outside the ARTM's territory</li> </ul>                                    | Committee established   | Submission of recommendations in 2023   |
|   | <b>Concerted action with the regional and local partners:</b> <ul style="list-style-type: none"> <li>Support the municipal sector in initiatives seeking to combine eligible bodies</li> <li>Create regional concerted action authorities bringing together the leading stakeholders in regional public transit</li> <li>Strengthening of partnerships with community bodies to improve the dissemination of active transportation expertise to the municipal and regional sector</li> </ul> | Modification of existing programs<br>Number of active regional tables<br>Guides and technical documents published | Programs modified by 2020<br>Implementation of 10 regional tables by 2020<br>2023 |
|   | <b>Other governance measures</b>   |   |   |

| Promoter (Collaborator) | R, T, I Reduce Transfer Improve | Actual amounts (\$M) | Additional amounts (\$M) | Total amounts SMP (\$M) |
|-------------------------|---------------------------------|----------------------|--------------------------|-------------------------|
| MTMDET                  | R, T, I                         | 0                    | 0                        | 0                       |
| MTMDET                  |                                 | 2                    | 0                        | 2                       |
| MTMDET                  |                                 | 7.8                  | 0                        | 7.8                     |
| MTMDET                  |                                 | 4.8                  | 0                        | 4.8                     |
| MTMDET, CGER            |                                 | 0                    | 1.5                      | 1.5                     |
|                         |                                 | <b>1,095.9</b>       | <b>9</b>                 | <b>1,104.9</b>          |
| MTMDET                  | T                               | 360                  | 0                        | 360                     |
| MTMDET                  | T, I                            | 720.9                | 0                        | 720.9                   |
| MTMDET                  |                                 | 0                    | 0                        | 0                       |
| MTMDET                  | T                               | 0                    | 0                        | 0                       |
| MTMDET                  |                                 | 0                    | 0                        | 0                       |
| MTMDET, MAMOT           |                                 | 0                    | 0                        | 0                       |
| MTMDET, MAMOT           | T                               | 0                    | 0                        | 0                       |
| MTMDET                  | R, T                            | 0                    | 0                        | 0                       |
| MTMDET                  |                                 | 15                   | 0                        | 15                      |

| Intervention priority                       | Measures   | Indicator                              | Target  |
|---|--|--|---|
| Adequate and permanent funding              | Initiative on funding of mobility                      | Achievement of the initiative          | Recommendation of measures and tools of the public transit initiative available in 2020 |
|   | Harmonization of innovation and demonstration programs | Program harmonized                     | 2023  |
| Aware and mobilized citizens and businesses | General public campaign                                | Assessment of activities performed     | 2023  |
|   | Targeted campaigns                                     | Number of campaigns conducted per year | 5 campaigns by 2023   |
|   | Annual Forum on the Sustainable Mobility Policy        | Launch of the Forum                    | 2019  |

|                                 |                |
|---------------------------------|----------------|
| <b>TOTAL CURRENT AMOUNTS</b>    | <b>6,796</b>   |
| <b>TOTAL ADDITIONAL AMOUNTS</b> | <b>2,946.6</b> |
| <b>TOTAL SMP</b>                | <b>9,742.5</b> |

| Promoter (Collaborator) | R, T, I Reduce Transfer Improve | Actual amounts (\$M) | Additional amounts (\$M) | Total amounts SMP (\$M) |
|-------------------------|---------------------------------|----------------------|--------------------------|-------------------------|
| MTMDET                  | R, T, I                         | 0                    | 0                        | 0                       |
| MESI                    |                                 | 0                    | 0                        | 0                       |
| MTMDET                  | R, T, I                         | 0                    | 6                        | 6                       |
| MTMDET                  | R, T, I                         | 0                    | 3                        | 3                       |
| MTMDET                  |                                 | 0                    | 0                        | 0                       |

## VISION

In 2030, Québec will be a North American leader in sustainable and integrated mobility of the 21<sup>st</sup> century. On a territory planned in a perspective of sustainable mobility, it will have a high-performance, safe, connected and low-carbon transport ecosystem, which contributes to Québec's prosperity and meets the needs of citizens and businesses.

## SUSTAINABLE MOBILITY POLICY – 2030

### 2018-2023 Action Plan

## Synoptic Table

### R, T, I

R: Reduce T: Transfer I: Improve

#### GENERAL TARGETS

| SOCIAL   | ENVIRONMENTAL  | ECONOMIC   |
|--|--|--|
| 70% of the Québec population have access to at least four sustainable mobility services              | 20% reduction of solo car trips throughout Québec  | \$15 billion in annual sales for the Québec land transportation equipment sector                                 |
| 20% reduction of the average travel time between home and work                                       | 40% reduction of petroleum consumption in the transportation sector below the 2013 level | 25% increase in tonnages of freight transshipped in Québec ports and intermodal rail centres                     |
| 25% reduction in the number of fatal accidents and those involving serious injuries compared to 2017 | 37.5% reduction of GHG emissions in the transportation sector below the 1990 level       | Reduction of the costs associated with congestion for businesses in the Montréal and Québec metropolitan regions |
|  |  | 20% reduction of households' gross expenditures allocated to transportation                                      |

| Measure  | Promoter (Collaborator) | R, T, I            | Actual amounts (\$M) | Additional amounts (\$M) | Total amounts SMP (\$M) |
|--|-------------------------|--------------------|----------------------|--------------------------|-------------------------|
| <b>REDUCE</b>  |                         |                    | <b>886.6</b>         | <b>177.5</b>             | <b>1,064.1</b>          |
| <b>Programme d'aide financière à la conservation des infrastructures de transport actif (CITA) (Financial assistance program for conservation of active transportation infrastructures)</b>  | MTMDET                  | R, T, I            | 12.5                 | 3                        | 15.5                    |
| <b>Support for municipalities in adaptation of transportation infrastructures in an urbanized environment to the benefit of active transportation</b>  | MTMDET                  | R, T, I            | 22.7                 | 38.5                     | 61.2                    |
| <b>Extension of the self-service bicycle network in Québec agglomerations</b>  | MTMDET, MAMOT           | R, T, I            | 0                    | 13                       | 13                      |
| <b>Route Verte:</b><br>• Programme d'aide financière au développement de la Route verte et de ses embranchements (Financial assistance program for the development of the Route Verte and its branches)<br>• Programme d'aide financière à l'entretien de la Route verte (Financial assistance program for maintenance of the Route Verte) | MTMDET<br>MTMDET        | R, T, I<br>R, T, I | 12.5<br>12.5         | 5<br>5.5                 | 17.5<br>18              |
| <b>Mobility of Government employees</b>  | MDELCC, SCT             | R, T, I            | 4.2                  | 0                        | 4.2                     |
| <b>Projects for logistics hubs and industrial-port zones</b>   | SAM, MESI, MTMDET       | R, T, I            | 800 <sup>1</sup>     | 0                        | 800 <sup>1</sup>        |
| <b>Analysis of the planning process and improvement proposals for development projects</b>   | MTMDET                  | R, T, I            | 0                    | 0                        | 0                       |
| <b>General public campaign</b>   | MTMDET                  | R, T, I            | 0                    | 6                        | 6                       |
| <b>Targeted campaigns</b>  | MTMDET                  | R, T, I            | 0                    | 3                        | 3                       |
| <b>Initiative on funding of mobility</b>   | MTMDET                  | R, T, I            | 0                    | 0                        | 0                       |
| <b>Integrated sustainable mobility plan (including support)</b>  | MTMDET, MAMOT           | R, T               | 2.5                  | 50                       | 52.5                    |
| <b>Financial Assistance Program for Sustainable Development of Living Environments</b>   | MAMOT                   | R, T               | 19.7                 | 0                        | 19.7                    |

<sup>1</sup> These investment funds will be committed for the 2015-2020 period. These expenditures arising from these investments should continue beyond 2020.

| Measure  | Promoter (Collaborator) | R, T, I | Actual amounts (\$M) | Additional amounts (\$M) | Total amounts SMP (\$M) |
|--|-------------------------|---------|----------------------|--------------------------|-------------------------|
| <b>REDUCE</b>  |                         |         |                      |                          |                         |
| <b>Support Program for Sustainable Development of Communities - Real Estate Developer Component</b>  | TEQ                     | R, T    | 0                    | 50                       | 50                      |
| <b>Support for the production of mobility plans of large trip generators:</b>  |                         |         |                      |                          |                         |
| • Support for the deployment of company mobility plans   | MTMDET                  | R, T    | 0                    | 2                        | 2                       |
| • Pilot projects for company car pooling   | MTMDET                  | R, T    | 0                    | 1.5                      | 1.5                     |
| <b>Directive that defines the location criteria of government public buildings</b>   | SCT                     | R, T    | 0                    | 0                        | 0                       |
| <b>Concerted action with the regional and local partners:</b>  |                         |         |                      |                          |                         |
| • Strengthening of partnerships with community bodies to improve the dissemination of active transportation expertise to the municipal and regional sector   | MTMDET                  | R, T    | 0                    | 0                        | 0                       |
| <b>TRANSFER</b>  |                         |         | <b>3,556</b>         | <b>1,725.8</b>           | <b>5,281.8</b>          |
| <b>Support for innovation for connected integrated mobility:</b>   |                         |         |                      |                          |                         |
| • Support program for the implementation of integrated systems (MaaS) and regional tour  | MTMDET                  | T, I    | 0                    | 8.2                      | 8.2                     |
| <b>Modernization of the taxi industry</b>  | MTMDET                  | T, I    | 18                   | 0                        | 18                      |
| <b>Connectivity and integration of transportation services:</b>  |                         |         |                      |                          |                         |
| • Integration of intelligent transportation systems at the MTMDET and with the cities and the public transit bodies  | MTMDET                  | T, I    | 0                    | 4.4                      | 4.4                     |
| • Integration of modal passenger transportation platforms  | MTMDET                  | T, I    | 0                    | 1.2                      | 1.2                     |
| • Implementation of multimodal route planners for passenger and freight transportation   | MTMDET                  | T, I    | 0                    | 0.1                      | 0.1                     |
| <b>Establishment of a multimodal transportation network in support of international trade</b>  | MTMDET                  | T, I    | 0                    | 0                        | 0                       |
| <b>Collaborative projects on shared and electric delivery</b>  | MTMDET                  | T, I    | 0                    | 10                       | 10                      |
| <b>Programme visant la réduction ou l'évitement des gaz à effet de serre par le développement du transport intermodal (PREGTI - Program for the reduction and avoidance of greenhouse gases by the development of intermodal transportation)</b> | MTMDET                  | T, I    | 44.3                 | 10                       | 44.3                    |

| Measure  | Promoter (Collaborator) | R, T, I | Actual amounts (\$M) | Additional amounts (\$M) | Total amounts SMP (\$M) |
|--|-------------------------|---------|----------------------|--------------------------|-------------------------|
| <b>TRANSFER</b>  |                         |         |                      |                          |                         |
| Réseau express métropolitain (REM - Metropolitan Express Network)  | MTMDET                  | T, I    | 1,280                | 0                        | 1,280                   |
| Montréal métro blue line   | MTMDET                  | T, I    | 0                    | 364.9                    | 364.9                   |
| Réseau de transport structurant de Québec (Québec City structuring transportation network)   | MTMDET                  | T, I    | 0                    | 215.3                    | 215.3                   |
| Lévis - Implementation of priority measures  | MTMDET                  | T, I    | 0                    | 87                       | 87                      |
| <b>Other structuring projects</b><br><ul style="list-style-type: none"> <li>• Pie-IX bus rapid transit (BRT) service</li> <li>• Rapid transit link in West Gatineau</li> <li>• Rapibus – East Gatineau</li> </ul>  | MTMDET                  | T, I    | 0                    | 314.5                    | 314.5                   |
| Asset maintenance in public transit  | MTMDET                  | T, I    | 0                    | 280.4                    | 280.4                   |
| Programme d'aide à l'intégration modale (PAIM) (Modal integration assistance program)  | MTMDET                  | T, I    | 0                    | 20                       | 20                      |
| Programme de soutien aux investissements dans les infrastructures de transport maritime (PSIITM) (Support program for investments in maritime transportation infrastructures)  | MTMDET                  | T, I    | 88                   | 0                        | 88                      |
| Rehabilitation of the entire railway network of the Gaspé Railway (Matapédia - Gaspé)  | MTMDET                  | T, I    | 78.3                 | 12.5                     | 90.8                    |
| Programme d'aide à l'amélioration de l'efficacité du transport maritime, aérien et ferroviaire en matière de réduction ou d'évitement des émissions de gaz à effet de serre (PETMAF) (Assistance program to improve the efficiency of maritime, air and rail transportation in reduction or avoidance of greenhouse gas emissions)   | MTMDET                  | T, I    | 25.2                 | 0                        | 25.2                    |
| Provide financial support for research on intercity mobility in Québec   | MTMDET                  | T, I    | 0                    | 1.5                      | 1.5                     |
| <b>Financial support for the Autorité régionale de transport métropolitain (ARTM):</b><br><ul style="list-style-type: none"> <li>• Support the commissioning of the Réseau express métropolitain (Metropolitan Express Network)</li> </ul>   | MTMDET                  | T, I    | 720.9                | 0                        | 720.9                   |
| <b>Improvement of public transit assistance programs to improve the service offering:</b><br><ul style="list-style-type: none"> <li>• Programme d'aide au développement du transport collectif (PADTC - Public Transit Development Assistance Program)</li> <li>• Programme d'aide au transport collectif des personnes et aux immobilisations en transport en commun (PAGTCCP - Assistance Program for the Development of Public Transit for Passengers and Capital Expenditures in Public Transit).</li> </ul> | MTMDET                  | T       | 769.5                | 450.6                    | 1,220.1                 |
|  | MTMDET                  | T       | 144.5                | 226.6                    | 371.1                   |

| Measure  | Promoter (Collaborator) | R, T, I | Actual amounts (\$M) | Additional amounts (\$M) | Total amounts SMP (\$M) |
|--|-------------------------|---------|----------------------|--------------------------|-------------------------|
| <b>TRANSFER</b>  |                         |         |                      |                          |                         |
| <b>Support for regional public transit</b>   | MTMDET                  | T       | 24.6                 | 19                       | 43.6                    |
| <b>Improvement of the attractiveness of intercity bus service</b>  | MTMDET, MAMOT           | T       | 0                    | 20                       | 20                      |
| <b>Centre d'innovation en logistique et chaînes d'approvisionnement durable (CILCAD - Centre for innovation in logistics and sustainable supply chains)</b>  | TEQ                     | T       | 2.7                  | 4.1                      | 6.8                     |
| <b>Financial support for the Autorité régionale de transport métropolitain (ARTM):</b><br>• Ensure solid financial foundations   | MTMDET                  | T       | 360                  | 0                        | 360                     |
| <b>Improvement of governance of urban public transit:</b><br>• Continue the governance review and support bodies seeking to combine  | MTMDET                  | T       | 0                    | 0                        | 0                       |
| <b>Concerted action with the regional and local partners:</b><br>• Create regional concerted action authorities bringing together the leading stakeholders in regional public transit  | MTMDET, MAMOT           | T       | 0                    | 0                        | 0                       |
| <b>IMPROVE</b>   |                         |         | <b>2,166.5</b>       | <b>682.6</b>             | <b>2,849</b>            |
| <b>Vitality of isolated, landlocked and remote regions</b><br>• Programme d'aide pour les dessertes aériennes régionales (PADAR - Assistance Program for Regional Air Service)<br>• Programme de réduction des tarifs aériens (PRTA - Airfare Reduction Program)<br>• Découvrons notre Québec (Discover our Québec)<br>• Study on air transportation in the Plan Nord territory                                | MTMDET                  | I       | 0                    | 22.5                     | 22.5                    |
|  | MTMDET                  | I       | 6                    | 40                       | 46                      |
|  | MTMDET, MTO             | I       | 0                    | 10                       | 10                      |
|  | SPN, MTMDET             | I       | 0                    | 0.7                      | 0.7                     |
| <b>Multi-year financial support for paratransit:</b><br>• Programme de subvention au transport adapté (PSTA - Paratransit Grant Program)<br>• Programme de subvention aux véhicules collectifs accessibles (PSVCA - Grant Program for Accessible Public Transit Vehicles)<br>• Programme d'adaptation de véhicules pour personnes handicapées (PAV - Vehicle Adaptation Program for Persons with Disabilities) | MTMDET                  | I       | 476                  | 85.7                     | 561.7                   |
|  | MTMDET                  | I       | 10                   | 7.5                      | 17.5                    |
|  | MTMDET                  | I       | 51                   | 11.5                     | 62.5                    |
| <b>Supplemental financial assistance for trips outside home territory</b>  | MTMDET                  | I       | 0                    | 5.3                      | 5.3                     |

| Measure  | Promoter (Collaborator) | R, T, I | Actual amounts (\$M) | Additional amounts (\$M) | Total amounts SMP (\$M) |
|--|-------------------------|---------|----------------------|--------------------------|-------------------------|
| <b>IMPROVE</b>   |                         |         |                      |                          |                         |
| <b>Support for initiatives in new forms of mobility and their use:</b><br><ul style="list-style-type: none"> <li>• Deployment of transport on demand (ToD)</li> <li>• Technical monitoring of autonomous and connected vehicle demonstration projects</li> <li>• Deployment of shared mobility projects</li> </ul>   | MTMDET                  | I       | 0                    | 5.1                      | 5.1                     |
|  | MTMDET, SAAQ            | I       | 0                    | 0.5                      | 0.5                     |
|  | MTMDET                  | I       | 0                    | 7.2                      | 7.2                     |
| <b>Support for the realization of pilot projects to test autonomous electric vehicles</b>  | MAMOT                   | I       | 0                    | 5                        | 5                       |
| <b>Availability of coherent information services meeting the mobility needs of users in all regions:</b><br><ul style="list-style-type: none"> <li>• Standardization of information and implementation studies</li> <li>• Implementation or adaptation of intelligent transportation systems to allow the collection and exchange of standardized information</li> <li>• Integration of user information in transportation</li> <li>• Implementation of data sharing services</li> </ul> | MTMDET                  | I       | 0                    | 0.8                      | 0.8                     |
|  | MTMDET                  | I       | 0                    | 6                        | 6                       |
|  | MTMDET                  | I       | 0                    | 3.3                      | 3.3                     |
|  | MTMDET                  | I       | 0                    | 3.7                      | 3.7                     |
| <b>Harmonious introduction of advantageous technological innovations in sustainable mobility:</b><br><ul style="list-style-type: none"> <li>• Studies and integration of technological innovation</li> </ul>   | MTMDET                  | I       | 0                    | 0.5                      | 0.5                     |
| <b>Program to support labour initiatives for road freight transportation</b>   | MTMDET                  | I       | 0                    | 0.8                      | 0.8                     |
| <b>Support and development of training and improvement programs in the trades related to maritime transportation</b>   | MTMDET                  | I       | 0.3                  | 0                        | 0.3                     |
| <b>Update of the legislative and regulatory framework of road freight transportation to improve its efficiency</b>   | MTMDET                  | I       | 0                    | 0                        | 0                       |
| <b>Strengthening of the safety monitoring and legislative and regulatory enforcement program for the Québec railway network based on assessment of the greatest risks</b>  | MTMDET                  | I       | 0                    | 0                        | 0                       |

| Measure  | Promoter (Collaborator) | R, T, I | Actual amounts (\$M) | Additional amounts (\$M) | Total amounts SMP (\$M) |
|--|-------------------------|---------|----------------------|--------------------------|-------------------------|
| <b>IMPROVE</b>   |                         |         |                      |                          |                         |
| <b>Improvement of the financial assistance programs for local roads (Programmes d'aide financière à la voirie locale (PAFVL))</b><br><ul style="list-style-type: none"> <li>Programme d'aide à l'entretien du réseau routier local (PAERRL) (Assistance program for local road network maintenance)</li> <li>Réhabilitation du réseau routier local (RRRL) (Rehabilitation of the local road network)</li> <li>Other programs</li> </ul> | MTMDET                  | I       | 396.5                | 150                      | 546.5                   |
|  | MTMDET                  | I       | 250                  | 100                      | 350                     |
|  | MTMDET                  | I       | 225                  | 0                        | 225                     |
| <b>Programme d'aide québécois pour les infrastructures aéroportuaires régionales (PAIAR) (Québec assistance program for regional airport infrastructures)</b>  | MTMDET                  | I       | 0                    | 100                      | 100                     |
| <b>Modernization of the roadside parks network</b>   | MTMDET                  | I       | 70.5                 | 0                        | 70.5                    |
| <b>Integration of the Zero Accident Vision as the reference strategy of road safety in Québec</b>  | MTMDET                  | I       | 0                    | 0                        | 0                       |
| <b>Implementation of an initiative concerning the emergence of the Zero Accident Vision in Québec</b>  | MTMDET                  | I       | 0                    | 0                        | 0                       |
| <b>Implement means of action for safe roads and roadsides</b>  | MTMDET                  | I       | 500                  | 0                        | 500                     |
| <b>Revision of the Highway Safety Code to improve the safety of the most vulnerable users</b>  | MTMDET, SAAQ            | I       | 0                    | 0                        | 0                       |
| <b>Extension of the work of the Unité de vigilance permanente sur les hydrocarbures (Permanent vigilance unit on hydrocarbons) in the transportation component and drafting of an improvement plan for hydrocarbon transportation safety in Québec</b>   | MERN                    | I       | 0                    | 0                        | 0                       |
| <b>Adaptation of the legal and regulatory interventions necessary for the emergence of autonomous vehicles</b>   | MTMDET, SAAQ, MESI      | I       | 0                    | 0                        | 0                       |
| <b>"Roulez vert" program</b>   | TEQ                     | I       | 32.3                 | 92.1                     | 124.4                   |
| <b>Initiatives of the Electric and Intelligent Vehicles Industrial Cluster</b>   | MESI                    | I       | 3.9                  | 0.1                      | 4                       |
| <b>Continuation of various initiatives of the 2015-2020 Transportation Electrification Action Plan</b><br><ul style="list-style-type: none"> <li>Support for transportation electrification investment projects</li> <li>Mobilizing projects in transportation electrification</li> </ul>  | MESI                    | I       | 12                   | 0                        | 12                      |
|  | MESI                    | I       | 13.5                 | 0                        | 13.5                    |
| <b>Application of the ZEV standard</b>   | MDDELCC                 | I       | 0                    | 0                        | 0                       |

| Measure  | Promoter (Collaborator) | R, T, I | Actual amounts (\$M) | Additional amounts (\$M) | Total amounts SMP (\$M) |
|--|-------------------------|---------|----------------------|--------------------------|-------------------------|
| <b>IMPROVE</b>   |                         |         |                      |                          |                         |
| <b>Support for the implementation of an electric charging infrastructure:</b><br>• Fast-charging stations along the main road axes<br>• Deployment of multiple unit residential and on-street charging   | MTMDET                  | I       | 2.6                  | 0                        | 2.6                     |
|  | TEQ                     | I       | 4.8                  | 6                        | 10.8                    |
| <b>Exhaustive study of alternative fuels based on a life cycle approach</b>  | TEQ                     | I       | 0                    | 0.3                      | 0.3                     |
| <b>Support for the installation of natural gas stations - Route Bleue</b>  | TEQ                     | I       | 2.9                  | 0                        | 2.9                     |
| <b>Regulation on the minimum renewable fuel content in gasoline and diesel fuel</b>  | MERN                    | I       | 0                    | 0                        | 0                       |
| <b>Multi-fuel stations pilot project</b>   | MERN                    | I       | 10.4                 | 0                        | 10.4                    |
| <b>Écocamionnage (Ecotrucking) program</b>   | MTMDET                  | I       | 36.8                 | 0                        | 36.8                    |
| <b>Écoconduite (Ecodriving) program</b>  | TEQ                     | I       | 5.4                  | 8                        | 13.4                    |
| <b>Programme de gestion de l'énergie dans les parcs de véhicules routiers (Energy management program in road vehicle fleets)</b>   | TEQ                     | I       | 7.9                  | 10                       | 17.9                    |
| <b>Greener Aircraft (SA2GE) mobilizing project</b>   | MESI                    | I       | 48.6                 | 0                        | 48.6                    |
| <b>Electrification of the government fleet</b>   | MTMDET, CGER            | I       | 0                    | 0                        | 0                       |
| <b>OTHER</b>   |                         |         | <b>171.9</b>         | <b>46.2</b>              | <b>218.1</b>            |
| <b>Continuation of various initiatives of the 2015-2020 Transportation Electrification Action Plan</b><br>• Support for industrial innovation projects   | MESI                    |         | 11                   | 0                        | 11                      |
|  |                         |         |                      |                          |                         |
| <b>Lines of intervention of the Action Plan for the Land Transportation and Sustainable Mobility Industry:</b><br>• Support projects and invest in labour.<br>• Increase the presence of businesses in markets outside Québec.<br>• Strengthen research and innovation.<br>• Become a world leader in demonstration. | MESI                    |         | 32.1                 | 8.3                      | 40.4                    |
|  | MESI                    |         | 7.4                  | 2.7                      | 10.1                    |
|  | MESI                    |         | 32.5                 | 21.8                     | 54.3                    |
|  | MESI                    |         | 1                    | 8.1                      | 9.1                     |

| Measure   | Promoter (Collaborator) | R, T, I | Actual amounts (\$M) | Additional amounts (\$M) | Total amounts SMP (\$M) |
|---|-------------------------|---------|----------------------|--------------------------|-------------------------|
| <b>OTHER</b>  |                         |         |                      |                          |                         |
| <b>Passeport innovation (Innovation Passport)</b>   | MESI                    |         | 58                   | 0                        | 58                      |
| <b>Call for projects to SMEs for the development of products and solutions in partnership with global clients</b>   | MESI                    |         | 0                    | 3                        | 3                       |
| <b>Other measures - Rail transportation</b>   | MTMDET                  |         | 15                   | 0.4                      | 15.4                    |
| <b>Other measures - Maritime transportation</b>   | MTMDET                  |         | 0,3                  | 0.4                      | 0.7                     |
| <b>Stratégie de collecte des données probantes en transport (Conclusive Transportation Data Collection Strategy)</b>  |                         |         |                      |                          |                         |
| • Collection of data on modal transportation and on use of the network and services   | MTMDET                  |         | 2                    | 0                        | 2                       |
| • National origin-destination survey on passenger transportation  | MTMDET                  |         | 7.8                  | 0                        | 7.8                     |
| • Studies or surveys on traffic of heavy vehicles, including transport of hazardous materials   | MTMDET                  |         | 4.8                  | 0                        | 4.8                     |
| <b>Acquisition of data on autonomous vehicles</b>   | MTMDET, CGER            |         | 0                    | 1.5                      | 1.5                     |
| <b>Improvement of governance of urban public transit:</b>   |                         |         |                      |                          |                         |
| • Ensure monitoring of the new governance in the Montréal region  | MTMDET                  |         | 0                    | 0                        | 0                       |
| • Establish a committee of partners mandated to study the possibility of reviewing the composition of the boards of directors of public transit corporations outside the ARTM's territory | MTMDET                  |         | 0                    | 0                        | 0                       |
| <b>Concerted action with the regional and local partners:</b>   |                         |         |                      |                          |                         |
| • Support the municipal sector in initiatives seeking to combine eligible bodies  | MTMDET, MAMOT           |         | 0                    | 0                        | 0                       |
| <b>Other governance measures</b>  | MTMDET                  |         | 15                   | 0                        | 15                      |
| <b>Harmonization of innovation and demonstration programs</b>   | MESI                    |         | 0                    | 0                        | 0                       |
| <b>Annual Forum on the Sustainable Mobility Policy</b>  | MTMDET                  |         | 0                    | 0                        | 0                       |
| <b>Ensure a government watch on innovation and technology in sustainable mobility</b>   | MTMDET                  |         | 0                    | 0                        | 0                       |

The measures for which additional amounts are provided for in the Green Fund over and above the 2013-2020 CCAP will have to be approved by the Minister of Sustainable Development, Environment and the Fight Against Climate Change. The measures under TEQ's responsibility are conditional on approval of the Master Plan of the 2030 Energy Policy.



# TRANSPORTING QUÉBEC TOWARDS MODERNITY

[transports.gouv.qc.ca/politique-mobilite-durable](https://transports.gouv.qc.ca/politique-mobilite-durable)