

In 1974 the provincial government initiated a \$1 million program of assistance for urban transit. The program provides assistance to cities covering 50% of the cost of approved rolling stock, 75% of the cost of transit facility construction, and provides a three-cent-per-passenger-carried subsidy. Funding for the program was expected to increase in 1975 as the four cities with existing transit systems took advantage of the program and as Saskatchewan's other seven cities studied the application to their own situation.

Efforts to co-ordinate transportation planning and operations among municipalities in Ontario began to show firm results with a series of recommendations for the formation of Ontario's first regional transit authority. The Toronto Area Transit Operating Authority (TATOA), established in 1974, will serve as a model for similar transit bodies throughout the province in working toward a co-ordinated service for the region.

One of Ontario's most successful urban transit programs is the east-west Lakeshore GO Train service between Oakville and Pickering, a distance of 42 miles. The service takes commuters into the core of Toronto from suburban areas. Serving 13 stations in the corridor, the system's focal point is Toronto's Union Station from which passengers have immediate access to the metropolitan transportation grid. The Lakeshore service effectively removes an estimated 14,000 cars from Metropolitan Toronto roads each day. It is operated by TATOA under contract to the Ontario government on Canadian National Railways rights-of-way.

A second GO Train system extending 30 miles northwest from Union Station serves seven more communities in an area where residents frequently travel between their homes and downtown Toronto.

Dial-a-bus, another GO Transit project, operated in Metropolitan Toronto on an experimental basis. Dial-a-bus systems were installed in three separate parts of Metro to determine whether or not this concept will work in complex urban areas.

Canada's first dial-a-bus service was inaugurated in July 1970 as an experiment in the Bay Ridges area east of Toronto. The province turned the operation over to Pickering township in early 1973.

Ontario has an Urban Transportation Subsidy Program, administered by the Ministry of Transportation and Communications, that encourages the upgrading and use of public transit. Under the subsidy program, the province pays 50% of a municipality's public transit operating deficit, 75% of the capital expenditures, and 75% of costs for transit studies.

In 1974 operating subsidies totalled approximately \$36 million; capital subsidies approximated \$17 million and transit study subsidies \$357,787. An additional \$24 million was paid to Metropolitan Toronto in 1974 in subway subsidies.

Other programs included the rehabilitation of streetcar tracks, completion of a streetcar rebuilding program, a trolley route conversion program, the purchase of a surface rail grinding unit and service track for overhead wiring.

Other transportation programs subsidized by the province are: a program to alter peak time transportation demand in cities known as variable, staggered or flexible working hours; demonstrations in various Ontario communities to test new ideas in public transit or improve existing ones; a program to upgrade and expand computer controlled traffic systems; and continuation of studies in co-operation with municipalities to maximize use of existing roads.

Transit demonstration projects funded 100% by the province include Trans-Cab in Peterborough, Dial-a-bus in the York Mills area of Toronto, the Worker Bus experiment in Sudbury, and the Marketing Demonstration in Kingston.

The provincial government established the Ontario Transportation Development Corporation as a government-industry organization which will provide motivation and leadership in research and development of improved urban transportation systems for markets in Canada, the US and elsewhere. It will also promote development of all types of new technology relating to public transit and authorize funds for research.

British Columbia has initiated a new public transit program under legislation enacted in 1974. The Transit Services Act provides for the Minister of Municipal Affairs to act in all matters to plan, construct, and operate public transit systems in communities and regional districts in the province. The Provincial Transit Fund Act also enacted in 1974 directs \$27 million to public transit programs under the Transit Services Act. The Provincial Rapid Transit Subsidy Act enacted in 1972 provides for provincial assistance to transit systems operated by public transit authorities in British Columbia. Provincial funding of transit services in local