On this basis government subsidies, which totalled $50 million in 1975, exceeded $70 million in 1976. To increase the viability of urban transit, the government has promoted the integration of school buses into the public transit system of more than 40 municipalities. Five transit commissions in Quebec have received most of the government assistance. They include the Montreal Urban Community Transit Commission, the Quebec Urban Community Transit Commission, the Laval Transit Commission, the Outaouais Regional Transportation Commission and the Montreal South Shore Transit Commission. Together they serve more than 3 million people. The Montreal transit authority received $32.5 million in government grants in 1975, $2.5 million of it earmarked for the purchase of buses.

All transit commissions have revised their routes and effected various improvements such as reserved bus lanes (Quebec) off-road loading bays and express services (Outaouais) and métrobuses (Montreal). They have begun or continued a program of installing bus-passenger shelters and inaugurating reduced rates for senior citizens.

In addition to studies carried out by the Department of Transport regarding the servicing of Mirabel and inter-modal transit on the Montreal South Shore, two studies on the points of origin and destination have been carried out in the Montreal area by the Montreal Urban Community and Laval transit authorities. The South Shore authority took part in a pilot study with the federal and provincial governments on sharing operating costs and deficits with the various municipalities served by a transit organization.

These studies are the basis for development of a transportation policy for the entire Montreal metropolitan region. This policy is aimed at coordinating all transit systems and grappling with the integration of plans for the Montreal region: the projected express system to serve Mirabel and other parts of the metropolis (TRAMM), continuing suburban commuter train service now provided by both CN and CP, future extensions of the subway, and the transportation situation on the South Shore.

Ontario has an Urban Transportation Subsidy Program that encourages the upgrading and use of public transit in cities and towns. Its aim is to make public transit more attractive and convenient to provide a balanced means of population movement. Under the program, the province pays 50% of a municipality's operating deficit, 75% subsidy on capital expenditures and 75% for transit studies. Capital expenditures include the purchase of buses, streetcars, trolley buses, passenger shelters and service trucks, as well as construction of new terminals and maintenance garages. In 1975, operating subsidies totalled approximately $46 million and capital subsidies $34 million. Additional capital funds are given to Metropolitan Toronto for subway construction.

Ontario, through the Ministry of Transportation and Communications, also subsidizes and administers demonstration projects such as Dial-a-Bus and Trans-Cab. Usually it provides 100% funding for these projects over a period of time. Then the municipality has the option of taking the project over under a normal subsidy (50% of the operating deficit).

The province also backs new concepts that make public transit more attractive and efficient. These include a Kingston Marketing Demonstration and a variable working hours project.

GO Transit is the only transit project which began as a demonstration and continues to be totally subsidized and administered by the province although day-to-day service is provided by operators under contract to the government. GO Transit's inter-regional nature makes it unsuitable as a municipal operation. GO Transit began operating in 1967 as an east-west train-commuter service between Pickering and Oakville, a 42-mile (68 km) stretch along the Lake Ontario shoreline, with the government paying all the capital costs and covering any operational deficits incurred. The Lakeshore GO Train service has since been extended by a bus feeder service serving Oshawa and Hamilton and a separate GO