

Bus service is in operation along the east-west Lakeshore corridor. Other GO Bus lines are operating between Toronto and Barrie, 60 miles (97 km) to the north, and in the regions to the west, northwest and northeast of Metropolitan Toronto.

A second GO Train system extending 30 miles (48 km) northwest from Toronto to Georgetown was inaugurated in 1974. GO expects to open a new rail route to Milton-Streetville in 1978 and to inaugurate rail service between Toronto and Richmond Hill. Union Station is the main hub of GO Transit activity in Toronto, providing passengers immediate access to the metropolitan transportation grid.

To accommodate an ever-increasing passenger volume, GO Transit ordered 80 new double-decker rail coaches, expected to be in service early in 1978. The new double-decker equipment with 75% more capacity per coach will relieve overcrowding at rush hours on the Lakeshore line and will permit more commuters to take advantage of public transit.

GO Transit is operated by Canadian National Railways, Gray Coach and Travelways for the Toronto Area Transit Operating Authority (TATOA). This Crown agency was established by the government of Ontario in 1974 to integrate commuter services for more than 100,000 people who commute daily into Metro Toronto. TATOA is responsible for advising, coordinating and providing information related to the operation of transit systems in the regional municipalities of Metro Toronto, Peel and York.

Manitoba. A feasibility study was undertaken at a cost of \$300,000 on development of a seven-mile (11.3 km) transportation corridor, along an existing railway right-of-way, from the Winnipeg city centre to the University of Manitoba. Phase One of the study was to be released in the fall of 1976, dealing with the feasibility of the route, while Phase Two was expected in the spring of 1977, dealing with implementation and development.

The province is providing about \$540,000 for innovative transit programs in Winnipeg including a dial-a-bus system in the southern part of the city, a downtown free shuttle service (DASH) operating during business hours, suburban feeder services in four areas of the city where roads are not adequate for regular buses, a bus shelter design program, and a preferential signing and control system for buses at a number of major intersections.

The province also provided direct grants of \$6.5 million to Winnipeg, \$121,000 to Brandon, and \$12,300 to Flin Flon to help cover operating deficits.

The Manitoba Transportation Economics Council was set up to improve the quality and efficiency of transportation in Manitoba, and to enhance economic and social development for the benefit of transportation users and carriers.

Saskatchewan. The provincial government was involved in the introduction of Telebus in Regina in 1971. Telebus offers door-to-door service within individual zones of the city and door-to-connection with scheduled line service for trips between zones. Most of the vehicles are small, carrying 16-24 passengers, but during peak hours standard 42-passenger buses are added. About one third of Regina now receives full service and the entire area receives at least part-time service. Initial feasibility studies were sponsored and financed by the federal, provincial and municipal governments.

The Transit Assistance for Cities Program began April 1, 1974. The program provided cities 50% of the cost of approved rolling stock, 75% of the cost of demonstration projects and studies, 75% of transit facility construction costs, and a three-cents-per-passenger-carried subsidy. Nine cities participated in the 1975-76 fiscal year with expenditures of \$1,673,910 and seven cities in 1976-77 with expenditures of \$1,434,840.

Urban Assistance for Transportation of the Handicapped program began April 1, 1975 to assist urban municipalities in providing transportation systems for the handicapped. Assistance provided was as follows: 75% of cost of approved rolling stock; 50% of incurred operating deficit; 75% of transit system facility