

school buses into the public transit system of more than 40 municipalities. Five transit commissions in Quebec received most of the government assistance including 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 \$67 million in government grants in 1976, \$2.3 million of it for the purchase of buses and \$30 million toward repayment of the debt incurred for the subway system.

All transit commissions have revised their routes and effected various improvements such as reserved bus lanes and high-speed routes (Quebec), off-road loading bays and express services (Outaouais) and métrobuses (Montreal). They began or continued a program of installing bus-passenger shelters and inaugurating reduced rates for senior citizens. All were also studying or implementing a monthly pass system and published route timetables to inform users of services available.

In addition to transport department studies regarding service to Mirabel and inter-modal transit on the Montreal South Shore, two studies on points of origin and destination were carried out 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 various municipalities served by a transit organization. The Quebec urban community completed a study into standardizing services.

The department and representatives of the transit authorities of Montreal, Laval and the South Shore have worked together on the Montreal transportation committee. The recommendations made by this committee would serve as the basis for development of a transportation policy for the entire Montreal metropolitan region. This policy was aimed at co-ordinating 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), train service linking the suburbs with the downtown core, now provided by both CN and CP, future extensions of the subway, and the transportation situation on the South Shore. Published in 1977, the report of the committee sets out various methods of retaining the diverse clientele and of encouraging others to use public transit rather than private cars.

Ontario. The provincial government has an urban transportation subsidy program that encourages the upgrading and use of public transit in cities and towns. The program is designed to make public transit more attractive and convenient, providing a balanced way to move people in a "people-oriented" society. Under the transit subsidy program, from 1971 to 1976 the province paid 50% of a municipality's operating deficit, 75% subsidy on capital expenditures and 75% for transit studies. In 1976, operating subsidies totalled \$45.5 million and capital subsidies \$23.5 million. In 1977 a new method of computing operating transit subsidies was adopted. It was based on population and financial targets and aimed at creating incentives toward more efficient transit systems. It would provide special assistance to major new transit services aimed at offsetting the usual low ridership during the first years of operation. By the end of 1977 approximately 60 municipalities were operating public transit systems.

Through the transportation and communications ministry, Ontario subsidizes and administers demonstration projects. The province 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. The province also backs new concepts that make public transit more attractive and efficient.

The Toronto Area Transit Operating Authority (TATO) was created in 1974 to provide transit systems crossing regional boundaries of metropolitan Toronto and adjacent municipalities of Peel and York. In 1977, Halton and Hamilton-Wentworth, previously associate members, gained full membership status in TATO as well as the regional municipality of Durham. While the regional governments retained full responsibility for transit within their boundaries, TATO planned to improve inter-regional connections by co-ordinating facilities, equipment, personnel training, service schedules and fare structures.