

TATOA became responsible for Ontario's commuter services, the GO Trains and the GO Bus service, both inter-regional operations. GO Buses were operated by Gray Coach lines and Travelways under contract to TATOA.

In 1976 GO Bus operations were altered to intrude less into the city core by routing to convenient suburban subway terminals and GO Transit rail heads. In the Newmarket corridor, GO services were realigned to provide service to the Toronto Transit Commission (TTC) Finch subway terminal. GO also assumed responsibility for local bus service between the Finch subway station and Richmond Hill. This was formerly supplied by TTC under contract to the local municipalities of Markham, Richmond Hill and Vaughan with significant operating deficits. The change brought about an estimated annual saving of \$250,000 in transit operation in the area.

TATOA sought other opportunities to combine its service with local services and make better passenger connections between GO (inter-regional) and the TTC, Mississauga transit, Markham transit and other regional systems.

The original GO Train, operated for TATOA by Canadian National Railways, has been providing commuter service at capacity along Toronto's Lakeshore route. To provide extra capacity to satisfy rush hour demand, 80 specially designed double-decker coaches were ordered and were expected to begin service on this line in October 1978, each having 75% more seats than a GO coach. Use of the new coaches was expected to make equipment available on proposed lines servicing Richmond Hill in 1978 and Streetsville in 1980.

TATOA has been assigned the task of co-ordinating interior modifications of the Union Station and reconstruction of the Bathurst Street junction, opening the way for expanded commuter rail operations into downtown Toronto. It has initiated a pilot telephone information project to centralize public transit information in the Markham, Vaughan and Richmond Hill areas.

Manitoba. In late 1977 a feasibility study was completed at a cost of about \$350,000 on development of an 11.3-kilometre transportation corridor along an existing railway right-of-way from the Winnipeg city centre to the University of Manitoba. The study recommended the establishment of a bus-way using the corridor.

The province provided about \$800,000 for innovative transit programs in Winnipeg, including a dial-a-bus system in the southern part of the city, a downtown shuttle service (DASH) operating during business hours, suburban feeder services in several areas, a bus shelter design program, and a preferential signing and control system for buses at a number of major intersections. Also included for the first time was \$225,000 for a Handi-Transit system for disabled persons. The system operates on regularly-established routes and also makes casual pickups of disabled persons whenever possible.

Through the highways department, the province provided direct operating grants of \$8.31 million to Winnipeg, \$292,955 to Brandon, \$42,111 to Flin Flon and \$15,000 to Thompson to help cover operating deficits. It also provided \$6.13 million to Winnipeg and \$148,000 to Brandon to assist in transit bus purchases.

Saskatchewan. Telebus offers door-to-door service within individual zones of Regina 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 receives full service and the entire area receives at least part-time service.

In 1978 the transit assistance for cities program continued to provide 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 subsidy of three cents a passenger. Ten cities participated in the 1977-78 fiscal year with expenditures of nearly \$2.1 million.

A program of urban assistance for transportation of the handicapped, begun in 1975, provided 75% of cost of approved rolling stock; 50% of incurred operating deficit; 75% of transit system facility construction costs; 75% of costs for transit studies and demonstration projects. Six cities participated in the 1977-78 fiscal year with expenditures over \$600,000.