

manufactured in Quebec. To obtain these on the best possible terms the transit commissions, with the assistance of the transport department, consolidated the purchase of 1,200 buses to be delivered over four years. The department also subsidizes operating deficits of public transit systems at rates of 45% to 55% depending on the utilization rate of each system. In medium-density areas where the quality of service must be upgraded, municipal or intermunicipal corporations may be set up. Where such a transit corporation takes over a system, the Quebec transport department may pay up to 33% of takeover costs.

On this basis government subsidies, which totalled \$86.3 million in 1977-78, reached \$116.6 million in 1978-79 including \$1 million for transportation of the handicapped. To increase the viability of urban transit, the government promoted the integration of 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 nearly 3 million people. The Montreal transit authority received \$36.6 million in grants against the deficit in 1978-79, and \$1.7 million for the purchase of buses. In addition, the transport department granted \$47.3 million to the Montreal urban community 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 continued installing bus-passenger shelters and introduced reduced rates for senior citizens. All commissions publish route timetables and Quebec and Laval introduced a monthly pass system for regular passengers.

The Quebec urban community completed a study into standardizing services, and continued a study on the distribution of drivers and vehicles.

The department and the transit authorities of Montreal, Laval and the South Shore, working together on the Montreal transportation committee, made recommendations for development of a transportation policy for the entire Montreal metropolitan area. This policy is aimed at co-ordinating all transit systems and integrating plans for the Montreal area: the projected express system to serve Mirabel and other parts of the metropolis (REM), train service linking the suburbs with the downtown core, now provided by both CN and CP, future extensions of the subway, and transportation on the South Shore. The committee report sets out various methods of retaining the diverse clientele of the transit commissions and of encouraging the use of public transit rather than private cars. In 1978, the government established a Montreal area transit council, le Conseil des transports de la région de Montréal (COTREM) to implement these recommendations.

Ontario. A provincial government urban transportation subsidy program encourages the upgrading and use of public transit in cities and towns. It provides special assistance to major new transit services to offset the usual low ridership during the first years of operation. A total of 60 Ontario municipalities now provide their residents with alternatives to private car, through substantial increases in provincial funding available under the municipal transit subsidy program. In addition, funds were invested in a commuter program in the metropolitan Toronto region.

The Toronto Area Transit Operating Authority (TATO) provides a transit system which crosses regional boundaries of metropolitan Toronto and adjacent municipalities. The GO system of trains and buses carries more than 60,000 commuters a day. The original GO train, operated for TATO 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 placed in service in 1978 making existing equipment available for service on a new Richmond Hill line which officially opened in April 1978.

The Urban Transportation Development Corporation (UTDC) was established to act as a catalyst in the Ontario urban transportation industry. Its mandate is to design,