

develop and market new transit systems and equipment and to stimulate the commercial application of this technology. UTDC has several projects under way. These projects will benefit both the transit manufacturing industry and Ontario municipalities. In September 1978, UTDC's new transit research centre at Kingston was officially opened. Fully equipped with an advanced technology testing track, laboratory facilities and engineering offices, it is available to any component or system designer or supplier, any manager, transit operator or maintenance supervisor requiring a facility to test a new product or technique. It can also serve as a facility to train new employees in the use of transportation equipment.

A new Canadian light rail vehicle (CLRV) which is energy efficient, quiet, and capable of moving more passengers at less expense has been developed by UTDC. The Toronto Transit Commission purchased 200 CLRVs to replace part of the city's streetcar

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There are more than 880 000 km of highways, roads and streets in Canada but more than half of all surface transportation activity is concentrated in and around urban areas. About 9.6 million passenger cars are in use and about 80% of urban transportation is by private car. Concern over energy, air pollution and congestion has led to new emphasis on public transit systems.

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fleet. Ontario and Quebec entered into a joint program to finance and develop a higher-capacity version of the vehicle. UTDC expected to undertake the design, construction and testing of at least one prototype light-rail vehicle at the test centre in Kingston. Another UTDC development is an intermediate capacity transit system (ICTS) and its component sub-systems. The ICTS features small, quiet, rapid-transit trains which operate on a separate guideway.

A major concern in transportation is the provision of transit services for the elderly and handicapped. The ministry of transportation and communications has co-operated with Metro Toronto, Ottawa-Carleton, Sault Ste Marie, Peterborough and Chatham in experiments using specialized mini-buses, vans and passenger cars for individuals physically unable to board conventional transit systems. A new provincial program helps municipalities financially to provide these specialized services, geared to local demand. The services may be operated by the municipalities or contracted out on their behalf.

**Manitoba.** In the fiscal year 1978-79 the province provided about \$564,800 for its 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 and suburban feeder services in several areas. Also included was \$257,750 for a Handi-Transit system for disabled persons in its second year of operation. 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 \$8.69 million to Winnipeg, \$292,264 to Brandon, \$50,859 to Thompson and \$40,250 to Flin Flon to help cover transit operating deficits. It also provided \$110,746 to Brandon to assist in transit bus purchases.

**Saskatchewan.** The highways and transportation department provides urban governments with technical and financial assistance to improve and expand transportation services through transportation studies, building roadways, upgrading regular transit services, and providing special transportation services for handicapped people. In the last six years the department has provided over \$10 million for transit services and has paid 50% of the cost of 125 new transit buses in Regina, Saskatoon, Moose Jaw and Prince Albert. A transit subsidy of three cents a passenger has been paid for city transit bus riders. The department also pays 75% of the building cost for passenger shelters. To help cities expand and improve city streets, more than \$30 million has been provided during the past six years.