

The Leadership Centre of Central Alberta

The Movement Towards Transportation Equality

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Introduction

The Central Alberta City of Red Deer can be characterized as a city growing in size, cultural diversity and economic prosperity. It is vitally important that the infrastructure and services provided by the City for its residents continue to evolve, in order to meet the needs of this growing city.

The Premier's Council on the Status of Persons with Disabilities (www.humanservices.alberta.ca) was established in 1988 as an advisory board to the Alberta provincial government, with the purpose of improving the lives of those with disabilities. Its vision statement, "**Alberta is an inclusive and barrier free society**", was adopted as the impetus in the research and development of this proposal.

The City of Red Deer's Policy on Wellbeing of the Community also speaks to accessibility and affordability for its citizens with respect to opportunities for healthy lifestyles, creative expression and innovation. It also emphasizes the need for reduced inequality that may result from disparity in income and social status. Safe and affordable public transit is an essential component in meeting the intent of this policy.

The purpose of this report is to present the research, findings and recommendations for equitable and affordable transit for persons with low income and disabilities. As will be presented later in this report, it is evident that Red Deer lags behind other cities in Alberta and in Canada when it comes to affordable and safe transit for disadvantaged persons.

	Council Policy	
	Wellbeing of the Community	
Policy Type:	PURPOSE STATEMENT	PS-A-2.1

1. Citizens have opportunities for healthy active lifestyles
 - 1.1. A broad range of activities is available
 - 1.2. Recreation opportunities are readily accessible and affordable
2. Citizens have opportunity to experience creative expression and innovation
 - 2.1. A broad range of activities is available
 - 2.2. Culture opportunities are readily accessible and affordable
3. Citizens experience public art in municipal infrastructure.
4. Citizens have housing options in each neighbourhood for a range of incomes, family types, and "aging in place"
5. Citizens experience reduced inequalities resulting from disparity in income ability and social status
6. Citizens view city spaces and places as welcoming
 - 6.1. Citizens have access to public spaces
 - 6.1.1. Public spaces are barrier free to all citizens regardless of age or ability
 - 6.2. Spaces and places encourage people to meet and interact
7. Citizens have access to utilities to provide for their basic needs

Document History

Policy Adopted	September 3, 2013
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Background

Public transit is a critical part of a City's infrastructure that supports the basic quality of life for its residents. Public transportation enables people to move about the city and attend to personal and business needs. The need for accessible and affordable public transportation is well understood and appreciated by people living with disabilities and the people and organizations that support them. Accessible public transit provides the critical link between employment and employment-related activities, education, health care, recreation, community support and social networks. For people with disabilities, accessible public transit is fundamental for ensuring inclusion in the community. Public transportation is the key to countering isolation and enabling independence. Yet, for the many people with disabilities, public transportation remains inaccessible.

Equitable and affordable public transit needs to be addressed in Red Deer for persons who otherwise have no other means of transportation. It is a known fact that CNIB has been successful in canvassing and obtaining free transit for its membership across Canada. However, persons with other disabilities are equally as dependent on public transit as persons with vision impairment. Edmonton and Calgary, along with numerous other Canadian municipalities provide discounted fares for persons with disabilities on limited income. Regular transit expenses take up a significant portion of monthly income for people who are already on a very constrained budget due to their disability.

"The populations I serve are citizens with invisible disabilities as there is no defining feature that indicates the person is living with epilepsy unless one should witness them having a seizure. And yet the disabling factor of seizures is such they are not allowed to drive for obvious reasons leaving them with the option of public transport to get out into the community. A large number of people with epilepsy are AISH recipients as their disability makes employment entirely too challenging, others continue to work albeit at low paying jobs."

~Community Member

It is also worth noting that several agencies in Red Deer serve individuals with 'invisible' disabilities, such as epilepsy or the hearing impaired. These disabilities create just as great a challenge for mobility as compared to those with visible disabilities.

Research Methodology

Information for this project was obtained primarily through the following three avenues:

- 1) Face to face meetings, interviews and discussions with:
 - Impacted stakeholders and the agencies that serve them
 - Management from City of Red Deer Transit Department
 - Canadian National Institute for the Blind (CNIB), Red Deer office
 - Fees and Charges Review Committee, City of Red Deer
 - Select Red Deer City Councilors

- 2) Research into:
 - Subsidized transit programs in other cities across Canada
 - Red Deer Action Bus
 - Assured Income for the Severely Handicapped (AISH) Program
 - Social, Cultural, Environmental and Economic impacts of accessible public transit for individuals, community and society as a whole.

- 3) A survey was developed and sent out to several Red Deer based agencies serving persons with disabilities

Individuals who use public transportation get over three times the amount of physical activity per day of those who don't by walking to stops and final destinations.

~APTA

Findings from Meetings, Interviews and Discussions

Impacted Stakeholders and the Agencies that Serve Them

Community Agencies representing a variety of disabilities along with their Stakeholders expressed several concerns with public transit. Some of the concerns we heard were:

- Public transportation is costly for those on limited income
- Public is not being consulted in regards to the Action Bus or Public Transit. We were advised that a Steering Committee that was previously in place has been dissolved.
- Infrastructure issues related to mobility, i.e. crosswalks and bus stop maintenance
- Inefficient use of Action Buses i.e. only one rider on the bus at a time
- Inequality between disabilities i.e. CNIB free public transportation passes
- Public transit driver sensitivity to persons with invisible disabilities
- Safety Issues such as:
 - Visibility from inside the bus due to advertisements covering the windows, making it difficult for riders to identify their stops
 - Stress due to congestion on busses
 - Sudden stops and starts
 - Accessibility and lighting at bus stops

Management from Red Deer Transit Department

The following information was ascertained from our meeting with Red Deer transit:

- Red Deer transit offers low floor buses all transit routes, for easier access for persons with mobility limitations
- Red Deer transit is in the process of implementing mobile data terminals (Google based app) which will help riders better plan their commute
- All drivers are first aid trained
- One attendant per person with disabilities ride for free
- Red Deer is one of the few larger cities in Alberta that does not offer discounted fares for persons with disabilities and low income
- A committee is in place to develop a framework for departments to set fees and charges
- There currently is no active initiative to implement a reduced fee pass for persons with disabilities



Canadian National Institute for the Blind (CNIB), Red Deer office

It was difficult to obtain information regarding the free CNIB transit pass. The CNIB, Red Deer office was sensitive to sharing information as to how the CNIB was able to secure the free transit pass nationally. There was also conflicting information between CNIB and the City Transit Department as to who covers the cost of the transit pass. Not much valuable information was obtained from CNIB to support our research. We also made an attempt to contact individuals who we were told were involved in canvassing for the free CNIB pass; however we were unsuccessful in this regard.

Fees and Charges Review Committee, City of Red Deer

We learned from the Transit Department that the City has initiated a Fees and Charges Review Committee to look at how the fee structure is set for the various departments. In a meeting with them it was confirmed that the committee is not specifically looking into a subsidized transit pass, but rather a tool to assess the community investment and benefits relating to the services that the various departments provide. However, they did express interest in the work our team was doing.

Red Deer City Councilors

In discussion with City Councilors, the following information was ascertained:

- In discussion with some Councilors, it was evident that there was no strong desire to consider or implement a subsidized transit pass
- Recommendation from one councilor was to investigate the positive environmental, social and cultural benefits of increased transit use in our Community
- It is worth noting that in discussions with Edmonton transit, it was highlighted that their subsidized transit pass and Disabled Adult Transit Service (DATS) program was as a result of a strong drive by a few previous City Councilors

Findings from Research

Subsidized Programs in other Communities across Alberta and Canada

Several other cities and municipalities have special passes and/or reduced fares on conventional transit for people with low income and disabilities. Our research into other cities across Alberta and Canada indicate subsidy programs are available for those on AISH or other qualifications that prove low income or disability. A review of these programs has helped us to develop our proposal for the City of Red Deer.

The following table summarizes our findings:

City	Approximate Population	Regular Monthly Pass	Subsidized Monthly Pass	Qualification
Grande Prairie	55,000	\$54.00	FREE	Assured Income for the Severely Handicapped (AISH)
Edmonton	800,000	\$89.00	\$35.00	Assured Income for the Severely Handicapped (AISH)
Calgary	1,120,000	\$96.00	\$44.00	Low Income Cut Off (LICO)
Strathcona County	92,403	\$103.00	\$24.00	Low Income Cut Off (LICO)
Sudbury	161,900	\$76.00	\$46.00	People With Disabilities (PWD)
Timmins	41,165	\$68.00	\$48.00	Ontario Disability Support program (ODSP)
Saskatoon	248,700	\$81.00	\$64.00	Low Income Thresholds
Hamilton	520,000	\$87.00	\$43.50	Low Income Thresholds
Regina	232,090	\$62.00	\$20.00	Social Assistance, Sask Assured Income for Disability

The Province of British Columbia offers a Universal Bus Pass that allows for unlimited travel on conventional transit for seniors and persons with a disability on restricted income. The pass is provided for an administration fee of \$45.00 per year and is valid for one calendar year.

The Action Bus

The City of Red Deer operates eighteen Action Busses with approximately two thousand users. The bus serves both seniors and persons with disabilities due to physical, cognitive or behavioral challenges. After discussions with users of the Action Bus and City staff managing the Action Bus, it was identified that several issues made the Action Bus impractical for some of its intended patrons. Some of these issues include:

- Two week advance booking requirement, making it difficult to arrange short notice transport
- Limited ability to make same day bookings
- Inability for system to recognize two separate bookings that could be coming from or going to the same location, which significantly reduces the efficiency of the service
- Cost impact – multi-stop trips become costly
- Lengthy application process required every three years
- Program currently turns away approximately three hundred and fifty requests per month



Improving affordability and safety of public transit could encourage current Action Bus users to utilize public transit, thereby reducing the overall demand on the Action Bus.

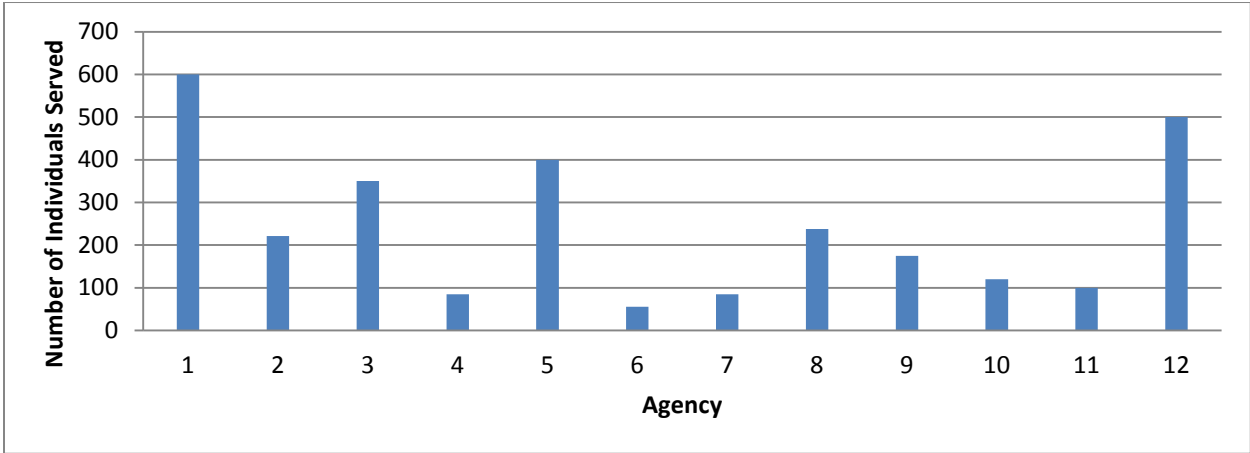
Assured Income for the Severely Handicapped (AISH) Program

We researched the AISH program to understand if its eligibility will be suitable as a qualifier for a subsidized pass. We learned that the AISH program verifies both disability and income of applicants. We concluded that the AISH program would serve as an excellent qualifier for the subsidized pass versus having to develop and administer a new qualification process to support a subsidized pass. Through research into the program, we also learned that there are one thousand nine hundred and eighty eight people on the AISH program within Red Deer City limits.

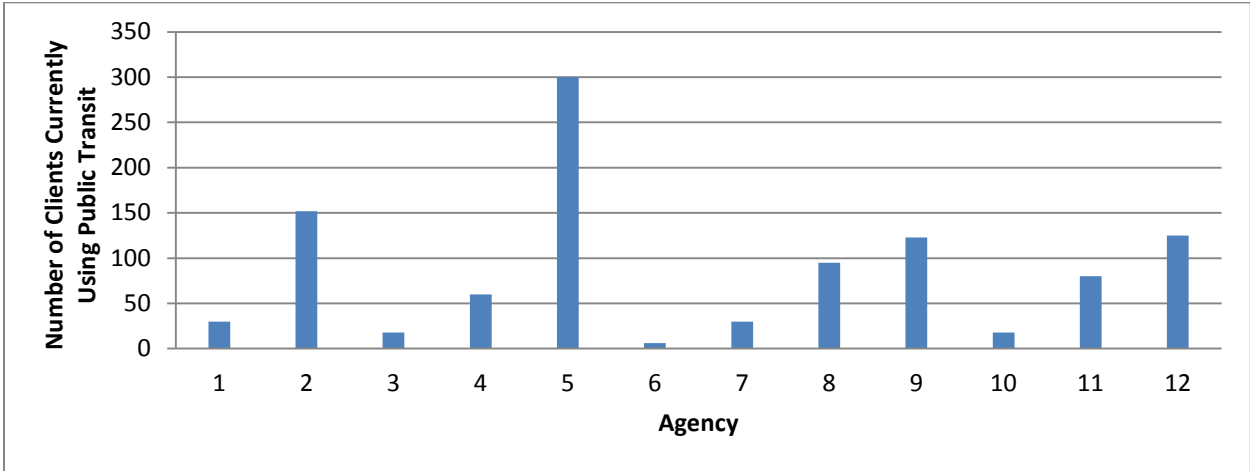
Survey Results

In an effort to better understand how many persons on AISH are currently using public transit and their experience with it, we developed a survey and sent it out to sixteen agencies that work with persons with disabilities. These are the results:

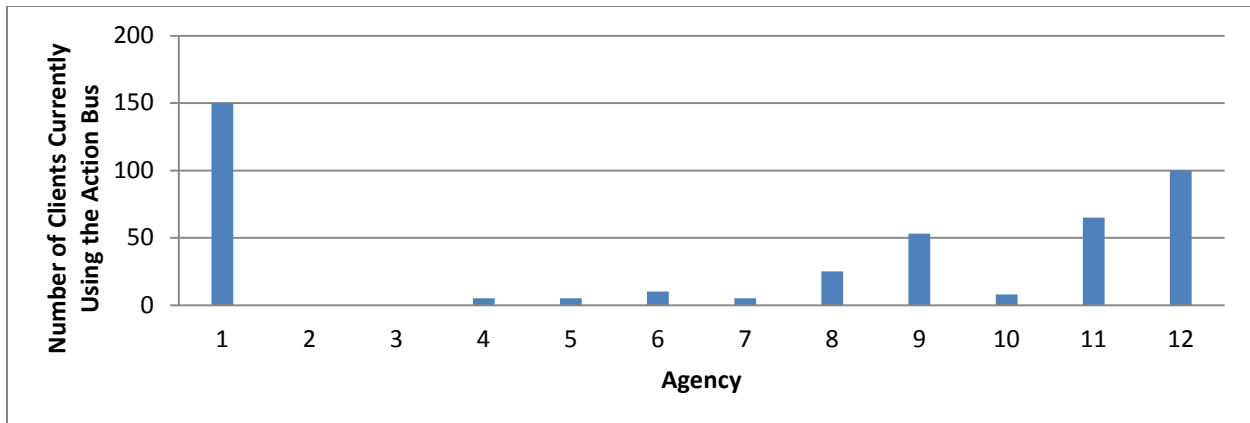
Question #1 - Approximately how many clients does your agency serve?



Question #2 - Approximately how many of your clients currently use public transit (Red Deer Transit)?



Question #3 - Approximately how many of your clients use the Action Bus?



Comments:

- ✓ *Action Bus is expensive/complicated booking/overbooked*
- ✓ *Only transport one person at a time*
- ✓ *Could take people in the same subdivision*

Question #4 - Is safety on public transit an issue for your clients?

	Yes	No	Maybe
Percentage of Respondents	58%	25%	17%

Comments:

- ✓ *Yes, dark street shelters, slippery ground, cold weather.*
- ✓ *Yes, not knowing which bus to board or when to get off when in seizure mode or after seizure confusion. Issues of falling, forgetting to sit down.*
- ✓ *No, I don't think so; issues of other ridership may occur but dealt with by driver.*
- ✓ *Yes; have expressed that they often do not feel safe if traveling alone, particularly during high ridership (school) times. Also, some bus stops are in areas where no sidewalks exist. Have also heard concerns about sudden starts and stops.*
- ✓ *Custom wheelchairs are not accommodated. Behaviors of concern while on bus. People are very vulnerable and trusting.*
- ✓ *Yes, ice, snow, strangers*
- ✓ *No: The drivers are excellent with our individuals*
- ✓ *Yes and no, depending on the client and the surroundings that day. I would say mostly no.*
- ✓ *Peak times are tough. Windows are hard to see out.*

Question #5 - Is public transit affordable for your clients?

	Yes	No	Maybe
Percentage of Respondents	33%	33%	34%
Comments: <ul style="list-style-type: none"> ✓ Yes, for the most part, there are of course those individuals that reduced fares would be of benefit ✓ Well, any expense on a fixed income (AISH or AWIS) has an effect on everything else in a budget ✓ No, it's so expensive in comparison to what it is used to be. Access should be equal to a student pass but with full access to services ✓ Yes. Most are on AISH and it is very affordable ✓ We aim to seek out the cheapest way for them to take the bus, bus ticket or a pass. For some it must be budgeted ✓ Check out what the city of Calgary is doing 			

Question 6: What improvements could be made to public transit to benefit your clients?

Comments: <ul style="list-style-type: none"> ✓ Greater awareness of disability, how it present, attention to assistance ✓ Reduced fares for limited incomes ✓ Cheaper rates, larger service area, later hours of operation ✓ Ensure people are safe before moving, higher security on buses, sidewalks to all stops ✓ Routes could be more efficient, takes more than an hour to get places. ✓ Bus driver and public education on the responsibilities and limitations of support persons. ✓ Accessibility to some stops. ✓ Person with disabilities should be issues a pass that helps the driver identify that this individual could be at risk. ✓ Keep bus stops clear of ice and snow ✓ It is very difficult for our individuals to see where their stop is because the advertisements & dirt cover the windows ✓ More areas for wheelchairs/walkers ✓ Action bus parking on Ross Street. ✓ More bus routes 			
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Question 7: Would you or anyone in your organization be willing to sit on a transit steering committee?

	Yes	No	Maybe
Percentage of Respondents	55%	27%	18%

Proposed AISH Transit Pass

Eligibility:

The proposed eligibility criterion for an accessible transit pass is for an adult with a recognized disability who qualifies for AISH. Individuals who can demonstrate receipt of disability benefits from the AISH program would automatically qualify, as this program verifies both disability and income. The reduced fare pass would be only for the individual with the disability and not the whole benefit unit (household).

Rate:

Based on our research of other municipalities across the country, it is our recommendation that the monthly transit pass rate for a subsidized AISH Transit Pass would be 50% of the rate of a standard Adult Pass. This pass would be full use and non-transferable.

Administration:

The verification of eligibility can be done by Transit Customer Service staff at the Sorensen Station. The pass would consist of a photo identification card with an accessible transit pass designation on it. One way to administer the pass would be to have a photo card that would be punched each month that a monthly pass is purchased. This would ensure that customers could only buy one pass per month, thereby reducing potential misuse of the pass. Once the person has obtained their accessible transit photo card they would purchase a reduced fare monthly pass at the locations where bus passes are sold. The photo identification card would need to be renewed (every two years) to confirm continuing eligibility.

Red Deer Transit
Freedom to go wherever life takes you
~City of Red Deer information guide
for seniors

A policy for replacement of loss cards would be required that is responsive to users' circumstances while maintaining the integrity of the program.

Evaluation:

In order to determine the full impact of this subsidy program, our recommendation is to implement it as a *pilot* project, as has been done in several other cities. . A formal evaluation component should be planned and implemented, from the outset. The evaluation method should be sufficiently broad to examine the social, cultural, environmental and financial implications of an AISH transit pass.

Feasibility Study

Potential Fare Revenue Losses and Gains

There are approximately one thousand nine hundred and eighty eight people within the City of Red Deer that receive AISH benefits at this time. If we assume that none of the current AISH recipients purchase a regular monthly bus pass and will now purchase an AISH discounted transit pass this will result in a revenue gain of approximately \$775,000.00 per annum. On the contrary, if we assume that all of these individuals currently purchase a regular monthly bus pass and will now switch to the AISH monthly pass, this will result in a revenue loss of approximately \$775,000.00 per annum. However, it is highly unlikely that all AISH recipients currently purchase a monthly bus pass. In reality, if we estimate that 10% of AISH recipients start to use the AISH discounted pass, the actual loss/gain scenario will fall somewhere in the range of +\$75,000.00 and -\$75,000.00. Our assumption is that the increased ridership due to affordability of the AISH pass would offset any potential loss in revenue from the subsidy, resulting in a net zero balance. Notwithstanding the potential loss/gain in revenue, the overall economic benefits of connecting these individuals to their community will far outweigh any potential transit revenue loss.

The table below shows the distribution of loss/gain revenue based on percentage of AISH recipients that may purchase the discounted pass.

Percentage of Individuals on AISH	100%	75%	50%	25%	10%
Monthly Loss/Gain in Revenue	\$64,610	\$48,457	\$32,305	\$16,152	\$6,461
Annual Loss/ Gain in Revenue	\$775,320	\$581,490	\$387,660	\$193,830	\$77,532
R/C Ratio Impact	6.0%	4.6%	3.1%	1.7%	0.8%

The **Canadian Urban Transit Association** (CUTA) utilizes the R/C Ratio as a financial performance indicator. The R/C Ratio is calculated by dividing Total Operating Revenue over Total Direct Operating Expenses. Based 2012 Data and an assumed 10% utilization of the new AISH discounted pass, **the impact to the R/C ratio is a mere 0.8%.**

Benefits to the Individual, Community and Society

Social and Health Benefits

For Canadians, access to opportunity is fundamental to our quality of life. Safe affordable transportation is an essential part of our social network. The social benefits of public transit are substantial. For example, it provides access to job opportunities, shopping and health care providers, to name a few. It reduces social exclusion by providing a safe option for individuals to get out and participate in our cities many social events as well as volunteer and visit family and friends.

For many, spending on personal transportation can compete with the need for food, shelter, education and medicine. Using affordable public transit allows families to reduce their transportation expenditures and devote more of their resources to the necessities of life.

Access to medical, employment and educational opportunities are important, and are partly determined by the ease of reaching those

You can't understand a City without using its public transportation system
~Erol Ozan

destinations. Only public transit can provide the basic level of mobility that disadvantaged groups need to make important trips to work, school and health care. This enhances our community and allows all of its residents to contribute.

In addition there are many health benefits to public transit. It encourages a more active lifestyle in that riders walk from their homes to the bus stops or terminals. Not to mention the benefits from decreased pollution. Less money spent on transportation means more money for food which in turn will result in less food bank visits and health gains from a better diet. It allows people to follow through on medical advice, attend medical appointments, drop-ins and support groups.

Environmental Benefits

Using Public transportation is one of the most effective actions individuals can take to conserve energy. Those who choose to ride public transportation reduce their carbon footprint and conserve energy by eliminating travel that would have otherwise been made in a private vehicle. The result is fewer vehicle miles of travel and reduced emissions. This action far exceeds the benefits of other energy saving household activities, such as using energy efficient light bulbs or adjusting thermostats. (www.apta.com)

Public transportation use also reduces congestion. Some of the most congested travel corridors and regions in the country are served by public transportation. Increased use of public transportation in these areas eases congestion; as a result, automobiles traveling in these same corridors achieve greater fuel efficiency. Public transportation also saves travelers hours in travel time and reduces noise.

As issues about climate change dominate the media, the environmental benefits of public transit are indisputable
~Art Eggleton

Public transportation reduces overall greenhouse gas emissions without reducing mobility so vital to our nation's economic health and our citizens' quality of

life. The increasing cost of fuel makes driving private vehicles even more prohibitive for many. Public transportation households save thousands of dollars every year, even more as the price of fuel rises (www.edmonton.ca/transportation).

Air pollution in Canada has substantial health impacts. Most Canadians are exposed to harmful levels of air pollutants and about 20% have a respiratory problem such as asthma or COPD. Several air pollutants from transportation sources affect heart and lung health. For the many people who choose to take public transit rather than drive, they are substantially reducing travel emissions. When thousands of people make the same choice, the result is a measurable improvement in air quality.

The public transportation industry is also reducing emissions from its own operations by developing buses that are less polluting than conventional diesel engines. These include clean diesel, natural gas, biomass fuels and hybrid electric.

Cultural Benefits

Red Deer is a city that prides itself on its cultural diversity. Providing affordable transportation within our community allows access to the many agencies that support our diverse cultures. Public transportation brings all of our community's cultures together and provides opportunities for interaction which, in turn builds meaningful relationships between those cultures. It helps to maintain cultural connections within our city as well as providing access to the many cultural events that Red Deer supports.

Our community will be enhanced by providing safe affordable transportation for all of our residents to enjoy our many parks, recreational facilities and cultural sites. The City of Red Deer's Recreation, Parks and Culture Fee Assistance Program offers subsidy funding for Red Deer residents who are facing financial challenges. Many of these residents have disabilities and rely on public transit to access these programs and activities. However, the financial burden of public transit may limit the ability for some to access this program.

Canadians pay a higher total percentage of the costs required to build, maintain, and operate transit than riders than almost every other Western Country. We are the only OECD Country without a National Transit Strategy
~Art Eggleton

Recommendations

The project team makes the following **five** recommendations to Red Deer City Council:

- 1) Introduce a pilot project for a subsidized transit pass for persons on AISH, as described earlier. A pilot project approach has typically been used in other cities that currently offer a subsidized pass.
- 2) Enhance the services offered by the Action Bus by addressing the identified issues noted in this report.
- 3) Introduce a Steering Committee, comprised of impacted stakeholders, that meets regularly with city transit officials.
- 4) Address safety issues on transit busses such as advertisements over windows.
- 5) Bus driver education to create awareness of and sensitivity towards various disabilities requiring assistance. Special focus should be given to “invisible” disabilities.

Conclusion

As Red Deer continues to grow, providing affordable access to public transportation is a way to ensure that people with low income and disabilities are able to participate in and contribute to our community. Public transportation is identified as an essential service for obtaining and maintaining employment, for accessing services and for enabling participation in community events and programs.

The hope and intent is that this research creates awareness relating to transportation inequalities for people with disabilities and low income, while at the same time bringing people together to develop strategies and solutions to this challenge.

It is the desire of the project team and its sponsors that this report is presented to Red Deer City Council for discussion and debate. For Red Deer to continue on its growth path as the third largest city in Alberta, and be sought after as the City of choice for regional, provincial, national and international events, there is an urgent need to address the highlighted deficiencies in public transit.

Appendix

Appendix 1 - Disabled Bus Passes in Other Communities

City	Disabled Pass Fees	% of Regular fee	Qualifications	Administration/Comments
Edmonton, AB 12 month “Pilot project” July 04- June 05 Pop. 817,498	\$29 per month – AISH recipients have to authorize the ministry to deduct \$29 per month from their bank account	49% of the regular pass of \$59 /mth	Severely Handicapped Recipients – AISH – provincial income support	\$400,000 approved to cover the anticipated fare box revenue loss Joint project of the City of Edmonton/ETS and the Alberta Human Resources and Employment
Calgary, AB Pop.1,120,00	\$44.00 per month	46% of Reg Fare of \$96 /mth	LICO – Income less than 75% of Low Income Cut Off	Once approved AISH recipients need not reapply Administered by Calgary Transit
Strathcona County, AB Pop. 92,403	\$24.00 per month	24% of the Reg monthly fare of \$103/ mth	Low Income or Persons on AISH	The Everybody Rides program was created to provide improved access to transit services for residents with limited income or who are on AISH. Qualifying applicants can purchase commuter passes for all members of the household at a discounted rate.
The City Of Grande Prairie, AB Pop. 57,000	FREE	100% off of Reg monthly pass of \$54	CNIB, Persons on AISH and Children under 12 with paying adult	Passes for the upcoming month are available AFTER the 15th day of the current month Passes are available at City Hall You must present the following information to receive a pass: your name, Medical Services Card number, and one other type of identification.
Kingston, Ontario Pop. 159,561	Disability pass \$44/ monthly pass	67% of Reg monthly fare of \$65	ODSP recipients CPP Disability	Administered by March of Dimes, with no funding – this form of administration not sustainable and so it is being transferred to City
Thunder Bay, Ontario Population 108,000 (2013 stats Canada)	\$63.50	86% of regular \$74.00 monthly pass	Obtain an accessibility ID card. Proof of receipt of income support either from the Provincial or Federal Government	Administered by Thunder Bay Transit Department

City	Disabled Pass Fees	% of Regular fee	Qualifications	Administration/Comments
North Bay, Ontario population 64,043 (2011 statscanada.ca)	\$57.00	68% of the regular \$84 monthly pass	Available to Senior Citizens and Approved Disabled Applicants who have completed a form and been approved by the City Administrator or designate. As always, Government Senior Citizen I.D. Cards will be honoured	Administered by the North Bay Transit
Guelph, Ontario Pop. 120,000 (program started in 2000 as a 1 year pilot and has been going ever since)	Disabled pass \$37.50/month no discount for single ride tickets	50% of the regular monthly pass of \$75	Must be a resident of the City of Guelph At or below the Low Income Cut Off LICO	Subsidies for the difference between the regular fares and the disabled fares are provided by the City and by the United Way. They are serving approximately 244 people a month, with approx. 2,900 discounted passes being purchased each year. Applications administered through Community and Social Services with the assistance of Guelph Transit. If person doesn't purchase a pass for 3 months they are taken off the list and someone from the waiting list can get a pass Only available on regular transit service and does not apply to Guelph Mobility Services as this is already being subsidized.
Regina, Sk Population 232,090 (2013) city website	\$20 per month	32% of the regular pass of \$62/month	Must be participating in one of the following: -Social Assistance -Transitional Employment Allowance -Saskatchewan Employment Supplement -Provincial Training Allowance Saskatchewan Assured Income for Disability	Application forms for the discounted monthly pass program are available from the Transit Information Centre or your case worker. You will be asked for proof on your participation in one of the above 5 provincial government programs and for personal identification when you apply. Only immediate family members identified on the application form will be able to purchase a discounted monthly pass.

City	Disabled Pass Fees	% of Regular fee	Qualifications	Administration/Comments
City of Greater Sudbury, Ontario Population 160,274 (2011) www.greater Sudbury.ca	\$48.00	63% of the regular pass of \$80 monthly pass	You must be a resident of the City of Greater Sudbury and be receiving one of the following: -Ontario Disability Support Program -Assistance for Children with severe disabilities -Canada Pension Disability -Veterans Disability Pension -or registered with the CNIB	Greater Sudbury Transit

