



UNIVERSAL TRANSIT PASS

The Implications and Effects of
Equitable Transit for Students

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CONCORDIA
STUDENT
UNION

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INTRODUCTION

Student associations across Canada and Quebec are finding creative ways to save students money, to reduce emissions, and to improve public transportation on their campuses. Urban transportation has become one of the most critical public policy issues facing Canadian Cities, due to declining funding, obstacles for the creation of new infrastructure and increasing awareness of the social, economic, and environmental problems caused by automobile usage.¹ In response to these problems, many universities and their student associations are championing the development of sustainable and inclusive initiatives to manage transportation needs and make transit more affordable for students. Regarding increased equitability through transit, the institution's goals must consider the needs and concerns of the student body surrounding accessibility, mobility, sustainability, and finances.

Universal Transit Pass Programs (U-Pass) are projects that target these principles by bringing students semesterly unlimited-use transit pass at a significantly reduced cost. Developed between transit authorities, educational institutions, and student unions, the cooperative nature of this project requires us as riders, administrators, and transit authorities to come together to improve the quality and delivery of transit for all passengers. Through the use of holistic approaches in the creation of U-Pass programs, complex issues and challenges facing commuters, such as economic stress and environmental concerns are addressed. One of the most important objectives for the Universal bus pass is accessibility in public transportation infrastructure. Further, the U-Pass can better mobility for individuals, who, as a result of financial limitations, reduced physical mobility, or other external factors are restricted in their abilities to navigate the city.²





METHODOLOGIES

This report summarizes the practices, experiences, and benefits of the Universal Transit Pass system, through the examination of key driving factors, such as institutional commitments to economic viability and accessibility. Providing a framework for the creation, implementation, and outcomes of these programs, the U-Pass will be explained in its benefits, who they affect, why they are important to transit equity, and how they are created. We look towards the development of these programs, sustainability initiatives, and partnerships, through applied research and municipal contractual agreements, allowing us to see the effects of the U-Pass in its enhancement of operational transit, environmental awareness, and cost savings.

WHAT IS THE U-PASS PROGRAM?

The U-Pass is an unlimited use transit pass that is issued to eligible students and in some cases university staff. Charged through a semesterly student fee, the U-Pass is able to come at a reduced price, due to the inclusion of the majority of the student body in the program. With the exception of opt-out students, inclusive eligibility criteria cover most of the student body. While the distinguishing characteristics of eligible students differ somewhat among programs, the most common criteria for eligibility include:

- Full-time students enrolled in twelve or more credits within a given semester.³
- Full-time students enrolled in at least one course located on-campus.⁴

In the case of opt-out students, the common criteria include at least one of the following:

- Students who are enrolled in courses that are identified as off-campus or outside of the metropolitan area (typically online or exchange courses).⁵
- Part-time students (those who are enrolled in less than twelve credits in a given semester).⁶
- Students who are registered with the university as having a disability (in this context either the Concordia Access Centre for Students with Disabilities (ACSD), with Montreal's Paratransit system, or experiences other mobility issues (evaluated on a case-by-case basis).⁷
- Students who are currently employed by the municipal transit authority (for example the STM or ARTM).⁸

WHO BENEFITS FROM THE U-PASS PROGRAM?

U-Passes can be highly beneficial to students, transit authorities, and universities. If a program is supported by thorough open communication and media in its creation and implementation, the U-Pass will be successful in increasing student accessibility through more equitable and sustainable transit operations. This type of transit can be defined as environmentally conscious, low cost, comprehensive, and caters to those with impaired mobility. Looking at student demographic groups, specifically Statistics Canada's youth ridership data (ages 15-24), it is shown that almost half use a form of sustainable transportation.⁹ Youth ridership is in the highest percentage of all age groups.¹⁰ These proportions are, in large part, determined by accessibility issues for people with lower levels of income and decreased access to vehicles¹¹. Further, findings from a survey out of the University of Wisconsin show that transit services influence students decisions of where to attend college, about 15% of respondents indicating that having a program in place like the U-Pass would have a "major impact on their decision to attend university in the future."¹²

As stressed in the text "The Transportation Prescription: Bold New Ideas for Healthy, Equitable Transportation Reform in

America", by Judith Bell and Larry Cohen:

"Our transportation system has an enormous impact on our way of life, on the air we breathe, and the vitality of our communities. Transportation choices influence personal decisions about where to live, shop, attend school, work, and enjoy leisure."¹³

Since 1996, the number of Canadian commuters has risen by 3.7 million to 15.9 million in (2016).¹⁴ Further, during the period between 1996 and 2016, the number of commuters taking public transit has grown by 59.5%.¹⁵ For transit agencies, reducing the cost of fares is one of the most effective ways to improve public transit systems as it reduces accessibility gaps and improves mobility for users.¹⁶ High fares disproportionately affect low-income families, students, and individuals who:

- Are most likely to rely on public transit to get around.¹⁷
- Need to spend a higher proportion of their income on transportation costs.¹⁸
- Can find transport costs to be barriers to education and employment.¹⁹

WHY SHOULD U-PASS PROGRAMS BE PUT IN PLACE?

U-Pass programs have been constructed with the goal of creating fair and positive transit experiences that benefit students and the environment directly. Here, program equity is very closely tied to accessibility measurements in public transportation. Factors such as the centralized metropolitan nature of the university and a trip's origin have great impacts on travel choice. As said by transportation educators, Robert Cervero and Kara Kockelman, "A dense, mixed-use, pedestrian-friendly downtown destination is more likely to induce transit riding."²⁰

This statement that is reflected in the 2017 Concordia Commuter Habits Survey, with more people taking public transit to Sir George Williams than the Loyola campus, where driving is more prevalent, with only 62% of students taking transit to Loyola, as opposed to the 79% of students using transit in their commute to SGW.²¹

U-Pass programs aim for the reduction of air pollution, fossil fuel consumption, and social segregation, as well as aiding in the creation of more convenient spaces for riders.²² At the University of British Columbia, the U-Pass has aided in the expansion of transit services due to increased ridership. This has allowed for greater campus accessibility through increases in the frequency of buses and route changes.²³ U-Pass programs also allow students to experience improved mobility and reduced costs of university attendance.²⁴ As a means of shaping travel demands, transit-oriented planning through U-Pass programs have gained popularity in the past few years.²⁵ Such programs share the same main objectives, namely:

- Reducing the number of motorized vehicle trips made (trip degeneration).²⁶
- Reducing gasoline use, greenhouse gas emissions, other air contaminants, noise pollution, and run off chemicals into freshwater supplies and ocean environments.²⁷
- Reducing stress on parking infrastructure.²⁸
- Increasing accessibility for transit users.²⁹
- Improving transit agency performance.³⁰

As said by Judith Bell and Larry Cohen in the report "The Transportation Prescription: Bold New Ideas for Healthy, Equitable Transportation Reform in America" we must remember that:

"Transportation policy is, in effect, health policy, environmental policy, food policy, employment policy, and metropolitan development policy, each of which bears on health independently and in concert with the others. Long standing-transportation and land use policies are at odds with serious health, environmental, and economic needs of the country and they have harmed low-income communities and communities of colour especially. Forward-thinking transportation policies must promote healthy, green, safe, accessible, and affordable ways of getting where we need to go."³¹

COST AND SAVINGS OF THE U-PASS

The cost of the U-Pass varies at each university, though every U-Pass program offers a significantly decreased cost to eligible students. In the case of project implementation, university bodies establish contracts with their respective local transit authorities in order to provide reduced-fare transit to students. This is done in part through annual or bi-annual fees paid to the transit authority, financed through an added student fee.³² The CSU gathered pricing information from 11 universities across Canada. **It found the average cost savings of the U-Pass program as compared to standard (general public or non-student) fares, is \$58.62 per month or \$230.88 per semester (4 months).**³³

Financial considerations for students has been one of the primary pillars in the popularity of these programs. Most often, drops in transit ridership correlate to fare hikes. In the case of Vancouver, ridership drops 3.8% for every 10% increase.³⁴ Fare increases in 1970, 1978, and 1987 were followed by a decrease of 9 million, 7 million, and 13 million trips, respectively.³⁵ In order to measure the number of eligible students that use the U-Pass regularly, the Transportation Research Board and the Federal Transit Administration in 2018 published a report entitled "College Student Transit Pass Program - A Synthesis of Transit Practice". The surveyors asked transportation agencies and institutions the following question: "approximately what percentage of the students have the pass?"³⁶ Responses from around half of the transit agencies (53%) and one-third of institutions (35%) reported that over 90% of eligible students use the pass actively.³⁷

BENEFITS FOR UNIVERSITIES AND TRANSIT AGENCIES

U-Pass programs also help universities in attracting students and transit authorities see increased usage and funding. For example, there is reduced demand for on-campus parking, improved university affordability for its students through the avoidance of vehicle purchases, reduced travel expenses, as well as increased student satisfaction.³⁸ As for transit authorities, a U-Pass program benefits it because it sees an increased transit ridership, use of off-peak transit capacity, creation of rider habits, and a stable form of revenue.³⁹





QUEBEC SUSTAINABILITY INITIATIVES

In the Major Initiatives to Foster Sustainable Mobility, written in the Quebec Public Transit Economic Plan (2017-2018), the provincial government has committed to, with the help of the Autorité régionale de transport métropolitain (ARTM), the provision of “major transportation initiatives to encourage sustainable mobility through public transit.”⁴⁰ Stating that these initiatives consist of “preferential fares, including student fares, which must apply to everyone regardless of age and place of residence... the student discount must be available to all age groups not solely to students 18 to 25 years of age, as is currently the case.”⁴¹ The U-Pass would provide actionable ways to realize these initiatives, through sustainable factors like decreased transportation costs, increased ridership, and equal transportation opportunities for all students.

CONCORDIA CONTEXT

The association of Universities and Colleges in Canada has recently established five key commitments to meet social needs, one of which is the call to “cultivate engagement and reach beyond institutions to create alliances, partnerships, and initiatives of shared purpose”, to reduce and address climate risk, regulatory requirements, and issues of accessibility.⁴² It is under these guidelines, that educational institutions can establish new approaches to accessibility and offer better-operating conditions through the reevaluation of current transit funding and costs.⁴³ In doing so, universities, student associations, municipalities, and transit authorities can work together to take steps that improve public transit service, increase affordability, and better mobility in regards to transportation options on-campus.

Looking at Concordia’s 2017 Commuter Habits Survey, the apparent value of a potential U-Pass system at the university is evident. In the research of university transit patterns, a representative group of 3,457 students, faculty, and staff participated in the Concordia Commuter Habits Survey, comprising 36 questions that collected respondents postal codes, information about their commute, and demographic information.⁴⁴ The majority of these respondents marked SGW as their primary campus, the highest percentage of whom live between 3 and 10 km away.⁴⁵ In general, the most commonly used mode of transportation is public transit at 60%, followed by walking and running at 15%, and single-occupancy automobile use at 10% (during the Spring/Fall semesters).⁴⁶ Out of the respondents, 59% have an OPUS card with fare paid monthly, whereas 19% have a yearly OPUS or OPUS+ card.⁴⁷ Overall, students are most invested in travel time and accessibility issues, many stating that public transit does not offer enough flexibility and does not align with their needs.⁴⁸

Indigenous Directions Action Plan

Further, in “The Indigenous Directions Action Plan: Concordia’s Path Towards Decolonizing and Indigenizing the University (2019)”, Concordia has been called to increase services for indigenous students. Charged with improving and creating diverse, meaningful, and “additional services for Indigenous students beyond those already offered by the Aboriginal Student Resource Centre (ASRC)”, Concordia must act in ways that benefit Indigenous students directly.⁴⁹ Specific services requested include Indigenous-centric childcare, on-campus housing, transportation access, and tutorial support.⁵⁰ Services that, in their application, build peer networks in the university and create stronger ties between Indigenous students and the institution, and are necessary to improve experiences within the university. When regarding the call to action for transportation, the university and the Concordia Student Union can respond to demands for “equitable and fair accessibility to higher education”, with the improvement of transit service and reduction of cost barriers for Indigenous students through the U-Pass.⁵¹ Such programs are able to create timeline specific pathways to enhancing Indigenous students’ accessibility within the institution, and as a result, increase the admission, retention, recruitment, and graduation rates of Indigenous students.⁵²



CONCORDIA STUDENT UNION REFERENDUM

In April 2020, the Concordia Student Union put on the ballot during their annual general election a referendum question about the Universal Transit Pass. The question was the following:

The Universal Transit Pass (U-Pass) is a transit pass that gives unlimited access to public transportation (STM, Exo, STL, etc) on a semesterly basis rather than on a monthly basis. The U-Pass program has the objective to: lower public transportation costs for students, reduce the use of single rider vehicles, and improve public transportation around our campuses. The CSU would like to explore the possibility of implementing this program at Concordia University.

Question: Do you, as a student, agree with the Concordia Student Union negotiating with the various stakeholders with the understanding that a U-Pass program proposal will come back to referendum for a vote in the future?^{53,54}

Students overwhelmingly supported the CSU exploring bringing a U-Pass program to Concordia. Over 96% of members voted in favour of the question while 4% voted no. U-Pass programs are popular and well-known for their affordability and for the impact they have on the environment. Concordians recognize this reality offered by the implementation of a U-Pass program. The results show this. Nevertheless, the Concordia students shall have a strong mandate in the future to work with the relevant stakeholders, especially the Association régionale de transport métropolitain (ARTM) and the Réseau express métropolitain (REM).

Results

| Voter Choices ⁵⁵ | Number of Votes | Percentage |
|-----------------------------|-----------------|------------|
| Yes | 1418 | 96.2% |
| No | 56 | 3.8% |
| Total | 1474 | 100% |

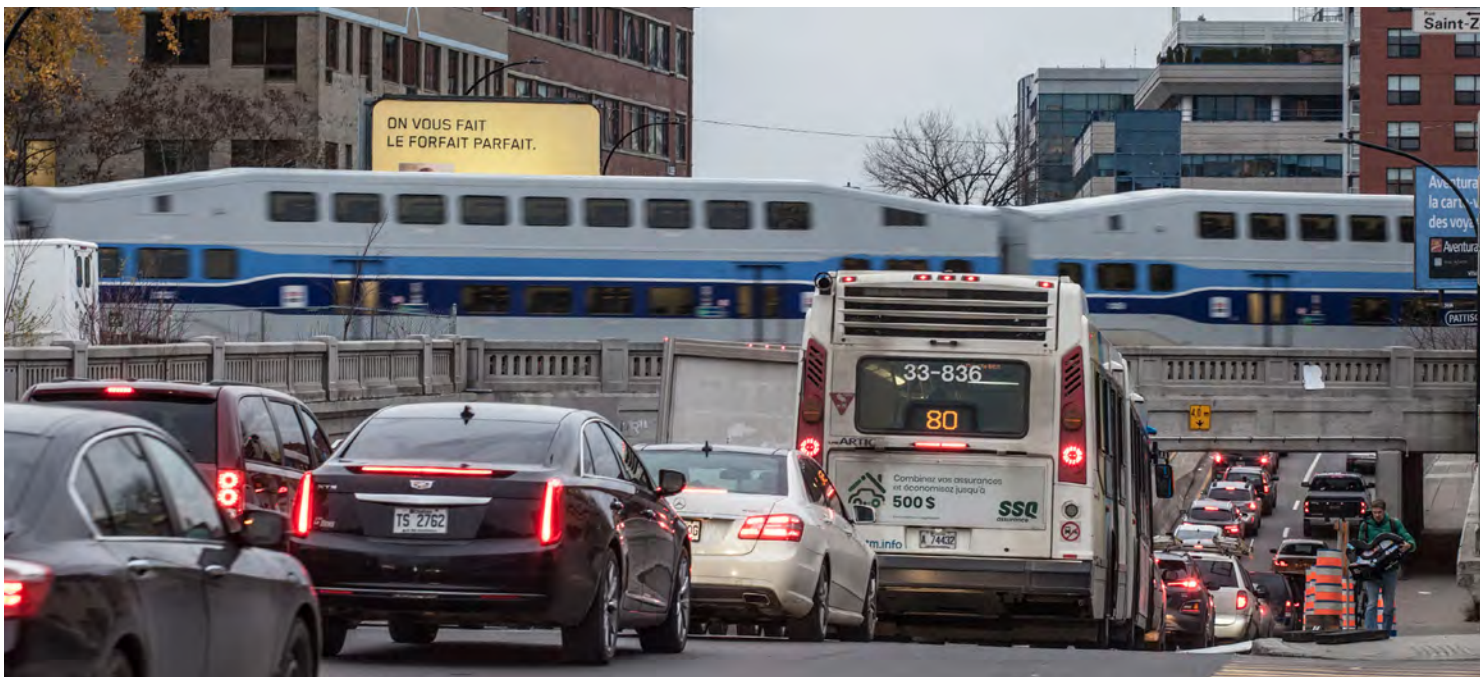
FURTHER UNIVERSITY CONTEXTS

When identifying successful U-Pass programs at other institutions, we can see the positive and sustained success of initiatives that provide practical reduced cost transportation methods for students and staff. Specifically, looking at the success of the University of British Columbia, whose Universal Transit Pass was introduced in September 2003 generating a 50% increase in transit ridership.⁵⁶ The effects of the UBC U-Pass were almost immediate, by December 2003, single-occupancy vehicle use was down 9% from 2002 while parking demands have decreased by 20% (TransLink Board report, November 10th, 2003).⁵⁷ In regards to the University of British Columbia's Okanagan campus, the U-Pass program was implemented in 2007 and renewed by a referendum held in 2011 that was supported by 89% of students, as well as the Okanagan sustainability office.⁵⁸

In Quebec, the Laissez-Passer Universitaire (LPU) program at the Université de Laval should be noted for its success. Introduced through a student referendum held in November 2018, the LPU grants full-time Laval University students unlimited access to the services of the Réseau de Transport de la Capitale (RTC) and the Société des Traversiers de Transport de Lévis (STLévis) for both fall and winter semesters.⁵⁹ The LPU is extremely cost-

effective compared to regular RTC fares, costing \$120.00 per semester while a general non-student monthly pass costs \$89.50.⁶⁰

Implemented in fall 2019, the LPU project resulted in 1,716,000 public transit trips made during this term.⁶¹ The RTC has seen a 16% increase in student ridership while the STLévis recorded a rise of 18.9% since September 1st, 2019, despite a lack of ridership increase over previous years.⁶² Additionally, Laval University has been able to tackle issues of parking and traffic congestion on campus through the implementation of the LPU. Over the course of the 2019 fall semester, there has been a decrease of 21% in the sale of parking stickers on campus.⁶³ Further indicating the direct benefits of the LPU as a means of reducing single-occupancy vehicles on campus, the STLévis has also stated that the total number of daily drop-offs by bus on the University campus has increased by 40% in the fall of 2019 as compared to the fall of 2018.⁶⁴ Statistically, the LPU has helped achieve sustainability goals through more accessible approaches to student transportation, and have demonstrated the attainability and successes of U-Pass programs within institutional contexts.



HOW SHOULD U-PASS PROGRAMS BE CREATED AND MAINTAINED?

Implementation through Student Referendum

These programs are most often put in place through student-run referenda, as they are financed by student fees. The student union is responsible for raising the awareness of students through the presentation of clear and understandable information, preparation of the questions for said referenda, and encouraging student participation in voting. It is the responsibility of the institution to partner with such student associations regarding any changes that would affect the student body or criteria for eligible and opt-out students.

Referendum questions should be clear, informative, concise, and provide background information regarding the subject. For example, the 2019 referendum question posed by the Simon Fraser Student Society on implementing a U-Pass is the following:

The cost of a current adult transit pass for the Metro Vancouver region is \$95.00 for one zone, \$128.00 for two zones, and \$174.00 for three zones. The Universal Transit Pass (U-Pass) BC program represents a discounted transit fare for students in Metro Vancouver and has existed since 2011. The current U-Pass BC program price is \$41.00 per month and has not changed in 2 years, and the current contract is set to expire at the end of December 2019. There is a proposed five-year agreement between the Province of BC and TransLink to continue offering the U-Pass BC program starting January 2020, at all Metro Vancouver public post-secondary institutions. The proposed structure extends the current rate of \$41.00 per month until April 30, 2020, then adjusts the rate to \$42.50 per month beginning May 1, 2020. Thereafter, the rate would increase by up to 2% per year rounded to the nearest \$0.05. This structure could continue past April 30, 2025, upon renegotiation or renewal of the agreement.

Are you in favour of continued participation in the U-Pass BC program beginning January 1, 2020, at the following monthly rates?⁶⁵

Program Advisory Committees

The creation of an advisory committee is an integral part of the success of the U-Pass program. These groups work to ensure the best interests of the students and proper maintenance of the U-Pass. Committees of this nature reinforce and develop bylaws and rules concerning student affairs in ways that protect the interests and welfare of the student body as they relate to the U-Pass Program. Looking at other University U-Passes, and their internal governing bodies, we can see the evident need for advisory and complaint committees to protect the best interests of program participants. At Simon Fraser University, a specific program advisory committee was created upon the implementation of the U-Pass, with the intention that appointed members meet throughout the duration of the program to develop and reaffirm terms and agreements as needed. Further, SFU's advisory committee is responsible for dispute resolution, as well as developing recommendations for program improvement as the U-Pass evolves and the needs of students change.

Complaint and advisory committees are usually comprised of representatives from local transit authorities, the student body, university administrators, faculty, and the student union. As seen at the Northern Alberta Institute of Technology, whose advisory committee must be composed of one representative for each of the parties involved. Done so to provide input on any issues or dispute resolutions that arise respecting the U-Pass, with all decisions being made by consensus. Advisory committees also monitor the dissemination of information and the design and format of media as it relates to student awareness and program communications. Under these guidelines, the university and its student associations must provide current information about the program and student eligibility to provide transparency. Additionally, periodical surveys should be implemented properly to monitor the program, identify potential issues, and assess the experiences of students.⁶⁶

METHODS FOR SUCCESS

Sustainable program development relies on the inclusion and consideration of economic, social, and environmental circumstances to succeed, as it is the consideration of such factors that U-Pass programs are best implemented. U-Passes are most successful when they have the following characteristics:

- **Stable funding:** the program must have a stable funding source between the organizations involved. With U-Passes this is done through an additional student fee put into tuition expenses that cover the reduced cost of the pass.⁶⁷
- **Broad support:** a U-Pass program must have the support of all parties involved (students, faculty, administrators, municipalities, and transit agencies). It is the responsibility of those executing the program to ensure that all parties are aware of the benefits and mechanics of the program. This is typically done through administrators or committees dedicated to the program specifically.⁶⁸
- **Identifiable benefits:** actions must be taken to ensure the safety, viability, and assets of the program so as to best serve the public. This is achieved through the dissemination of transparent information that is effectively marketed to students every semester. This should be done through the collection of tangible data, for example, surveys concerning transit riders, parking demand, and financial affordability.⁶⁹

Partnership is an integral part of the U-Pass system. It requires the support of all parties involved to succeed. The responsibilities of program maintenance differ between parties, and as such, distinct roles for upkeep are detailed and are usually dictated as such:

- **Transit Agencies:** Municipal transit organizations are responsible for tasks including operational planning of routes, scheduling, data collection, and fare structures.⁷⁰
- **Participating Institutions:** Universities and student unions maintain the program through communication with transit agencies regarding service and by influencing transit decisions through contractual agreements.⁷¹
- **Students:** They play the most pivotal role in the implementation in the execution of these programs. Some ways in which students can and should participate are sitting on advisory committees, engaging with student referenda, becoming involved with administrative and program management positions, giving feedback to the student union and transit authority, and partaking in further U-Pass research.⁷²

FURTHER PROGRAM RECOMMENDATIONS

In the case of Concordia, we recommend the following, when seeking the implementation of a Universal Transit Pass program:

- A U-Pass program must include part-time students.
- **Rationale:** Concordia students typically work jobs outside of the university, in some cases, full time, while going to school. Concordia is a school that goes beyond.⁷³ By keeping a U-Pass open to part-time students, we can continue challenging the status quo and make our school accessible for everyone. A U-Pass will help keep the cost of living and educational expenses for everyone.
- A U-Pass program must include transit options beyond the bus and metro on the island of Montreal. A U-Pass should include the incoming REM, commuter trains (Exo), and even off-island bus service (such as the Laval bus service and the Longueuil bus service).
- **Rationale:** A U-Pass will only be useful to a huge contingent of our student population if it includes the options that students living in the West Island, Laval, the North Shore, and South Shore use. Furthermore, with Montreal vacancy rates for apartments at the lowest it has ever been, and apartment rental prices increasing, students will be looking farther and farther away for affordable housing. This means their cost of transportation will increase. With the REM under construction, having them included in the U-Pass program is a unique idea and a rare opportunity.
- A U-Pass at Concordia should also include the option for students to extend their pass into the spring and summer semesters, rather than be available solely for the Fall and Winter semesters.
- **Rationale:** The inclusion of spring and summer semesters in the program has become a debate on campuses and their U-Pass programs. However, at Concordia, there is a need. The university provides classes for both spring and summer semesters as well as conducting the "Summer at Concordia" program, which attracts thousands of students to both campuses. By giving students this option, the university has the opportunity to show its dedication to educational affordability, and student support throughout the entire year.

CONCLUSION

A U-Pass program at Concordia should include graduate students.

Rationale: There are approximately 8000 graduate students at Concordia. By adding this contingent to the undergraduate population, the amount of people with access to a U-Pass would total around 43000 students. Furthermore, by including the graduate population, Concordia students will be able to get their transit pass at a lower price with the same coverage due to larger collective bargaining power.

It is under systems of unaffordable and impractical transportation, that we must work collectively to dismantle barriers within transit operation to better aid and optimize services for all users. Focuses on functional transportation equity must be made actionable priorities to universities, student unions, and municipalities to increase resistance against the social, economic, and environmental issues that arise from inaccessible transit. Considering the impacts of U-Passes, as can be seen in their use at other institutions, it is an effective tool for increasing transit use, reducing vehicle traffic, minimizing parking demand and bettering transportation services and affordability. Fulfilling student needs must be actively addressed by institutions by implementing a U-Pass. It is in the application of these programs that we as a university can work towards a more universally accessible future in transportation.



TABLE 1: COMPILED U-PASS DATA

| University | Contact Information | Cost of Pass | Cost of Passes for Non-Students/ General Public | Included in Student Fees | Implemented | Student Population | Metropolitan Population |
|--------------------------------|--------------------------|-----------------------|--|--------------------------|-------------|--------------------|-------------------------|
| Simon Fraser University | upass@sfu.ca | \$164.00 per term | 98.00\$ monthly | Yes | 2016 | 34,990 | 377,141 |
| University of Calgary | supres@ucalgary.ca | \$151.00 per term | \$109.00 monthly | Yes | 2012 | 30,201 | 1,488,841 |
| McMaster University | webmaster @msu.ca | \$108.36 per term | \$100.00 monthly | Yes | 2015 | 30,117 | 527,765 |
| University of Waterloo | receipt@feds.ca | \$98.60 per term | \$90.00 monthly | Yes | 2018 | 36,670 | 527,765 |
| University of Alberta | president@su.ualberta.ca | \$148.00 per term | \$94.25 monthly | Yes | 2017 | 37,830 | 1,411,945 |
| University of Ottawa | president@sfuo.ca | \$212.71 per term | \$119.50 monthly | Yes | 2011 | 42,587 | 1,411,945 |
| Carleton University | csua@csuaonline.ca | \$207.52 per term | \$119.50 monthly | Yes | 2012 | 30,416 | 1,377,016 |
| University of Manitoba | umsu@umsu.ca | \$160.75 per semester | \$102.05 monthly | Yes | 2016 | 29,987 | 825,713 |
| University of British Columbia | office@ubcsuo.ca | \$164.00 per semester | \$98.00 monthly | Yes | 2015 | 65,012 | 377,414 |
| Sherbrooke University | feus@usherbrooke.ca | \$120.60 per term | \$80.80 monthly | Yes | 2004 | 35,000 | 218,633 |
| Western University | info@westernusc.ca | \$84.58 per term | \$95.00 monthly | Yes | 2002 | 28,386 | 527,765 |
| Université Laval | aelies@aelies.ulaval.ca | \$120.00 per term | \$97.00 monthly | Yes | 2019 | 43,000 | 422,993 |

TABLE 2: MEAN COST SAVINGS OF U-PASSES

Simon Fraser University ** does not have post-secondary rate

| | 1 month | 4 months |
|-------------------|--------------------------------|---------------------------------|
| U-Pass cost | \$41.00 ⁷⁴ | \$164.00 ⁷⁵ |
| Regular cost | \$95.00 (Zone 1) ⁷⁶ | \$392.00 (Zone 1) ⁷⁷ |
| Savings on U-Pass | \$57.00 | \$228.00 |

University of Calgary ** does not have post-secondary rate

| | 1 month | 4 months |
|-------------------|------------------------|------------------------|
| U-Pass cost | \$37.25 ⁷⁸ | \$151.00 ⁷⁹ |
| Regular cost | \$109.00 ⁸⁰ | \$436.00 ⁸¹ |
| Savings on U-Pass | \$71.25 | \$285.00 |

McMaster University ** does not have post-secondary rate

| | 1 month | 4 months |
|-------------------|------------------------|------------------------|
| U-Pass cost | \$27.09 ⁸² | \$108.36 ⁸³ |
| Regular cost | \$100.00 ⁸⁴ | \$400.00 ⁸⁵ |
| Savings on U-Pass | \$72.91 | \$242.20 |

University of Waterloo

| | 1 month | 4 months |
|------------------------------------|-----------------------|------------------------|
| U-Pass cost | \$24.65 ⁸⁶ | \$98.60 ⁸⁷ |
| Regular cost | \$90.00 ⁸⁸ | \$360.00 ⁸⁹ |
| Savings on U-Pass | \$62.53 | \$250.12 |
| Post-Secondary Cost | \$75.00 | \$300.00 |
| Savings on U-Pass (Post-secondary) | \$50.35 | \$201.40 |
| Savings on U-Pass (regular) | \$65.35 | \$261.40 |

University of Alberta

| | 1 month | 4 months |
|----------------------------|-----------------------|------------------------|
| U-Pass cost | \$37.00 ⁹⁰ | \$148.00 ⁹¹ |
| Regular cost | \$94.25 ⁹² | \$377.00 ⁹³ |
| Youth/Post-secondary cost | \$86.00 ⁹⁴ | \$344.00 ⁹⁵ |
| Saving on U-Pass (regular) | \$57.25 | \$229.00 |

University of Ottawa ** does not have post-secondary rate

| | 1 month | 4 months |
|-------------------|------------------------|------------------------|
| U-Pass cost | \$64.71 ⁹⁶ | \$212.71 ⁹⁷ |
| Regular cost | \$119.50 ⁹⁸ | \$478.00 ⁹⁹ |
| Savings on U-Pass | \$54.79 | \$265.29 |

Carleton University ** does not have post-secondary rate

| | 1 month | 4 months |
|-------------------|-------------------------|-------------------------|
| U-Pass cost | \$51.88 ¹⁰⁰ | \$207.52 ¹⁰¹ |
| Regular cost | \$119.50 ¹⁰² | \$478.00 ¹⁰³ |
| Savings on U-Pass | \$67.62 | \$270.48 |

University of Manitoba

| | 1 month | 4 months |
|--|-------------------------|-------------------------|
| U-Pass cost | \$26.68 ¹⁰⁴ | \$160.75 ¹⁰⁵ |
| Regular cost | \$102.05 ¹⁰⁶ | \$408.20 ¹⁰⁷ |
| Post-secondary cost | \$81.65 ¹⁰⁸ | \$326.60 ¹⁰⁹ |
| Savings on U-Pass (from post-secondary rate) | \$54.97 | \$219.88 |
| Savings on U-Pass (from regular) | \$75.37 | \$301.48 |

TABLE 2: MEAN COST SAVINGS WITH U-PASSES CONT.

University of British Columbia

**does not have a post-secondary rate

| | 1 month | 4 months |
|-------------------|---------------------------------|----------------------------------|
| U-Pass cost | \$41.00 ¹¹⁰ | \$164.00 ¹¹¹ |
| Regular cost | \$98.00 (zone 1) ¹¹² | \$392.00 (Zone 1) ¹¹³ |
| Savings on U-Pass | \$57.00 | \$228.00 |

Sherbrooke University

| | 1 month | 4 months |
|-----------------------------|------------------------|-------------------------|
| U-Pass cost | \$30.15 ¹¹⁴ | \$120.60 ¹¹⁵ |
| Regular cost | \$80.80 ¹¹⁶ | \$323.20 ¹¹⁷ |
| Reduced cost (21 and under) | \$61.20 ¹¹⁸ | \$244.80 ¹¹⁹ |
| Savings on U-Pass (reduced) | \$31.05 | \$124.20 |
| Savings on U-Pass (regular) | \$50.65 | \$202.60 |

Western University

| | 1 month | 4 months |
|------------------------------------|------------------------|-------------------------|
| U-Pass cost | \$21.15 ¹²⁰ | \$84.58 ¹²¹ |
| Post-Secondary | \$82.00 ¹²² | \$328.00 ¹²³ |
| Regular cost | \$95.00 ¹²⁴ | \$380.00 ¹²⁵ |
| Savings on U-Pass (regular) | \$73.85 | \$295.40 |
| Savings on U-Pass (post-secondary) | \$60.85 | \$243.42 |



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