

DRAFT

YORK CATHOLIC DISTRICT SCHOOL BOARD

MEMO TO:

IRU WKH %RDUG ¶ The inclusion in this process is intended to provide and earlier indication to the general pu EOLF RQ WKH %RDUG ¶ V SRVLWLRQ R

Category C - Policy changes which do require Joint Board Consortium consideration, and have budget and service impacts.

Proposal 14 suggests a change to the Transit Served definition, the specific example is a reduction from a 75 minute ride time to a 60 minute ride time, however trustees have discussed a number of changes to this parameter, and therefore requires further discussion.

Category C- As outlined above these proposals are subject to the review of the JBC, therefore additional time is required for the YRDSB to process this possible consideration on their side with a possible reconsideration next year.

Proposal 1 and 2 pertain to the elementary walk distances and possible changes to the distance and grades. Further discussion is required.

Proposal 11 and 12 have been proposed based on conversations at the Committee regarding the role of barriers, including the lack of sidewalks, and the provision of additional bus service.

Summary:

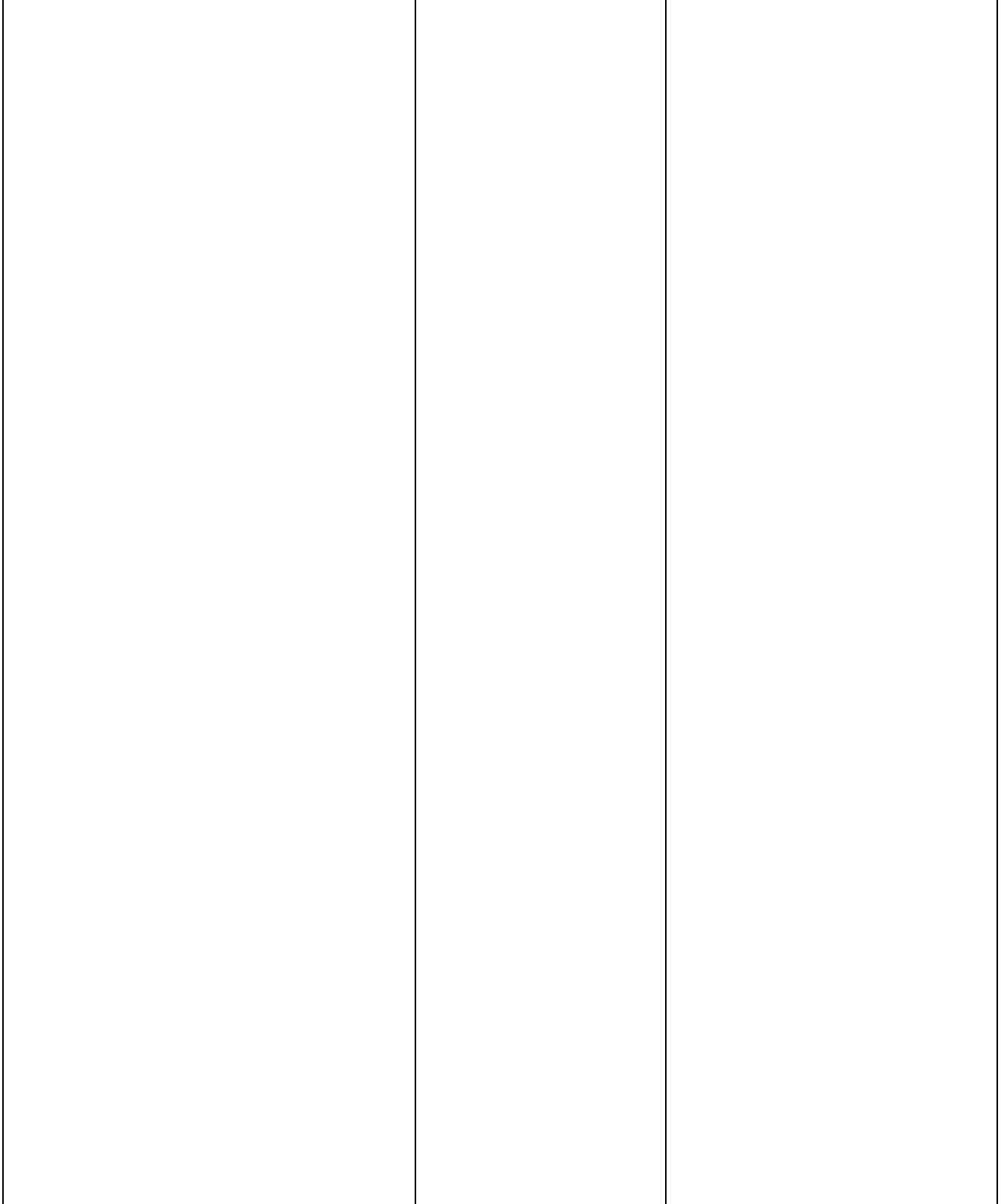
Student Transportation Services Policy #203 is being reviewed L Q W K H F R Q W H [W R I W K H funding model and comments received from the public and trustees. Possible policy changes have been identified in three separate categories based on their impact, timing, and level of review/ approval.

Recommendations:

THAT Administration be directed to prepare a revised policy for Policy Review Committee to propose changes to the following parameters of Policy 203. (3.1, 3.1.1, 3.6.3, 3.6.4, 3.10.1, 3.12, 3.15 and 3 new parameters as illustrate in Table 1, Category A).

THAT Administration be directed to prepare a submission to the budget process for the modification to Policy 203 parameter 3.iv to reduce the eligibility threshold to 3.2km distance from school.

THAT Administration be directed to prepare a submission to the budget process for the modification to Policy 203 parameter 3.6.4.2.2 to provide Board Falls (2-FRHS) and MRQ Secondary French Immersion as per the eligibility criteria5 Tdg Immersion



Summary:

A review of public transit service was completed, which identified two secondary schools where existing service was not required to the level of public transit service available in accordance with the Policy 203. A notification was sent to those communities in October this year, identifying service would be removed as of September 2024.

The Transportation Review Committee is currently reviewing Policy 203, which may result in the change to a number of policy parameters, including those parameters which initiated this removal of bus service. It is uncertain the review of Policy 203 will be concluded and a revised policy approved in advance of the September 2024 date for the removal of service to this community. In the event the Board were to change the respective parameters resulting in the reinstatement of Board provided bussing to this community post September 2024, the removal of service for September would cause unnecessary disruption for this community.

At the January 30, 2024 Board Meeting, Trustees approved policy exceptions to provide extended transportation for the community of St. Raphael the Archangel to St. Joan of Arc Administration therefore recommends that the Board provide a similar policy exception to the Holy Cross CHS community regarding the removal of board provided bussing as illustrated in Figgoe71-S4(s il)-4(lust)-4

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YORK CATHOLIC DISTRICT SCHOOL BOARD

Table 1- Financial Impact Summary of FI Student Sample by Option

The five options assessed each result in a cost increase for the YCDSB ranging from ~\$12,000 to ~\$356,000 annually⁴ based on the sample used.

Table 2⁵, expands the findings from our sample to the general secondary student population⁶. As of March 8, 2024, there are approximately 2,325 students deemed ³W U DVGHMLYWHG ´ EDVHG RQ WKH FXUUHQW GHILQLWLRQ SDUDF student estimates assuming the percentage changes highlighted in Table 1 apply to the general population.

Table 2 Financial Impact Estimate of General Secondary Population by Option

The five options assessed each result in a cost increase for the YCDSB ranging from ~\$41,000 to ~\$1,272,000 annually⁴ based on the sample used.

Summary:

STSYR staff analyzed a sample consisting of FI secondary students to determine the cost impact of changes to Definition 5.11 in Policy 203. Five scenarios were reviewed each resulting in additional students receiving board-provided transportation and an annual cost increase for the YCDSB.

3. Costing in Table 1 was determined by multiplying the average transportation cost per eligible secondary FI pupil by the increase in the number of students who would be newly eligible for transportation. It should be noted that given the number of FI school, and ride time and transfers as two of the criteria, the number of non-transit served students attending their home school is likely less than those attending a FI school.
4. Actual costs may differ from the provided estimate based on future enrollment numbers and/or contracted rate changes. The annual cost would be expected to increase each subsequent year.
5. Costing in Table 2 was determined by multiplying the average transportation cost per eligible secondary pupil by the increase in the number of students who would be newly eligible for board-provided transportation.
6. The results of the sample data provide valuable insight. However, applying the sample findings to the general student population may overstate the impact on the number of transit-served students. As FI service areas tend to be larger than regular school attendance areas, changes to the number of transfers or travel time lengths can have a greater significance on those students.

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