

YORK CATHOLIC DISTRICT SCHOOL BOARD

AGENDA
TRANSPORTATION REVIEW COMMITTEE MEETING

Tuesday, April 16, 2024
3:00 PM

Watch the Transportation Review Committee Meeting STREAM event on our YCDSB TV Channel: http://bit.ly/YCDSB-TV

Land Acknowledgement

We are gathered on the ancestral lands and waters of all Indigenous Peoples, who have left their footprints on Mother Earth before us. We respectfully acknowledge those who have walked on it, those who walk on it now, and future generations who have yet to walk upon it. We pray to the Creator for strength and wisdom that all may continue to serve as stewards of the Earth.

Trustee Committee Members: Elizabeth Crowe, Maria Iafrate, Angela Saggese

Page No:

- 1. OPENING PRAYER M. Iafrate
2. LAND ACKNOWLEDGMENT M. Iafrate
3. ROLL CALL M. Iafrate
4. APPROVAL OF NEW MATERIAL M. Iafrate
5. APPROVAL OF THE AGENDA M. Iafrate
6. DECLARATION OF CONFLICT OF INTEREST
7. APPROVAL OF THE PREVIOUS MINUTES: February 15, 2024 M. Iafrate 2
8. BUSINESS ARISING FROM PREVIOUS MINUTES
9. OUTSIDE PRESENTATIONS: nil
10. STAFF PRESENTATIONS:
11. ACTION ITEM(S):
a) Policy 203 - Proposed Changes and next steps T. Pechkovsky 5
b) Holy Cross CHS – Non-Transportation Zone Implementation (deferred from February 15, 2024) 13
12. DISCUSSION ITEM(S):
a) Transit Served Definition - Review N. Smith 16

13. INFORMATION ITEM(S):

Creator God,
As we journey through this world,
give us the grace to allow your Holy Spirit to work through us.

14. NOTICES OF MOTION:

Help us to speak, think and work with honesty, and compassion,

15. FUTURE ITEM(S):

to celebrate all that is life-giving,
to restore hope where it has been lost,
and to bring about change where it is needed.

16. ADJOURNMENT:

We ask this in the name of Jesus Christ, our companion.

York Catholic District School Board

MINUTES TRANSPORTATION REVIEW COMMITTEE

A Transportation Review Committee Meeting was held on Thursday, February 15, 2024 at the Catholic Education Centre starting at 6:32 pm.

PRESENT:

Trustee Committee Members: In Person: E. Crowe, M. Iafrate, A. Saggese
Other Trustees: Virtual: F. Alexander, A. Grella, J. Wigston
Absent with Notice: N/A
Administration: In Person: J. De Faveri, J. Sarna, T. Pechkovsky, N. Smith
Virtual: R. Antunes, J. Chiutsi, K. Elgharbawy, T. Laliberte,
L. Paonessa, L. Sawicky, S. Wright
Recording: S. Greco (In Person)
Presiding: M. Iafrate, Committee Chair

1. OPENING PRAYER / LAND ACKNOWLEDGEMENT

Committee Chair, Maria Iafrate welcomed everyone to the Transportation Review Committee meeting and led the opening prayer at 6:32 p.m. followed by the Land Acknowledgment.

2. ROLL CALL: All Committee Members Present

3. APPROVAL OF NEW MATERIAL: N/A

4. APPROVAL OF THE AGENDA

MOTION: Saggese/Wigston
THAT the agenda be approved as presented.
CARRIED

5. APPROVAL OF THE PREVIOUS MINUTES:

MOTION: Saggese/Crowe
THAT the Minutes from the November 30, 2023 Transportation Review Committee be approved as presented.
CARRIED

6. BUSINESS ARISING FROM MINUTES OF PREVIOUS MEETING: NIL

7. OUTSIDE PRESENTATION(S):

Committee Chair, Maria Iafrate welcomed the Delegations and recited the following:
"The York Catholic District School Board recognizes that stakeholders should have an opportunity to address the Board of Trustees. The Board has established a delegation process and this process is clearly outlined in Policy 106 Delegations to the Board and Input to Agenda Items. This policy reflects the guidelines to which delegations may come forward. To YCDSB community members visiting tonight, I wish to be very clear that views expressed by the delegations are those of the speakers. We will not be engaging in question or debate and I will be asking Trustees if they have questions at the end of your presentation for clarification. Please be reminded that York Catholic District School Board promotes positive, respectful, and civil behaviour. Therefore, the expectation is to treat one another with dignity and respect at all times, and if you do not adhere to these instructions, your delegation will be terminated."

Due to the number of delegations, each delegation had the opportunity to address the Transportation Committee for five (5) minutes.

- a) Sabrina Ferrari - Our Lady of Fatima CES Bus 3051 Stop
- b) Frances Zomparelli - Our Lady of Fatima CES - Removal of Transportation
- c) Michelle Machado - Our Lady of Fatima - Removal of Transportation
- d) Jaclyn Toma - Busing for French Immersion Students
- e) Rosy Suppa - Cancellation of Buses for Holy Cross CA (Virtual)
- f) Nader Simo - Busing for French Immersion High School Students
- g) Janet Pighin - Busing for French Immersion High School Students
- h) Jalai Shamoon - Busing for High School Students
- i) Mimi Robertson - Transportation for FI / AP Students for Father Bressani CHS
- j) Nick Rizzuto - Transportation for AP (Virtual)
- k) Andrea Agh - Busing for French Immersion High School Students

8. ACTION ITEMS:

a) Holy Cross CHS - Non-Transportation Zone Implementation

T. Pechkovsky, Coordinating Manager of Planning and Operations, presented a report requesting a policy exception to defer the implementation of the revised Non-Transportation Zone for Holy Cross CA previously communicated to the Corporate Services Committee on June 7, 2023. T. Pechkovsky further advised that if the Transportation Committee accepted this recommendation, further review and discussion would be held.

The Committee agreed to defer this topic until the next Transportation Review Committee meeting. This will allow staff the opportunity to respond to questions regarding the non-transit served definitions

9. DISCUSSION ITEMS:

a) Summary of Potential Policy Changes

A summary of potential changes to *Policy 203 Student Transportation Services* was provided. The table included a summary of the policy areas and suggested proposals. Staff noted that the policy is currently being reviewed.

b) Elementary Student Distance Eligibility Criteria

A summary of cost estimate in regards to changes to the elementary student distance criteria in *Policy 203 Student Transportation Services* was provided.

c) Secondary Student Distance Eligibility Criteria

A report with a cost estimate if the secondary student eligibility distance were to change from the current policy parameters to 3.2 km for all schools was provided.

d) Primary Address Eligibility Definition

The report with a financial impact analysis of a change to *Policy 203 Student Transportation Services* parameter 3.2 was provided. Specifically, using a student's residence address to determine eligibility for board-provided transportation.

e) Pedestrian Infrastructure– York Region

Information regarding the availability of pedestrian infrastructure within York Region was provided. The report illustrated that many communities lack sidewalks and therefore, identifying sidewalks as a factor in determining student eligibility for transportation is not advisable.

f) Secondary French immersion Transportation

A cost estimate regarding modifications to the transportation eligibility criteria for secondary French Immersion (FI) students was provided. Revising the eligibility criteria will result in a cost increase for the YCDSB. The policy change will not increase Ministry funding and may result in operational challenges for the school bus providers in the region.

g) School Bus Transportation Cancellation by Area

Information concerning school bus transportation cancellation by area. Currently, the decision to cancel transportation services due to inclement weather is region-wide. The implementation of zones would require the isolation of some routes. It was noted that the implementation of a multi-zone school bus cancellation policy is a matter for approval at the Joint Board Consortium.

h) School Bus Stop Information

Information regarding the current school bus stop locations for YCDSB students and distance thresholds were provided in the report. It was noted that the distance thresholds for the transit-served distance to stop, was different.

i) Student Ride Time

A summary of the board-provided transportation ride-times was provided.

10. INFORMATION ITEMS:

a) Various Email Correspondence from Stakeholders

Various emails were shared for information.

b) Distance Eligibility Various School Boards

Information regarding distance thresholds set by other jurisdictions was shared.

10. NOTICE OF MOTION: NIL

11. FUTURE AGENDA ITEM(S): NIL

12. NEXT MEETING DATE: TBD

13. ADJOURNMENT

MOTION: Saggese/Grella

THAT the Transportation Review Committee meeting adjourns at 8:25 pm
CARRIED

YORK CATHOLIC DISTRICT SCHOOL BOARD

MEMO TO: Transportation Review Committee

FROM: Administration

DATE: April 16, 2024

SUBJECT: Policy 203 - Potential Policy Changes and Next Steps.

Executive Summary:

The intent of this report is to provide trustees with recommendations for suggested changes to Policy #203, and next steps.

Background:

Throughout last fall and this winter the Transportation Review Committee have received a number of reports and delegations regarding various aspects of the Board's Transportation Policy.

At the February 15, 2024 committee meeting Administration had provided item 12 a, **Summary of Potential Policy Changes** which included two tables. Table 1 outlined various possible policy changes, and included indications of Joint Board Involvement and the estimated service impact. Table 2 Additional Considerations, which is a summary of additional initiatives and practices internal to STSYR

Next Steps:

Since the last meeting Administration has reviewed the potential list of policy changes, and feedback from the community. In developing a recommendation for Trustees and in consideration of the anticipated next steps as well as expediting decisions the various policy suggestions have been grouped into 1 of three categories.

- **Category A** - Policy changes which do not require Joint Board Consortium consideration, and have little to no service impact. These policy changes, largely pertain to adjusted wording to reflect changes since the last revision and issues regarding operationalizing the existing policy. These are typical changes which are often considered in any review of policies and as such are being recommended to be forwarded to the June 4, Policy Review Committee meeting for consideration.
- **Category B** - Policy changes which do not require Joint Board Consortium consideration, however may have a noticeable service or budget impact. Given the cost implications, these potential policy considerations are proposed to be included in the budget development process

for the Board's consideration. The inclusion in this process is also intended to provide an earlier indication to the general public, on the Board's position on the matter.

- **Category C** - Policy changes which do require Joint Board Consortium consideration, and have budget and service impacts. The YRDSB's review of possible policy changes has not advanced to the same point as the YCDSB. And therefore, it is suggested all the policies in category C, be considered at a later date.

Analysis

Administration has sorted the various proposals into the three categories and indicated those categories in the attached chart. The following is an additional summary with some additional explanation.

Category A - These proposals are appropriate to have reviewed by the Policy Review Committee. The next available meeting for these items to be reviewed is June 4, 2024.

- Proposals 4 and 5 include amendments to parameter 3.1 and is intended to address transportation edibility to those students using a caregiver's address on a consistent basis.
- Proposal 6 suggest the deletion of specific wording for consistency purposes
- Proposal 7 suggests a partial deletion to reflect recent practice, allowing the Board of Trustees to make changes outside of the Board's budgeting process.
- Proposal 9 suggest a minor deletion to remove unnecessary wording.
- Proposal 13 reflects a minor revision to further clarify the ride time definition to reflect current practice.
- Proposal 15 suggest additional wording to reflect current and past practice, this wording was inadvertently removed in a previous review. Having this specific wording in the policy provides transparency to the application of the policy and the flexibility STSYR has always had in determining Non Transportation Zones.
- Proposal 16, 17 and 18 are all new definitions which either accompany other changes made previously, or intended to provide greater clarification to the existing situation.

Category B - These proposals have service and budget implications. With the exception of proposal 10, these proposals will require additional funding and or an offset savings (Option 10). As highlighted as part of proposal 10, STSYR staff have identified an opportunity to create some savings by reviewing the existing distance to existing stops and possibly remove stops that are within the 600m to a residence. With the exception of proposal 10, the proposals are suggested items for Board consideration as part of the 2024/25 budget.

- Proposal 3 suggests the provision of transportation to all secondary students outside the distance of 3.2 km from the school. (eliminating the "transit served" and 4.8km requirements)
- Proposal 8, suggests the necessary amendment the specific parameter regarding secondary French Immersion Transportation. The suggested change would also require the Board of Trustees to generate a French Immersion Boundary, in which transportation eligibility would be determined.
- Proposal 10 proposes an increase of the secondary distance to stop from a residential address. Since this proposal was originally developed STSYR staff has reviewed the current distance to stop data. Based on this data STSYR will be scrutinizing existing stops with the intent to minimize stops which are much less than the existing 600m maximum distance.

- 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 in the context of the Province’s new 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 transportation to all Secondary French Immersion as per the eligibility criteria in parameter 3. iv.

THAT Administration be directed to prepare a submission to the budget process for the modification to Policy 203 parameter 5.11 the “transit served” definition.

Prepared and Submitted by: Tom Pechkovsky, Coordinating Manager of Planning and Operations
 Endorsed by: John DeFaveri, Interim Director of Education
 Jennifer Sarna, Associate Director

Table 1: Student Transportation Services - Potential Policy Changes.

Parameter	Existing	Proposal	Description	Category
3.ii	Jk to Grade 3, 1.2km distance from school	1	Jk to Grade 8 -1.4km distance from school	C
		2a	Jk to 3 1.6km distance from school	C
		2b	Jk- Sk 0.8km distance to school , Grade 1 -3 1.6km distance to school	C
3.iii	Grade 4 to 8, 1.6km	1	See above 1.4km for all	C
3.iv	iv) Grades 9 to 12 – <ul style="list-style-type: none"> A secondary student whose residence is more than 4.8 kilometres from their home secondary school is eligible for Board-provided transportation. A secondary student whose residence is more than 3.2 kilometres from their home secondary school, whose home address is not transit served, is eligible for Board-provided transportation. 	3	"iv) Grades 9 to 12 – <ul style="list-style-type: none"> A secondary student whose residence is more than 4.8 kilometres from their home secondary school is eligible for Board-provided transportation. A secondary student whose residence is more than 3.2 kilometres from their home secondary school, whose home address is not transit served, is eligible for Board-provided transportation. 	B
3.1	A student's primary residence address is used to determine their designated or home school and eligibility for transportation	4	A student's primary residence address is used to determine their designated or home school. and eligibility for transportation A student's residence address, or a caregiver's address, is used to determine eligibility for Board-provided transportation only if used consistently and is also within the eligible transportation zone for the school of attendance.	A

3.1.1	A caregiver's address may be used (home school and eligibility to determine collector point) only if it is used consistently and is also within the eligible transportation zone for the home school.	5	A caregiver's address may be used (home school and eligibility to determine collector point) only if it is used consistently and is also within the eligible transportation zone for the home school.	A	
3.6.3	Medical reasons as certified by a doctor and approved by the Coordinating Manager of Planning & Operations or the Director of Education, in accordance with the Student Transportation Services procedures manual and appropriate documentation supportive of such request(s).	6	Medical reasons as certified by a doctor and approved by the Coordinating Manager of Planning & Operations or the Director of Education, in accordance with the Student Transportation Services procedures manual and appropriate documentation supportive of such request(s).	A	
3.6.4	Optional programs as determined by the Board of Trustees through the budgeting process	7	Optional programs as determined by the Board of Trustees through the budgeting process	A	
3.6.4.2.2	Secondary French Immersion Students "who reside outside the regular track boundary of the French Immersion School they attend, in non-transit served (see definition 5.11) area, are eligible for transportation as per the French Immersion Service Area Maps. In all cases Non-Transportation Zones apply."	8	Secondary French Immersion Students "who reside outside within the regular track french immersion boundary of the French Immersion School they attend, in non-transit served (see definition 5-11) area, are eligible for transportation as per the French Immersion Service Area Maps. In all cases Non-Transportation Zones apply." are subject to parameter 3iv (Policy 203).	B	400,000

3.10.1	<p>Requests for temporary transportation may be approved for a temporary period due to extenuating medical needs, injury or medical procedures to the student's home school, if such service is available and can accommodate the request. Requests for temporary transportation shall be made on an S9 form accompanied by an S9A form via their school administration to the Coordinating Manager of Planning & Operations.</p>	9	<p>Requests for temporary transportation may be approved for a temporary period due to extenuating medical needs, injury or medical procedures to the student's home school, if such service is available and can accommodate the request. Requests for temporary transportation shall be made on an S9 form accompanied by an S9A form via their school administration to the Coordinating Manager of Planning & Operations.</p>	A	
3.11	<p>Walking distances to school bus collector points (bus stops) are targeted at 400 metres for elementary students and 600 metres for secondary students. Walking distances are measured by STS using the most direct walking route (which may include approved walkways) from the edge of a student's residence to the closest collector point.</p>	10	<p>Walking distances to school bus collector points (bus stops) are targeted at 400 metres for elementary students and 600 1000 metres for secondary students. Walking distances are measured by STS using the most direct walking route (which may include approved walkways) from the edge of a student's residence to the closest collector point.</p>	B	
3.11.1	<p>A physical hazard, or barrier associated with the collector point, and/or pedestrian route to the collector point, or</p>	11	<p>A physical hazard, or barrier associated with the collector point, and/or pedestrian route to the collector point, rural route or;</p>	C	
3.10.1.1	<p>Concerns regarding rural collector points</p>	12	<p>Concerns regarding rural collector points</p>	C	

3.12	Ride time is the time a student spends on a bus from collector points to school. The walking time to and from collector points is not included. Ride times on Board provided transportation exceeding 60 minutes would be considered exceptional circumstances	13	Ride time is the time a student spends on a bus from collector points to school, or school to collector point in the afternoon. The walking time to and from collector points is not included. Ride times on Board provided transportation exceeding 60 minutes would be considered exceptional circumstances	A	
5.11	Transit Served Student: a student who:	14	<ul style="list-style-type: none"> ● Can access public transit to and from school; ● Lives within 1000 meters1 kilometer of a public transit stop; (Note to draft YRDSB is at 1200m). ● Spends 60 75-minutes or less travelling to or from school; and, ● Requires no more than three vehicles or less travelling to or from school. 	B	
3.15	New	15	Distance calculations are to be determined by STSYR Variations of +/- 100m may be applied to provide for logical breaks in service levels.	A	

						A	
	New		16	<p>New 5.4 Designated School: The school of attendance determined based on the primary address of the catchment area school, as determined by the school board to be one of the following:</p> <ul style="list-style-type: none"> ● a regular school ● a program school offering specialized programs such as Gifted or French Immersion ● a designated school to receive students from a school with a Capped Enrolment. (May require amendment to policy 226) 			
	New.		17	<p>New 5.9 Primary address: one address as designated by parent/family - may be a residential address or other location such as a childcare place.</p> <ul style="list-style-type: none"> ● in case of shared custody arrangements, multiple addresses may be used providing they are within the same school boundary. 			
	new		18	<p>New 5.11 Student Transportation Services of York Region (STSYR)- a consortium formed through an agreement between the YCDSB and YRDSB for the purpose of providing a common administration of student transportation services throughout York Region. STSYR administers each of the board's transportation policies and procedures and implements all aspects of home-to-school transportation services</p>			

YORK CATHOLIC DISTRICT SCHOOL BOARD

MEMO TO: Transportation Review Committee

FROM: Administration

DATE: April 16, 2024

SUBJECT: Holy Cross CHS – Implementation of Revised
Non- Transportation Zone

Executive Summary:

The intent of this report is to seek approval for a policy exception to defer the implementation of the revised Non-Transportation Zone for Holy Cross CHS previously communicated to the Corporate Services Committee on June 7, 2023. This report was originally presented February 15, 2024 and was deferred to the April 16, 2024 TRC Meeting.

Background:

As outlined in the June 7, 2023 report to Corporate Service Committee the Non-Transportation Zone for Holy Cross CHS had been reviewed by Student Transportation Services of York Region (STSYR), who determined a portion of the school’s catchment area now falls within the “transit serviced” definition of Policy 203.

The revised Non-Transportation Zone is to be implemented in September 2024. In October 2023 notice was sent to the affected communities identifying the pending change in transportation. Figure 1 represents the current Non-Transportation Zone, Figure 2 illustrates the new Non-Transportation Zone to be implemented in September 2024. For further clarification, the shaded area in each of the illustrations is the portion of the school boundary that does NOT receive board provided bussing. A copy of the notice from October is contained in Appendix A.

Figure 1: Holy Cross CHS Non-Transportation Zone Map (2023)

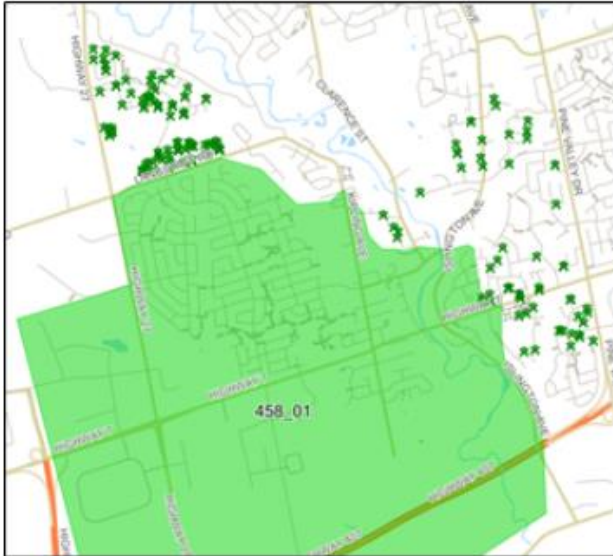
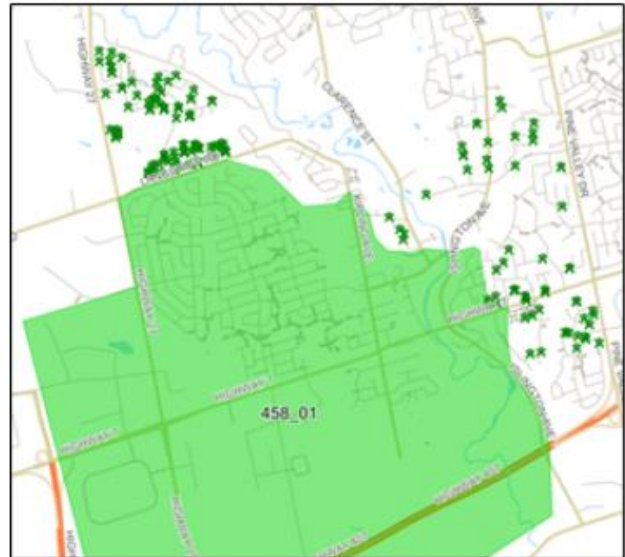


Figure 2: Holy Cross CHS Non-Transportation Zone Map (effective September 2024)



At the January 30, 2024 Board meeting trustees approved two policy exceptions to provide board provided transportation for the St. Raphael the Archangel CES community to St. Joan of Arc CHS. Administration supported the policy exceptions based on the understanding that the Student Transportation Services Policy #203 is under review, and wanting to minimize disruption to families potentially impacted.

*Administration is supportive of continued Board provided transportation to this community until such time the Board of Trustees have finalized their review of Policy 203. Administration would also encourage the Board to consider a similar policy exception for the communities serviced by Holy Cross CHS who were also impacted by a similar review. (Excerpt from January 30, 2024 report **Notice of Motion Physical Hazard or Barrier**)*

Analysis:

Policy 203 identifies the criteria in which STSYR evaluates student eligibility for board provided bus service, or in the case of this community, determining if the community is transit served, and therefore transportation is not provided by the Board.

The June 7, 2023 report to Corporate Services identified 162 students impacted by the change to the Non-Transportation Zone, 12 bus routes and an estimated cost reduction of \$96,539.51. Therefore the cost estimate to maintain this transportation is estimated at just under \$100,000,00 annually.

Summary:

A review of public transit service was completed, which identified two secondary schools where existing service was not required, due 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 Figure 2.

THAT The Board provide a policy exception to the Holy Cross CHS community, to defer the implementation of the revised Non Transportation Zone for Holy Cross CHS (Figure #2) until such time the following two parameters of **Policy #203 Student Transportation Services are reviewed.**

- the secondary distance requirement, and
- the transit served definition

Prepared and Submitted by: Tom Pechkovsky, Coordinating Manager of Planning and Operations
Endorsed by: John DeFaveri, Interim Director of Education
Jennifer Sarna, Associate Director

YORK CATHOLIC DISTRICT SCHOOL BOARD

MEMO TO: Transportation Review Committee
FROM: Administration
DATE: April 16, 2024
SUBJECT: Transit Served Definition Review

Executive Summary:

This report intends to provide the Transportation Review Committee with the financial impact of changes to Policy 203 – Student Transportation Services, Definition 5.11- Transit Served Student. Student Transportation Services of York Region (STSYR) analyzed the effects based on a sample that included secondary French Immersion (FI) students.

Background:

The York Catholic District School Board (YCDSB) Policy 203 - Student Transportation Services outlines eligibility requirements for board-provided transportation. A secondary student whose residence is more than 3.2 km from their home secondary school, whose home address is not transit-served, is eligible for board-provided transportation. Definition 5.11 defines a Transit Served student as a student who:

- Can access public transit to and from school;
- Lives within 1 km of a public transit stop;
- Spends 75 minutes or less traveling to or from school; and
- Requires three vehicles or less traveling to or from school.

Analysis:

STSYR staff have assessed potential changes to Definition 5.11 in Policy 203 using a sample of secondary FI students. Based on the parameters outlined in Policy 203, 393¹ secondary FI students are currently considered transit-served².

Table 1³ outlines the potential number of students impacted, and the estimated cost of transporting those students via board-provided transportation, if the relevant variable was changed in Definition 5.11. The table includes the current policy definition and five distinct options that examine changes to the distance, travel time, or vehicle usage parameters. Specifically, option 5 looks at criteria that align with the walk distances for secondary students in parameter 3.11 and ride times that align with parameter 3.12.

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

Scenario	Distance to a Transit Stop (KM)	Time Travelling to / from School (MINS)*	# of Vehicles to / from School	# of FI Students "Transit-Served"	% Change from Initial # of "Transit-Served" Students	Estimated Cost Increase to the YCDSB
Current Policy 203 Definition	1	75	3 or less	393	0%	\$ -
Option 1	0.8	75	3 or less	240	-39%	\$ 223,277.49
Option 2	0.6	75	3 or less	185	-53%	\$ 303,540.64
Option 3	1	60	3 or less	385	-2%	\$ 11,674.64
Option 4	1	75	2 or less	302	-23%	\$ 132,799.03
Option 5	0.6	60	2 or less	149	-62%	\$ 356,076.52

*Time Travelling to school includes the estimated walk time plus time on a school bus.

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 "transit-served" based on the current definition parameters. The table provides costs and 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

Scenario	Distance to a Transit Stop (KM)	Time Travelling to / from School (MINS)*	# of Vehicles to / from School	Approximate # of YC Students "Transit-Served"	Estimated Cost Increase to the YCDSB
Current Policy 203 Definition	1	75	3 or less	2325	\$ -
Option 1	0.8	75	3 or less	1420	\$ 797,476.95
Option 2	0.6	75	3 or less	1095	\$ 1,083,863.70
Option 3	1	60	3 or less	2278	\$ 41,415.93
Option 4	1	75	2 or less	1787	\$ 474,080.22
Option 5	0.6	60	2 or less	882	\$ 1,271,557.17

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.

Given the overall provincial funding, if the Board were to consider a change in one of these variables, effectively increasing the number of students bussed, a reduction in service in another area of the policy should be considered to offset costs.

-
1. This figure includes secondary FI students residing in the regular catchment boundary or additional service area for their home FI school. Students included reside 3.2 km or greater from their school.
 2. STSYR staff conducted a manual review of all 393 "transit-served" FI students. Data was compiled based on the York Region Transit schedules available online.

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.*

Prepared by: Niall Smith Manager, Student Transportation Services of York Region (STSYR)
Submitted by: Tom Pechkovsky, Coordinating Manager of Planning and Operations
Endorsed by: John DeFaveri, Interim Director of Education
Jennifer Sarna, Associate Director