



City of Kenora

Kenora Community Policing Committee Agenda

Tuesday, September 24, 2013

4:30 pm

City Hall Council Chambers

Pages

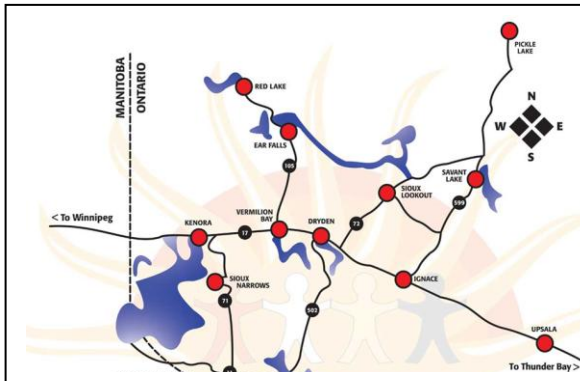
1. Declaration of Pecuniary Interest & General Nature Thereof
 - i) On today's agenda; ii) From a Meeting at which a Member was not in attendance.
2. Confirmation of Previous Minutes
 - Last Regular Meeting held April 16, 2013 (no quorum in May).
3. Deputations

N/A
4. Receipt of Correspondence
 - 4.1 Letter from Judi Green - NWO Student Services Consortium 1 - 2
5. OPP Community Services Officer's Reports
6. Items for Review
 - 6.1 Annual Halloween BBQ
 - 6.2 October Meeting Date & Future Meeting Times
7. Other
8. Next Meeting

Tuesday, October 15 at 4:30 p.m.
9. Close Meeting

Briefing Report

for the Kenora Community Policing Committee



The Province of Ontario mandated district school boards with common geography to form Transportation Consortia. The intent was to provide school bus transportation services as one system thereby reducing duplication and cost across the province. Historically, a high degree of sharing services was already in place in our area although as of 2009, two systems had evolved with Kenora Catholic and Keewatin-Patricia. In the 2010, the Consortium was formed and in the 2011, the school boards worked together and developed a

harmonized Transportation Policy where the same rules were applicable to all students on all previously board contracted school buses regardless of school, community or school board.

The NWOSSC is comprised of four (4) District School Boards, including Kenora Catholic, Keewatin-Patricia, Northwest Catholic and Conseil Scolaire de District Catholique Aurores boréales. NWOSSC covers an area neighbouring Upsala in the east, to Clearwater Bay in the west, Red Lake, Sioux Lookout, Pickle Lake in the north, and Sioux Narrows in the south. This involves approximately 80,000 sq. km. and includes the communities of Kenora, Vermilion Bay, Ear Falls, Dryden and Ignace.

The NWOSSC is governed by a Board of Directors consisting of the Superintendent of Business from each of the partner boards with exception of Kenora Catholic DSB who presently doesn't have a Superintendent of Business. (The Operations Manager at Kenora Catholic has been appointed as Kenora Catholic's representative.) Each Director on the Board of Directors has an equal vote regardless of the size and enrollment of the school board they represent. The Board of Directors meet approximately Eight (8) times a year.

The Consortium is not a bus company but an extension of the school boards for the purposes of delivering home to school student transportation. The Consortium is funded by the Province of Ontario via the school boards through grant.

The Consortium also has a Policy Committee who meet once a year. The Policy Committee includes the Board of Directors plus one Trustee from each school board. Recommendations are brought forward and discussed and voted upon. If all Trustees are in agreement to any changes, the changes are then brought back to the respective boards for approval. Because the Transportation Policy is harmonized, all four Boards must agree to any changes. Parents or stakeholders may make a request for a policy change at any time but the change will not be heard until the next Policy Committee Meeting. See www.nwobus.ca Procedure 1.20 Policy Change Requests.

Appeals may be heard by the Board of Directors (not the Trustees) however the General Manager has the final decision including but not limited to distance, length of time on the bus, seat assignment, location and time of stops and hazards, (see www.nwobus.ca Procedure 1.15). Principals, school staff, bus operators, bus drivers or any others have no authority relating to transportation. As a school bus is the extension of the classroom, principals have authority for discipline. The Consortium may get involved with discipline from time to time when it jeopardizes the safety of other students and/or the driver on the bus or vandalism. In these cases, the Consortium works with the school principal.

As a result of the Broader Public Sector Guidelines and an in depth Efficiency and Effectiveness Review of each Consortium in the province (33 in total), the province further mandated Consortia to use competitive procurement for bus operators. This was mandatory and as a result, First Student of Canada was the successful proponent in the Kenora area beginning in 2011. Historically, the Consortium (or school boards before Consortia) negotiated annual contracts with the Bus Operators. The entire Consortium fleet has now gone out to Request for Proposal and has three (3) remaining years left on the current contract, (with a mutual option to extend for another two years).

The Consortium provides an interactive web site where parents can determine whether they are eligible for school bus service, sign up for transportation and sign up for email alerts. The email alert system notifies stakeholders of cancellations and delays. Schools and bus operators may also use a secure portal to get route information.

We have numerous safety programs that often the public do not hear about:

- ❖ **Be Seen/Be Safe flashing lights for ALL students JK- Grade 3**
 - Annual inexpensive program
 - All four boards
- ❖ **Strobe lights on all buses to be implemented by September 2013**
- ❖ **First Rider Program**
- ❖ **Visible Parent Program (all JK/SK's must be accompanied to and from bus stop)**
- ❖ **Wrist Band Program for all new JK Bus Students**
- ❖ **Enroute School Bus Evacuation Drill Initiative – October 2013**
- ❖ **New Safety Initiative - Empty/Checked Program - September 2013**
 - Additional safety to ensure that a child is not left on bus
 - When there isn't any sign – means students on board
 - When it says 'checked' – bus has been checked for students
 - When bus says 'empty' – bus is parked and has been checked

Any questions may be directed to Judi Green, General Manager at any time. Please email judi.green@nwobus.ca or call 1-866-860-7770 x5 or 1-807-223-1256 x5.