

Spotlight on the Board

Notes from the District 15 School Board Meetings

October 10th, 2007

This was a Regular Board of Education meeting. All Board members were in attendance.

Superintendent's Reports

2007 Student Achievement Report and 2007 District & School Report Cards

Mary Zarr, Assistant Superintendent for Curriculum reviewed a PowerPoint presentation of the 2007 Student Achievement Report which highlighted grade level ISAT scores in reading, math and science. (Handouts were not available to the audience.) Zarr remarked that gains were made in very subgroup this past year. Within a few weeks, all School Report Cards will be posted on the District's Web site. SIPs (School Improvement Plan) will be posted by the end of October.

Ref: State School Report Cards

www.ccsd15.net/CurriculumAndInstruction/StudentAchievement/HTML/StateSchoolReportCards.html

Ref: School Improvement Plan (SIP)

www.ccsd15.net/CurriculumAndInstruction/SIP/Index.html

Special Education IDEA Update

Ref: IDEA (Individuals with Disabilities Education Act) <http://idea.ed.gov/>

Deb Zech, Director of Student Services gave an update on the IDEA act which was reauthorized three years ago (2004) and the state rules and regulations that were recently announced. She outlined three areas the Board needs to be aware of for future planning: special education class size, workload and Rtl (Response to Intervention).

Class size – was previously determined by a student's disability. It now changes to the amount of time the student receives special education services. Zech doesn't believe this to be a huge issue in impacting staff in the district.

Workload – By the 2009/10 school year, districts must have a plan in place to address how staff are assigned based on the number of children and workload. Workload looks at four areas: amount of instruction time; time spent in IEP conferences and other meetings; special education paperwork completion, report writing; and staff consultation time.

Rtl – By the 2010/11 school year, special education students will be identified through the Rtl method. There needs to be a significant amount of staff development since this is a huge shift in the current identification process. Zech has already been educating the building administrators. Rtl needs a lot of collaboration between all staff members.

Board member Wendy Rowden – Commented that this is a dramatic difference in special education. Thinks the Board should consider putting together a taskforce now to talk about how to deal with these issues. Regular education teachers will also be impacted. This will have an impact on the teachers contract. Stated that IDEA was reauthorized in 2004, but rules coming out now. When is IDEA up for reauthorization?

Zech – Did not know but stated that it is typical that the law is reauthorized and then the rules come out much later.

Board member Nancy Lee Carlson – Now there is a more comprehensive act – there is a framework for IDEA. The Board needs to look at the impact of all of these regulations. As a provider of early intervention, the Board has to make a decision.

Rowden – Believes regular education is impacted by these regulations. PBIS and No Excuses University, that are already being done, are programs that work towards collaboration and quality for all students.

Zech – Has had a committee for over a year discussing intervention. Knows the concern with regular education as a whole – that is the message she has been sharing with staff. Zech is not as concerned with the staff development piece, her greater concern is the workload issue. That’s what she would want to look into.

Dr. McKanna, Superintendent – Asked Zech to put together a report for the January Board meeting.

Rtl – PBIS Report (Response to Intervention – Positive Behavioral Interventions & Support)

Ref: PBIS www.pbis.org www.pbisillinois.org

Zech gave a general overview of PBIS and Rtl using a PowerPoint presentation. (Handouts were not available to the audience.) The slides outlined the “old” way of providing support to students which separated general ed, special ed, bilingual education and reading specialists; the Response to Intervention model which integrates all of the above in a series of three tiers (primary 80% of students, secondary 10 to 15%, individualized 5 to 10%); student achievement that involves both good teaching and behavior management; and how District 15 is doing now with both Rtl and PBIS.

Rowden – Commented that she and Quinn had visited several schools recently and is very impressed with the way that the different schools are using these different interventions. Believes that the MAP testing is a key component for the schools to get actual data and for accountability.

Board member Sue Quinn – Noticed that the schools are moving towards this model but each school, with their different culture/level of need, had different levels of engagement in the PBIS model. Asked if by bringing this on as a district-wide system, would there be a one size fits all or would the schools have individualized programs as long as it meets the Rtl framework.

District response – Schools work with a template and incorporates its culture and values. How each school implements the program is different. There is a 3 to 5 year implementation ramp up. Some interventions are started first and then more complex ones are slowly added on. That’s why different buildings are at different levels, the longer they are in the program, the more complex the services are.

Quinn – Spoke with the Lake Louise principal and they discussed how the children come in to the school and may not have these skills, they do not know how to do appropriate behavior. The skills need to be taught and thinks this is a fabulous program and pays off in terms of academics.

Board member Kelly Keenan – Stated that this program falls under the Student Wellness Committee and is an extension of that committee. The committee is also looking at best practices among all of the buildings to make sure the discipline levels are the same and to get the junior highs talking about best practices.

Transportation Consultant Report and Possible Board Action on Recommendation

Ref: Letter from TransPar dated 10/10/07 – Executive Summary (4 pages)
www.fcwpta.org/pdf/TransPar_letter_10_10_07.pdf

Kyle Martin, TransPar Group – Stated that any time bell times are changed, the first year always has challenges. TransPar’s approach to this issue was to survey the drivers and staff to find out exactly what is happening in the field. They created an inventory of the time being used vs. the time available and also the seats being used vs. the seats available. Wanted to find what parameters are holding back from delivering the on-time performance the District wants. District 15’s system has time constraints. It is using 78% of the time available (78% of the 50 minutes between bell times) – the best that can be hoped for is 80%. Most suburban districts run out of time before they ever fill up the seats.

The detailed report provided to the Board graphically goes by school, the time constraints, how the bus is used – is it out of time or out of seats? With 78% being used, there is not a lot of time left and when it starts to snow, it will get worse because you run out of slack time. Stated another challenge when you go from four to two tiers, is that you need to add buses. Finding/adding buses is fairly easy – but good drivers/training takes time and that pipeline is tight in the suburban system – among transportation contractors and districts. Understands the issues of why the district went to two tiers. Thinks that over time, it is going to get the district where it wants to be but it is tough to do in one summer and not have a few bumps in the road.

Martin – reviewed the categories on page 4 of the executive summary (link above). On-time Performance for the industry is 99.5%, D15 is 93% in a.m. & 81% in p.m. Martin said that everyone is working hard – transportation staff and maintenance people are driving. Ride time Limits for the industry averages 45 to 60 minutes; D15 is averaging 28 minutes with a maximum of 45 minutes. Said that the district is running the system tight and running it fast (but safely). In general, the district is at a very acceptable level in terms of service. Runs per Bus means how many times you turn that bus over. D15 is operating fewer runs per bus because it is restricted by the two bell times. You cannot achieve more than two runs per bus if you only have two bell times. Typical suburban districts have three tiers. Ridership Based on Student Density – based on their data from 200 school districts, for a district the size of D15, there should be an average of 94.3% ridership with 3 tiers. Now D15 is 59.3% - which indicated that it went from 4 to 2 tiers.

What does this report say? With two tiers, you need to add buses, drivers for the long term. Need to shorten the runs that you have now so they are on-time. However, doesn’t think that will solve all the challenges tomorrow. Referred again to the detailed report given to the Board – said that it outlines different bell time scenarios that the Board would use. Said that it is very disruptive to think about this year. In the immediate, the district has to add buses/drivers. This can be done on a temporary basis through outsourcing for selected routes. Tell the contracting company upfront that they won’t be needed next year. Or the district can continue to hire/train and perhaps purchase a few more buses. Or add a third tier. In previous discussions, the district may move a few schools times to give some relief and extra time to run the buses. It is a time problem.

Specifically, Martin would suggest moving the largest parochial school (St. Theresa’s) 20 minutes earlier and then slide Conyers (CLA) 20 minutes later.

With three tiers, the bus routes would be shorter if there were the same number of buses. The buses would be less full, less seats used, less time on bus.

The Board decided to move to the Citizens Address the Board item before continuing with the Transportation Consultant Report discussion.

Citizens Address the Board

Tracey Wrobel – Representing the Conyers Learning Academy staff

Regarding the transportation issues, the staff’s first concern is for the students and their safety. Students range in age from 3 to 14 years old, there are students with autism and

some who are significantly impaired. The buses have been consistently arriving late since the beginning of the school year. The last bus arrives at 3:45 p.m. with a building dismissal time of 3:15 p.m. Not only are the buses late, but the issue is compounded with extremely long routes for some students, who arrive home at 4:30 p.m. or 5 p.m. With buses arriving so late in the morning and afternoon, it is taking a toll on staff morale in the building. Asking the Board to help students get home in a less stressful manner.

Lisa Traina – CLA parent

Has been picking up her child every day from school because when he takes the bus, he doesn't get home until almost 5 p.m. Her son leaves the house at 8 a.m. – that is a very long day. Traina said that the suggestion made by the transportation consultant to extend CLA's day by 20 minutes will have the buses hitting rush hour. It is not going to solve the issue with the children's time on the bus. CLA students are from around the district. Her child's bus goes all the way to Lake Cook Road and then starts dropping off children. Said that the later the end time for CLA, the longer the route will be because of rush hour. Wants the Board to keep that in mind.

Transportation Discussion continued

Martin – Wanted to make an observation. By their nature, schools like Conyers and parochial schools, their attendance is not geography based. Those routes will always be longer just by their nature. That is just a fact and it is always tough.

Carlson – Thinks the Board needs to look at a three-tier system that will give flexibility, it is in the best interest of the district at this point to go to three tiers and to simply stay with that system. It will be most effective coupled with a comprehensive buying of buses and maintenance program going forward. Hopes the district can implement a three tier system by January which she thinks would be a good break time. Doesn't want to implement it earlier than that.

McKanna – Said that the consultant's recommendation is to try to get some of the parochial schools to start 20 minutes earlier and look at Conyers starting 20 minutes later. The length of the students day would not change. McKanna spoke with the transportation department and they think they could do this in a few weeks if there was cooperation with the private/parochial schools. This is new news tonight for the parochial schools – he hasn't had a chance to talk to them.

Keenan – Has a problem with that solution being the quick fix. Agrees that something needs to be done quickly but for the long term, would like to see three tiers also.

Carlson - Hopes the parochial schools will work with us – we need to do this. Thinks it is important to maintain door-to-door service for the parochial schools – doesn't want shuttling.

Rowden – The changes weren't made simply because the Board wanted to go to a two-tier system – we were trying to solve problems that have been going on for years such as children spending too much time on the bus, buses not arriving on time and the complicated system of switching times and fairness. A study was done and the Board decided to go with a two tier system. Some people are actually happy and many parents aren't, which is the same position the district has been in every three years. No one on the Board wants children sleeping in the hallway waiting for a bus.

Rowden is concerned that the Board will make another decision and won't solve some of the problems and it might create more problems. Not advocating against it, just giving a perspective. Changing to three tiers now will get people upset because they have already prepared for the year with daycare arrangements, etc. CLA has always had a problem with

long routes, it has to do with geography. She is extremely cautious about jumping into something new without knowing it will work.

Quinn – Concerned about changing bell times anywhere in the system. There were good reasons why the district went to two bell times – it isn't good to have kids at school at 7:15 a.m. and it isn't good to have them there late at 9:10 a.m. The consultant audit gave the Board some real data on when our buses were arriving, what the actual route times were, there is a lot of data to work with. But the Board has only had a little time to process this data – just received the full report yesterday. Quinn sees four main issues: Bell times – making sure the kids are at school at reasonable times. On-time arrival – our on-time performance is at 89% right now, the industry standard is 99%. The situation at CLA is terrible and should have been fixed before today. It is imperative that children get to school on time. Overall route times – there are too many routes that are over 45 minutes that impact on time arrival of other routes. Last issue is overcrowded buses – where junior high kids are crowded three to a seat. This is the lower of the four issues.

The solutions are a different issue. Board needs to know the actual impact of these different solutions on on-time performance but it decides to jump into something. Does think that something needs to be done immediately for the worse issues, CLA in particular. Is open to whatever would work for that. A system-wide fix is a structural change. Board needs to know that solution is going to work, the price being paid in terms of bell times is it worth the benefit received in other performance parameters.

Keenan – Emphasized that this year is far different than any other year with problems. It affects every single school except for the schools with mainly walkers. Junior high kids are getting picked up an hour before school, getting dropped off at schools and not being allowed in. Number two – you are very cautious about finding a solution now but the Board didn't have all the information before we went with it and it wasn't as big of a problem. Now there are kids on buses, sleeping in hallways, getting on the bus before 7 a.m. Three tiers will be an improvement. With the number of buses/drivers the district has, it is not going to go backwards. It might not be what others want, but for the rest of the year, we need a solution. If you want more data, more solutions – that has to be next year. Transportation is a huge problem for her son and at Marion Jordan where the buses are crowded. Appreciates that the walking schools and the 9:10 a.m. schools are happy. Can't change the happiness at the suffering of the other side of the coin. There isn't a way that not going to three tiers is not going to help the situation. It might not address all of the problems, we might not know all of the answers, Keenan agrees with that. But we cannot wait for more data and wait until next year.

Quinn – No one has looked at this data more than she with the possible exception of the consultants. Has been involved in this process all along the way because she is very concerned with getting a solution for the kids. The whole issue with CLA children being late for as long as it has been is very important. Wants to make sure that whatever change the Board makes tonight is actually going to work and be effective. Quinn asked the consultant prior to this meeting if they had an idea of what the impact would be for each of the 7 or 8 possibilities. Would also like to see the Board take a little bit of time to understand what the right solution is. Not saying that it has to be perfect or it has to be 100% but it is also going to be something that is long lasting even if it is just for the rest of the year. Quinn is for voting tonight to do something but if in a week or two from now, there are still problems, how is the Board going to know that this solution worked.

Board member James Ekeberg – We have to solve the problem currently and the issue to address next year. Ekeberg feels that moving bell times in the middle of the semester is a very difficult process for the community. Asked about the possibility of going outside the

district to hire buses/drivers? This could close the gap in a number of routes, length of routes until we can institute a more permanent fix. It could solve some of the worse problems that we are trying to deal with right now. Doesn't know what the possibility is of that.

Rowden – Thinks that is a great idea because we all agree that this is an emergency situation. Doesn't know why it hasn't been fixed yet but it was obvious that we needed to take care of this last month and it is still a problem. Understands Keenan's concerns. Rowden doesn't want to diminish serious problems but just recognizes that we have had serious problems/complaints in the past. Thinks that changing the bell schedule in the middle of the year is going to create new problems. Likes the idea of looking outside of the district.

McKanna – Spoke with D211 superintendent but they can't help on a regular basis. Also has calls into the Barrington and Schaumburg superintendents.

George Lingel, Business Manager – Has talked to some contractors. Possibility with one that did Cicero routes because now they are done with that. Is supposed to hear back from him. **McKanna** – Said that may help with CLA in the afternoon.

Carlson – Biggest problem is that most bus companies are already hired and have their buses committed. What we have available now is our own buses/drivers. Whatever fix we have may not be the perfect one given what we have to work with now but we can make a change to peoples' schedules. Carlson read the report – it is very comprehensive, there are a lot of different points of view on the Board. Asked the consultant if making the change in the schedule would help with some of the problems?

Martin – Stated it would, it is just a matter of how much are you going to disrupt people and all of those issues. Thinks the district will have their answer pretty quickly regarding hiring subcontractors. If the contractors have the buses, that would work.

Ekeberg – Asked if anyone has talked to the parochial schools in all of this analysis?

McKanna – Spoke with the principals today to get a feel of what they thought. They said they need to talk to their school board and get back to him by Friday (10/12/07). McKanna asked them to consider the 20 minute earlier start time. If the parochial schools are willing to do that, the district would then have to figure out when to start the change. CLA could be done quicker. Transportation indicated that if CLA was 20 minutes later and one of the major private schools went 20 minutes earlier, that would solve the majority of the problems.

Rowden – concerned with CLA children that go to therapies after school. This wouldn't solve the problem of getting home too late now.

Principal of CLA – Said some parents have already rescheduled their children's therapies because of the late buses. There would be two issues to weigh now – consistently late buses at the current schedule or starting/ending 20 minutes later. When asked which she would choose, she would vote for 20 minutes later rather than keeping it as is.

Chapman – The dilemma he sees is that the Board doesn't have enough information to make the right kind of decision. The consultants summary opinion indicated a change in bell times or additional buses. The Board would be making a change in bell times without knowing about the availability of buses from contractors. The companies haven't been contacted yet to find out if they can lend the district buses/drivers. In absence of knowing that, Chapman doesn't see how the Board can change the times. Agrees with Ekeberg that we would better serve the community if we don't make a change in bell schedules. Thinks the best the Board can do is to say here are some parameters, now go make it work. First would be to attempt to make it work without making a change in bell schedules – which means do whatever you have to do to contract buses/drivers. Then if you can't get to that point, and then do a change with minimal impact on the schedule. The parochial schools

have already been contacted and hopefully they will cooperate to make that change. If we change the CLA schedule to make that better, then we have to do that. The best the Board can do tonight is set priorities – come together as a consensus as to what we want to do with the least disruption and the best service. Thinks everybody is committed to that.

Martin – If we go to the contractors, we need to throw the whole thing open and see what specific times they have available.

Keenan – Agrees to go to the contractors first. Sees a problem that we can't get drivers. Least disruptive solution is the best.

Board President Tim Millar – It is inexcusable that we still have the problem with CLA. He doesn't have a problem with adding buses. Had a conversation with Lingel this afternoon and Lingel indicated that salaries were the same as last year. There will always be the driver issues. It is not a big cost difference to add buses due to the 80% reimbursement from the state. Thinks the long-term solution of adding drivers, along with making some of these adjustments that were mentioned are the least painful for short and long-term.

Carlson – We need to put a time limit on this, doesn't want to do this next month. If we move our bell system in agreement with the parochial schools and CLA, that is only one school. That could help the situation using our own resources that we have today, not tomorrow. If we hear from the contractors in the next four days, we can authorize the transportation department to hire that company. If we do not hear back, we allow the change in bell times to occur. Suggests that the Board give direction that our first goal is to find a bus company that will provide extra drivers/buses through the end of the year. If not, move schedules. Personally, doesn't believe it will happen with contracting buses.

Quinn – To add on to that, agrees with Chapman's idea about the least disruptive path that we can find. Would also like the district to look inside as to where we can bring out a few more buses. Consultant report mentioned consolidating some routes. We also have 12% of buses are spares, perhaps use them for a short period of time.

Keenan – Is not for consolidation, bus times are long enough.

Quinn – Some routes have 10 minute rides. The district average is 30 minutes, so half are above that time, and half are below that time.

Millar – thinks the board has a consensus, continue recruiting of bus drivers. Look at Plan D in the consultants report. The Board needs answers quick to know the next direction.

Lingel – will get back to the Board by Friday.

Carlson – Referring to Plan D of the report, suggests giving Board direction to transportation to utilize Plan D, numbers 1 and 2. Move parochial schools by 20 minutes earlier and CLA to 20 minutes later to take pressure off the afternoon routes. If we are able to contract with a bus company at a reasonable rate, we keep our ongoing recruitment efforts for bus drivers.

Chapman – thinks the district needs to do the recruitment part of it first. Knows this may be overly optimistic but from his perspective, if we don't have to make any changes, that would be our first priority.

Keenan – Asked how many buses/drivers would be needed to make a difference? Lingel answered 15. Keenan doesn't think that is going to happen.

McKanna – We have until next Tuesday, we'll contact everyone out there with buses, the parochial schools, etc. Then we would go to the 20 minute plan. District will provide a report to the Board this Friday, 10/12, and talk on Tuesday, 10/16.

Carlson – We as a Board will not come back to reconvene, we have given transportation the direction and will keep us informed. It is important to make sure our constituency is aware of what is going on.

Board Discussion and Reports

Superintendent Search

Reference: BWP Associates www.bwpassociates.com

Daryl Dick, BWP Consultant – outlined how BWP would conduct the focus groups of the various stakeholder groups identified by the Board. There would be groups of 8 to 10 people asked to give their opinions of the strengths, challenges and opportunities in the district as well as any other issues they wanted to communicate. Potential groups would include: teachers, administrators, secretarial personnel, Chamber of Commerce, business people, PTA presidents, parent councils, volunteers, District 15 cabinet members, parents from each school, etc. The focus groups would be done over a two to three day period tentatively beginning November 7th. A survey can also be put on the District's Web site to gather information from those people who are unable to attend a focus group. An overview of what the consultants heard from the focus groups would be given to the Board by the end of November.

The calendar presented to the Board for approval includes the evenings of January 15th, 16th and 17th for the Board to conduct first round interviews of superintendent candidates. Candidate applications must be received by December 2nd. Dick indicated that this is an aggressive timetable but stated that the September through January cycle is the best for a superintendent search. The second cycle is from January through May.

Proposed 2007 Tax Levy

Ref: 2007 Proposed Tax Levy Presentation www.fcwpta.org/pdf/2007_tax_levy.pdf

Bob Strande, Business Manager presented the proposed 2007 tax levy. He indicated that the district is still under tax caps so no matter what the district levies, it cannot get more than allowed. This levy shows a 10% increase however the district will actually only collect 3.8 or 3.9%. The district inflates the percentage to the county to account for reductions that are made. If it asked for 4%, the district could actually receive less than what is allowed. It doesn't matter if the district asked for 6% more or 10% more, it will only receive what is allowed.

First Reading – Board of Education Policy

This item will be brought back for Board discussion at the November 14th Board meeting.

2008-2009 Projected School Calendar

Ref: 2008-09 Calendar www.fcwpta.org/pdf/2008_09_calendar.pdf

The Board was provided with the projected calendar showing a start date of Thursday, August 21st, 2008 which coincides with District 211's start date. Winter break begins December 20th with students back in school on January 5th. Spring break is scheduled for the week of March 23rd, 2009. The 2008-2009 school calendar will be voted on at the November 14th Board meeting.

Committee Reports

Finance and Communications Committee

Quinn – The committee has been looking at the District's five year forecast and has decided to stay with the forecasting model that is already in-house and enhancing it to make sure there are good numbers in it. Working on a Board Policy for reserves. Mentioned that the Board was sent two versions of the Financial Report Card (FRC) to review. This information

will be taken to the Communications Committee meeting on October 24th at 7 p.m. at Winston Campus. Quinn hopes to get a reasonable turnout at the meeting and get some feedback about the FRC to see if it works as a communication tool. Committee has worked on Board Policy language for bidding procedures – that is still in process. Budget Development Calendar was developed and will be voted on later tonight.

Millar – Believes the Budget Calendar gives the Board the tools it needs to do their job more efficiently. Gives them the information and tools ahead of time to make intelligent decisions on staffing to do proper allocations.

Quinn – Agrees the calendar coupled with the five-year forecast gives the Board great tools to budget appropriately.

Facilities/Architectural/Real Estate Committee

Keenan – The committee is working on setting up the District's park district contracts and hopes to have proposals to the Board at the January meeting. Also working on a 25 year projected building use study utilizing different grade level configurations such as preschool to grade 5, with 6th, 7th & 8th together; also preschool to 6th, with 7th & 8th; as well as preschool to grade 2, 3rd, 4th, 5th together and then 6th, 7th, 8th. Decisions are not being made in the committee. The study would try to encompass any direction a Board could go in the next 25 years. The reason for three different configurations was to look at commonalities. Infrastructure will be looked at such as expanding technology for the next 25 years. Looking at the ESC, the warehouse building, CLA and the Ela Road property. Craig Phillips, Maintenance Director will incorporate the new stipulations for Special Education children. Options will be presented. Proposal for Board approval should be coming at the next Board meeting.

Twelve Month Calendar of Action Items for Board Meetings

The calendar is a listing of anticipated Board agenda items per month based on previous years. Anticipated items for the next Board meeting are now being added to this year's agendas to inform the Board and the public.

Rowden – Would like to add a transportation plan item on the calendar for January.

Lingel – Believes there can be a recommendation made in January.

Action Items

Personnel Report – Approved 6:0 (Keenan abstaining)

Quinn – Commented that she would like to see the personnel audit report, listing all personnel, along with the report they would be voting on each month.

Sophie – That report will be given to the Board from now on.

Ten Year Vehicle Replacement Plan (VRP)

Ref: 10 Yr Transportation Vehicle Replacement Plan 2007-08 (8 pages)

www.fcwpta.org/pdf/2007_08_VRP.pdf

Board Discussion –

Quinn – Stated that the Board had asked for a cost analysis of maintaining an older fleet of buses versus purchasing new buses on a 12 year cycle. That request was made at the July, 2007 Special BOE meeting. George Lingel, Business Manager told her that it was still being worked on. Thinks the Board should delay this vote until we have more information.

Ref: www.fcwpta.org/pdf/d15_july_24_2007.pdf (Page 7 – Vote 6:0 – Carlson absent)

www.ccsd15.net/AboutDistrict15/BoardofEducation/Minutes/2007-08/2007-07-24S_Minutes.doc

Carlson – Would rather just get this approved because we need to have a plan.

Quinn – Disagrees strongly partly because she would like to have more information going into this plan. For example, why do we need to replace a 10 year old bus? The whole point is knowing what the replacement costs are versus repair costs. Wants to have an idea especially since the District is looking at expanding our fleet.

Millar – Agrees – as was discussed in the past, the Board had received reports that the life expectancy in our area would be 13 years. Not opposed to delaying the vote until the Board actually has the information. With a two tier system, there should be less mileage on the buses.

Lingel – Commented that a lot of bodywork needs to be done on ten-year old buses – it is not just the age of the bus but also the mileage. Will bring the information back to the Board at a future meeting.

Motion to table this action item until more information has been received pertaining to the cost analysis of maintaining an older fleet of buses versus purchasing new buses.

Approved 6:1 (Carlson voting 'no')

FY 2008-09 Budget Development Calendar – Unanimously approved

Ref: Budget Development Calendar for FY 2008-09

www.fcwpta.org/pdf/2008_09_budget_calendar.pdf

Ratification of Contract between CCSD15 and the TransPar Group

Board comments –

Millar – The contract amount is \$11,500 – which is much below the amount originally approved.

Motion to ratify the contract - Unanimously approved.

Ref: TransPar Group Contract – one page letter dtd. 9/13/07

www.fcwpta.org/pdf/TransPar_contract.pdf

Consent Calendar

Motion to approve the consent calendar with the exception of Item G: Second Reading – Board of Education Policy - Unanimously approved

Motion to approve Item G with change to Policy 4.170 – Unanimously approved

Ref: Item A: **Investment Report** (Page 39); Item B: **Treasurer's Report** (Page 40);

Item C: **Report of Payroll Vouchers & Invoices** (Pages 41 - 53);

Item D: **Activities Fund Report** (Pages 54-57); Item E: **September Budget Report** (Pages 58-69);

Item F: **Resolution – Truth in Taxation Law** (Pages 70-72);

Item G: **Second Reading – Board of Education Policy** (Pages 73-92)

www.ccsd15.net/AboutDistrict15/BoardofEducation/AgendaAttachments/2007-08/AgendaAttach_2007-10-10.pdf

Executive Session

The Board went into Executive Session at approximately 11 p.m. to discuss Personnel Matters. It was announced that no action was expected to be taken afterwards.

Written by: Jennifer Mondy fcwnews@comcast.net

Posted: October 12th, 2007