

Princeton Public Schools Proposed Schedule Changes



Report to the Cranbury Board of Education
November 14, 2017

Goal #1: The District will continue to strengthen the relationship with Princeton Public Schools

Objective A: *The Chief School Administrator and School Business Administrator will liaise with Princeton Public Schools Central Office Administration regarding recommendations for modifying the high school schedule and enhance lines of communication to assist with budgeting and planning.*

Board Participation: *The Board will receive timely updates from the Chief School Administrator and School Business Administrator. The information gathered and decisions made through this engagement will feed into the committee structure of the board to make appropriate and tangible decisions.*

Action Steps Toward Goal Attainment

Pre-Meeting held with Steve Cochrane, Superintendent and Stephanie Kennedy, School Business Administrator on July 19th to establish 2017-2018 meeting calendar and expectations. Google Drive folder created for collaboration and sharing.

Meetings held to date with Steve Cochrane, Stephanie Kennedy, and Donna Bradin, Transportation Director on September 28th, and November 8th

Topics for discussion included PPS Draft Calendar, District-wide Start/End time scenarios, Special Education impact, and Transportation impact

Princeton Bell Schedule Questions for Discussion at July 19th Meeting

1. Can you explain the process leading up to today? (Committees/ people involved, timeline)
2. What will the new anticipated school start and end times be?
3. What will the new Wednesday early dismissal times be?
4. What do you anticipate late bus times to be (i.e. with athletics, after school activities)?
5. How will this affect the late hours of the PHS library?
6. Do you anticipate the school year to change and if so how?
7. This will greatly affect our ability to tier busing. How does it impact your tiered busing and what are your potential solutions?
8. Will the testing schedule be affected (as this also affects our busing)?
9. Do you anticipate this affecting the cost per pupil in any way (i.e. due to increase in teachers, classes, etc.)?
10. What is your plan for public relations with the Cranbury community regarding this?
11. What is the timeline for finalizing this decision as this could be a significant increase to our transportation costs?

Princeton Public Schools Communication Efforts

Spring of 2017, Gary Snyder, Princeton High School Principal presents to the Princeton Board of Education and JW/Princeton High School families the bell schedule change proposals

Draft of 2018-2019 PPS calendar presented to the Princeton Board of Education on October 17th, 2017

Email sent to Princeton families on November 8th, 2017 to explain anticipated calendar and schedule changes

Gary Snyder and Steve Cochrane to present draft proposals to Cranbury Parents of rising ninth graders on December 5th, 2017 BOE meeting

Current Transportation Budget

<u>Account:</u>	<u>Est. Budget:</u>
Secretary Salary	11,585.00
Pre K Bus Driver	21,672.00
Overtime/ Subs	8,000.00
Aide in Lieu Payments	42,745.00
Regular Runs- Dapper	391,000.00
Athletic Trips- Irvin Raphel	20,000.00
Field Trips- Irvin Raphel	16,000.00
Jointure Agreement- WWP	3,000.00
Special Ed Routes- ESCNJ	200,000.00
Maintenance, Fuel, Supplies, Ect.	15,100.00
Total	\$729,102.00

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Transportation Service Options

Continue with third party (would need to re-bid subject to market fluctuation)

Create a shared service opportunity with Princeton Public Schools

Utilize a combination of third party and Princeton Transportation

Regular Runs

Driver Cost:

9 Part Time Drivers at \$23,267 each	= \$209,403
1 Full Time Driver at \$55,610	= 55,610

PPS Administrative Fee: = 25,000

Fuel Cost:

Shared Service at \$2,000 per bus = 20,000

Maintenance Cost:

Join PPS Bid at \$1,800 per bus = 18,000

Insurance Cost:

\$1,800 per bus = 18,000

Two Way Radio Install/ Maintenance (one time):

\$1,800 per bus = 18,000

Estimated Purchase Cost of Buses:

10 Gasoline 54 Passenger Buses at \$89,000 each = 89,000

Financing Cost:

10 buses at \$17,800 per year per bus for 7 year plan = 178,000

FY 2018/2019 Cost- Year 1

Driver Cost:	\$265,013
Administrative Fee:	25,000
Fuel Cost:	20,000
Maintenance Cost:	18,000
Insurance Cost:	18,000
Radio Installation:	18,000
Financed Purchase:	<u>178,000</u>
Estimated Total 18/19 Cost:	\$542,013

FY 2018/2019 Cost- Year 1

Estimated Total 18/19 regular bus run cost:	\$542,013
Increase in regular bus run budget from FY 17/18:	\$151,013
% increase in regular bus run budget from FY 17/18:	21%

FY 2019/2020 Cost- Year 2

Driver Cost:	\$265,013
Annual Driver Cost Increase:	6,625 (<i>estimated 2.5% annual increase</i>)
Administrative Fee:	25,000
Fuel Cost:	20,000
Maintenance Cost:	18,000
Insurance Cost:	18,000
Financed Purchase:	<u>178,000</u>
Estimated Total 19/20 Cost:	\$530,638

Impact to Cranbury

Cranbury will no longer have the ability to tier bus routes

Reassign upwards of \$150,000 of funds to transportation budget in all future budgets; may have a significant impact to facilities, programming, etc.

Seven year financial impact for bus lease purchase, continued purchase of buses required thereafter

Increased transportation management time and manpower

Need to locate and assign parking for 10 buses

HS students bus pickup one hour later than current pick up time

Substitute Pre-K driver service opportunities with PPS

Potential for some field trip and athletic runs to be done in-house or by PPS