

INTERSTATE 35 COMMUNITY SCHOOL

BUILDING AND GROUNDS SHORT AND LONG RANGE PLAN

June 18, 2007

**INTERSTATE 35 COMMUNITY SCHOOL
BUILDING AND GROUNDS COMMITTEE**

**“Plan Proposal”
June 18, 2007**

PURPOSE:

The Building and Grounds Committee is devoted to the development of a short and long range maintenance and improvement plan for the buildings and grounds at Interstate 35 Community School. This plan is to be recommended to the Interstate 35 Community School Board of Education.

ORIGINAL COMMITTEE MEMBERS:

**Pat Thornburgh
Ray Condon
Nathan Tayler
Jody Taylor
Stan Houlette
Kenny Erwin
Jeff Jackson
Bruce Simmons**

**Becki Morris
Brian D. Nelson
Rick Seely
Rick Gray
Bill Maske, Facilitator
Tim Christensen
John A. Walker**

Rick Seely became the committee facilitator as an employee of OPN Architects. Tim Busby and Sharon McKimpson joined the committee as building administrators.

Committee Recommendation:

The Building and Grounds Committee believes that this planning process has provided a valuable service to the Interstate 35 Community School District. They further believe that the creation of a Building and Grounds Committee as an ongoing planning and advocacy committee for the maintenance and construction of school facilities would provide a valuable service to the Board of Education and the School District. It is therefore the recommendation of the Building and Grounds Committee that the Board of Education pass a resolution creating a permanent Building and Grounds Committee to oversee the implementation of the short and long range plan, as well as provide continuity in future facility planning.

FOUNDATION OF BELIEFS:

- **The building and grounds need to be safe**
- **The building and grounds need to be clean**
- **The building and grounds need to be durable**
- **Maintenance and improvement of the building and grounds needs to be within the budget**
- **The buildings and grounds need to reflect pride for the community and students**
- **The buildings and grounds must meet the needs of students, staff, and the public**
- **The buildings and grounds need to be inviting**
- **There needs to be room for growth**
- **The buildings and grounds need to be energy efficient**
- **The buildings and grounds needs to be flexible enough to handle change**
- **The buildings and grounds need to be viewed as an investment to be maintained**
- **It is important to listen to the people who work with the buildings and grounds day to day**
- **The buildings and grounds need to be kept up-to-date**
- **Portable buildings are short term solutions**
- **Maintenance and improvement of the buildings and grounds must be prioritized**

MEETING HISTORY:

The Interstate 35 Community School District Building and Grounds Committee first met on Wednesday, March 15, 2006. Throughout the duration of the planning stage, the committee met for an hour and a half at intervals of every two weeks. The meeting agendas, minutes, and support material are chronologically sequenced and on file in the Superintendent's office. These documents were too voluminous to make part of this planning document.

Once the committee had completed review and consideration of deferred maintenance issues, the committee adjourned for approximately three months between November, 2006, and February, 2007. During this period of adjournment, the Interstate 35 Board of Education approved the employment of OPN Architects to assist with the planning as the committee moved into consideration of construction to meet future need.

The involvement of OPN Architects included an effort by the committee to gather input from a broad range of school employees and patrons. Through comprehensive meetings, all school employees were provided an opportunity to give input regarding deferred maintenance issues as well as the need for new construction. Through a series of three public meetings, the patrons of the school district were provided an opportunity to provide input as well as critically assess ideas for maintaining and improving the buildings and grounds of the school district.

All of the issues relative to this plan have been thoroughly researched. The committee sought the input of professionals when considering the scope, degree, and cost of the work to be done. At one time during the planning process, Farris Engineering was employed by the Board of Education to conduct a mechanical and electrical assessment of the existing facility. The results of this assessment provided the committee with valuable information. The Farris Engineering assessment is also on file in the Superintendent's office.

This has been an exhaustive approach to facility planning. The deferred maintenance issues as well as future facility needs have been identified and considered. In bringing focus to this plan, the committee met with Matt Gillespie of Piper Jaffray, Inc. to determine the financial capacity of the school district to address the deferred maintenance and construction needs. The financial capacity of the school district played a critical role in determining this plan.

On Wednesday, June 13, 2007, nearly sixteen months after initiating this planning process, the Building and Grounds Committee made the final decisions necessary for the construction of this plan.

(The next few pages represent important components of the Master Planning Process.)

FINANCE:

The successful implementation of a plan rests with the organizations ability to leverage the necessary financial capacity. The following represents what must happen if any part of this plan is to become a reality.

First, the Board of Education must approve that the school district bond against the Local Option Sales Tax for the maximum amount. According to Piper Jaffray, Inc., this would generate (within a few weeks) \$1,695,000.00 to be used for the implementation of the short range plan. This money is available to the district by Board vote.

Second, the Board of Education must call for a vote to enact a voter approved PPEL in the amount of \$1.34 by the 2008-2009 school year to be applied to the implementation of the short range plan. A voter approved PPEL requires a 50% + 1 majority vote. There is no limitation on the number of times a PPEL vote can be run. There must exist 32 days between elections as arranged with the County Auditor. The PPEL may be run as part of the regular school election. It is prohibited to run the PPEL three (3) weeks prior to or three (3) weeks after a general election. The passage of a \$1.34 PPEL would enable the district to borrow an additional \$1,675,000.00 to apply to the short range plan.

Third, the school districts within the counties of Clarke, Madison, and Warren must seek to have an additional ten (10) year extension of the Local Option Sales Tax placed on the ballot to gain additional bonding authority from the LOST (by the 2008-2009 school year) to be applied to the implementation of the short range plan. Due to statutory limitations on the LOST, an extension would only run through 2022.

The running of the LOST as a county referendum requires a vote by the Boards of enough school districts within the county to represent 50% + 1 of the county's student population. The Board votes are presented to the County Board of Supervisors, who direct the County Auditor to hold an election. Prior to the election, schools must file a "Purpose Statement" with the Auditor within the statutory guidelines. The purpose statement which defines how the LOST funds will be used become a part of the ballot. There is no limit on how often this vote can be run. A vote for an additional ten (10) years in Clarke, Madison, and Warren County would provide the Interstate 35 Community School District with an additional \$1,000,000.00 in bonding capacity.

Fourth, the school district through petition to the Board of Education must seek to run a bond referendum (by 2015) for the full \$4.05 levy to be applied to the implementation of the long-range plan.

The four steps identified above are based upon current economic conditions. The one thing that could greatly impact the financial capacity of the school district would be the passage of a statewide penny for school infrastructure. If this statewide penny were to be implemented, a number of the things identified above would not need to occur, and the districts capacity to implement the plan would be accelerated. However, if these things were passed, and the statewide penny came later, the statewide penny could be used to pay down any existing bonds.

Revenue Projection:

Bonding off of Current LOST	\$1,695,000.00
Bonding off of PPEL at \$1.34	\$1,675,000.00
Bonding off of Extended LOST	\$1,000,000.00
Total Revenue Capacity	\$4,370,000.00

- All financial information and revenue projections were done with the assistance of Matt Gillespie, Piper Jaffray, Inc.
- All election information was gathered with the assistance of Beth Grob, Ahlers Law Firm.

SHORT RANGE PLAN:

This plan would be initiated in the late winter and spring of 2008. All components of the plan require approval by the Board of Education at the time of initiation. All components would be subject to the bidding process, with the awarding of the bids determined by the Board of Education.

Deferred Maintenance: (All dollar amounts are based on spring 2008 estimates)

Exterior of the High School Building	\$512,362.00
Windows (HVAC below and sealant issues)	\$42,400.00
Synthetic Plaster on Gym	\$54,537.00
Poor Exterior Grading (Drainage)	\$31,800.00
Total	\$641,099.00

Site Preparation: (All dollar amounts are based on spring 2008 estimates)

Land Purchase (20 Acres)	\$100,000.00
East Entrance to Site (Gravel Portion)	\$227,900.00
Total	\$327,900.00

Building Renovation: (All dollar amounts are based on spring 2008 estimates)

High School Library	\$525,760.00
Total	\$525,760.00

New Construction: (All dollar amounts are based on spring 2008 estimates)

Option 1D	\$1,892,100.00
Five (5) classrooms @ SE Elementary and Two (2) classrooms @ NE or NW Middle School	
Total	\$1,892,100.00

Cumulative Short Range Plan: (All dollar amounts are based on spring 2008 estimates)

Deferred Maintenance	\$641,099.00
Site Preparation	\$327,900.00
Building Renovation	\$525,760.00
New Construction	\$1,892,100.00
Total	\$3,386,859.00

Revenue minus Expenditures:

Revenue	\$4,370,000.00
Expenditures	\$3,386,859.00
Balance	\$ 983,141.00

If the anticipated balance is available through an extension of the Local Option Sales Tax in Clarke, Madison, and Warren Counties, this plan can be accelerated so that several of the things noted under LOST Supplemental could be accomplished sooner.

SUMMARY:

The short range plan addresses the top priorities of deferred maintenance. It accomplishes site preparation critical to short and long range expansion. It provides for the remodeling necessary to make the high school library an important part of high school academic programs. It adds much needed new space while eliminating most of the portables.

The five (5) new elementary classrooms bring the Preschool students and all second grade students into the main building. The two (2) middle school classrooms provides the space needed to keep middle school programming in the middle school part of the building. The two (2) middle school classrooms also frees up space in the high school previously used for middle school purposes.

This plan leaves one portable out back with the possibility of moving a second one out back. By keeping one or two portables out back and available, the middle school and high school have flexible space in the event it is needed prior to any additional construction. This plan also has the contingency of leaving one of the front portables in place if it is deemed necessary.

The following three pages provide drawings and budget information relative to the short range plan.

USE OF THE LOCAL OPTION SALES TAX SUPPLEMENTAL AND .33 PPEL:

Approximate yearly funds available through the supplemental and PPEL = \$200,000.00

07 – 08	Track Drainage and Grading	-	\$ 20,000.00 Est.
	Track Repairs for Spring	-	\$ 5,000.00
	New Bus	-	\$ 80,000.00
	Classroom and Office Furniture	-	\$ 10,000.00
	Technology	-	\$ 20,000.00
	Roof Repairs	-	\$ 5,000.00
	School Owned Band Instruments	-	\$ 15,000.00
	Motorize MS Bleachers	-	\$ 5,850.00
	Replace HS/MS Fire Alarm System	-	\$ 28,196.00
	Total	-	\$ 184,046.0
08 – 09	Track Repairs for Spring	-	\$ 5,000.00
	Classroom Furniture	-	\$ 10,000.00
	Technology	-	\$ 20,000.00
	School Owned Band Instruments	-	\$ 15,000.00
	Roof Repairs	-	\$ 5,000.00
	ICN Room Lighting	-	\$ 6,880.00
	Track Rebuild	-	\$ 135,000.00
	Total	-	\$ 191,880.00
09 – 10	Classroom Furniture	-	\$ 5,000.00
	Technology	-	\$ 10,000.00
	School Owned Band Instruments	-	\$ 10,000.00
	New School Bus	-	\$ 80,000.00
	Track Rebuild	-	\$ 92,640.00
	Total	-	\$ 197,640.00

- **In rebuilding the football field, the payments could be made out of two different fiscal years if the payments are made prior to June 30, 2009 and after July 1, 2009.**

10-11	Classroom Furniture	-	\$ 10,000.00
	Technology	-	\$ 15,000.00
	School Owned Band Instruments	-	\$ 15,000.00
	New School Bus	-	\$ 90,000.00
	High School Boiler and Controls	-	\$ 59,210.00
	Total	-	\$ 189,210.00

11-12	Classroom Furniture	-	\$ 10,000.00
	Technology	-	\$ 15,000.00
	School Owned Band Instruments	-	\$ 15,000.00
	New School Bus	-	\$ 90,000.00
	High School Boiler and Controls	-	\$ 59,210.00
	Total	-	\$ 189,210.00

12-13	Classroom Furniture	-	\$ 10,000.00
	Technology	-	\$ 15,000.00
	New Bus	-	\$ 45,000.00
	New Bus Barn	-	\$ 106,022.00
	Total	-	\$ 131,022.00

- In building the bus barn and purchasing a bus, the payments could be made out of two different fiscal years if the payments are made prior to June 30, 2013 and after July 1, 2013.

13-14	Classroom Furniture	-	\$ 10,000.00
	Technology	-	\$ 15,000.00
	New Bus	-	\$ 45,000.00
	New Bus Barn	-	\$ 106,022.00
	Total	-	\$ 131,022.00
	Balance	-	\$ 23,978.00

LONG RANGE PLAN:

The passage of a full 4.05 G.O. Bonds would yield \$9,900,000.00 for construction. This effort needs to begin well in advance of 2017 when full bonding capacity has returned to the district. These types of efforts take a lot of time, planning, and energy. Sometimes these efforts take two or three attempts to achieve success. The passage of this type of measure requires a 60% super majority of eligible voters that show up at the polls. If a measure is defeated, two critical things happen: 1) The measure can not be run again until six (6) months after the failed measure, and 2) The cost of construction goes up. Determining the dates that the measures are run is critical. If a measure is run in early October and defeated, there remains time to run the measure a second time and have the tax effective with the next school year which moves bidding and construction along in a timely manner. If the first measure is run later than October, there is not enough time to run a second measure and have it go into effect the next fiscal year. This means everything gets pushed back on fiscal year. This impacts the bonds, bidding, and construction process and inflates the cost.

The drawings relative to the long range plan attached following this page. Because this long range plan exists eight (8) to ten (10) years in the future, there is much work that will need to be done as the district nears those years.

SUMMARY:

This plan has been a long time in preparation. It has been debated and deliberated by the committee appointed by the Board of Education. It is a good and solid plan. It is being respectfully submitted to the Board of Education for adoption.

Best regards,

Bill Maske, Superintendent

On Behalf of the Interstate 35 Community School Building and Grounds Committee

