

Budget

Ansonia Local (046623) - Darke County - 2014 - Straight A Fund - Rev 0 - Straight A Fund - Application Number (12)

U.S.A.S. Fund #:

Plus/Minus Sheet (opens new window)

Purpose Code	Object Code	Salaries 100	Retirement Fringe Benefits 200	Purchased Services 400	Supplies 500	Capital Outlay 600	Other 800	Total
Instruction		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Support Services		0.00	0.00	4,000.00	0.00	120,000.00	0.00	124,000.00
Governance/Admin		0.00	0.00	10,000.00	0.00	0.00	0.00	10,000.00
Prof Development		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Family/Community		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Safety		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Facilities		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Transportation		0.00	0.00	0.00	0.00	600,000.00	0.00	600,000.00
Total		0.00	0.00	14,000.00	0.00	720,000.00	0.00	734,000.00
Adjusted Allocation								0.00
Remaining								-734,000.00

Application

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Applicants shall respond to the prompts or questions in the areas listed below in a narrative form.

A) APPLICANT INFORMATION - General Information, Experience and Capacity

1. Project Title: Ansonia Local Schools Compressed Natural Gas Bus Project

2. Executive summary: Provide an executive summary of your project proposal and which goal(s) in question 9 you seek to achieve. Please limit your responses to no more than three sentences.

Ansonia Local Schools participated in a Clean Fuels Grant from the Department of Energy in 2010, we currently have four compressed natural gas buses and a fueling station. We would like to purchase four additional buses and increase our pumping station to provide transportation spending reductions in the five-year forecast and to utilize a greater share of resources in the classroom.

705 3. Total Students Impacted:

4. Lead applicant primary contact: - Provide the following information:

First Name, last Name of contact for lead applicant: Jim Atchley

Organizational name of lead applicant: Ansonia Local Schools

Unique Identifier (IRN/Fed Tax ID):

Address of lead applicant: 600 East Canal Street, P.O. Box 279, Ansonia, Ohio 45303

Phone Number of lead applicant: 937-337-4000

Email Address of lead applicant: jim.atchley@ansonia.k12.oh.us

5. Secondary applicant contact: - Provide the following information, if applicable:

First Name, last Name of contact for secondary applicant: N/A

Organizational name of secondary applicant: N/A

Unique Identifier (IRN/Fed Tax ID): N/A

Address of secondary applicant: N/A

Phone number of secondary applicant: N/A

Email address of secondary applicant: N/A

6. List all other participating entities by name: Provide the following information for each additional participating entity, if applicable: Mention First Name, Last Name, Organizational Name, Unique Identifier (IRN/Fed Tax ID), Address, Phone Number, Email Address of Contact for All Secondary Applicants in the box below.

Mike Henderson, Mote & Associates, 214 West Fourth Street, Greenville, Ohio 45331, 937-548-7511 mhenderson@moteassociates.com Doug Lubs, Lubs Technologies, 7015 Brookville Road, Indianapolis, Indiana 46239, 317-357-8721 doug.lubs@lubstech.com Rick Shroyer, Cardinal Bus Sales, 6280 Harding Highway, State Route 309, Lima, Ohio 45801, 419-225-5552 rshroyer@cardinalbussales.com

7. Partnership and consortia agreements and letters of support: - (Click on the link below to upload necessary documents).

* Letters of support are for districts in academic or fiscal distress only. If school or district is in academic or fiscal distress and has a commission assigned, please include a resolution from the commission in support of the project.

* If a partnership or consortium will be established, please include the signed Straight A Description of Nature of Partnership or Description of Nature of Consortium Agreement.

UploadGrantApplicationAttachment.aspx

8. Please provide a brief description of the team or individuals responsible for the implementation of this project including relevant experience in other innovative projects. You should also include descriptions and experiences of partnering entities.

The team for Ansonia Local Schools would be Jim Atchley, Superintendent, and Jerry Barga, Transportation Supervisor. Both were involved in Ansonia Local Schools successful Clean Fuels Ohio Grant with the Department of Energy. In that project, Ansonia Local Schools repowered four diesel buses to compressed natural gas and added a compressed natural gas fueling station. Jim Atchley completed all documentation for the project and worked with permitting and vendors. Jerry Barga worked with partners during the repower process and is the transportation supervisor and bus mechanic for the district. Mote & Associates would be the engineering partner for building plans and permits. They partnered with Ansonia Local Schools during our Clean Fuels Ohio project and have experience working with the district and compressed natural gas projects. Mote & Associates are the only full service engineering firm in Darke County. They are LEED certified and have experience in natural gas projects. For this project Ansonia Local Schools would partner with Lubs Technologies for the compressed natural gas fueling station. Lubs Technologies partnered with Ansonia Local Schools on the Clean Fuels Ohio grant. They would be the partner for the Straight A Fund, if awarded, for our fueling station. Lubs Technologies has much experience in the compressed natural gas market. The partner for the compressed natural gas buses would be Blue Bird or Freightliner depending on bid specifications and bids for the buses. All of these individuals assisted Ansonia Local Schools for the Clean Fuels Grant. The project was completed in a timely manner and has been very beneficial to the district. Currently Ansonia Local Schools is saving approximately \$35,000 annually in reduced fuel costs by converting to compressed natural gas.

B) PROJECT DESCRIPTION - Overall description of project and alignment with Outcomes

9. Which of the stated Straight A Fund goals does the proposal aim to achieve? - (Check all that apply)

- Student achievement
Spending reductions in the five-year fiscal forecast
Utilization of a greater share of resources in the classroom

10. Which of the following best describes the proposed project? - (Select one:)

- New - never before implemented
Existing and researched-based - never implemented in your district or community school but proven successful in other educational environments
Mixed Concept - incorporates new and existing elements
Enhancing/Scale Up - elevating or expanding an effective program that is already implemented in your district, school, or consortia partnership

11. Describe the innovative project.

Ansonia Local Schools would like to expand our current compressed natural gas bus fleet. We currently operate four compressed natural gas buses in our fleet. We are saving approximately \$35,000 per year in reduced fuel costs. These numbers can be verified by quarterly reporting to Clean Fuels Ohio per reporting requirements from the Department of Energy. If awarded the district is expected to see other cost savings in maintenance funds currently being spent on our older fleet. It is estimated the district could save \$20,000 annually on current maintenance expenses necessary for maintaining our older vehicles. Ansonia Local Schools could also save an additional \$40,000 per year from capital expenses for money that is being set aside for bus replacement. We would like to expand our compressed natural gas bus fleet to reduce spending within our five year forecast and utilize a greater share of current resources within the classroom.

12. Describe how it will meet the goal(s) selected above. - If school/district receives school improvement funds/support, include a brief explanation of how this project will advance the improvement plan.

If awarded Ansonia Local Schools will purchase four additional compressed natural gas buses for our fleet. We would also increase the pump capacity to be able to fuel all buses on a nightly basis. Ansonia Local Schools would save approximately \$55,000 per year on transportation costs by utilizing a natural gas bus fleet, from fuel and maintenance costs.

C) SUSTAINABILITY - Planning for ongoing funding of the project, cost breakdown

13. Financial Documentation - All applicants must enter or upload the following supporting information. Responses should refer to specific information in the financial documents when applicable:

a. Enter a project budget

b. Upload the Straight A Financial Impact Template forecasting the expected changes to the five-year forecast resulting from implementation of this project. If applying as a consortia or partnership, please include the five-year forecasts of each school district, community school or STEM school member for review.

c. If subsection (b) is not applicable, please explain why, in addition to how the project will demonstrate sustainability and impact.

If awarded, Ansonia Local Schools would not have an issue of sustainability for this project. The project would show a savings of \$55,000 annually in fuel and maintenance costs. The project would also allow money from capital expenses to be moved to the classroom by not needing to purchase an additional buses in the near future.

14. What is the total cost for implementing the innovative project?

700,000.00 * Total project cost

* Provide a brief narrative explanation of the overall budget. The narrative should include the source and amount of other funds that may be used to support this concept (e.g., Title I funding, RtT money, local funding, foundation support, etc.), and provide details on the cost of items included in the budget (i.e. staff counts and salary/benefits, equipment to be purchased and cost, etc).

The cost of the new natural gas buses would be approximately \$150,000 per bus. Ansonia Local Schools would purchase four additional buses if funded for a total of \$600,000. The cost of the compressed natural gas fueling station would be approximately \$100,000. The cost for electric upgrades would be approximately \$4,000. The final cost for plans and permits would be approximately \$5,000

15. What **new/recurring costs** of your innovative project will continue once the grant has expired? If there are no new/recurring costs, please explain why.

0.00 * Specific amount of new/recurring cost (annual cost after project is implemented)

* Narrative explanation/rationale: Provide details on the cost of items included in the budget (i.e. staff counts and salary/benefits, equipment to be purchased and cost, etc.). If there are no new/recurring costs, please explain why.

There would be no new/recurring costs associated with this project. Once the buses and fueling station are purchased there would be no additional costs with this project.

16. Are there **expected savings** that may result from the implementation of the innovative project?

35,000.00 * Specific amount of expected savings (annual)

* Narrative explanation/rationale: Provide details on the anticipated savings (i.e. staff counts and salary/benefits, equipment to be purchased and cost, etc.)

The cost savings would be approximately \$35,000 per year by increasing the use of compressed natural gas over diesel fuel. The districts cost per fuel is the equivalent of \$1.00 per gallon compressed natural gas, as opposed to \$4.00 per gallon of diesel fuel. This cost savings would be on an annual basis. It is also expected to save funds by reducing our maintenance expenses for our current fleet. Savings would be reflective on our five-year forecast for transportation costs. The savings would also allow the district to increase the share of resources in the classroom by providing additional funds to the general fund.

17. Provide a brief explanation of how the project is self-sustaining. If there are ongoing costs associated with the project after the term of the grant, this explanation should provide details on the cost reductions that will be made that are at least equal to the amount of new/recurring costs detailed above. If there are no new/recurring costs, explain in detail how this project will sustain itself beyond the life of the grant.

The project is self-sustaining as it reduces our fuel costs for the bus fleet on an annual basis. It is also expected to save funds by reducing our maintenance expenses for our current fleet. Savings would be reflective on our five-year forecast for transportation costs. The savings would also allow the district to increase the share of resources in the classroom by providing additional funds to the general fund.

D) IMPLEMENTATION - Timeline, communication and contingency planning

18. Fill in the appropriate dates and an explanation of the timeline for the successful implementation of this project. In each explanation, be sure to briefly describe the largest barriers that could derail your concept or timeline for implementation and your plan to proactively mitigate such barriers. In addition, the narrative should list the stakeholders that will be engaged during that stage of the project and describe the communication that occurred as the application was developed.

Describe the ongoing communication plan with the stakeholders as the project is implemented. (Stakeholders can include parents, community leaders, foundation support and businesses, as well as educational personnel in the affected entities.)

* Proposal Timeline Dates

Plan (MM/DD/YYYY): 06/01/2014

* Narrative explanation

The purchase of the compressed natural gas buses would require the district to complete the bid specifications for the buses. There would be minimal barriers or delays within this process. If awarded grant funds this process could begin immediately. For completing the installation/upgrade of the current compressed natural gas bus station the only delay would be in ordering the equipment. By ordering once awarded the equipment would be available to begin by June 1, 2014. This would also allow the fuel station to be installed and completed without disrupting current operations. If awarded the funds for this project communication would occur to the community through newsletter, BOE meetings, and media releases for the project. The community has embraced the use of our current compressed natural gas bus fleet. They would be very receptive in the expansion of the fleet and saving of district funds.

Implement (MM/DD/YYYY): 08/01/2014

* Narrative explanation

The project would be fully implemented for the 2014-2015 school year. The only possible delays would be waiting on the delivery of the compressed natural gas buses or the fueling station.

Summative evaluation (MM/DD/YYYY): 09/01/2014

* Narrative explanation

The summative evaluation would be able to be completed once the equipment was received and fully operational. Communication would be shared to the community through newsletters, BOE meetings, or the district website.

19. Describe the expected changes to the instructional and/or organizational practices in your institution.

The expected organizational change would be the use of all compressed natural gas buses for our fleet. We would be promoting "Green Energy" and save approximately \$70,000 per year in fuel costs, for the entire fleet. This cost savings would occur annually and could actually increase depending on the cost of diesel fuel. The district would also expect to save an additional \$20,000 per year in reduced maintenance costs. At a minimum, the district would see a savings equal to the cost of the project within 7 years. The additional funds would allow reduced expenditures within our five year forecast. Additional funds would also provide more resources to the classroom.

E) SUBSTANTIAL IMPACT AND LASTING VALUE - Impact, evaluation and replication

20. Describe the rationale, research or past success that supports the innovative project and its impact on student achievement, spending reduction in the five-year fiscal forecast or utilization of a greater share of resources in the classroom.

From past success Ansonia Local Schools is saving approximately \$35,000 annually by using four compressed natural gas buses within our fleet. This savings can be verified by quarterly reporting to Clean Fuels Ohio as required by the Department of Energy. By adding an additional four buses it is expected our annual savings would increase to \$70,000. This can be verified by current expenditures and the cost of compressed natural gas versus diesel fuel. The district would also expect to save an additional \$20,000 per year by reducing maintenance expenditures for the current fleet. The district would not need to replace additional buses saving money from our capital expenditures. All of these savings would reduce transportation costs within Ansonia Local Schools five-year forecast. It would also provide for more resources in the classroom.

21. Is this project able to be replicated in other districts in Ohio?

Yes

No

22. If so, how?

Other districts would be able to add compressed natural gas fueling stations and use compressed natural gas buses to their fleet. It would be a tremendous cost savings for other districts within the state of Ohio.

23. Describe the substantial value and lasting impact that the project hopes to achieve.

The substantial value and lasting impact of the project would be to reduce transportation expenditures by an additional \$35,000 per year by converting/replacing diesel buses to compressed natural gas buses. The district would also save approximately \$20,000 for projected maintenance expenditures for the current fleet. By purchasing new buses the district would not need to purchase additional buses in the near future saving an additional \$40,000 per year in capital improvement set asides. The total projected savings would be approximately \$95,000 per year. The lasting impact would be to reduce transportation expenditures, while also promoting "Green Energy" within the school district. The districts five year forecast would be reduced for transportation costs. Additional funds could also provide more resources in the classroom.

24. What are the specific benchmarks related to the fund goals identified in question 9 that the project aims to achieve in five years? Include any other anticipated outcomes of the project that you hope to achieve that may not be easily benchmarked.

The specific benchmarks of the project would be to reduce transportation fuel costs by \$35,000 annually. This would be reflected in the five-year forecast. The savings over five years would be \$175,000. The projected maintenance savings of \$20,000 annually would be a savings of \$100,000 over five years. By not needing additional buses to purchase there would be savings within our capital expenditures. The savings by converting to compressed natural gas would allow a greater share of resources to be used in the classroom. Another goal of the project is to help promote "Green Energy" vehicles within Darke County and the State of Ohio. Ansonia Local Schools have partnered with Clean Fuels Ohio in the past. We would look to continue to promote our experiences and assist Clean Fuels Ohio in promoting renewable energy projects.

25. Describe the plan to evaluate the impact of the concept, strategy or approaches used.

* Include the method by which progress toward short- and long-term objectives will be measured. (This section should include the types of data to be collected, the formative outputs and outcomes and the systems in place to track the program's progress).

* Include the method, process and/or procedure by which the program will modify or change the program plan if measured progress is insufficient to meet program objectives.

To evaluate the impact of the Ansonia Local Schools Compressed Natural Gas Bus Project one would only need to examine if the buses were running and the new fueling station was working to specifications. Ansonia Local Schools currently reports the miles the natural gas buses run quarterly along with the amount of compressed natural gas used to Clean Fuels Ohio. This is a requirement from the Department of Energy. The district would continue to monitor the consumption of natural gas used for the new buses within the grant to verify our monthly and annual savings. The transportation costs would also be measured annually and would be verified by our transportation reports. The five-year forecast would also be able to verify savings of the grant.

By virtue of applying for the Straight A Fund, all applicants agree to participate in the overall evaluation of the Straight A Fund for the duration of the evaluation timeframe. The Governing Board of the Straight A Fund reserves the right to conduct evaluation of the plan and request additional information in the form of data, surveys, interviews, focus groups, and any other related data to the legislature, governor, and other interested parties for an overall evaluation of the Straight A Fund.

PROGRAM ASSURANCES: I agree, on behalf of this applicant agency and/or all identified partners to abide by all assurances outlined in the Assurance section of the CCIP. In the box below, enter "I Accept" and indicate your name, title, agency/organization and today's date.

I accept. Jim Atchley, Superintendent, Ansonia Local Schools October 21, 2014