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Adjusted Allocation 0.00
Remaining -5,840,285.40
Application

Barnesville Exempted Village (IHS0301) - Belmont County - 2014 - Straight A Fund - Rev 0 - Straight A Fund - Application Number (538)

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: Belmont County Alternative Fuels & Career Education Initiative

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.

The seven school districts in the Belmont County Alternative Fuels & Career Education Initiative are seeking funds to implement propane powered school buses and associated refueling infrastructure in an effort to improve school transportation efficiency by significantly reducing operating costs. Additionally, Belmont County schools are partnering with Belmont Career Center and Belmont College to use the purchase of these alternative fuel buses as the catalyst to create awareness, educate teachers and students, and develop a new associate degree program relative to alternative fuels and the booming oil and gas industry in Southeastern Ohio. This project, if awarded, will meet all 3 goals of the Straight A Grant Fund.

3. Overall description of project and alignment with Outcomes

The seven school districts in the Belmont County Alternative Fuels & Career Education Initiative are seeking funds to implement propane powered school buses and associated refueling infrastructure in an effort to improve school transportation efficiency by significantly reducing operating costs. Additionally, Belmont County schools are partnering with Belmont Career Center and Belmont College to use the purchase of these alternative fuel buses as the catalyst to create awareness, educate teachers and students, and develop a new associate degree program relative to alternative fuels and the booming oil and gas industry in Southeastern Ohio. This project, if awarded, will meet all 3 goals of the Straight A Grant Fund.

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

   First Name, Last Name of contact for lead applicant: Randy Lucas

   Address of lead applicant: 210 West Church Street, Barnesville, OH 43713

   Phone Number of lead applicant: 740-425-3616 ext. 3002

   Email Address of lead applicant: barn_r@omeresa.net

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

   First Name, Last Name of contact for secondary applicant: Walter Skaggs

   Address of secondary applicant: 108 Woodrow Avenue, St. Clairsville, Ohio 43950

   Phone number of secondary applicant: 740-695-1624

   Email address of secondary applicant: walt.skaggs@omeresa.net

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.

   Ohio LSD: Doug Thoburn, Superintendent; Union Local School District, IRN 044671, 68779 Belmont-Morristown Road, Belmont, Ohio 43718. Phone: 740-792-1975. Email: doug.thoburn@omeresa.net

   Martins Ferry CSD: Dirk Fitch, Superintendent; Martins Ferry City School District, IRN 043447, 5591 Ayers-Limestone Rd., Martins Ferry, Ohio 43935. Phone: 740-633-1732. Email: dirk.fitch@omeresa.net

   Bridgeport EVD: Ted C. Downing, Superintendent; Bridgeport Exempted Village School District, IRN 045237, 55781 National Rd., Bridgeport, Ohio 43912. Phone: 740-635-1713. Email: ted.downing@omeresa.net

   Shady Side LSD: John M. Haswell, Superintendent; Shady Side Local School District, IRN 046003, 3899 Lincoln Avenue, Shady Side, Ohio 43947. Phone: 740-676-3121. Email: john.haswell@omeresa.net

   Bellaire LSD: Tony D. Scott, Superintendent; Bellaire Local School District, IRN 043570, 349 34th St., Bellaire, Ohio 43906. Phone: 740-676-1820. Email: tscott@bellaire.k12.oh.us

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 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.

Lead Applicant: Barnesville Exempted Village School District Superintendent: Randy Lucas has been in education eighteen years with over eight of those at Barnesville Schools and currently serves as President of BASA. Treasurer: Matt King has served as treasurer of Barnesville Schools for over eight years prior to that he spent four years as an Assistant Auditor for Ohio Auditor of State. Curriculum Director: Angela Hannish is in her first year as Curriculum Director serving as elementary principal and gifted coordinator prior to her current position. Relevant Experience: All three have experience in administering local, state and federal grants. They have received and monitored a TANF Afterschool Grant and a Competitive State Technology Grant for Middle School via the CCIP each for over $200,000. They are currently managing an Early Childhood Education Grant and a 21st Century Grant both from the Ohio Department of Education each for $850,000. St. Clairsville Superintendent: Walt Skaggs has 22 years in education with 5 of those years as a superintendent and 14 years as a principal. Treasurer: Amy Porter has 14 years of experience as a treasurer. Martins Ferry Superintendent: Dirk Fitch has over 3 years as leader of the district and has been involved in implementing five grants for disabled students. Treasurer: Karen Blake has served as treasurer for 3 years prior to that she was treasurer for Jefferson County ESC. Union Local Superintendent: Doug Thoburn who has thirteen years in building level administration is serving his first year in his current position. Treasurer: Janet Hissrich has a total of 25 years of experience in school finance with 24 of those years as treasurer. She served 3 years as auditor with the Ohio Dept. of Taxation. Bellaire Superintendent: Tony Scott has over 32 years in education with 24 of those in administration. Treasurer: Cindy Shaw has served in her current position for 12 years. Bridgeport Superintendent: Ted Downing has been in education for 40 years serving in his current position for 5. Treasurer: Cheryl Pritts has 5 years of experience at her current position with 9 years in the State Auditor’s office. Shady Side Superintendent: John Haswell has been in education for 24 years and is serving his first year in the current position. Treasurer: Melissa Viani has served in her current position for 9 years and has managed a million dollar wellness grant for the district. Partner: Clean Fuels Ohio For the past 10 years, Clean Fuels Ohio (CFO) has worked with numerous public and private fleets on a variety of projects to improve the environmental performance and efficiency of fleet vehicles. CFO Executive Director: Sam Spofforth has 10 years of direct fleet experience, helping fleets adopt technologies, implement projects, and create green fleet management plans. Spofforth was named the US DOE Clean Cities national coordinator of the year in 2007 and adopted into the US DOE Clean Cities Program “Hall of Fame” in 2011. CFO Program Director: Andrew Conley, has worked with fleets to develop vehicle and station conduct, fleet emissions and efficiency analyses, and create educational program. CFO Gaseous Fuels Director: Dr. Jerry Hutton has over 30 years of experience working on all aspects of alternative fuels technologies. Partner: Belmont Career Center Superintendent: Richard Schoene has 19 years as an administrator. He has managed State and Federal grants for the last fifteen years. Treasurer: Mark Lucas has 11 years of experience as treasurer serving in the current position for 5 years. Partner: Belmont College VP of Learning and Student Success: Rebecca J. Kurtz, Ph.D. is the Chief Academic Officer and has been in education for 39 years with the last 15 at her current position. VP of Administrative Affairs: John Koucomaris, B.S.B.A. has served in his current position for 31 years. Dir. of Program Dev.: Judy Sandstead, M.B.A. with 30

8. Project Description - Overall description of project and alignment with Outcomes

9. Which of the stated Straight A 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

   [ ] Enhancing/Scale Up - elevating or expanding an effective program that is already implemented in your district, school, or consortia partnership

   [ ] 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

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

   [ ] New - never before implemented

   [ ] Student achievement

   [ ] Spending reductions in the five-year fiscal forecast

   [ ] Utilization of a greater share of resources in the classroom

   [ ] 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.

The Belmont County Alternative Fuels and Career Education Initiative is seeking funding to improve school transportation efficiency, offer STEM activities and programs, expand PSECO and/or dual enrollment courses relative to alternative fuels and the oil & gas industry, and create a 2 year associate degree program through Belmont College for Alternative Energy Vehicle Technician. The large impact of Marcellus and Utica Shale oil and gas development and exploration in our region over the last two years provides an opportunity for Belmont County Schools to enhance energy awareness and equip our students with the necessary skills to understand the local, state, national, and global impact of alternative fuels and the vastly and the local, state and gas industry in Belmont County. Grant funds will be utilized to purchase propane powered school buses and associated refueling infrastructure to significantly reduce operating costs both over a five year fiscal timeframe as well as provide a solution to lower long term fuel transportation costs. Straight A funds will provide opportunities for schools to partner with Belmont Career Center and Belmont College to create a growing awareness of the environment and the local, state, national, and global impact of alternative fuels and the vastly. The savings that are as a result of the abundance of Marcellus and Utica Shale are in the Appalachia region of eastern Ohio. As the resources that will be able to immediately realize operational cost savings and increase educational opportunities for students. The operational savings will continue to accrue for the lifetime of the propane vehicles, allowing districts to invest in more propane buses for long-term operational savings. The savings will allow districts to increase student educational opportunities and direct more resources into the classroom to address the needs of special education students and prepare students for employment in a field where the demand will continue to be high for years to come. The results of the innovative project will have a significant, positive impact on each of the 7 participating districts future financial positions and academic programming.

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.

The goal of the Belmont County Alternative Fuels & Career Education Initiative is to produce significant operational cost savings over the immediate five year fiscal timeframe as well as offer substantial student transportation cost while increasing educational experiences that will increase student achievement and prepare students for employment in a field where the demand will continue to be high for years to come. The results of the innovative project will have a significant, positive impact on each of the 7 participating districts future financial positions and academic programming.

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 and the five-year forecast resulting from implementation of this project. If applying as a consortia or partnership, please include the five-year forecast 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.

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

5,840,285.40 - Total project cost

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)

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

Yes, the large impact of the project and the students will be able to immediately realize operational cost savings and increase educational opportunities for students. The operational savings will continue to accrue for the lifetime of the propane vehicles, allowing districts to invest in more propane buses for long-term operational savings.
This project is self-sustaining due to the fact that the initial investment or up-front costs to replace 1/2 of each district’s aging bus fleet with new, more efficient propane fueled buses will significantly increase future fuel costs, maintenance services/supplies, etc. Additionally, this initiative will "free up" previously budgeted bus purchase monies for classroom instruction (1/2 of all bus purchase savings will be set aside for new propane fueled buses). Beyond savings out of the five year timeframe. Beyond savings over a five year timeframe, these buses will return a savings for every year in service and likely increasing savings from year to year throughout their lifetimes as the cost spread between diesel and propane continues to widen. In addition, districts will be set up to invest savings in new programs for the long term, allowing the project and its savings to scale up beyond the initial scope of the Straight A Funded project. Beyond sustaining the fleets directly funded by the project, the Straight A investments in the propane refueling stations will also allow for future public-private partnerships with wider entities throughout the community. In many places where such alternative fuel stations have been installed, partnership agreements have been arranged with city, township, or county agencies that wish to purchase propane powered vehicles and utilize existing stations. Agreements in such cases are mutually beneficial, allowing other public fleets access to lower cost, cleaner burning fuel without any investment in refueling infrastructure, while at the same time providing more fuel throughput to stations which allows for lower fuel prices due to higher contract volumes. The purchases of engines for educational programs at the Career Center are a one-time investment that will enable the program to be offered for years to come. Once these initial investments are made, routine maintenance costs of the new program components are expected to be minimal and will be accounted for within the normal operating budget. That will enable the program to be offered for years to come. Once these initial investments are made, routine maintenance costs of the new program components are expected to be minimal and will be accounted for within the normal operating budget. That will enable the program to be offered for years to come. Once these initial investments are made, routine maintenance costs of the new program components are expected to be minimal and will be accounted for within the normal operating budget. That will enable the program to be offered for years to come. Once these initial investments are made, routine maintenance costs of the new program components are expected to be minimal and will be accounted for within the normal operating budget. That will enable the program to be offered for years to come. 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Once these initial investments are made, routine maintenance costs of the new program components are expected to be minimal and will be accounted for within the normal operating budget.
**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.

Bluebird Propane Vision school buses and associated refueling infrastructure have been deployed by many districts across the country as well as by districts here in Ohio. In each case, these projects have been straightforward to implement, easily replicable, and generated significant savings. The following provides brief accounts of several notable past successes in propane school bus deployment: Pike Delta York Local Schools, Delta OH: The Pike-Delta-York School District, located in Delta Ohio has a school bus fleet that consists of 17 buses. The school district has worked with Clean Fuels Ohio since 2009 to integrate 3 dedicated propane school buses into the fleet and construct an on-site propane refueling station. For the most recent 2012-2013 school year, Pike Delta York paid an average of $3.65 per gallon for diesel and $1.80 per gallon for propane, realizing a fuel savings of $23,047.95 with three propane buses from July 2012 through June 2013. For the 2013-2014 school year, Pike Delta York has secured a contract for $1.53/gallon for propane fuel and expects to save even more. Mesa Public Schools, Phoenix AZ: Operating the largest school bus fleet in the state with 517 school buses, Mesa has been seen saving ‘green’ loaf on paper and in the environment since October 2011 when they incorporated their 1st Blue Bird Micro Bird GS Type A school buses fueled by propane autogas. Since then, Mesa has purchased the remaining 506 vehicles in the concept vehicle. The students will use the 277 propane buses daily, transporting more than 20,000 students each day. As the numbers results: $5.60 in fuel savings per bus, per year, with expected savings of $4.43 million over five years. 82% percent fuel savings per gallon when compared to diesel. Tippacanoe School Corporation, Lafayette IN: Tippacanoe School Corp. (TCS) is Indiana’s second-largest geographic school district, covering 465 square miles and serving nearly 13,000 students. The district purchased its first propane bus in 2006 and has since purchased 67 propane school buses and has secured a contract for $4.00 per gallon. Propane buses drive the district’s entire school bus fleet providing students with low emissions transportation in a community that is 100% rural and carbon neutral across the district. The district expects to save $12,053,077 over the vehicles useful life. As described throughout this application, the Belmont County Alternative Fuels & Career Education Initiative is straightforward, quantifiable, replicable, and sustainable.

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

Yes

22. If so, how?

In question 20 demonstrates, this type of propane school bus project has already been replicated across the country in school fleets including those in Indiana, Georgia, Arizona, Oklahoma, Oregon, and Ohio. In addition to Ohio’s Pike Delta York Schools listed above, Franklin Co. Board of Developmental Disabilities currently utilizes propane fuel for part of its bus fleet operations and Austintown Local School is in the initial stages of deploying 14 propane school buses for school operations. As reviewers for the Straight A Fund will likely find, many Ohio districts beyond these are interested in deploying propane buses to reduce their fuel costs as well as provide lower emissions for students and the community. Although the flurry of oil & gas activity in southeastern Ohio makes this project ideal for our schools that sit in the heart of the Utica and Marcellus Shale activity, this project can easily be replicated in any school district throughout Ohio and the nation. Decreasing the nation’s dependency on foreign fuels is an initiative that impacts politics, the environment, the economy, and our national security. It is a project that can, and should, be replicated not only for the financial benefits but for the educational impacts as well. Data will be extracted from each school at the end of the grant period to determine program success and cost savings.

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

As described throughout this application, the Belmont County Alternative Fuels & Career Education Initiative is straightforward, quantifiable, replicable, and sustainable. The project will result in substantial value and lasting impact in the following ways: * Immediate operational cost savings from propane vs. diesel fuel over the five year fiscal timeframe (see question 16 for details). * Lifetime cost savings with programs that have previously shown results to significantly reduce operating costs over the life of the vehicles. * Additional annual cost savings from Ohio and other US natural gas shale reserves coming into production. Each propane school bus purchased by the Straight A Fund is expected to return increasing annual fuel savings for its entire useful life. * Schools set up to transition remaining fleet to more cost-effective, cleaner burning propane fuel. As previously stated, Straight A Fund investments in propane refueling stations will not only help to fund the initial set up of schools setting up set up schools to transition to propane fuel, but also offer school success to propane fuel for any future replacement buses. This includes the potential to transition of more of each district’s existing diesel buses to cost saving propane powered models as well as replace buses initially fueled by the Straight A Fund with propane models over the long term. * Schools have more price stability on propane vs. diesel fuel. As discussed, based on the lower, more stable prices of propane fuel, districts will be able to enter into longer fuel contracts if desired. Depending on the supplier, contracts of two years have been obtained, allowing schools the benefit of constant, stable pricing for fiscal planning and forecasting. * Schools can form partnerships with public and private partners to retail propane, earning additional revenue while providing a public service. FLEETS located in close proximity (5 miles or less) to each districts refueling station will be able to partner with districts to purchase propane fuel, allowing fleets such as local cities and townships the ability to purchase lower cost fuel without investing in a station, while affording districts higher volume fuels to negotiate lower per gallon fuel prices as well as potentially generate additional revenue. * Immediate environmental benefits from propane vs. diesel fuel use. Propane is a cleaner burning fuel for the molecular structure of propane vs. diesel. * Fleets serve as success stories and examples for other districts, provide real world data and examples of project costs, savings, benefits, and ability to replicate. * By partnering with Belmont Career Center and Belmont College, area schools will prepare a pool of skilled students equipped with the necessary skills to obtain a job within the high wage, high demand energy sector including driving propane powered学校 buses and performing the regular fleet management functions as previously performed for diesel fleet vehicles.

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.

**Benchmarks & Evaluation** (related to Goal #2: Spending Reduction in 5 Year Forecast and Goal #3: Utilization of a Greater Share of Resources in the Classroom): The goal of the Belmont County Alternative Fuels & Career Education Initiative is to result in significant operational cost savings over the immediate five year fiscal timeframe as well as substantial and sustainable school bus fleet operational cost savings over the long term. Since the cost savings from this project will accrue based on the lower operational costs of propane buses vs. current diesel equipment, the primary project benchmarks will be drawn from a direct comparison between past/replacing diesel bus operations and Straight A funded propane bus operations. This will include tracking the following data for both diesel and propane buses: 1) Fuel cost per vehicle per gallon (for applicable period, i.e. monthly, quarterly, annually) 2) Fuel use per vehicle (daily, quarterly, annually) 3) Miles Travelled per vehicle (daily, quarterly, annually) 4) Average vehicle Miles Per Gallon (quarterly, annually) 5) Maintenance Costs per vehicle (quarterly, annually) 6) Student Operation and Maintenance Costs (quarterly, annually) 7) Cost Per Mile for each vehicle (quarterly, annually) 9) Miscellaneous additional cost per vehicle or overall project (quarterly, annually) 10) Miscellaneous addionalnly savings per vehicle or overall project (quarterly, annually) Based on a straight-forward approach, the following data will be tracked for propane vehicles from the inception of the project: * Vehicle fuel savings from the day that propane is authorized for use in the school district, districts will also be able to provide data to Clean Fuels Ohio and receive assistance in calculating vehicle specific emissions reductions for the propane buses through Clean Fuels Ohio’s free Ohio Green Tees program. This will include the maintain fuel usage data outlined above, as well as additional data points including 1) vehicle make, 2) vehicle model, 3) vehicle model year, 4) vehicle horsepower, and 5) vehicle origin. Further this information will be captured for each diesel bus district wide with a fleet consisting of 17 vehicles in 2006, districts whole price of the reduction in fuel cost savings for their new propane buses from for their new propane buses in 2012 alone. Research shows that students taking dual enrollment courses in high school are more prepared than other students. The office of Institutional Research at Oregon University showed that dual credit students have a higher college participation rate, earn a higher GPA and accumulate more college credits. A study at Iowa University shows dual enrollment students were 11% more likely to go to the second year, 12% more likely to enter college within seven months of graduation and those completing 20 or more credits the first year were 20% more likely to go onto the second year.

**Straight A Fund Program for an Alternative Energy Vehicle Technician.**

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.

As described in question 24, the goal of the Belmont County Alternative Fuels & Career Education Initiative is to result in significant operational cost savings over the immediate five year fiscal timeframe.
as well as offer substantial and sustainable school bus fleet operational cost savings over the long term allowing cost savings to be reinvested into the classroom to increase educational options for students based on the current needs in the job market. The evaluation process for this project is described below:

1) Propane Bus Savings Evaluation: Based on a straightforward comparison of the metrics, costs, and data points detailed in question 24, savings from propane bus operations can be readily evaluated and documented. Through simple calculations, costs for operation of each type of bus can be compared in the following terms and will be reported to ODE in the format and timeframes required: *Per gallon fuel savings propane vs. diesel (monthly, quarterly, annually) *Fuel savings per vehicle (monthly, quarterly, annually) *Maintenance cost savings per vehicle (monthly, quarterly, annually) *Total savings per vehicle (monthly, quarterly, annually, lifetime) *Total project cost savings (monthly, quarterly, annually, lifetime) In addition to these financial savings, districts will also be able to provide environmental benefit evaluations as described in question 24.

2) Career Education Project Evaluation: A meeting will be held monthly with a Steering Committee. The committee will contain at least one representative from each participating district and partner organization. Each district and partner organization representative will be responsible for bringing the monthly and quarterly reports referenced in item #24. The data will be analyzed and discussed to determine overall program effectiveness by the committee. The data to be collected in connection with this evaluation will primarily be qualitative in nature (with the exception of the career education data), consistent with the needs of the outcome measures described above. In addition to monthly committee meetings, the program will be monitored by the program director, who is responsible for the overall evaluation and monitoring of the program. The program director will work closely with project staff at each district as well as review program data and monthly committee meeting minutes to ensure a smooth implementation. Should barriers arise, the program director will address the barriers. If the barrier cannot be resolved by the program director, he/she will take it to the Steering Committee to address. If needed, immediate course corrections will be made, as indicated. Any line items changes that are required in the budget will be reviewed by the Steering Committee as well as sent to the Straight A Fund project officer for final approval. The program director will notify the Straight A Fund project officer of any significant changes and/or barriers that may arise throughout implementation of the project.

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

Matthew A. King, Treasurer
Barnesville Exempted Village School District, 10/25/2013

Randy J. Lucas, Superintendent
Barnesville Exempted Village School District, 10/25/2013