

Budget

Barnesville Exempted Village (045203) - Belmont County - 2014 - Straight A Fund - Rev 0 - Straight A Fund - Application Number (538)

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	323,180.00	0.00	0.00	0.00	323,180.00
Support Services		0.00	0.00	0.00	0.00	5,338,000.00	0.00	5,338,000.00
Governance/Admin		0.00	0.00	170,105.40	0.00	0.00	0.00	170,105.40
Prof Development		0.00	0.00	9,000.00	0.00	0.00	0.00	9,000.00
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	0.00	0.00	0.00
Total		0.00	0.00	502,285.40	0.00	5,338,000.00	0.00	5,840,285.40
Adjusted Allocation								0.00
Remaining								-5,840,285.40

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: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.

8809 3. Total Students Impacted:

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

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

Organizational name of lead applicant: Barnesville Exempted Village School District

Unique Identifier (IRN/Fed Tax ID):

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_rl@omeresa.net

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

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

Organizational name of secondary applicant: St. Clairsville-Richland City School District

Unique Identifier (IRN/Fed Tax ID):

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.

Union LSD- Doug Thoburn, Superintendent, Union Local School District, IRN 046011, 66779 Belmont-Morristown Road, Belmont, Ohio 43718. Phone: 740-782-1978. Email: doug.thoburn@omeresa.net
Martins Ferry CSD- Dirk Fitch, Superintendent, Martins Ferry City School District, IRN 044347, 5001 Ayers-Limestone Rd., Martins Ferry, Ohio 43935. Phone: 740-633-1732. Email: dirk.fitch@omeresa.net
Bridgeport EVSD- 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
Shadyside LSD- John M. Haswell, Superintendent, Shadyside Local School District, IRN 046003, 3890 Lincoln Avenue, Shadyside, Ohio 43947. Phone: 740-676-3121. Email: john.haswell@omeresa.net
Bellaire LSD- Tony D. Scott, Superintendent, Bellaire Local School District, IRN 043570, 340 34th St., Bellaire, Ohio 43906. Phone: 740-676-1826. 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 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.

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 Hannahs is in her first year as Curriculum Director serving as elementary principal and gifted coordinator prior to her current placement. 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 2 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. Shadyside Superintendent: John Haswell has been in education for 24 years and is serving his first year in the current position. Treasurer: Melissa Visnic 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 projects, 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 fuel transportation 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 Koucoumaris, B.S.B.A. has served in his current position for 31 years. Dir. of Program Dev.: Judy Sandstead, M.B.A. with 30

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.

The Belmont County Alternative Fuels and Career Education Initiative is seeking funding to improve school transportation efficiency, offer STEM activities and programs, expand PSEO 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 exploration and development 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 expanding oil 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 pupil 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 resources that are available as a result of the abundance of Marcellus and Utica Shale in the Appalachia region of eastern Ohio. As the propane buses are purchased and used, students will have the opportunity to learn about where propane comes from and how it is used. They will learn about other alternative energy sources and the impact energy resources have on the environment. This project is straightforward, quantifiable, replicable, and sustainable. The project involves utilizing Straight A Funds as the initial investment capital for eight major activities: 1) Replacing a subset of older diesel buses with new propane powered vehicles; 2) Investing in low cost (\$35K - \$60K), on-site propane refueling tanks and pumps at fleet facilities; 3) Securing a lower cost, stable fuel contract with a regional propane supplier, 4) Implementing an Alternative Fuel Education curriculum at Belmont Career Center, 5) Training teachers to incorporate STEM activities and Alternative Fuel Education into the curriculum, 6) Offering PSEO and Dual Enrollment courses relative to Alternative Fuels and Oil & Gas through Belmont College, 7) Developing an associate degree program to be offered by Belmont College for students via PSEO, Dual Enrollment, or traditional college enrollment, and 8) Providing minor supplemental funding for driver and mechanic training. Once these eight initial investments are made, districts 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, allow districts to invest in more propane buses for additional long-term operational savings. The savings will allow districts to increase student educational opportunities and direct more resources into the classroom which with the goal of increasing critical thinking skills and overall student achievement. This innovative, replicable, and sustainable project is designed to directly address the problem of rising student transportation costs 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.

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 and Career Education Initiative is to produce 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. The following provides a list of project activities and a description of how these activities will contribute to the overall goals of reducing costs, raising student achievement, and driving additional dollars into the classroom. Activities to Achieve Spending Reductions Goal: 1) Purchase commercially available propane powered school buses that offer demonstrable lifecycle cost savings. Based on conservative assumptions, a single propane bus offers the following lifecycle cost savings: - \$15,473.92 at 150,000 miles (diesel = \$167,716.92; propane = \$152,243.00) - \$23,916.23 at 200,000 miles (diesel = \$196,909.23; propane = \$172,993.00) These lifecycle cost savings are predictable based on: a) quotes received on Oct. 8, 2013 for standard 72 passenger diesel (\$80,140) and propane (\$89,993) buses; b) conservative projections on miles per gallon differences between diesel (6.5 MPG) and propane (5 MPG) in bus applications; c) conservative price differentials between diesel (\$3.60/gal) and propane (\$2.00/gal) fuel costs; and research based maintenance costs per mile for propane (\$0.015) and diesel (\$0.03). These lifecycle cost savings are also in line with real world savings document by other propane bus users in Ohio including Pike Delta York Local Schools and Franklin County Board of Developmental Disabilities. 2) Build a propane refueling station at each district fleet facility. 3) Secure a lower cost, stable fuel contract with a regional propane supplier. The life cycle cost savings projected above are based on a \$1.60/gal differential between diesel and propane, though for every additional \$0.05 in differential between the fuels, lifecycle cost savings increase by \$1,500. Activities to Achieve Student Achievement Goal: 1) Implement an Alternative Fuel Education curriculum within the Agriculture/Diesel Mechanics, Auto Technology and Small Engine Mechanics program at Belmont Career Center. Propane engine training stations will be provided for each of the programs. 2) Develop courses for teachers through Belmont College that will assist them in integrating alternative fuels, environmental geology, and technical tracking methods within their classes. 3) Develop programming in STEM curriculum and provide dual enrollment and/or PSEO opportunities for all Belmont County students through Belmont College. Expanded course offerings and programs will include: Safety and Fire Training, Introduction to Oil and Gas, Introduction to GIS, and the Geology for Coal, Oil, and Gas. 4) Obtain approvals and consult a content expert to develop curriculum for an associate degree program (Alternative Energy Vehicle Technician) to be implemented at Belmont College. Activities to Achieve Greater Share of Resources into the Classroom Goal: 1) Provide safety training for maintenance staff, drivers and regional emergency personnel to provide understanding and management of natural gas, propane, and diesel at the work site, refueling stations, and driving conditions. The savings obtained from lower maintenance costs of propane buses and properly trained personnel will be re-allocated to purchase classroom technology items that are needed to comply with administering future PARCC assessments. Current School improvement efforts at Bridgeport MS, Union Local ES, and St. Clairsville ES will be supported and enhanced through this grant endeavor. The increased STEM activities and course offerings are aligned to district and building math goals as identified in each of the school's improvement plans. This targeted effort would provide a comprehensive and lasting impact on the district's ability to meet the benchmarks within the Mathematics.

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.

***Please see #7 for uploaded financial documents. The following budget information aligns with the major activities in this project for 7 schools districts in Belmont County which includes: 1.) Propane powered replacement buses (requesting \$4,968,000) 2.) Construction of propane fueling stations (requesting \$370,000) 3.) Provide educational opportunities in gas/oil industry (\$323,180) 4.) Training for bus drivers/mechanics (requesting \$9,000) 5.) Implementation and administration costs (requesting \$170,105.40) Total Proposed Budgeted Costs = \$5,840,285.40 These are the total project costs and reflect all funding being requested from the Straight A Fund. The only recurring costs associated with the propane bus purchases will be for fuel and maintenance; however, these costs will be less than initially anticipated in each district's official 5 year forecast due to the fact that each participating district is requesting funds to replace 1/2 of the buses on their respective fleet. Due to the fact that the replacement buses will be new and significantly more efficient than the older, diesel models, each district is projecting significant fuel, maintenance and capital outlay savings in FY2015 through FY2019. Belmont County Alternative Fuels & Career Education Initiative- District Cost Breakdown: School Buses Total Bus Cost Propane Station Costs Career Education Costs Training Costs Implementation/Admin. Costs Totals Barnesville 7 \$644,000 \$60,000 \$46,169 \$1,285.71 \$22,543.63 \$773,997.91 Bellaire 11 \$1,012,000 \$60,000 \$46,169 \$1,285.71 \$33,583.63 \$1,153,037.91 Bridgeport 5 \$460,000 \$35,000 \$46,169 \$1,285.71 \$16,273.63 \$558,727.91 Martins Ferry 9 \$828,000 \$60,000 \$46,169 \$1,285.71 \$28,063.63 \$963,517.91 Shadyside 4 \$368,000 \$35,000 \$46,169 \$1,285.71 \$13,513.63 \$463,967.91 St. Clairsville 8 \$736,000 \$60,000 \$46,169 \$1,285.71 \$25,303.63 \$868,757.91 Union Local 10 \$920,000 \$60,000 \$46,169 \$1,285.71 \$30,823.63 \$1,058,277.91 Totals 54 \$4,968,000 \$370,000 \$323,180 \$9,000 \$170,105 \$5,840,285

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

5,840,285.40 * 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, RttT 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).

As described in question #13 above and in the individual district Financial Impact Tables, the total cost of implementing the Belmont County Alternative Fuels & Career Education Initiative is \$5,840,285.40. This cost includes the purchase of 54 propane buses, 7 refueling stations, training for staff/mechanics, alternative fuels career coursework, and implementation/administration costs for all districts included in this partnership. Explanation for each budget line item is provided below. Total Project Budget: ***School Bus Costs: \$4,968,000 (54 bus replacements)- School bus costs are based on district bus specifications for standard and handicap equipped buses. These specifications were quoted to Cardinal Bus Sales and price quotes were generated to provide costs for the various 2014 Bluebird Propane Vision Buses included in this application (currently, Bluebird is the only retailer of factory manufactured propane powered school buses). These quotes were aggregated into the total cost reflected above. ***Propane Fuel Station Construction Costs: \$370,000 (7 stations)- Propane fuel station construction cost estimates were assembled by collecting data from each district on the number of propane buses and total gallons consumed on both a daily and annual basis. These data points were provided to Ferrellgas, Amerigas, and Alliance Autogas and used as basic assumptions to provide individually tailored cost quotes for district fueling infrastructure. These quotes were aggregated into the total cost reflected. ***Provide educational opportunities in gas/oil industry: \$323,180- Partnering with Belmont College and Belmont-Harrison Career Center to provide career educational opportunities for area residents in the gas/oil field. Both educational entities will be using the propane buses as the catalyst to create awareness, educate students, and create a degree granting program to provide students with the necessary skills to enter the workforce in the booming oil and gas industry in our area. ***Training Costs: \$9,000 (2 driver trainings; 2 mechanic trainings)- Quotes for training costs were gathered from Clean Fuels Ohio and AFV International and used as a basis for the Driver Training (\$1,500) and Mechanic Training (\$3,000) costs. Since this project represents all schools in Belmont County, costs are streamlined in this category as the county will hold two trainings for all drivers and two trainings for all mechanics to ensure consistency, timeliness, and cost effectiveness of the training program. ***Implementation/Administrative Costs: \$170,105.40- Quotes for administrative assistance were gathered from Clean Fuels Ohio. Clean Fuels Ohio is a local non-profit who has helped Franklin Co. Board of DD, Pike Delta York Local Schools, and Austintown Local Schools deploy propane school buses and stations. Clean Fuels Ohio quoted administrative costs based on work with previous districts and grants from the US DOE, US EPA, and Ohio EPA for similar projects. ***Total Project Cost: \$5,840,285.40 - This total project cost reflects the addition of all cost categories above.

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.

The Belmont County Alternative Fuels & Career Education Initiative does not project any significant new or recurring costs from this project. Since this project will provide the initial investment capital to set up Belmont County School Districts for the use of propane powered school buses and associated refueling equipment, any minimal, recurring costs (if any) from this project will fall into existing annual budget categories for bus and station maintenance, annual fuel purchases, school bus replacements, and ongoing driver/mechanic training. In fact, based on the annual savings projected in question #16 below, the districts should have additional future resources available due to the implementation of this project. In addition to the annual savings attributed to reduced fuel expenses and maintenance costs, each district has set aside 50% of their annual budgeted capital outlay savings in FY2015 - FY2019 to meet future school bus replacement needs to ensure the sustainability of the proposed project.

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

870,621.16 * 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 Belmont County Alternative Fuels & Career Education Initiative will result in significant and sustainable annual savings. This annual savings will be derived primarily from the cost savings differential in the per gallon price of propane compared to diesel, reduced maintenance costs and a reduction in future budgeted bus purchases. The following list provides projected savings over the next five years for each district and for the entire project: School Projected Annual Savings Barnesville \$514,271 Bellaire \$895,605 Bridgeport \$453,957 Martins Ferry \$530,490 Shadyside \$423,235 St. Clairsville \$606,970 Union Local \$928,580 Total \$4,353,108 / 5 years = \$870,621.16 of annual savings. These annual savings projections are based on real world data supplied by each school district on current diesel bus usage (annual/daily mileage; annual/daily fuel use, MPG, diesel price per gallon, maintenance costs) vs. the metrics for propane vehicles that will take over these routes. Propane bus MPG is based on real world information supplied by both the bus manufacturer as well as from Pike Delta York Local Schools. Fuel costs are based on current market prices for diesel (\$3.85/gal based on US DOE Midwest average price for diesel fuel) and propane (\$2.00/gal based on quotes from regional propane suppliers) resulting in a \$1.85 savings per gallon for propane powered buses. Since the primary savings for this project will stem from fuel cost savings, the cost projections above are likely a low reference projection. As mentioned previously, Pike Delta York Local Schools' is currently paying \$1.53 per gallon for propane and \$3.65 for diesel in their fleet operations, realizing a savings of \$2.12 per gallon. In addition to these more significant savings already realized by current Ohio propane school fleets, there is broad consensus among market analysts that diesel prices will continue to rise over the five year fiscal timeframe, leading to additional savings realizations for each district.

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.

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 decrease 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 in a bus purchase reserve account for future bus purchases outside of the five year timeframe). Beyond savings over a five year timeframe, these buses will return a savings for every year they are 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 propane buses 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 Fund 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 cost 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. Training teachers to integrate alternative fuels, STEM activities, environmental geology, and technical tracking methods within their classes is primarily a one-time expense. Future costs to offer STEM activities for the local school districts will be obtained through the annual cost savings of purchasing and maintaining more efficient propane buses as compared to diesel. The initial costs need to utilize a content expert to develop the necessary curriculum and activities for the Alternative Energy Vehicle Technician associate degree program are a one-time investment that will be covered with Straight A Grant funds. Future costs to maintain expanded course offerings and the degree granting program will be offset by the anticipated increase in future enrollment due to the growing demand for courses in this field of study.

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): 12/15/2013 through 03/15/2014

* Narrative explanation

1) Propane School Bus Specifications and Competitive Bidding: Currently, Bluebird is the only manufacturer of propane school buses that we are aware of and Cardinal Bus Sales and Service is the only Ohio Dealership distributing these buses. To plan for the bus purchase order, districts will prepare the exact specifications for each bus. No significant changes are expected other than the propane engine and fuel systems, so district bus specifications will be on file and ready to place new orders. Bus bid specifications will be advertised for a period of 2-3 weeks in order to meet competitive bid requirements. The lead district will be prepared to place the order (after appropriate board approval) no later than March 15, 2014. 2) Station Design and Competitive Bidding: In order to plan for propane station construction, each district must create individual station specifications to fit their operational needs. Propane stations are above ground installations that are easy to permit, install, and make operational. The majority of station packages are pre-designed, with final specifications tailored to individual needs for tank capacity, number of fueling dispensers/hoses, and any other site specific needs concerning safety features (i.e. pylons or fencing). Quotes for both station estimate and construction times were gathered for this application from Amerigas, Ferrellgas, and Alliance Autogas. Bid specifications will be advertised for a period of 2-3 weeks in order to meet competitive bid requirements. The lead district will be prepared to place the order (after appropriate board approval) no later than March 15, 2014. 3) Secure Propane Fuel Supply Specifications and Bidding: In order to plan for the propane fuel contracts, districts need to analyze fuel volumes. The total annual fuel volumes needed by each district have been projected for this application. Based on these amounts, districts will release competitive bid requests from major national suppliers such as Amerigas, Ferrellgas, and Alliance Autogas as well as any other relevant regional and local distributors. Propane fuel supply bid specifications will be advertised for a period of 2-3 weeks in order to meet competitive bid requirements. The lead district will be prepared to place the order (after appropriate board approval) no later than March 15, 2014. 4) Propane Driver and Mechanic Training Specifications and Bidding: In order to prepare for needed trainings, the consortium of districts will need to develop further final training specifications and release competitive RFP's for driver and mechanic trainings. Training specifications will be advertised for a period of 2-3 weeks. The lead district will be prepared to contract for training services (after appropriate board approval) no later than March 15, 2014. 5) Career Education Specifications and Bidding: In order to prepare career education implementation, the consortium of districts will develop final equipment specifications and release competitive RFPs equipment purchase and installation. The consortium will complete these bid specifications and competitively bid these services for 2-3 weeks and be prepared to place an order by March 15, 2014. New equipment and curriculum required to integrate the alternative fuels curriculum at Belmont Career Center will be purchased and installed by July 30, 2014. Training for drivers and maintenance personnel will occur for all applicable staff by July 30, 2014. Initial training for teachers by Belmont Career Center will occur during Summer 2014. Subsequent courses will be offered during Fall Semester of 2014. Development of the new associate degree program, Alternative Energy Vehicle Technician, will begin in June of 2014 and will be in operation within 12 months of funding authorization.

Implement (MM/DD/YYYY): 03/16/2014 through 08/15/2014

* Narrative explanation

1) Propane School Bus Purchase and Delivery: Upon completing the required procurement procedures, the lead district will enter into a contract for the purchase of propane buses based on the most competitive bids received. Currently, Bluebird is the only manufacturer of propane school buses that we are aware of and Cardinal Bus Sales and Service is the only Ohio Dealership distributing these buses in Ohio. From the date the propane bus order is placed, Cardinal Bus Sales and Service can guarantee bus delivery in 150 days or less. Once buses are received, they are ready for immediate service. Based on the planning period allotted, bus orders placed are expected to be placed March 15, 2014 and delivered on or before August 15, 2014. 2) Station Equipment Purchase and Installation/Construction: Upon completing the required procurement procedures, the lead district will enter into a contract for the design, purchase, and construction of on-site propane refueling stations with the most competitive respondents to the bid process. Quotes for both station costs and construction times were gathered for this application from Amerigas, Ferrellgas, and Alliance Autogas. Based on these quotes, propane station construction companies estimate a 45-60 day timeframe for station completion including permitting and construction. Even if delays are encountered in permitting, design or construction, propane stations should easily be able to be operational by the conclusion of the 150 day timeframe expected for propane bus delivery timeframe. Therefore, completion of all stations is expected by August 15, 2014. 3) Propane Fuel Supply Contracting: Upon completing the required procurement procedures, the lead district will enter into a contract for the purchase of propane fuel with the most price competitive distributors who responded to the bid process. Since this can happen nearly immediately after the bid process, fuel supply contracts will be in place well before the completion of station construction and bus delivery on August 15, 2014. 4) Propane Driver and Mechanic Training Implementation Schedule: Upon completing the required procurement procedures, the lead district will enter into a service contract for applicable propane driver and mechanic trainings from the most competitive respondents to the RFP process. By June 15, 2014, the consortium will have scheduled each of the trainings which will occur within 60 days or less after the final delivery of all propane vehicle and station equipment. 5) Career Education Implementation: Upon completing the required procurement procedures, the lead district will enter into a contract for related equipment purchases, installations, and staff trainings. This process will be completed by August 15, 2014.

Summative evaluation (MM/DD/YYYY): 08/16/2014 through 06/30/2019

* Narrative explanation

1) Propane Bus Savings Evaluation: Since the cost savings from this project will compound based on the lower operational costs of propane buses compared to diesel equipment, the primary project evaluation method will consist of a direct comparison between past/remaining diesel bus operations and Straight A funded propane bus operations. This will include tracking the following data for both diesel and propane powered buses: + Fuel Price per gallon (for applicable period, i.e. monthly, quarterly, annually) + Total savings per vehicle (daily, quarterly, annually) + Fuel use per vehicle (daily, quarterly, annually) + Miles Travelled per vehicle (daily, quarterly, annually) + Average vehicle Miles Per Gallon (quarterly, annually) + Maintenance costs per vehicle (quarterly, annually) + Station Operation and Maintenance Costs (quarterly, annually) + Cost per Mile for each vehicle (quarterly, annually) + Miscellaneous additional costs per vehicle or overall project (quarterly, annually) + Miscellaneous additionally savings per vehicle or overall project (quarterly, annually) Based on a straightforward comparison of these metrics, costs, and data points, 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: + 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) 2) Career Education Project Evaluation * Belmont College will provide quarterly progress reports for all participating teachers * Belmont College and Clean Fuels Ohio will provide monthly progress reports on the completion of training programs for drivers, mechanics, etc. * Belmont College will provide monthly progress reports regarding the development of the Associate Degree Program for Alternative Energy Vehicle Technician. * Belmont Career Center will provide quarterly progress reports regarding the integration of Alternative Fuels

curriculum in to existing career technical programs. * Each school district will review quarterly data to ensure participation rates in dual enrollment and/or PSEO programs are increasing while meeting district expectations. Potential Barriers & Solutions: Barrier: Bus company is unable to provide all the buses needed for purchase in a timely manner. Solution: order from various bus companies or seek no-cost extension of funds. Barrier: Construction on fueling station is delayed. Solution: find other vendors to do the job or seek a no cost extension of the grant award. Stakeholders: Clean Fuels Ohio, ECOESC, Belmont College, Belmont Career Center, community members at large, inclusive of parents and students. Communication: For the development of this application, ECOESC formed a Steering Committee that consisted of: Clean Fuels Ohio, student and parent representatives, Marietta College and Ohio State University. The group was universally united in the concept from conception of the idea to submission of the award. The Steering Committee will continue to work together during the implementation phase of the project to ensure success of this initiative. The project will have a project director that will provide constant communication with all the stakeholders. As program successes are to be shared with the community, each partner has its own Media Relations Department that will issue press releases to constituents to share the information with national and local media, newspapers and magazines. Outcomes, findings, successes and lessons learned will be presented at appropriate conferences and for publication.

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

Though the Belmont County Alternative Fuels & Career Education Initiative will result in significant and sustainable savings, its impact on organizational practices will be minimal. Once the initial invest has been made in propane vehicles, refueling stations, and associated training, each district will continue to perform the routine fleet management functions as previously performed for diesel fleet vehicles. This will include similar maintenance and replacement planning practices for vehicles, station operation and maintenance, fuel purchasing, and other standard fleet management operational practices such as vehicle usage and cost tracking, mechanic and driver training, and associated administrative best practices. Changes in instructional practices will occur as follows: 1.) No fewer than 1 teacher/instructor in each participating district will be offered higher education courses (3) which will assist them in integrating alternative fuels, environmental geology, and other oil/gas industry curriculum into their classroom. These teachers will be expected to train additional teachers in their respective districts. 2.) Belmont Career Center will implement an Alternative Fuel Education curriculum with the Agriculture/Diesel Mechanics, Auto Technology and Small Engine Mechanics Programs. 3.) Belmont College will provide dual enrollment and/or PSEO (post secondary enrollment options) opportunities for all Belmont County students relative to Alternative Fuels and the Oil/Gas Industry. 4.) Belmont College will obtain approvals and consult a content expert to develop curriculum for an Associate Degree Program for an Alternative Energy Vehicle Technician.

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 and sustainable 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/gal for diesel and \$1.80/gal 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/gal 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 saving 'green' both on paper and in the environment since October 2011 when they incorporated their first 21 Blue Bird Micro Bird G5 Type A school buses fueled by propane autogas. Since then, Mesa has purchased 68 Blue Bird Propane-Powered Visions, the only Type C 77-passenger school bus to operate on this alternative fuel. These buses travel 15,506 route miles per school year and transport thousands of students each day. By the numbers results: \$6,500 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. Tippecanoe School Corporation, Lafayette IN: Tippecanoe School Corp. (TCS) is Indiana's second-largest geographic school district, covering 465 square miles and serving nearly 13,000 school children across 20 individual schools. As diesel prices bump against the \$4.00 mark, the cost for TSC school bus drivers to fill up with propane autogas is \$1.94 per gallon. According to school administrators, these cost savings free up funding to be allocated toward other programs to enrich the community's school children. These cost benefits are matched by the eco-benefits of propane autogas. Hall County School System, Hall County GA: The Hall County School District serves 25,780 students in 33 schools. Hall County school buses travel more than 3.5 million miles per year, transporting more than 20,000 students daily. In 2012, the school district purchased 20 Blue Bird Propane-Powered Vision school buses fueled by domestically produced propane autogas to reduce the community's carbon footprint and lower the county's costs for school bus fuel and maintenance. Compared to their \$3.50 per gallon cost for diesel, Hall County pays less than \$2.00 per gallon to fuel with propane autogas. The school district expects to save \$36,000 in fuel costs for their 20 new propane buses in 2012 alone. Research shows that students taking dual enrollment courses in high school are much 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.

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

Yes

No

22. If so, how?

As 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 Schools is in the initial stages of deploying 14 propane buses for school operations. As reviewers for the Straight A Fund will likely find, many more 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/or 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 implications 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 per bus with propane vs. diesel fuel. As previously stated, the cost savings per gallon of propane is likely to grow over time as diesel costs rise and propane costs remain stable or decrease based on additional supply from Ohio and other US natural gas shale reserves coming into production. Each propane school bus funded 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 set up schools for immediate savings from propane buses, but also offer schools access to propane fuel for any future replacement buses. This includes the potential to transition more of each district's existing diesel buses to cost saving propane powered models as well as replace buses initially funded 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 or more are easily 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 district's 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 fuel volumes 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 based on 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 applicants equipped with the necessary skills to obtain a job within the high wage, high demand energy sector emerging in our area.

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 offer 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 stem from a direct comparison between past/remaining diesel bus operations and Straight A funded propane bus operations. This will include tracking the following data for both diesel and propane powered buses: 1) Fuel Price 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) Station Operation and Maintenance Costs (quarterly, annually) 7) Cost per Mile for each vehicle (quarterly, annually) 8) Miscellaneous additional costs per vehicle or overall project (quarterly, annually) 9) Miscellaneous additional savings per vehicle or overall project (quarterly, annually) Based on a straightforward comparison of these metrics, costs, and data points, savings from propane bus operations can be readily benchmarked and documented. In addition to the cost savings benchmarks, 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 Fleets program. This will include providing the 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 hours of operation. By providing this information on both past/current diesel vehicles as well as new propane vehicles, districts will be able to receive emission quantification data from Clean Fuels Ohio summarizing realized reductions in particulate matter (PM2.5) emissions, nitrogen oxide (NOx) emissions, carbon monoxide (CO) emissions, hydrocarbon (HC) emissions, and carbon dioxide emissions (CO2). Benchmarks & Evaluation (related to Goal #1- Student Achievement): * Belmont College will provide quarterly progress reports for all participating teachers * Belmont College and Clean Fuels Ohio will provide monthly progress reports on the completion of training programs for drivers, mechanics, etc. * Belmont College will provide monthly progress reports regarding the development of the Associate Degree Program for Alternative Energy Vehicle Technician. * Belmont Career Center will provide quarterly progress reports regarding the integration of Alternative Fuels curriculum into existing career technical programs. * Each school district will review quarterly data to ensure participation rates in dual enrollment and/or PSEO programs are increasing while meeting district expectations.

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 of 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 quantitative 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 system shall include periodic site visits to monitor program implementation through staff interviews, direct observations, reports from community employers, review of purchase orders, teacher trainings, standardized test scores and student records. The Program Director will work closely with lead district to ensure the financial budgeting is accurate and timely. 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.

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- Matthew A. King, Treasurer- Barnesville Exempted Village School District, 10/25/2013 | Accept- Randy J. Lucas, Superintendent- Barnesville Exempted Village School District, 10/25/2013