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Adjusted Allocation: 0.00

Remaining: -10,743,000.00
A) APPLICANT INFORMATION - General Information, Experience and Capacity

1. Project Title: Mahoning Valley Regional Transportation

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.

In Mahoning County, we will create a regional school transportation system including but not limited to: maintenance, administration, routing, safety, purchasing, staffing, training, to save taxpayer dollars and increase efficiency.

3. Total Students Impacted: 300000

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

   - First Name, Last Name of contact for lead applicant: Mr. Matthew Bowen
   - Organizational name of lead applicant: Campbell City Schools
   - Unique Identifier (RNF/Fed Tax ID): 407303
   - Phone Number of lead applicant: 330-799-6720
   - Email Address of lead applicant: mbowen@campbell.k12.oh.us

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

   - First Name, Last Name of contact for secondary applicant: Mr. Joseph Nohra
   - Organizational name of secondary applicant: Struthers City Schools
   - Unique Identifier (RNF/Fed Tax ID): 408459
   - Phone Number of secondary applicant: 330-750-1061
   - Email address of secondary applicant: Joseph.Nohra@strutherscityschools.org

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 (RNF/Fed Tax ID), Address, Phone Number, Email Address of Contact for All Secondary Applicants in the box below.

   - Canfield City Schools
     - Mr. Matthew Bowen
     - 100 Wadsworth St., Canfield, OH 44406
     - mbowen@campbell.k12.oh.us
   - Austintown City Schools
     - Mr. Kirk Baker
     - 10582 S Raccoon Rd., Austintown, OH 44511
     - kbaker@austintown.k12.oh.us
   - Boardman Local Schools
     - Mr. Joseph Nohra
     - 200 South Center St., Boardman, OH 44512
     - Joseph.Nohra@strutherscityschools.org
   - Campbell City Schools
     - Mr. Matthew Bowen
     - 100 Wadsworth St., Canfield, OH 44406
     - mbowen@campbell.k12.oh.us
   - Columbiana City Schools
     - Mrs. Gaylene Powers
     - 10582 S Raccoon Rd., Austintown, OH 44511
     - gpowers@boardman.k12.oh.us
   - East Boardman Local Schools
     - Mr. Joseph Nohra
     - 200 South Center St., Boardman, OH 44512
     - Joseph.Nohra@strutherscityschools.org
   - Girard City Schools
     - Mr. Dave Janofa
     - 750 S Raccoon Rd., Lowellville, OH 44436
     - DJanofa@LoweelliCitySchools.org
   - Mahoning County Career Center
     - Mr. Kevin Kerski
     - 3200 S Raccoon Rd., Lowellville, OH 44436
     - KKerski@LoweelliCitySchools.org
   - Poland Local Schools
     - Dr. David Barber
     - 12160 S Raccoon Rd., Poland, OH 44514
     - dbarber@poland.k12.oh.us
   - Poland Local Schools
     - Dr. David Barber
     - 12160 S Raccoon Rd., Poland, OH 44514
     - dbarber@poland.k12.oh.us
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7. Partnership and consortia agreements and letters of support - Click on the link below to upload necessary documents.

   - *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.

   - Campbell City Schools is well suited to administer this grant with experience in grants management. Campbell administers grants such as the Swanson Grant which is a $300,000 annual grant focused on early intervention. Campbell City Schools on average manages 1.2 million dollars in grant funds annually. Additionally, the relationship with the Mahoning County Educational Service Center is a well suited partner to assist in the implementation and management of the grant goals. All participating districts in this consortia manage $3 million dollars of grant funds annually.

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.

   - A comprehensive feasibility study that includes not only our ability to regionalize but a review of our individual agreements with our local unions to find similarities to achieve one agreement; 2. A GPS routing system that includes stop information allowing all drivers regardless of zip code to drive any routes; 3. One radio county-wide with each district on a frequency to increase communication; 4. Create regional fueling stations to bulk purchase fuel; 5. Full service regional repair and maintenance facility; 6. Create a “grow your own drivers” program at the Mahoning County Career and Technical Center to dramatically increase the number of CDL licensed drivers for the region; 7. Installing cameras and wireless hot spots on each bus increase safety and communication; 8. Fully implemented pilot of shared transportation with Campbell City Schools, Struthers City Schools, and Lowellville Local Schools a, utilizing one transportation supervisor; 9. Immediately create a driver pool that allows drivers from each school district to bid and drive for neighboring school districts. When drivers are needed they could be utilized in all districts in the consortium. Mahoning county is centered in the mecca of the oil and gas industry and districts are increasingly losing drivers with appropriate credentials to this emerging industry. This coupled with our lack of facilities to train and certify additional drivers. Each of our districts have seen attrition with not only drivers but the needed mechanics to do the repairs. This outsourcing activity is costly to each individual districts. We duplicate routes to the non-public, career center, alternative and community schools in the area. All districts have seen 45%-50% special education transportation. Increasingly our parents expect additional safety measures when transporting the students to and from school.

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.

   - Each district in the consortium will participate in a regional transportation council that will meet monthly to coordinate routes and safety concerns, approve bulk purchases, provide needed funds based on ODM to maintain regional fueling stations and upkeep on the regional repair center. The council will provide expertise and outside contracted work needed to achieve the goals in the grant. Youngstown State Universities Dr. Martin Cale will conduct the comprehensive feasibility study on behalf of the council and the final summative evaluation.
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 district school, 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?

10,743,000.00 * Total project cost

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

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.

137,000.00 * Specific amount of new/recurring cost (annual)

* 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.)

We will have ongoing cost to maintain the wireless hot spots on each bus, plus the routing software. These cost will be offset by the savings in fuel purchases, sharing of supervisors, lower repair cost, increased efficiency in routing resulting in less drivers.

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

176,521.20 * 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.)

We anticipate an annual savings of 176,521.20 which covers the cost we expect to generate that are recurring. These reductions are in staffing levels, increased overall efficiency, bulk purchasing, and decreased amounts paid for repairs. The routing software has an industry wide standard of two routes reduced once employed that coupled with overall route efficiency we can easily save significant dollars in each district five year forecast while improving safety.

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 explain why.

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): 01/11/2014

* Narrative explanation

Upon being awarded the grant the local superintendents will form the Transportation Council. The Council will include representation from each district and will follow Robert’s Rules of Order. The Council will plan and encourage necessary dollars to secure the following: Approval of architect and drawings for the Regional Service Center to be constructed centrally in Mahoning County in the Austintown Local School District. Seek EPA approval, architect and drawings for the Central Fueling Station to be constructed in Campbell City Schools neighboring Struthers City Schools and Lowellville Schools. Review proposals and purchase routing software and installation of cameras, GPS units and wireless hot spots on all existing busses throughout the county among participating districts. The Council will communicate with State transportation coordinator Bob Harmon to define and secure a regional trainer for the “grow your own drivers program” to be located at the Mahoning County Career and Technical Center. The Council will secure experts to conduct a regional comprehensive feasibility study beyond the county pilot. To explore broadening the program beyond the local counties. Contact the FCC to begin adding frequencies to existing radio towers and plan to construct one addition tower based on identified signal strength. All above stated action steps will be conducted prior to June 30, 2014 and all monies will be encumbered with approval by the Regional Transportation Council.

Implement (MM/DD/YYYY): 01/11/2014

* Narrative explanation


Summative evaluation (MM/DD/YYYY): 01/14/2019

* Narrative explanation

At the conclusion of the 5-year period a comprehensive published handbook will be created detailing the obstacles and solutions to those obstacles with best practices for others to replicate throughout the state.

E) SUBSTANTIAL IMPACT AND LASTING VALUE - Impact, evaluation and replication
This will significantly reduce expenditures in the five-year forecast by sharing drivers, pooling resources, bulk purchasing, one supervisor for three districts and reduced monies spent on repairs. The savings are immediate and significant as districts eliminate routes, share the supervision(s) and increase overall safety on all busses. The pooling of drivers in the region will allow each district to fill the needed routes and field trips. With these obvious savings it will be immediately spent in the classroom on kids and will at least forestall the need to go back to a levy fatigued community.

The savings are immediate and significant as districts eliminate routes, share the supervision(s) and increase overall safety on all busses. The sharing of services will free up dollars to be spent in the classroom on kids and alleviate the constant need to request additional funds from our voters.

All districts could take advantage of pooling resources, sharing bus supervisors and/or combining bus operations. We no longer live in a silos world whereby districts all have to do their own thing. Increasing our sharing of services will free up dollars to be spent in the classroom on kids and alleviate the constant need to request additional funds from our voters.

A shared regional model of transportation will increase overall safety, efficiency and reduce expenditures in the five-year forecast that will be directly placed back into the classroom and spent on students. With the Transportation Council we will sustain this project long-term by dealing directly with problems or issues related to regional transportation.

With a shared regional model of transportation we will increase overall safety, efficiency and reduce expenditures in the five-year forecast that will be directly placed back into the classroom and spent on students. With the Transportation Council we will sustain this project long-term by dealing directly with problems or issues related to regional transportation.

It is hard to measure the impact of increased collaboration has on a region. Often when you collaborate amazing things happen. We expect that our collaborative efforts around transportation will spawn additional sharing of resources in the county. We have a track record of already sharing administration with our county superintendent who will serve as our Career Center Superintendent. If this valley knows one thing it is how to survive and thrive in a downturn economy. The districts who have been silos are open to sharing in an environment of trust and respect understanding each dollar saved will help students in this region and at least forestall the need to request additional levy dollars.

The transportation council will be used to evaluate progress and insure proper implementation of the grant. The council members in cooperation with Dr. Martin Caba will use both formative and summative methods to evaluate, make mid-term corrections and insure the regional transportation goals are met. The goals are very straightforward and easily measured. The sharing of all things transportation will make an immediate impact on the participating districts bottom-line demonstrating success 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

Mr. Matthew Bowen
Campbell City Schools Superintendent