

Budget

Cory-Rawson Local (047431) - Hancock County - 2014 - Straight A Fund - Rev 0 - Straight A Fund - Application Number (448)

U.S.A.S. Fund #:

Plus/Minus Sheet (opens new window)

Purpose Code	Object Code	Salaries 100	Retirement Fringe Benefits 200	Purchased Services 400	Supplies 500	Capital Outlay 600	Other 800	Total
Instruction		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Support Services		15,000.00	2,317.00	0.00	0.00	0.00	0.00	17,317.00
Governance/Admin		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Prof Development		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Family/Community		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Safety		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Facilities		0.00	0.00	0.00	0.00	3,100,000.00	300,000.00	3,400,000.00
Transportation		175,000.00	25,493.00	25,000.00	0.00	2,855,000.00	300,000.00	3,380,493.00
Total		190,000.00	27,810.00	25,000.00	0.00	5,955,000.00	600,000.00	6,797,810.00
Adjusted Allocation								0.00
Remaining								-6,797,810.00

Application

Cory-Rawson Local (047431) - Hancock County - 2014 - Straight A Fund - Rev 0 - Straight A Fund - Application Number (448)

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:Hancock County Transportation Consortium

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 goal of the Hancock County Transportation Consortium (HCTC) is to share resources, decrease spending at each local school, increase efficiency, and, ultimately, free up more dollars to be spent in the classroom. Currently, all 7 Local Hancock County Schools, 1 school who is split between 3 counties (but participates in Hancock County ESC), and 1 Transportation Service (Vanlue Transportation Service, which currently provides bussing for our county DD unit) house and run their own transportation units, including buses, staff, and administrators at each local school. While this has worked for each district for a number of years, it is quite inefficient at the administrative level. Additionally, with each school bussing to a few central locations at our Educational Service Center (in order to shuttle students to various special education units), Millstream (Vocational Cooperative School), and St. Michael's School (non-public school in Findlay) there are a number of redundancies in this aspect of the routing and administration. We aim to consolidate the transportation administration services at a central location which will also handle the mechanical repairs for all county schools, thereby decreasing both the employee cost (redundancy) and number of spare buses that each district must maintain. By consolidating these services we will also be able to benefit from greater buying power for fuel, buses, and parts. We will utilize this buying power immediately in working to secure an electric bus for each school district to drive down fuel costs and be environmentally conscious. Ultimately, by creating perpetual savings through this grant (conservatively estimated at nearly \$200,000 annually for the consortium), each district will be able to impact the transportation and educational environments for over ##### students.

5000 3. Total Students Impacted:

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

First Name, last Name of contact for lead applicant: Robert A. Hlasko

Organizational name of lead applicant: Cory-Rawson Local Schools

Unique Identifier (IRN/Fed Tax ID): 047431

Address of lead applicant: 3930 County Road 26 Rawson, Ohio 45881

Phone Number of lead applicant: 419-963-3415

Email Address of lead applicant: hlaskor@cory-rawson.k12.oh.us

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

First Name, last Name of contact for secondary applicant: Kevin Haught

Organizational name of secondary applicant: Arlington Local Schools

Unique Identifier (IRN/Fed Tax ID): 047423

Address of secondary applicant: 336 South Main Street, Arlington, Ohio 45814

Phone number of secondary applicant: 419-365-5121

Email address of secondary applicant: haughtk@ag.noacsc.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 (IRN/Fed Tax ID), Address, Phone Number, Email Address of Contact for All Secondary Applicants in the box below.

Arcadia Local School Laurie M. Walles 047415 19033 SR 12 Arcadia, OH 44804 419-894-6431 Arlington Local Kevin S. Haught 047423 419-365-5121 ext. 252 336 South Main Street Arlington, Ohio 45814 haughtk@ag.noacsc.org Hancock County Educational Service Center Rick Van Mooy 047407 7746 CR 140 Findlay, OH 45840 419-422-7525 vanmooyr@hancockesc.org Liberty-Benton Schools James Kanable 047449 419-422-8526 9190 County Road 9 Findlay, OH 45840 jkanable@lb.noacsc.org McComb Local School Meri Skilliter 047456 419-293-3979 328 S. Todd St. McComb, OH 45858 skilliter@mb.noacsc.org Riverdale Local Schools Eric H. Hoffman 047514 419 694 4994 20613 State Route 37 Mt. Blanchard, Ohio 45867-9783 ehoffman@riverdale.k12.oh.us Van Buren Local Schools Tim Myers 047464 419-299-3384 217 S Main St, Van Buren, OH 45889 tmyers@vbschools.net Vanlue Local School Rodney D. Russell 047472 419-387-7724 russelr@vanlueschool.org Vanlue Transportation Service Rodney D. Russell 013223 419-387-7724 301 East St Vanlue, OH 45890 russelr@vanlueschool.org

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.

Robert A. Hlasko, superintendent, Cory-Rawson Local Schools will be heading up the grant and the initial stages of the project (until a supervisor is hired). Robert has experience as a district, building, and transportation supervisor. He was responsible for running the transportation department at Cory-Rawson and has experience with administrative tasks, routing/routing software, budgeting, and the overall sense of what each local school deals with in trying to ensure schedules for county units work together. He also has experience in school construction projects, having just completed an OSFC (OFCC) PK-8 Building Project. Kevin Haught, superintendent, Arlington Local Schools will be assisting in the administration of the grant. He has experience as a building and district administrator and works closely with his current transportation supervisor/mechanic and has a detailed understanding of the needs and resources needed to run an efficient unit. Rick VanMooy, supervisor, Hancock County Education Service Center, will be assisting throughout the grant as central point of contact and information for the county special education units and centralization of the transportation unit. Rick has experience as an administrator and superintendent, and currently works with all the county superintendents to coordinate resources and meet the needs of each school district. He has much experience in working with all of the parties of this grant and will be invaluable in helping to coordinate input. Finally, Rick was instrumental in doing research on and bringing to the forefront of our minds, the benefits of electric buses which will be an integral part of this grant.

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.

As noted in the executive summary, the 7 individual Hancock county local school districts, 1 area school, and 1 transportation service are aiming to combine administrative and mechanical services under this grant in order to improve efficiency, share resources, and drive down costs for each district so that they can better utilize those funds to improve student achievement. These schools currently house and run their own transportation units, including buses, staff, and administrators at each local school. While this has worked for each district for a number of years, it is quite inefficient at the administrative level. Additionally, with each school bussing to a few central locations at our Educational Service Center (in order to shuttle students to various special education units), Millstream (Vocational Cooperative

School), and St. Michael's School (non-public school in Findlay) there are a number of redundancies in this aspect of the routing and administration. We aim to consolidate the transportation administration services at a central location which will also handle the mechanical repairs for all county schools, thereby decreasing both the employee cost (redundancy) and number of spare buses that each district must maintain. By consolidating these services we will also be able to benefit from greater buying power for fuel, buses, and parts. We will utilize this buying power immediately in working to secure an electric bus for each school district to drive down fuel costs and be environmentally conscious. To that same end, we will also employ geothermal heating/cooling and/or clean burning of recycled waste oil in order to keep utility costs down and be more environmentally conscious. The grant proposal only asks for costs which are one-time costs and which will allow us to realize substantial savings each year to reapply to this consortium in order to make it a self-sustaining organization. The annual savings (after accounting for new reoccurring costs for the consortium) will allow each consortium member to more easily buy new buses, provide better services (routing software/gps/in house repairs) and to drive dollars to the classroom.

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

The initial steps will include a meeting of the Consortium, post award, to review proposed grant timeline and establish committees to proceed with review and purchase of proposed site(s), send out RFP/RFQs for architect/design of building, and hiring, and initial round of research on specific shop equipment (involve vendors in design process). Aim to bid in 2014, construction late 2014, site completion end of summer 2015. Additional committee(s) will be formed in 2014 to seek qualified candidates for supervisor position. Once supervisor is in place, that individual with work with consortium to hire remaining staff and take an active role in remaining design/completion of project. Site should be complete and functional by the beginning of school 2015-16 school year). Depending on site completion date, highway patrol inspection for all buses may be centralized this year at new site (saving time and money for them as well). Routing, repairs, and annual inspection should be complete. The consortium will meet to review the first year (end of second year of the grant process) to review successes, failures, and areas for improvement over time. Annual goal review will be completed for supervisor. Progress will be measured by comparison to existing data (listed elsewhere in this grant application). Consortium will continue to meet monthly throughout the life of the HCTC to review progress and receive report from supervisor. The consortium will also focus on discussing how they are utilizing their savings at a local level to improve student achievement to ensure that ideas are collaboratively shared and combined when possible. It should be noted that the initial focus for the re-directed funds will generally be at the K-3 level; Cory-Rawson Local Schools, for instance is exploring the implementation of an after school program (which may include transportation) to provide students a safe environment to work specifically on math and reading skills. The annual savings which Cory-Rawson will realize from this grant will allow for a significant portion of this program to be funded.

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 refer to financial document (excel spreadsheet) for grant expenses and reoccurring expenses for consortium. Savings for each district are estimated to average just over \$21,000 per district. Individual savings estimates are specified in each local districts 5 year forecast.

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

6,797,810.00 * Total project cost

* Provide a brief narrative explanation of the overall budget. The narrative should include the source and amount of other funds that may be used to support this concept (e.g., Title I funding, 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).

The consortium views this grant as an opportunity to jumpstart a previously unattainable project idea. We also understand that the grant, as is most often the case, is not to be relied on to fund the future of the project. As such, the total requested funding for the grant is allotted to pay for one time expenses (total amount \$6,770,000) which would be out of reach for the 9 entities that comprise the consortium. The are only two items (GPS unit installation and Routing Software) which will be funded through the grant for the first year and then funded through the consortium local funds for the future. The projected savings for each district (average \$21,000 per district, each individual district is located in the five year forecast upload) will sufficiently fund reoccurring costs, as well as allowing districts to buy new buses more often, and divert funds to other areas (i.e. classroom). If the grant is approved, the one time cost will allow the project to be self sustaining based on cooperative buying power and cooperative savings, and will exponentially increase the funds available to each district over time allowing for more flexibility in funding other innovative ideas in the classroom. Please note that reoccurring costs incurred by each district beyond the first year of the grant are not included in the total project cost, as those are costs that would be incurred with or without the grant. The total, though, for purposes of budgeting is \$255,810.

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.

262,810.00 * 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.

Staffing costs will be as follows: 1 Supervisor: salary range \$55-70k (estimate \$60k to begin) 1 Assistant Supervisor: salary range \$40-55k (estimate \$45k to begin) 2 Mechanics: salary range \$25-35k (estimate \$30k to begin) 1 Secretary: salary range \$12-18k (estimate \$15k to begin) Total staffing cost plus benefits (.1545) = \$207,810 Staffing costs will be borne by each local district on a student enrollment basis (i.e. larger districts will bear more of the cost). Current staffing costs for each district combined are over \$350,000, while new staffing costs will be nearly \$150,000 less (this does not account for the time that current non-transportation staff such as secretaries and administrators spend on transportation related duties). The savings, though, is not entirely indicative, of the savings some schools will realize because of their current staffing costs. These savings (in addition to others demonstrated throughout the grant) will be split between funding the reoccurring costs, buying new buses at a quicker replacement rate, and spending more dollars in the classrooms (most schools in the grant are targeting the lower elementary grades for expenditures). Fleet/Building Insurance The building, equipment, and spare bus fleet will need to be insured through the consortium. We will shop the insurance quote around, but the significant majority of local districts involved in the consortium utilize SORSA so we expect to go through that entity. The cost will be borne equally by each district and will likely be rolled into the consortium fund noted below (which may increase the annual payment slightly). Each district, regardless of size, will annually fund between \$3-5k for a consortium fund to utilize to replace spare buses over time, replace/repair shop tools, and incidental office costs. The target is \$25k annually and the carryover will be capped at \$250,000, at which time the consortium will reassess the common fund.

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

234,849.20 * 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.)

The consortium conservatively estimates savings in the first year at just under \$235,000. This includes an estimated \$150,000 savings in staffing/benefit costs, \$5000 (5% estimated savings for cooperative purchasing) in annual bus purchases per school (\$36,000 annual savings for consortium), \$16,000 savings on cooperative fuel purchases (100,000 gallons), \$10,000 on utilities and miscellaneous expenses, nearly \$25,000 on stocking common parts, cooperative purchasing, and performing in-house repairs which were previously farmed out due to facility restrictions. We believe that within 3 years from inception we will also be able to reassess and combine 2-3 special routes (vocational/special education) for an additional annual savings of \$25,000 (not included in the figure above).

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.

I would refer the reader to the detailed excel budget spreadsheet which, at the end of the document, demonstrates savings for the consortium, subtracts out new reoccurring costs and arrives at over \$20,000 in annual savings. Not only can the project be self sustaining because the only expense which we will incur for the life of the grant are expenses which we would have each incurred on an individual level (now we would incur them as a consortium), but if a worst case scenario happened, we could divert these savings, above and beyond the expected costs, and immediately have \$200,000 annually with which to make significant changes within the operation of the HCTC. We do not, however, expect to have to do that as the grant has spelled out all expected one time foundational costs for the project and includes a 10% contingency fund to allow for errors and omissions. The districts who are participating in this grant have already demonstrated in no less than 3 specific projects (see item #20) that they are able to work collaboratively to share resources and save dollars.

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): 01/10/14

* Narrative explanation

Initial meeting of the consortium after grant award notification. Consortium will review proposed grant timeline and establish committees to proceed with review and purchase of proposed site(s).

send out RFP/RFQs for architect/design of building, and hiring, and initial round of research on specific shop equipment (involve vendors in design process). Aim to bid in 2014, construction late 2014, site completion end of summer 2015. Additional committee(s) will be formed in 2014 to seek qualified candidates for supervisor position. Once supervisor is in place, that individual with work with consortium to hire remaining staff and take an active role in remaining design/completion of project. Consortium will meet monthly to review progress throughout this phase

Implement (MM/DD/YYYY): 08/24/2015

* Narrative explanation

Site should be complete and functional by this date (beginning of school 2015-16 school year). Depending on site completion date, highway patrol inspection for all buses may be centralized this year at new site (saving time and money for them as well). Routing, repairs, and annual inspection should be complete. Consortium will continue to meet monthly to review progress and receive report from supervisor.

Summative evaluation (MM/DD/YYYY): 06/17/2016

* Narrative explanation

The consortium will meet to review the first year (end of second year of the grant process) to review successes, failures, and areas for improvement over time. Annual goal review will be completed for supervisor. As noted in previous questions, if the HCTC is not meeting expectations of the grant or the consortium we will seek outside consultants, if necessary, to offer analysis and suggestions to help us achieve our long term goals.

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

This grant will transform transportation services in Hancock County by streamlining them into one entity. In doing so, not only will student transportation be improved, but the organizational and instructional practices of each school will also see significant change for the better. At the most basic level, the savings from this grant, even after accounting for reoccurring costs, will still be substantial for the relatively limited budgets of each local district. Those dollars can be spent to fund innovative ideas in the classrooms. Beyond that, the organizational structure will be freed up to spend more time focusing on the classroom environments instead of transportation. While it may not entirely leave our realm, our administrators and office personnel who deal with transportation issues on a regular basis will be freed from those duties and will be able to use that time to concentrate on instructional matters.

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.

The rationale that supports this innovative project and its impact is, on one hand, as simple as looking at the dollars and cents that will be able to be saved and diverted directly to the classroom. Quite frankly, many of our decisions, with our current limited budgets, put us in a terribly difficult situation of having to choose between new buses, repairs to the physical environment of our school buildings, and spending dollars in the classroom. While not all educational issues can be solved with dollars, it is not without merit to say that many of our districts have larger class sizes, limited class selection, and less than ideal K-3 programs because of lack of funding, rather than lack of desire to improve in those areas. Anything that we can do to free up those funds allows us to focus on the most significant area of need for our students. Beyond the simple rational of dollars and cents, there is already two effective models within the county of sharing resources to decrease spending without limiting services. Our ESC provides our local districts with such services as special education coordinators, curriculum supervisors, speech, occupational therapy, long term alternative school setting, preschool units and supervision, and special education unit supervision. Without those combined services many of our districts, which average around 500 students in K-12 just would not be able to sustain those services. Another excellent example is the cooperative vocational Millstream School, which is based in Findlay (Findlay City School acts as the hiring/fiscal agent), but all the participating schools (which extends beyond our county) have a role in the cooperative. Again, without this collaboration, these services would be out of our reach and would not be provided at such a substantial savings over other alternative vocational schools in the area. Finally, the Hancock County Schools identified in this grant have already been successfully utilizing a consortium model for providing health insurance services to all of our local schools at a substantial savings over what each of us could otherwise procure and provide. Finally, in regards to the five year forecast, please note those documents and note that are estimates are conservative. We expect to realize greater savings, but did not want to forecast what we could not count on. We believe the savings will continue to grow as the County Transportation Unit finds greater efficiencies in routing and services that we could not imagine as we write this grant.

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

Yes

No

22. If so, how?

The grant idea, while new for Hancock County, is already being done in larger districts such as Columbus and even out of state districts which comprise counties of significantly more square mileage. The model within this grant will allow rural schools to combine services, save dollars, and improve both transportation quality, and student achievement through more available dollars for the classroom. The energy efficiency involved with electric buses and recycling of waste oil make this "green" project even more self-sustaining and environmentally conscious.

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

I would refer the read to numbers 20 and 22 above, which delineate how this will transform our classrooms, organizational structure, and provide better services to our students. This project has been under discussion for the last year, but without hope of funding to jumpstart the project, those savings which are easily demonstrated, are beyond the reach of our districts. We believe this grant will allow for self-sustainability, greater freedom in using resources to help students succeed, and will provide excellent services for many years after those writing this grant have moved on.

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.

Within five years the aim of the project is to be through 3-4 years of full implementation (1-2 years to complete the necessary foundation for the project including site, building, and staffing). The immediate benchmarks of savings based on staffing, cooperative purchasing power, and decreased bus repair costs should be fully realized. Beyond that, the goal at the 5 year mark is for the County Transportation Unit to review their services, identify additional efficiencies in vocational and special education routing, and possibly even in regular routing. The latter piece is not easily benchmarked, but is easily identified in that our districts are contiguous and the "border" students on each districts boundaries often cause routes to be substantially extended to provide necessary services for a few students. In identifying these efficiencies it would likely require the consortium schools to consider changes to their scheduled start/end times to accommodate students from different districts riding the same bus, but the savings in time and money could be substantial. These efficiencies would allow districts to reduce the number of drivers, thereby reducing cost, while still maintain the same service level.

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.

Fortunately, for the purposes of evaluating this grant, each district already has readily available baseline data with which to provide a comparison to future services. Depending on the specific data pieces the supervisor and consortium members will review the data monthly, quarterly, and annually. The data we will utilize to provide an "apples-to-apples" comparison includes number of current bus routes, number of spare buses maintained, salaries for transportation staff, number of gallons of diesel fuel (and cost), average age of bus fleet, annual repair costs (parts and farmed out services), and utility bills. By comparing these total costs with what the transportation unit will cost each school annually we can easily measure savings. Beyond that, the five year forecast and expenditures in the classroom will also be measured and evaluated for purposes of this grant. The five year forecast should readily show some savings and related expenditures in the classroom. If the savings and efficiencies are not being realized as expected through this project proposal, the consortium and supervisor, if appropriate, will identify those areas, review the procedures and staffing in place and determine what changes may be necessary in order to fully realize expected savings. While this grant proposal purports to have solutions to a number of issues with our current practices, it is not going to be without its faults. We cannot expect that each piece of our proposal will be accurate and achieve the determined outcome without adjustment. To that end, we do believe our collective experience, substantial data sources, and willingness to bring in outside evaluators if necessary will allow the consortium to make the adjustments to achieve the far-reaching aims of this grant proposal.

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 Robert A. Hlasko Superintendent Cory-Rawson Local Schools 25 October 2013