### Budget

New Philadelphia City (044487) - Tuscarawas County - 2014 - Straight A Fund - Rev 0 - Straight A Fund - Application Number (480)

#### U.S.A.S. Fund #:
- Plus/Minus Sheet (opens new window)

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**Adjusted Allocation**: 0.00

**Remaining**: -9,273,646.00
New Philadelphia City (044487) - Tuscarawas County - 2014 - Straight A Fund - Rev 0 - Straight A Fund - Application Number (480)

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: Tuscarawas County Schools Propane Bus and STEM Initiative

2. Executive summary: Provide an executive summary of your project proposal and which goal(s) in question 8 you seek to achieve. Please limit your responses to no more than three sentences.

The nine school districts in the Tuscarawas County Propane Bus and STEM Initiative are seeking funding to implement propane powered school buses and associated refueling infrastructure to significantly reduce operating costs over a five year fiscal time frame; provide a solution to lower long term pupil transportation costs, and provide and enhance a STEM (Science, Technology, Math & Engineering) curriculum in all districts. Implementing propane as the fuel of choice will offer immediate fuel cost savings from the first day of implementation and continue through the lifetime of each vehicle allowing districts the ability to continue purchasing more cost-effective propane powered vehicles over the long-term and implement a STEM curriculum along with providing dual enrollment for students. The project will result in a cost-effective transportation fleet, a healthier environment for students as well as improve their academic performance in the areas of STEM.

3. Total Students Impacted: 14742

4. Lead applicant primary contact: - Provide the following information:
   - First Name, last Name of contact for lead applicant: Bob Alsept
   - Organizational name of lead applicant: New Philadelphia City Schools
   - Unique Identifier (RN/Fed Tax ID): 050278
   - Address of lead applicant: 248 Front St. SW New Philadelphia, Ohio 44663
   - Phone Number of lead applicant: 330-364-0064
   - Email Address of lead applicant: alseptb@npschools.org

5. Secondary applicant contact: - Provide the following information, if applicable:
   - First Name, last Name of contact for secondary applicant: Mark A. Murphy
   - Organizational name of secondary applicant: Tuscarawas Valley Local Schools
   - Unique Identifier (RN/Fed Tax ID): 050302
   - Address of secondary applicant: 2637 Tuscarawas Valley Rd. NE, Zoarville, Ohio 44656
   - Phone number of secondary applicant: 330-859-2213
   - Email address of secondary applicant: mark.murphy@tvtrojans.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 (RN/Fed Tax ID), Address, Phone Number, Email Address of Contact for All Secondary Applicants in the box below.

   Jeff Staggs, Superintendent, Newcomerstown Exempted Village, IRN: 045042, 702 S. River St., Newcomerstown, Ohio 43833, Phone: 740-468-8373, Email: staggsj@staff@tntcschools.org
   - Ryan Delaney, Superintendent, Claymont City Schools, IRN: 043778, 201 N. 3rd St., Dennison, Ohio 44621, Phone: 740-922-5978, Email: rdelaney@claymontschools.org
   - Curtis Clough, Superintendent, Strasburg-Franklin Local, IRN: 050294, 140 N. Bodmer Ave., Strasburg, Ohio 44680, Phone: 330-878-5571, Email: Curtis.clough@omeressa.net
   - Teresa Alberts, Superintendent, Garaway Local, IRN: 050278, 146 Dover Rd. NW, Sugarcreek, Ohio 44681, Phone: 330-852-2421, Email: talberts@garaway.org
   - Adam Pitts, Treasurer, Dover City Schools, IRN: 043893, 219 W. 8th St., Dover, Ohio 44622, Phone: 330-364-1906, Email: hammb@dovertornadoes.com
   - Bob Hamm, Superintendent, Canton City Schools, IRN: 050286, 100 N. Walnut St., Gnadenhutten, Ohio 44629, Phone: 740-254-4334, Email: bm.wentworth@ivschools.org
   - Ira Wentworth, Superintendent, Indian Valley, IRN: 050286, 100 N. Walnut St., Gnadenhutten, Ohio 44629, Phone: 740-254-4334, Email: ia.wentworth@ivschools.org
   - Julie Lynch, Program Facilitator, Tuscarawas County Schools, IRN: 050302, 2637 Tuscarawas Valley Rd. NE, Zoarville, Ohio 44656, Phone: 330-859-2213, Email: mark.murphy@tvstrojans.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.

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: New Philadelphia City Schools Superintendent: Bob Alsept has been in education for 26 years with the last 5 of those at his current post. Treasurer: Steve Sherer has over 30 years in public finance serving in his current position for the last 23 years. He has served as fiscal agent for many State and Federal grants. Transportation Coordinator: Julie Espenschied has served in her current position for 15 years. She has experience working with Clean Fuels Ohio on Clean Diesel Grants. Tuscarawas Valley Local Schools: Superintendent: Mark A. Murphy has served in his current capacity for 9 years prior to that he served as principal in two districts. Treasurer: Mark Phillips has a total of 6 years as treasurer and is in his 1st year with the district. Transportation Director: Jim Downing as served in his current capacity for 13 years. Claymont City Schools: Superintendent: Ryan Delaney, Treasurer: Lori Statler, Transportation Director: Tracy Peterman Conotton Valley Local Schools: Superintendent: Adam Pitts, Treasurer: Transportation Director: Dover City Schools: Superintendent: Bob Hamm has 41 years in education with 13 in his current position. He has administered many grants most recently a 21st Century grant and Ohio School Safety Grant. Treasurer: Brenda Hurst has over 20 years of experience in her current field serving in her current position for 14 years. She has managed numerous grants. Transportation Director: Jim Cokence has been in his current position for 15 years. Garaway Local: Superintendent: Teresa Alberts is in her first year as supl. with 27 years in education. She has managed a 21st Century and Technology grants. Treasurer: Dale Hluch has served the district for the two years. Transportation Director: Kevin Roberts has 20 years in current position Indian Valley Local Schools: Superintendent: Ira Wentworth has a BS and Masters in education and is in his first year as supl. having 20 years in education. Treasurer: Brad Malhotra in Business Admin. with a total of 21 years' experience in the field. Transportation Director: Archie Gardner has 17 years in current position, serves as bus instructor and certified school bus driver. Newcomerstown Exempted Village: Superintendent: Jeff Staggs has been in his current position for 10 years. He has grant experience in Title2, ARC and Third Grade Guarantee. Treasurer: Christie Green is in her first year in position. Transportation Director: Jeff Staggs currently serves in this position. Strasburg: Superintendent: Curtis Clough has 3 years' experience in his current position. Treasurer: Christine Angeler has served 6 years in his current position. Transportation Director: Sharon Smith Consortium 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. Consortium Partner: East Central Ohio Educational Service Center: Superintendent: Kevin Spears, Treasurer: Julia Lynch has Program Facilitator: Michele Carlisle Consortium Partner: Buckeye Career Center Superintendent: Roger Bond Treasurer:

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
The Tuscarawas County Propane Bus and STEM Initiative is seeking funding to implement propane powered school buses and refueling infrastructure to significantly reduce operating costs over a five-year fiscal timeframe; provide a solution to 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 and 4) Providing minor supplemental funding for driver and mechanic training. Once these four initial investments are made, it will immediately realize operating savings and redirect resources to classroom resources. The project will address the following problems 1. Rapidly increasing student transportation costs. a. Diesel fuel is increasingly costly due to high global demand that is projected to increase costs year to year. In addition to annual increases, the price of diesel fuel is unstable and can significantly spike over short intervals due to supply interruptions, global instability, and weather related disruptions. b. Budget cuts have reduced district transportation budgets. c. New diesel school buses are more expensive due to increased emission control costs and updated US EPA regulations. In addition, yearly bus maintenance costs have increased to service these new emission control components. 2. Poor test scores in math and science due to a lack of STEM programming and course offerings in high schools. 3. Graduates that are not career ready and/or do not attend college The Tuscarawas County Propane Bus and STEM Initiative solves the problems above by utilizing the Straight A Fund investment to purchase propane buses and refueling stations. These new buses and refueling stations will replace older diesel fueled buses and offer the following benefits: a) Lower initial cost ($15K+$20K+ per vehicle) based on lower cost fuel and reduced maintenance costs. b) Increase annual fleet operational cost. Propane buses surpass all EPA standards without needing emission control devices, costly additive emission control fluids, or additional maintenance. In addition, due to the cleaner burning nature of propane fuel, school districts will see maintenance and oil change intervals extended to offer additional savings. c) Provide stable fuel and purchase costs. Propane cost savings exist for the life of the bus ($20K+ per year less per gallon depending on volume pricing) and is projected to remain stable and low cost for the long term. Propane has a favorable cost dynamic since it is a domestically sourced fuel derived from natural gas processing. The US is currently a net propane exporter and low prices are predicted over the long term based on new propane supplies coming online through expanding US shale gas reserves. 4) The transportation cost savings will drive dollars back into district classrooms to provide Project lead the Way (PLTW), an evidenced based STEM curriculum, which will increase students test scores in math and science as well as prepare the student for college and career readiness. Students will be provided the opportunity to enroll in college level STEM courses through Marietta College Petroleum Engineering Program and Ohio State University Agriculture and Engineering Program. This will not improve high school course offerings, but also ensure that our students are college ready. 

11. Describe the innovative project.

The project goal 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 student's STEM achievement by 15%. Program Activities to Achieve Overall Goals: 1) Purchase commercial propane powered school buses that offer 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); -$27,293.15 at 220,000 miles (diesel = $228,588.15; propane = $181,293.00). These lifecycle cost savings are predictable based on: a) quotes received on Oct. 8, 2014 diesel and propane buses; b) conservative projections on miles per gallon differences between diesel (6.5 MPG) and propane (5 MPG) in its applications; c) conservative price differences between diesel ($3.60/gal) and propane ($2.00/gal) fuel costs; and research based maintenance cost per mile for propane ($0.015) and diesel ($0.03). These lifecycle cost savings are in line with real world savings documented by other propane bus users in Ohio (see answer to question 20). 2) Build a propane refueling station at each district fleet facility. This includes the purchase and installation of above ground propane fuel tanks, fuel dispensers, electrical connections, and safety features (i.e. pylons). Since each district is already zoned and permitted for diesel fuel, no significant additional investment will be needed for permitting or other significant site development. These above ground refueling stations can be installed in less than six months. 3) Purchase and place three propane powered school buses in each district. The purchase price varies by district miles per gallon (diesel = 6.5 vs. propane = 5 MPG). Such a differential would nearly double the lifecycle savings projected above to $30,727.77 per bus at 150,000 miles. 4) Provide training for drivers and mechanics. Training is recommended to ensure drivers understand new procedures for propane vehicle fueling and mechanics are equipped with an understanding of how to maintain propane vehicles. 5) Purchase and install video conferencing for distance learning opportunities, if the current contracts do not allow for future expansion. 6) Establish a Video Services Bridge (VSB) and associated technical support and video conferencing equipment to provide low cost classes to schools. Successful implementation of the Video Services Bridge will result in significant and sustainable annual fuel savings. The project will expand the current Video Services Bridge for additional districts/year to offer Project lead the Way (PLTW) curriculum. c. Purchase and placement of three iPad Learning Stations, curriculum and content and VEX Learning Station kits. These new learning stations will provide students with access to STEM instruction and allow for in class STEM instruction that would otherwise not be possible. The new learning stations are estimated to cost $66,600; Supplies: Each new module in the STEM program contains additional supply costs. We are estimating that each site will need $1,500 in materials for start up. Supply costs include the costs of classroom supplies, which will be allocated to the appropriate district. 7) Establish a districtwide TW module at high schools increasing the total number of students prepared for dual enrollment courses. It will also increase the number of students effectively prepared for college and entry into the career workforce. Students will receive real work experience through the access to specialist in the field from Clean Fuels to fueling stations, to bus conversion and installation process 9) Place additional computers for training and access to dual enrollment: real me interaction with mentors and additional IT training for TW curriculum. 10) Advancement and improvement efforts in Conotton Valley and Claymont by driving dollars saved through this project back into the classroom to aid or improve instruction and target curriculum in the areas of greatest need. 

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 project will provide significant educational opportunities over the five year fiscal timeframe. The project will address the following problems 1. Rapidly increasing student transportation costs. a. Diesel fuel is increasingly costly due to high global demand that is projected to increase costs year to year. In addition to annual increases, the price of diesel fuel is unstable and can significantly spike over short intervals due to supply interruptions, global instability, and weather related disruptions. b. Budget cuts have reduced district transportation budgets. c. New diesel school buses are more expensive due to increased emission control costs and updated US EPA regulations. In addition, yearly bus maintenance costs have increased to service these new emission control components. 2. Poor test scores in math and science due to a lack of STEM programming and course offerings in high schools. 3. Graduates that are not career ready and/or do not attend college The Tuscarawas County Propane Bus and STEM Initiative solves the problems above by utilizing the Straight A Fund investment to purchase propane buses and refueling stations. These new buses and refueling stations will replace older diesel fueled buses and offer the following benefits: a) Lower initial cost ($15K+$20K+ per vehicle) based on lower cost fuel and reduced maintenance costs. b) Increase annual fleet operational cost. Propane buses surpass all EPA standards without needing emission control devices, costly additive emission control fluids, or additional maintenance. In addition, due to the cleaner burning nature of propane fuel, school districts will see maintenance and oil change intervals extended to offer additional savings. c) Provide stable fuel and purchase costs. Propane cost savings exist for the life of the bus ($20K+ per year less per gallon depending on volume pricing) and is projected to remain stable and low cost for the long term. Propane has a favorable cost dynamic since it is a domestically sourced fuel derived from natural gas processing. The US is currently a net propane exporter and low prices are predicted over the long term based on new propane supplies coming online through expanding US shale gas reserves. 4) The transportation cost savings will drive dollars back into district classrooms to provide Project lead the Way (PLTW), an evidenced based STEM curriculum, which will increase students test scores in math and science as well as prepare the student for college and career readiness. Students will be provided the opportunity to enroll in college level STEM courses through Marietta College Petroleum Engineering Program and Ohio State University Agriculture and Engineering Program. This will not improve high school course offerings, but also ensure that our students are college ready.

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. 

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

9,273,646.00
Total project cost

9,273,646.00
Total project cost

15. What new/recurring costs of your innovative project will continue for at least 5 years if there are no new/recurring costs, please explain why. 

- Narrative explanation/rationale: Provide details on the cost items included in the budget (i.e. staff counts and salary/benefits, equipment to be purchased and cost, etc).

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

4,418,304.00
Expected amount of 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.)
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.

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 implementation. If there are no new/recurring costs, explain how this project will sustain itself beyond the life of the grant.

D) IMPLEMENTATION - timeline, communication and contingency planning

Stakeholders Clean Fuels Ohio, Tuscarawas County Schools, ECOCES, Buckeye Career Center, colleges, community members, parents and students. Communication For the development of this application, stakeholders are to be informed of all timelines. Fuel Ohio, ECOCES, Buckeye Career Center, Ohio State University and business owners. The group was universally in the concept from conception of the idea to submission of the award. The Steering Committee will continue to work together during the planning and implementation phase of the project to ensure success of this initiative. The project will have a project director that will provide constant communication with stakeholders. As program successes are to be shared with the stakeholders, the project director will develop communication protocols from the initial planning meetings. Outcomes, evaluations, and training sessions will be presented at the initial planning meetings. The following activities and timelines will be presented at appropriate conferences. The date above reflects the completion of the project planning period. This period will include the following activities: 1) Procure Fuel Supply Specifications and Bidding: Procure fuel supply specifications to include a fuel supply contract with the appropriate fuel provider that includes a 15-year commitment and a purchase order for the bus purchase order. districts must procure 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. Buses will be submitted for competitive bid for a 30-day timeframe and be prepared to place a purchase order at the end of March 2014. 2) Design and Scope of Work: Districts will work on an actual budgetary construction of the project. The period includes the following activities: procure, prepare site plans, submit bids for the project, and ensure that all quotes from regional propane suppliers are included. Since the primary savings for this project will stem from fuel cost savings, the cost of fuel supply specifications and Bidding should be covered in the planning budgets. 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 receive competitive bid requests from national supplier companies including Amherst, Fairlakes, and Alliance Autogas. Districts will complete their individual bid specifications and competitively bid these services for 30 days and be prepared to place a purchase order at the end of March 2014. 3) Secure Procure 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 receive competitive bid requests from national supplier companies including Amherst, Fairlakes, and Alliance Autogas. Districts will complete their individual bid specifications and competitively bid these services for 30 days and be prepared to place a purchase order at the end of March 2014. 4) Secure 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 receive competitive bid requests from national supplier companies including Amherst, Fairlakes, and Alliance Autogas. Districts will complete their individual bid specifications and competitively bid these services for 30 days and be prepared to place a purchase order at the end of March 2014. 5) Secure 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 receive competitive bid requests from national supplier companies including Amherst, Fairlakes, and Alliance Autogas. Districts will complete their individual bid specifications and competitively bid these services for 30 days and be prepared to place a purchase order at the end of March 2014. 6) Secure 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 receive competitive bid requests from national supplier companies including Amherst, Fairlakes, and Alliance Autogas. Districts will complete their individual bid specifications and competitively bid these services for 30 days and be prepared to place a purchase order at the end of March 2014.

In the event of a delay in the implementation date, a new time commitment date should be set to ensure that the project is completed in a timely manner. The project director will be responsible for communicating any changes to stakeholders and ensuring that all activities are completed within the new timeline. If there are no new/recurring costs, explain how this project will sustain itself beyond the life of the grant.

Summative evaluation (M/DD/YYYY): 6/30/2019

[1] Propane Bus Savings Evaluation: Since the cost savings from this project will accrue based on the lower operational costs of propane buses compared to diesel equipment, the primary evaluation method will consist of a direct comparison between past/replacing diesel bus operations and Straight A Funded propane bus operations. This will include tracking the following data for both diesel and propane powered buses: a) Fuel Price per gallon (for application period, i.e. monthly, quarterly, annually) b) Fuel use per vehicle (daily, quarterly, annually) c) Vehicle Miles Traveled per vehicle (daily, quarterly, annually) d) Average vehicle Miles Per Gallon (quarterly, annually) e) Maintenance costs per vehicle (quarterly, annually) f) Station Operation and Maintenance Costs (quarterly, annually) g) Total project costs (monthly, quarterly, annually) h) Miscellaneous additional savings per vehicle or overall project per year (quarterly, annually) i) Miscellaneous additional savings per vehicle or overall project per year (quarterly, annually) j) Total project cost savings (monthly, quarterly, annually) k) Total project cost savings (monthly, quarterly, annually) l) Total project cost savings (monthly, quarterly, annually) m) Krause R. 1972. Integrated Transport and Energy Systems (ITE) (M/DD/YYYY): 2/1/1972. The data to be collected in connection with this evaluation will primarily be quantitative in nature, consistent with the needs of the outcome measures described above. The system in place 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 evaluations, standardized test scores and student records. The program director will work closely with financial staff to ensure that the budget is on track.
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, including examples of the development of new instructional strategies or programs. Also identify the methods or procedures that will be used to modify the original program plan if measured progress is insufficient to meet program objectives.

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

22. If so, how?

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

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 evaluated.

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

The goal of the Tuscarawas County Propane Bus and STEM 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 student's STEM achievement by 15%. The project benchmarks and evaluation procedures are described below: Propane Bus Cost Savings Benchmarks and Evaluation: 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/denium diesel school bus operations and Straight A Funded propane bus operations. The key benchmarks are: 1) Fuel Price per gallon for applicable period, i.e.monthly, quarterly, annually (Fuel use 2013, daily, quarterly, annually) Miles traveled per vehicle (daily, quarterly, annually) Average vehicle miles per gallon (per year, quarterly, annually) 4) Maintenance cost per vehicle (quarterly, annually) 5) Station operation costs and the amount of additional cost saving for each vehicle type 6) A comparison of gross additional costs and savings to assess the overall cost efficiency of each vehicle type 7) Cost per mile for each vehicle (quarterly, annually) 8) Miscellaneous additional costs per vehicle or overall project Based on the 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. The goal is to set a clear path for clean energy in the state through this project. As mentioned above, the project 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 (CO2) emissions. Clean Fuels Ohio and carbon dioxide (CO2) emissions. Clean Fuels Ohio and carbon dioxide (CO2) emissions.

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

The goal of the Tuscarawas County Propane Bus and STEM 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 student's STEM achievement by 15%. The evaluation process for this project is described below: 1) Propane Bus Savings Evaluation: Based on a straightforward comparison of the metrics, costs, and data points detailed in question 24. Savings from propane bus operations can be readily evaluated and documented. Through simple calculations, costs for operation of each type of bus can be compared in the following terms 2) Productivity gains for students as a result of increased student achievement. In some cases, students may even be able to attain an associate degree shortly after high school graduation. Parents may also benefit from high school graduation as students have a sense of what college academics are like. It is also a cost-efficient way for students to accumulate college credits. The educational changes in no way duplicate any services already provided.
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 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. "I Accept" Bob Alsept, Superintendent, New Philadelphia City Schools, October 25, 2013; "I Accept" Steve Sherer, Treasurer, New Philadelphia City Schools, October 25, 2013.