### Budget

Miami East Local (048629) - Miami County - 2015 - Straight A Fund - Rev 0 - Straight A Fund - Application Number (267)

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

<table>
<thead>
<tr>
<th>Purpose Code</th>
<th>Object Code</th>
<th>Salaries 100</th>
<th>Retirement Fringe Benefits 200</th>
<th>Purchased Services 400</th>
<th>Supplies 500</th>
<th>Capital Outlay 600</th>
<th>Other 800</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Instruction</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.00</td>
</tr>
<tr>
<td>Support Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.00</td>
</tr>
<tr>
<td>Governance/Admin</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.00</td>
</tr>
<tr>
<td>Prof Development</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.00</td>
</tr>
<tr>
<td>Family/Community</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.00</td>
</tr>
<tr>
<td>Safety</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.00</td>
</tr>
<tr>
<td>Facilities</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.00</td>
</tr>
<tr>
<td>Transportation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.00</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>590,000.00</td>
</tr>
</tbody>
</table>

**Adjusted Allocation** 0.00

**Remaining** -590,000.00
Please respond to the prompts or questions in the areas listed below in a narrative form.

A) APPLICANT INFORMATION - General Information

1. Project Title:
The Power of Vision - Lean, Clean, and Green

2. Executive summary: Please limit your responses to no more than three sentences.
Our project is the replacement of six of our older inefficient diesel-fueled school buses with new and efficient Bluebird Propane-Powered Vision buses and a propane fueling station. This will enable our district to attain substantial, sustainable spending reductions in the five-year forecast. Implementing propane as the fuel of choice for Miami East Schools' buses will offer immediate fuel and maintenance cost savings from the first day of implementation and throughout the life of each vehicle as well as allow the district significant savings to reinvest into replacement of their remaining bus fleet with additional lean, cost-effective propane-powered vehicles. Finally, in addition to offering significant operational cost savings, propane is a domestic fuel sourced as a by-product from natural gas production and its use as a transportation fuel results in significantly lower bus emissions proving for a cleaner, greener, healthier environment in the passenger cabin for students as well as for the wider communities in which our vehicles travel.

This is an ultra-concise description of the overall project. It should not include anything other than a brief description of the project and the goals it hopes to achieve.

757 3. Total Students Impacted:
This is the number of students that will be directly impacted by implementation of the project. This does not include students that may be impacted if the project is replicated or scaled up in the future.

4. Please indicate which of the following grade levels will be impacted:
- Pre-K Special Education
- Kindergarten
- Grade 1
- Grade 2
- Grade 3
- Grade 4
- Grade 5
- Grade 6
- Grade 7
- Grade 8
- Grade 9
- Grade 10
- Grade 11
- Grade 12

5. Lead applicant primary contact: - Provide the following information:
First Name, last Name of contact for lead applicant
Dr. Todd Rappold
Organizational name of lead applicant
Miami East Local School District
Address of lead applicant
3825 N. State Route 589, Casstown, Ohio 45312-9707
Phone Number of lead applicant
(937) 335-7505 x1124
Email Address of lead applicant
me_supt@mdeca.org

6. Are you submitting your application as a consortium? - Select one checkbox below
- Yes
- No

If you are applying as consortium, please list all consortium members by name on the "Consortium Member" page by clicking on the link below. If an educational service center is applying as the lead applicant for a consortium, the first consortium member entered must be a client district of the educational service center.

Add Consortium Members
7. Are you partnering with anyone to plan, implement, or evaluate your project? - Select one checkbox below

- Yes
- No

If you are partnering with anyone, please list all partners by name on the “Partnering Member” page by clicking on the link below.

Add Partnering Members

8. Describe the innovative project: - Provide the following information

The response should provide a clear and concise description of the project and its major components. Later questions will address specific outcomes and the measures of success.

The current state or problem to be solved; and

Our district's aged bus fleet has resulted in inefficiencies associated with high operational costs caused by exorbitant diesel costs and excessive fleet maintenance. The project that our district would like to implement is the replacement of six inefficient diesel-fueled buses with the purchase of six innovative Vision propane-fueled buses. The project would also include the construction of a propane fueling pad and pumps to fuel the buses. Our district was proactive in the design of our new campus by including an 18,000 gallon propane tank for utilization of propane vehicles.

The proposed innovation and how it relates to solving the problem or improving on the current state.

The implementation of our project, the replacement of six of our older inefficient diesel-fueled school buses with new and efficient Bluebird Propane- Powered Vision buses and a propane fueling station, will enable us to accomplish substantial, sustainable spending reduction. We expect a decrease (per gallon) in bus fuel cost of 73% totaling an estimated annual savings of $3,909 per bus. We also expect an annual savings in bus maintenance of $3,333 per bus due to the use of cleaner burning fuel (that will prolong the lives of the bus engines) and a five year warranty on each new bus. In summary, our district will have saved $175,905 in bus fuel (supply category) and $149,985 in maintenance (purchased service category) over a five year period. Additionally, our fiscal year 2014 five-year forecast had budgeted $190,000 in the capital outlay category for 2 buses per year for a five year period for new buses. Due to the help of the Straight A funds in the purchase of six new buses in FY2015, our district will only be purchasing one new propane-fueled bus per year for FY2016 through FY2020. This will be a total savings in the capital outlay category of $475,000 for FY2016 through FY2020. To summarize, the additional purchase of one propane-fueled bus per year in FY2016 through FY2020 over and above the Straight A fund project six bus purchase would not impose additional capital outlay expenditures on the five-year forecast, but would reduce those expenditures. Also, the fuel and maintenance savings per year of each additional bus purchased has a multiplying effect. By fiscal year 2021, our district will have replaced our entire regular fleet of buses with efficient propane fueled buses. The savings realized from fuel and maintenance efficiencies will fund the purchase of these buses, thereafter. The spending reductions will be permanent. Additionally, children are among those most susceptible to the health effects of exhaust exposure as a result of the developing bodies and lungs and faster breathing rates than adults. Our students, our community, and our environment will healthfully prosper by the reduction of carbon emissions into the atmosphere. Propane fueled buses run economically leaner, maintenance cleaner and environmentally greener than traditional diesel-fueled buses. Additionally, children are among those most susceptible to the health effects of exhaust exposure as a result of the developing bodies and lungs and faster breathing rates than adults. Our students, our community, and our environment will healthfully prosper by the reduction of carbon emissions into the atmosphere. Propane fueled buses run economically leaner, maintenance cleaner and environmentally greener than traditional diesel-fueled buses.

9. Which of the stated Straight A Fund goals does the proposal aim to achieve? - (Check all that apply)

Applicants should select any and all goals the proposal aims to achieve. The description of how the goals will be met should provide the reader with a clear understanding of what the project will look like when implemented, with a clear connection between the components of the project and the stated goals of the fund. If partnerships/consortia are part of the project, this section should describe briefly how the various entities will work together in the project. More detailed descriptions of the roles and activities will be addressed in Question 16.

- Student achievement (Describe the specific changes in student achievement you anticipate as a result of this innovation (include grade levels, content areas as appropriate) in the box below.)

- Spending reductions in the five-year fiscal forecast or positive performance on other approved fiscal measures (Describe the specific reductions you anticipate in terms of dollars and spending categories over a five-year period in the box below or the positive performance you will achieve on other approved fiscal measures. Other approved fiscal measures include a reduction in spending over a five-year period in the operating budget approved by your organization's executive board or its equivalent.)

The implementation of our project will enable us to accomplish our goal of a substantial, sustainable spending reduction in the five-year fiscal forecast. We expect an annual savings in bus maintenance of $3,333 per bus due to the use of cleaner burning fuel (that will prolong the lives of the bus engines) and a five year warranty on each new bus. In summary, our district will have saved $175,905 in bus fuel (supply category) and $149,985 in maintenance (purchased service category) over a five year period. Additionally, our fiscal year 2014 five-year forecast had budgeted $190,000 in the capital outlay category for 2 buses per year for a five year period for new buses. Due to the help of the Straight A funds in the purchase of six new buses in FY2015, our district will only be purchasing one new propane-fueled bus per year for FY2016 through FY2020. This will be a total savings in the capital outlay category of $475,000 for FY2016 through FY2020. To summarize, the additional purchase of one propane-fueled bus per year in FY2016 through FY2020 over and above the Straight A fund project six bus purchase would not impose additional capital outlay expenditures on the five-year forecast, but would reduce those expenditures. Also, the fuel and...
maintenance savings per year of each additional bus purchased has a multiplying effect. By fiscal year 2021, our district will have replaced our entire regular fleet of buses with efficient propane fueled buses. The savings realized from fuel and maintenance efficiencies will fund the purchase of these buses, thereafter. The spending reductions will be permanent. Additionally, children are among those most susceptible to the health effects of exhaust exposure as a result of the developing bodies and lungs and faster breathing rates than adults. Our students, our community, and our environment will healthfully prosper by the reduction of carbon emissions into the atmosphere. Propane fueled buses run economically leaner, maintenance cleaner and environmentally greener than traditional diesel-fueled buses.

**Utilization of a greater share of resources in the classroom (Describe specific resources (Personnel, Time, Course offerings, etc.) that will be enhanced in the classroom as a result of this innovation in the box below.)**

**Implementing a shared services delivery model (Describe how your shared services delivery model will demonstrate increased efficiency and effectiveness, long-term sustainability, and scalability in the box below.)**

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

- New - never before implemented
- Existing: Never implemented in your community school or school district but proven successful in other educational environments
- Mixed Concept: Incorporates new and existing elements
- Established: Elevating or expanding an effective program that is already implemented in your district, school or consortia partnership

### C) SUSTAINABILITY - Planning for ongoing funding of the project, cost breakdown

11. Financial Documentation: - All applicants must enter or upload the following supporting information. The information in these documents must correspond to your responses in questions 11-14.

* Enter a project budget in CCIP (by clicking the link below)

**Enter Budget**

* If applicable, upload the Consortium Budget Worksheet (by clicking the link below)

* Upload the Financial Impact Table (by clicking the link below)

* Upload the Supplemental Financial Reporting Metrics (by clicking the link below)

**Upload Documents**

For applicants without an ODE Report Card for 2012-2013, provide a brief narrative explanation of the impact of your grant project on per pupil expenditures or why this metric does not apply to your grant project instead of uploading the Supplemental Financial Reporting Metric.

* The project budget is entered directly in CCIP. For consortia, this project budget must reflect the information provided by the applicant in the Consortium Budget Worksheet. Directions for the Financial Impact Table are located on the first tab. Applicants must submit one Financial Impact Table with each application. For consortium applications, each consortium member must add an additional tab on the Financial Impact Tables. Partners are not required to submit a Financial Impact Table.

* Applicants with an "Ohio School Report Card" for the 2012-2013 school year must upload the Supplemental Financial Reporting Metrics to provide additional information about cost savings and sustainability. Directions for the Supplemental Financial Reporting Metrics are located on the first tab of the document. If your organization does not have an "Ohio School Report Card" for the 2012-2013 school year, please provide an explanation in the text box about how your grant project will impact expenditures per pupil or why expenditure per pupil data does not apply to your grant project.

* Educational service center, county boards of developmental disabilities, and institutions of higher education seeking to achieve positive performance on approved fiscal measures must submit the budget information approved by an executive board or its equivalent on the appropriate tabs of the Financial Impact Table. Educational service centers should use the "ESC" tab and county boards of developmental disabilities and institutions of higher education should use the "non-traditional" tab.

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

Responses should provide rationale and evidence for each of the budget items and associated costs outlined in the project budget. In no case should the total projected expenses in the budget narrative exceed the total project costs in the budget grid.

590,000.00 State the total project cost.

* Provide a brief narrative explanation of the overall budget.

The total cost for implementing our project is $590,000. This is for the purchase of six Bluebird Propane- Powered Vision buses (transportation category) at a cost of $95,000 per bus and a propane fueling station at a cost of $20,000 for the fueling pad (facility category) and fueling pumps. Our district was innovatively proactive in the design of our new campus by including an 18,000 gallon propane tank for the...
13. Will there be any costs incurred as a result of maintaining and sustaining the project after June 30th of your grant year?

Sustainability costs include any ongoing spending related to the grant project after June 30th of your grant year. Examples of sustainability costs include annual professional development, equipment maintenance, and software license agreements. To every extent possible, rationale for the specific amounts given should be outlined. The costs outlined in the narrative section should be consistent and verified by the financial documentation submitted and explained in the Financial Impact Table. If the project does not have sustainability costs, applicants should explain why.

Yes - If yes, provide a narrative explanation of your sustainability costs as detailed in the Financial Impact Table in the box below.

No - If no, please explain why (i.e. maintenance plan included in purchase price of equipment) in the box below.

There will not be any new costs incurred as a result of maintaining and sustaining the project after June 30, 2015. Our district budgets annually for the fuel and maintenance of our buses. Our FY 2014 five year forecast allowed for these future costs, but there will be substantial, sustainable savings realized from the fuel and maintenance efficiencies of the new propane fueled buses. These savings will reduce the annual budgets for bus fuel and maintenance. These savings will also fund our district’s future purchases of propane-fueled buses. The implementation of our project will enable us to accomplish our goal of a substantial, sustainable spending reduction in the five-year fiscal forecast. We expect a decrease (per gallon) in bus fuel cost of 73% totaling an estimated annual savings of $3,909 per bus. This savings will be reflected as a reduction in the five-year forecast materials and supplies line 3.04. We also expect an annual savings in bus maintenance of $3,333 per bus due to the use of cleaner burning fuel (that will prolong the lives of the bus engines) and a five year warranty on each bus. This savings will be reflected as a reduction in the five-year forecast purchased service line 3.03. Additionally, the reimbursement of total annual savings from lower fuel and maintenance costs and the $95,000 per year savings reduction in the five-year forecast capital outlay line 3.05 (due to the replacement of one bus versus two buses per year as originally planned in FY2014) will enable our district to continue to reduce the capital outlay line, while enabling us to replace our bus fleet with efficient propane fueled buses. The expected savings each year per each additional bus has a multiplying effect on the fuel and maintenance cost savings. These funds will be earmarked and transferred into the permanent improvement fund to restrict the funds for the purpose of purchasing replacement propane buses. There will not be new or recurring costs in the five-year forecast once the grant has expired or thereafter.

14. Will there be any expected savings as a result of implementing the project?

Yes

No

Applicants with sustainability costs in question 13 or seeking to achieve significant advancement in spending reductions in the five-year forecast must address this response. Expected savings should match the information provided by the applicant in the Financial Impact Table. All spending reductions must be verifiable, permanent, and credible. Applicants may only respond “No” if the project will not incur any increased costs as a result of maintaining and sustaining the project after June 30th of your grant year. The Governing Board will use the cost savings as a tiebreaker between applications with similar scores during its final selection process. Cost savings will be calculated as the amount of expected cost savings less sustainability costs relative to the project budget.

160,178.00 If yes, specify the amount of annual expected savings. If no, enter 0.

If yes, provide details on the expected savings (i.e. staff counts and salary/benefits, equipment to be purchased and cost, etc.). If no, please explain.

Our district expects substantial, sustainable savings from the implementation of this project. These savings will be realized from the fuel and maintenance efficiencies of the new propane fueled buses, as well as a reduction in the need for vehicle replacement. We expect a decrease (per gallon) in bus fuel cost of 73% totaling an estimated annual savings of $3,909 per bus. We also expect an annual savings in bus maintenance of $3,333 per bus due to the use of cleaner burning fuel (that will extend the lives of the bus engines) and a five year warranty on each bus. These savings will reduce the five-year forecast for FY 2016 through FY 2020 for bus fuel (supplies line 3.04) in the amount of $475,000. The total average annual savings are expected to be $160,178. Total reduction in the five-year forecast is expected to be $800,890 over a five-year period. Expected savings in capital outlay is due to the reduction in the purchase of bus replacement from two buses to one bus per year. Due to the Straight A funding and the purchase of six buses in FY 2015 coupled with longer useful lives of vehicles as a result of clean burning fuel, we will only be purchasing one replacement bus per year in FY 2016 through FY2020. Clean functioning engines of buses fueled with propane will extend the life of the propane buses, and therefore extend the period of bus replacement rotation. The fuel and maintenance savings will fund our district’s future purchases of propane-fueled buses in periods extending past FY2020. The expected savings each year per each additional propane bus has a multiplying effect on the fuel and maintenance cost savings. These funds will be earmarked and transferred into the permanent improvement fund to restrict the funds for the purpose of purchasing replacement efficient propane-fueled buses. By 2021 our district will have completely replaced our regular bus fleet with lean, clean and environmentally green Bluebird Propane- Powered Vision buses.

15. Provide a brief explanation of how the project is self-sustaining.

All Straight A Fund grant projects must be expenditure neutral. For applications with increased ongoing spending as documented in question 11-14, this spending must be offset by expected savings or reallocation of existing resources. These spending reductions must be verifiable, permanent, and credible. This information must match the information provided in your Financial Impact Table. Projected additional income may not be used to offset increased ongoing spending because additional income is not allowed by statute. Please consider inflationary costs like salaries and maintenance fees when considering whether increased ongoing spending has been offset for at least five years after June 30th of your grant year. For applications without increased ongoing spending as documented in questions 11-14, please demonstrate how you can sustain the project without incurring any increased ongoing costs.
For educational service centers and county boards of developmental disabilities that are members of a consortium, any increased ongoing spending at the educational service center or county board of developmental disabilities may also be offset with the verifiable, permanent, and credible spending reductions of other members of the consortium. This increased ongoing spending must be less than or equal to the sum of the spending reductions for the entire consortium.

Explain in detail how this project will sustain itself for at least five years after June 30th of your grant year.

Our project is completely self-sustaining because it will reduce costs reflected in the five-year forecast for FY 2016 through FY 2020 for bus fuel (supplies line 3.04) in the amount of $75,905, maintenance (purchased service line 3.03) in the amount of $149,985, and vehicle replacement (capital line 3.05) in the amount of $475,000. Total reduction in the five-year forecast will be $800,890. Expected savings in capital outlay is due to the reduction in the purchase of bus replacement from two buses to one bus per year. Due to the Straight A funding and the purchase of six buses in FY 2015 coupled with longer useful lives of vehicles as a result of clean burning fuel, we will only be purchasing one replacement bus per year in FY 2016 through FY 2020. Clean functioning engines of buses fueled with propane will extend the life of the propane buses, and therefore extend the period of bus replacement rotation. The fuel and maintenance savings will fund our district's future purchases of propane-fueled buses in periods extending past FY 2020. The expected savings each year per each additional propane bus has a modifying effect on the fuel and maintenance cost savings. These funds will be earmarked and transferred into the permanent improvement fund to restrict the funds for the purpose of purchasing replacement efficient propane-fueled buses. Within the first five years of the implementation of the project, our district will have replaced eleven of its twelve regular bus fleet and realized a savings of $800,890. Our fleet will have become completely self-supporting with savings and efficiencies to weather even stormy, inflationary periods. Therefore, the spending reductions will be permanent. Our project will be completely sustainable for at least five years and many years thereafter. The spending reductions are verifiable, permanent, and credible. They are verifiable through our tracking system of bus transportation expenditures. Additionally, historical comparisons of specific expenditure maintenance and fuel accounts will reflect the reductions. The spending reductions are permanent as noted above and the spending reductions are credible as evidenced in the five-year forecast and the accounting records. We will use both historical and current data to analyze and measure both short-term and long-term objectives. All of our costs will be tracked through the Uniform State Accounting System per line item.

**D) IMPLEMENTATION - Timeline, scope of work and contingency planning**

16. Please provide a brief description of the team or individuals responsible for the implementation of this project, including other consortium members and/or partners.

This response should include a list of qualifications for the applicant and others associated with the grant. If the application is for a consortium or a partnership, the lead should provide information on its ability to manage the grant in an effective and efficient manner. Include the partner/consortium members' qualifications, skills and experience with innovative project implementation and projects of similar scope.

Enter Implementation Team information by clicking the link below:

Add Implementation Team

For Questions 17-19 please describe each phase of your project, including its timeline, scope of work, and anticipated barriers to success.

A complete response to these questions will demonstrate specific awareness of the context in which the project will be implemented, the major barriers that need to be overcome and the time it will take to implement the project with fidelity. A strong plan for implementing, communicating and coordinating the project should be outlined, including coordination and communication in and amongst members of the consortium or partnership (if applicable). It is recognized that specific action steps may not be included, but the outline of the major implementation steps should demonstrate a thoughtful plan for achieving the goals of the project. The time line should reflect significant and important milestones in an appropriate and reasonable time frame.

17. Planning - Activities prior to the grant implementation

* Date Range February 3, 2014 through April 18, 2014

* List of scope of work (activities and/or events including project evaluation discussions, communication and coordination among entities).

The superintendent and the treasurer discussed the project in detail, their intent to apply for the Straight A funding, and the positive impact that the project would have on the district. Also, it was decided that communication between all stakeholders would be an essential element throughout the project. Included in the communication plan would be frequent updates on the progress of the project as well as collection and evaluation of data. The treasurer will attend the regional meeting in March to for a review and an overview of the Straight A fund grant application process. The superintendent and treasurer will complete the Straight A fund grant application process by April 18, 2014 and submit it to the Ohio Department of Education.

* Anticipated barriers to successful completion of the planning phase

A barrier would exist if the district failed to file the intent to apply response with the State Department of Education. That barrier would be overcome by filing the intent to apply response with the State of Ohio in a timely manner. The Superintendent did file the intent to apply by the deadline. Additionally, a barrier could exist due to communication breakdowns. This barrier would be overcome by scheduling specific time at the administrative meetings (held weekly) to discuss the project and its progress. Also, a barrier could exist if the treasurer does not collect, track, and share data for evaluation. This barrier would be overcome with processes in place for checks and balances. The treasurer's staff currently collects data, and would be fully capable of collecting, tracking and sharing the project data for evaluation if the treasurer does not complete the duty. Also, the superintendent will monitor timely receipt of the data from the treasurer to be evaluated. A barrier could also exist if the Straight A fund grant is not completed and submitted through the CCIP by April 18, 2014. This barrier could be overcome with oversite of the CCIP application process. The treasurer and the superintendent monitor CCIP activity and processes, intently.

18. Implementation - Process to achieve project goals

* Date Range August 1, 2014 through June 30, 2015
The superintendent and treasurer will prepare an advertisement listing specifications for the propane-fueled buses. The treasurer will advertise for bids once for at least two consecutive weeks in a newspaper of general circulation in the district prior to the date specified by the Board for receiving bids. The bus bids will be received by the Treasurer and they will be opened at the time and place specified by the Board in the advertisement for bids. The Miami East Board of Education will award the bus bid to the lowest bidder (vendor). Notice will be given to the lowest bidder of the award of the bid. A purchase order will be issued by the treasurer and a copy will be sent to the vendor. The buses will be ordered. Buses will be received, inspected by the Ohio State Highway Patrol, licensed and placed in service. Throughout this entire process, progress will be communicated to all stakeholders.

A barrier could exist if the treasurer does not collect, track, and share data for evaluation. The treasurer's staff currently collects data, and would be fully capable of collecting, tracking and sharing the project data for evaluation if the treasurer does not complete the duty. Also, the superintendent will monitor timely receipt of the data from the treasurer to be evaluated. Throughout this entire process, progress will be communicated to all stakeholders. A barrier could exist due to communication breakdowns. This barrier would be overcome by scheduling specific time at the administrative meetings (held weekly) to discuss the project and its progress. A barrier could also exist if the Board of Education refused approval of the project. Another barrier could exist if the district did not receive any bids for the project. This barrier could be overcome by placing a second advertisement and notifying bus vendors of the advertisement. A barrier would also exist if the vendor failed to deliver the buses in a timely manner. The barrier would be overcome by frequent communication with the vendor to assure timely delivery of the buses. Another barrier could exist if the Ohio State Highway Patrol did not pass the new buses in inspection. This barrier would be overcome by addressing the issues immediately with the vendor and requiring the vendor to fix the buses. All barriers will be overcome with effective communication with all stakeholders.

Implementation of this project will allow our district to move forward with the replacement of our bus fleet on a twelve year life cycle. Bus replacement will no longer deplete our general fund dollars or increase spending in the five-year forecast. The cost of such replacement will be entirely covered by the savings that we will realize through the efficiencies of the use of propane fuel for transportation. The savings realized from fuel and maintenance efficiencies of the new propane fueled buses will fund our district's future purchases of propane-fueled buses. These funds will be earmarked and transferred into the permanent improvement fund to restrict the funds for the purpose of purchasing replacement propane buses. The reinvestment of total annual savings from lower fuel and maintenance costs will enable our district to reduce the capital cost of additional efficient propane-fueled buses. As we continue to purchase one propane bus per year the savings will grow. This will reduce the capital outlay line 3.05 of the five-year forecast as we earmark and transfer the savings to the permanent improvement fund. We will not be increasing the capital outlay line item in the five-year forecast, but decreasing it. By fiscal year 2021, our district will have replaced our entire regular fleet of buses with efficient propane-fueled buses. The savings realized from fuel and maintenance efficiencies will thereafter permanently fund the future purchase of these buses.
The responses in this section are focused on the ability to design a method for evaluating the project's capacity for long-term sustainable results. Therefore, the questions focus on the method of defining the problem(s) the project hopes to solve and the measures that will determine if the problem(s) have been solved.

21. 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 response should provide a concise explanation of items which provide rationale that will support the probability of successfully achieving the goals of the project. Answers may differ based on the various levels of development that are possible. If the proposal is for a new, never before implemented project, the response should provide logical, coherent explanations of the anticipated results based on some past experience or rationale. For projects that have been implemented on a smaller scale or successfully in other organizations, the response should provide the quantifiable results of the other projects. If available, relevant research in support of this particular proposal should also be included.

Please enter your response below.

Propane-fueled transportation projects have been very successful in organizations that have completed them. Utilization of propane as an auto-gas has both economically rewarding and environmentally cleansing for these entities. We model our project based upon these successful projects. Tippecanoe School Corp. (TSC) in Lafayette, Indiana purchased five 78 passenger Blue Bird Propane-powered Vision, Type C school buses in 2012. The buses have delivered top-of-the-line performance, as well as substantial fuel savings. TSC saved 70% cost per gallon of fuel and 197,885 fewer gallons per year. Additionally, 739,055 pounds of carbon dioxide was eliminated from TSC's carbon footprint over the life of their propane-fueled fleet. Additionally, Mesa Public Schools in Phoenix Arizona experienced much success with the conversion to propane-fueled buses. They purchased sixty-eight Blue Bird Propane-Powered Vision buses between years 2011 to 2013. Mesa has saved 82% per fuel gallon for a total of $6,500 per year, per bus with an expected savings of 4.43 million dollars over a five-year period. Also, more than 62,500 pounds of greenhouse gases per bus, per year have been eliminated from the carbon footprint. Also, Alvin Independent School District (ISD) in Texas acquired sixty-eight 2010 - 2013 Blue Bird Propane-Powered Type C school buses. ISD has saved approximately $5,000 per bus per year and $79,000 per bus, equaling more than $5 million in fuel and maintenance savings over the lifetime of the fleet. They have saved more than 60 percent fuel savings per gallon when compared to diesel fuel. Additionally, ISD has emitted about 152,700 fewer pounds of carbon dioxide per bus, per year. I use these testimonials to demonstrate the strong probability of success of our project.

22. Describe the overall plan to evaluate the impact of the concept, strategy or approaches used in the project.

This plan should include the methodology for measuring all of the project outcomes. Applicants should make sure to outline quantitative approaches to assess progress and measure the overall impact of the project proposal. The response should provide a clear outline of the methods, process, timelines and data requirements for the final analysis of the project's progress, success or failure. The applicant should provide information on how the lessons learned from the project can and will be shared with other education providers in Ohio.

* Include the name and contact information of the person who will be responsible for conducting the evaluation and whether this will be an internal or external evaluation.

Dr. Todd Rappold, Superintendent of Miami East Local School District and Lisa Fahmcke, Treasurer will evaluate the project. It will be an internal evaluation. Contact Information: Dr. Todd Rappold Lisa Fahmcke 3825 N. State Route 58 3825 N. State Route 589 Casstown, Ohio 45312-9707 Casstown, Ohio 45312-9707 937-335-7505 x1124 937-335-7505 x1126

* 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 project's progress).

We will evaluate the benefit of the project and the long range financial goal periodically throughout the year. Product performance and efficiencies will be reviewed to evaluate the success of the project. These will be reflected through the collection, analysis and review of vehicle maintenance and fuel consumption data throughout the year. We have established a diesel fuel operation cost baseline, as well as a maintenance cost baseline per bus in the district. Throughout the fiscal year, we track the fuel cost, maintenance cost, fuel usage, and mileage per bus. The costs are recorded on a cash basis. At the end of each fiscal period, we will be able to determine the cost savings (in real dollars) by comparing the diesel bus baseline costs with the actual costs of the propane fueled buses. Additionally, we will be able to compare the net (after maintenance and fuel savings) cost of additional bus purchases with prior period bus purchase costs. We will use both historical and current data to analyze and measure both short-term and long-term objectives. All of our costs will be tracked through the Uniform State Accounting System per line item.

* Include the method, process and/or procedure by which the project will modify or change the project plan if measured progress is insufficient to meet project objectives.

Maintenance records will be examined, periodically, to assure optimal vehicle performance. If performance is suspect, the vendor will be contacted to address the issues. If issues are not resolved, the district will require the vendor to honor all warranties and replace the vehicle or its defective parts. Vehicle performance is the key to cost savings and meeting the project objectives.

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

The response should provide specific quantifiable measures of the grant outcomes and how the project will lead to successful attainment of the project goals. Applicants should describe how the program or project will continue after the grant period has expired.

Please enter your response below.

Implementing propane as the fuel of choice for Miami East Schools' buses will offer immediate fuel and maintenance cost savings from the first day of implementation and throughout the life of each vehicle as well as allow the district significant savings to reinvest into replacement of our remaining bus fleet with additional cost-effective propane powered vehicles. Within the first five years of the implementation of the project, our district will replace eleven of its twelve regular bus fleet and realized a substantial savings of $800,890 in the five-year forecast. We will have accomplished our goal of a substantial, sustainable spending reduction in the five-year fiscal forecast. We hope to realize a decrease (per gallon) in bus fuel cost of 73% totaling an estimated annual savings of $3,909 per bus. We also expect an annual savings in bus maintenance of $3,333 per bus due to the use of cleaner burning fuel (that will prolong the lives of the bus engines) and a five year
warranty on each new bus. In summary, our district will have saved $175,905 in bus fuel (supply category) and $149,985 in maintenance (purchased service category) over a five year period. Additionally, our fiscal year 2014 five-year forecast had budgeted $190,000 in the capital outlay category for 2 buses per year over a five year period for new buses. Due to the help of the Straight A funds in the purchase of six new buses in FY2015, our district will only be purchasing one new propane-fueled bus per year for FY2016 through FY2020. This will be a total savings in the capital outlay category of $475,000 for FY 2016 through 2020. To summarize, the additional purchase of one propane-fueled bus per year in FY2016 through FY2020 over and above the Straight A fund project six bus purchase would not impose additional capital outlay expenditures on the five-year forecast, but would reduce those expenditures. Also, the fuel and maintenance savings per year of each additional bus purchased has a multiplying effect. By fiscal year 2021, our district will have replaced our entire regular fleet of buses with efficient propane fueled buses. The savings realized from fuel and maintenance efficiencies will fund the purchase of these buses, thereafter. Additionally, children are among those most susceptible to the health effects of exhaust exposure as a result of the developing bodies and lungs and faster breathing rates than adults. Propane is a domestic fuel sourced as a bi-product from natural gas production and its use as a transportation fuel results in significantly lower bus emissions proving for a healthier environment in the passenger cabin for students as well as for the wider communities in which the vehicles travel. Our students, our community, and our environment will healthfully prosper by the reduction of carbon emissions into the atmosphere. Our propane fueled buses will run economically leaner, maintenance cleaner and environmentally greener than our traditional diesel-fueled buses.

24. Describe the specific benchmarks, by goal as answered in question 9, which 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.

* Student Achievement

We expect a decrease (per gallon) in bus fuel cost of 73%, an estimated annual savings of $3,909 & an annual savings in bus maintenance of $3,333 per bus due to the use of cleaner burning fuel (that will extend the lives of the bus engines) & a five year warranty on each bus. These savings will reduce the five-year forecast for FY 2016 through FY 2020 for bus fuel (line 3.04) by $175,905, maintenance (line 3.03) by $149,985, & vehicle replacement (3.05) by $475,000 for a total reduction of $800,890. To benchmark the spending reductions in the five-year forecast, we have established a diesel fuel operation cost baseline as well as a maintenance cost baseline per bus. The district tracks transportation fuel usage, transportation maintenance costs, mileage, and fuel costs. At the end of each fiscal period, we will be able to determine & analyze the cost savings by comparing the diesel bus baseline costs with the actual costs of the propane fueled buses.

Additionally, we will be able to compare the net (after maintenance and fuel savings) cost of additional bus purchases with historical diesel bus purchase costs. The savings realized from fuel & maintenance efficiencies of the new propane fueled buses will be earmarked and transferred into the permanent improvement fund to restrict the funds for the purpose of purchasing replacement propane buses. The reinvestment of total annual savings from lower fuel & maintenance costs will enable our district to reduce the capital cost of additional efficient propane fueled buses. As we continue to purchase one propane bus per year the savings will grow. By fiscal year 2021, our district will have replaced our entire regular fleet of buses with efficient propane fueled buses and the savings realized from fuel and maintenance efficiencies will completely fund the future purchases of propane-fueled buses after 2021. These benchmarks will be supported through data analysis (annually). Please see #21 and #24 for similar projects.

* Spreading Reduction in the five-year fiscal forecast

We have modeled our project from other educational institutions that have successfully implemented propane fueled transportation. These examples have been noted in questions 21 and 24. Other Ohio educational institutions could model their projects based upon these examples or our project, if funded. A great amount of money could be saved by implementing this plan in every district.

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

Yes

No

If the applicant selects "Yes" to the first part of the question, the response should provide an explanation of the time and effort it would take to implement the project in another district, as well as any plans to share lessons learned with other districts. To every extent possible, applicants should outline how this project can become part of a model so that other districts across the state can take advantage of the learnings from the proposed innovative project. If there is a plan to increase the scale and scope of the project within the district or consortium, it should be included here.

* Explain your response

This project could be replicated in other school districts in Ohio by earmarking the realized savings per propane bus purchased for future purchase of additional propane vehicles. As they continue to purchase propane fueled buses their savings will multiply. When a district replaces a greater number of vehicles, the savings are greater. We have modeled our project from other educational institutions that have successfully implemented propane-fueled transportation. These examples have been noted in questions 21 and 24. Other Ohio educational institutions could model their projects based upon these examples or our project, if funded. A great amount of money could be saved by implementing this plan in every district.
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 time frame. The Governing Board of the Straight A Fund reserves the right to conduct an evaluation of the project and request additional information in the form of data, surveys, interviews, focus groups and other related data on behalf of the General Assembly, Governor and other interested parties for an overall evaluation of the Straight A Fund.

PROGRAM ASSURANCES: I agree, on behalf of this applicant, and any or all identified consortium members or partners, that all supporting documents contain information approved by a relevant executive board or its equivalent and to abide by all assurances outlined in the Straight A Assurances (available in the document library section of the CCIP).

I accept. Dr. Todd Rappold Superintendent Miami East Local School District April 18, 2014
Consortium Contacts

<p>| No consortium contacts added yet. Please add a new consortium contact using the form below. |</p>
<table>
<thead>
<tr>
<th>Partnerships</th>
</tr>
</thead>
<tbody>
<tr>
<td>No partners added yet. Please add a new partner by using the form below.</td>
</tr>
<tr>
<td>First Name</td>
</tr>
<tr>
<td>------------</td>
</tr>
<tr>
<td>Todd</td>
</tr>
<tr>
<td>Lisa</td>
</tr>
</tbody>
</table>
interest-based collective bargaining method for successful labor contract negotiations and a cost effective advance refunding of a debt project. She has also contributed concise, compelling financial information for the successful passage of many levy campaigns. She has received numerous awards for excellence in financial reporting from the Auditor of the State of Ohio, The Government Finance Officers' Association, and the Association of School Business Officials.