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Adjusted Allocation: 0.00

Remaining: -4,200,000.00
Please respond to the prompts or questions in the areas listed below in a narrative form.

A) APPLICANT INFORMATION - General Information

1. Project Title:
Regional Transportation Mahoning County

2. Executive summary: Please limit your responses to no more than three sentences.
We, in Mahoning County, will create a regional school transportation system including but not limited to: maintenance, administration, routing, safety, purchasing, staffing, training, to save taxpayer dollars and increase efficiency. Struthers City Schools is well suited to administer this grant with experience in grants management. Struthers administers grants such as the federal Grant funds of 1.13 million annually. Additionally, the relationship with the Poland Local School District, Lowellville Local School District, and Campbell City schools are well suited to partner and assist in the implementation and management of the grant goals. All participating districts in this consortia manage 3.5 million dollars of grant funds annually. Regionalizing all aspects of school transportation that reduces each district's five-year forecast and drives more money to the classroom. In order to achieve this we propose the following activities: 1. A comprehensive feasibility study that includes not only our ability to rationalize but are view of our individual agreements with our local unions to find similarities to achieve one agreement; 2. A GPS routing system that includes stop information allowing all drivers regardless of zip code to drive any routes; 3. One radio county-wide with each district on a frequency to increase communication; 4. Create regional fueling stations to bulk purchase fuel; 5. Full-service regional repair and maintenance facility; 6. Create a "grow your own drivers" program at the Mahoning County Career and Technical Center to dramatically increase the number of CDL licensed drivers for the region. 7. Installing cameras and wireless hot spots on each bus increase safety and communication 8. Fully implement using one transportation supervisor.

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.

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
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12

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

First Name, last Name of contact for lead applicant
Joseph Nohra

Organizational name of lead applicant
Struthers City School District

Address of lead applicant
99 Euclid Avenue, Struthers Ohio 44471

Phone Number of lead applicant
330-750-1061

Email Address of lead applicant
joseph.nohra@strutherscityschools.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**

---

**B) PROJECT DESCRIPTION - Overall description of project and alignment with goals**

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

Each district in the consortium will participate in a regional transportation council that will meet monthly to coordinate routes and safety concerns, approve bulk purchases, provide needed funds based on ADM to maintain regional fueling stations and upkeep on the regional repair center. The council will provide expertise and outside contracted work needed to achieve the goals in the grant. Youngstown State Universities Dr. Cala will conduct the comprehensive feasibility study on behalf of the council and the final summative evaluation. In order to share drivers we need GPS software that is capable of not only showing location but also stop information. The company Transfinder offers that capability. With information of stops on each bus it will be easier for districts to share drivers who maybe unfamiliar with area. The added wireless access points will let kids use devices while in transit. This will decrease behavior issues and increase academic endeavors while the kids are in transit to school. Getting all districts on the same radio system increases communication and collaboration. With cameras and GPS we markedly increase safety for all students. We will build on to an existing facility in Poland Local School to create a regional repair location. This location will function as a way for districts to repair busses without paying the high cost of local garages. In addition, we will place a regional fueling station in Struthers Ohio to fuel the busses in the pilot. We will have ongoing cost to maintain the wireless hot spots on each bus, plus the routing software. These cost will be offset by the savings in fuel purchases, sharing of supervisors, lower repair cost, increased efficiency in routing resulting in less drivers. We anticipate an annual savings of $140,100 which covers the cost we expect to generate that are recurring. These reductions are in staffing levels, increased overall efficiency, bulk purchasing, and decreased amounts paid for repairs.

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

With the utilization of regional transportation we will be able to increase overall efficiency and increase collaboration among school districts. We recognize that if we continue to operate independently the cost to maintain and operate busses increases. Currently, we lack the ability to consolidate routes such as Special Education or Parochial that typically have one or two students riding to the member school district. With increased collaboration and centralized coordination those special routes will be efficiently managed. We currently have a need for Substitute Drivers. The cost associated with getting the CDL and training often prohibits possible drivers from making an application in any one of our school districts. Consequently, drivers might be attached to one district not get enough work and get frustrated and either leave or go to work in our growing oil and gas industry. The solution to this is increasing the pool of drivers by training them ourselves and with regional transportation we increase the drivers ability to make money in each school district. The life expectancy of our average bus without proper maintenance is 8 years. The typical reason for the 8 year life of a bus is not the engine but the body. With a regional maintenance garage with bulk shop we will increase the life of a bus for an additional 5 years. Regional transportation will facilitate our bulk purchases. Purchasing fuel, parts, tires, and all other bus related parts will be cheaper. Our current situation within each district is we have to pay private garages to repair our engines. With a regional garage with mechanics paid for out of the school district it will be more efficient and cost effective. Currently there is one part-time transportation supervisor in Poland Local Schools. The other three do not have a transportation supervisor and those duties have been completed by administrators without sufficient knowledge of transportation routing, purchasing or repairs. Moving to one regional supervisor insures proper routing, routine maintenance. Additionally, we will create a regional transportation council. This council will coordinate all activities related to transportation in each school district. The council will work through problems, deal with local union agreements and coordinate bulk purchases. The council will give a strong independent voice to each member district. Allowing each member to maintain identity while taking advantage of the shared resources.

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.)


### 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) | * 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 centers, county boards of developmental disabilities, and institutions of higher education seeking to achieve positive performance on other approved fiscal measures should 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...
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.

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.**

$140,100.00 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.

Getting all districts on the same radio system increases communication and collaboration. With cameras and GPS we markedly increase safety for all students. We will build on to an existing facility in Poland Local School to create a regional repair location. This location will function as a way for districts to repair buses without paying the high cost of local garages. In addition, we will place a regional fueling station in Struthers Ohio to fuel the buses in the pilot. We will have ongoing cost to maintain the wireless hot spots on each bus, plus the routing software. These costs will be offset by the savings in fuel purchases, sharing of supervisors, lower repair cost, increased efficiency in routing resulting in less drivers. We anticipate an annual savings of $140,100 which covers the cost we expect to generate that are recurring. These reductions are in staffing levels, increased overall efficiency, bulk purchasing, and decreased amounts paid for repairs. The life expectancy of our average bus without proper maintenance is 8 years. The typical reason for the 8 year life of a bus is not the engine but the body. With a regional maintenance garage with body shop we will increase the life of a bus for an additional 5 years. Regional transportation will facilitate our bulk purchases. Purchasing fuel, parts, tires, and all other bus related parts will be cheaper. Our current situation within each district is we have to pay private garages to repair our engines. With a regional garage with mechanics paid for out of the school district it will be more efficient and cost effective. Currently there is one part-time transportation supervisor in Poland Local Schools. The other three do not have a transportation supervisor and those duties have been completed by administrators without sufficient knowledge of transportation routing, purchasing or repairs. Moving to one regional supervisor insures proper routing, routine maintenance.

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.
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

17. Planning - Activities prior to the grant implementation

* Date Range August 2014

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

We will convene and establish the regional transportation council and begin the work planning and implementing the grant details.

* Anticipated barriers to successful completion of the planning phase

As with all collaborative projects we will have obstacles as we move people from thinking in silos to thinking globally.

18. Implementation - Process to achieve project goals

* Date Range July 2014-August 2015

* List of scope of work (activities and/or events, including deliverables, project milestones, interim measurements, communication, and coordination).


* Anticipated barriers to successful completion of the implementation phase.

Potential barriers include but not limited too: Weather, Site planning, Communication with parents, delays in installation of equipment, and growing the drivers needed for substitutes.

19. Summative Evaluation - Plans to analyze the results of the project

* Date Range August of 2015

* List of scope of work (activities and/or events, including quantitative and qualitative benchmarks and other project milestones).

The council will receive regular updates on cost savings. Dr. Cala will review all routes and efficiencies as we keep a running tally of overall saving for each district. This will be used to report out to each individual community. The progress will be included on the each website and in each districts annual report.

* Anticipated barriers to successful completion of the summative evaluation phase.

We do not expect barriers in this phase of the grant.

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

The response should illustrate the critical instructional and/or organizational changes that will result from implementation of the grant and the impact of these changes. These changes can include permanent changes to current district processes, new processes that will be incorporated or the removal of redundant or duplicative processes. The response may also outline the expected change in behaviors of individuals (changes to classroom practice, collaboration across district boundaries, changes to a typical work day for specific staff members, etc.). The expected changes should be realistic and significant in moving the institution forward.
### E) SUBSTANTIAL IMPACT AND LASTING VALUE - Impact, evaluation and replication

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.

   We will use the council and the assistance of DR. Cala in grant evaluation for impact, evaluation, and lasting value. If we continue to not only save our goal of $140,000 each year, but build a greater savings while adding life to our fleets and providing a safe and efficient transportation program, then we can identify true impact.

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.

   Using Youngstown State Universities Dr. Martin Cala in conjunction with the regional council will conduct the evaluation of the success of the project.

   * 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 collect the following information on an ongoing basis: Annual cost per pupil regular education rider; Annual cost per pupil Special Education rider; Annual Fuel consumption per district square mile; Annual fuel consumption per rider; Riders per bus operated; Daily miles per rider; riders per district square mile; and Annual Repair and upkeep cost;

   * 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.

   The regional Transportation Council will make any necessary and needed modification during the grant period and beyond. The council will be entrusted to make needed modification to achieve the grant goals.

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.

   With the utilization of regional transportation we will be able to increase overall efficiency and increase collaboration among school districts. We recognize that if we continue to operate independently the cost to maintain and operate busses increases. Currently, we lack the ability to consolidate routes such as Special Education or Parochial that typically have one or two students riding to the member school district. With increased collaboration and centralized coordination those special routes will be efficiently managed. We currently have a need for Substitute Drivers. The cost associated with getting the CDL and training often prohibits possible drivers from making an application in any one of our school districts. Consequently, drivers might be attached to one district not get enough work and get frustrated and either leave or go to work in our growing oil and gas industry. The solution to this is increasing the pool of drivers by training them ourselves and with regional transportation we increase the drivers ability to make money in each school district. The life expectancy of our average bus without proper maintenance is 8 years. The typical reason for the 8 year life of a bus is not the engine but the body. With a regional maintenance garage with body shop we will increase the life of a bus for an additional 5 years. Regional transportation will facilitate our bulk purchases. Purchasing fuel, parts, tires, and all other bus related parts will be cheaper. Our current situation within each district is we have to pay private garages to repair our engines. With a regional garage with mechanics paid for out of the school district it will be more efficient and cost effective. Currently there is one part-time transportation supervisor in Poland Local Schools. The other three do not have a transportation supervisor and those duties have been completed by administrators without sufficient knowledge of transportation routing, purchasing or repairs. Moving to one regional supervisor insures proper routing, routine maintenance. Additionally, we will create a regional transportation council. This council will coordinate all activities related to transportation in each school district. The council will work through problems, deal with local union agreements and coordinate bulk purchases. The council will give a strong independent voice to each member district. Allowing each member to maintain identity while taking advantage of the shared resources.
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.

The applicant should provide details on the quantifiable measures of short- and long-term objectives that will be tracked and the source of benchmark comparative data points. Responses should include specified measurement periods and preliminary success points that will be used to validate successful implementation of the project. If a similar project has been successfully implemented in other districts or schools, identification of these comparable benchmarks should be included.

* Student Achievement

* Spending Reduction in the five-year fiscal forecast

* Utilization of a greater share of resources in the classroom

* Implementation of a shared services delivery model

The following objectives must be met: Regionalizing all aspects of school transportation that reduces each district's five-year forecast and drives more money to the classroom. In order to achieve this we propose the following activities: 1. A comprehensive feasibility study that includes not only our ability to rationalize but are view of our individual agreements with our local unions to find similarities to achieve one agreement; 2. A GPS routing system that includes stop information allowing all drivers regardless of zip code to drive any routes; 3. One radio county-wide with each district on a frequency to increase communication; 4. Create regional fueled stations to bulk purchase fuel; 5. Full-service regional repair and maintenance facility; 6. Create *a* grow your own drivers* program at the Mahoning County Career and Technical Center to dramatically increase the number of CDL licensed drivers for the region. 7. Installing cameras and wireless hot spots on each bus increase safety and communication 8. Fully implement using one transportation supervisor.

* Other Anticipated Outcomes

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

We will see immediate increased collaboration around transportation. We will see immediate improvement of behavior and safety on all regions busses. We expect and will see an increase in savings as a result of the pooling and sharing of resources. We will increase the number of CDL licensed drivers in the county. We will alleviate our shortages of drivers due to the Oil and Gas industry. We will free up needed resources to be spent on kids in classrooms. This will significantly reduce expenditures in the five-year forecast by sharing drivers, pooling resources, bulk purchasing, one supervisor for three districts and reduced monies spent on repairs. The savings are immediate and significant as districts eliminate routes, share the supervisor(s) and increase overall safety on all busses. The pooling of drivers in the region will allow each district to fill the needed routes and field trips. With these obvious savings it will be immediately spent in the classroom on kids and will at least forestall the need to go back to a levy fatigued community. All districts could take advantage of pooling resources, sharing bus supervisors and/or combining bus operations. We no longer live in a silos world whereby district(s) have to do their own thing. Increasing our sharing of services will free up dollars to be spent in the classroom on kids and alleviate the constant need to request additional funds from our voters. With a shared regional model of transportation we will increase overall safety, efficiency and reduce expenditures in the five-year forecast that will be directly placed back into the classroom and spent on students. With the Transportation Council we will sustain this project long-term by dealing directly with problems or issues related to regional transportation. It is hard to measure the impact of increased collaboration has on a region. Often when you collaborate amazing things happen. We expect that our collaborative efforts around transportation will spawn additional sharing of resources in the county. We have a track record of already sharing administration with our county superintendent who will serve as our Career Center Superintendent. If this valley knows one thing it is how to survive and thrive in a downturn economy. The districts who have been silos are open to sharing in an environment of trust and respect understanding each dollar saved will help students in this region and at least forestall the need to request additional levy dollars. The transportation council will be used to evaluate progress and insure proper implementation of the grant. The council members in cooperation with Dr. Martin Gala will use formative and summative methods to evaluate, make mid-term corrections and ensure the regional transportation goals are met. The goals are very straightforward and easily measured. The sharing of all things transportation will make an immediate impact on the participating districts bottom-line demonstrating success of the project.

By virtue of applying for the Straight A Fund, all applicants agree to participate in the overall evaluation of the Straight A Fund for the duration of the evaluation 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
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).
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<td>David</td>
<td>Janofa</td>
<td>330-757-7000</td>
<td><a href="mailto:djanofa@polandschools.org">djanofa@polandschools.org</a></td>
<td>Poland Local</td>
<td>048348</td>
<td>3199 Dobbins Rd, Poland, OH, 44514-2327</td>
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<tr>
<td>rocco</td>
<td>nero</td>
<td>330-536-6318</td>
<td><a href="mailto:r.nero@lowellvilleschool.org">r.nero@lowellvilleschool.org</a></td>
<td>Lowellville Local</td>
<td>048330</td>
<td>52 Rocket Place, Lowellville, OH, 44436</td>
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<tr>
<td>First Name</td>
<td>Last Name</td>
<td>Telephone Number</td>
<td>Email Address</td>
<td>Organization Name</td>
<td>IRN</td>
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<tr>
<td>Joseph</td>
<td>Nohra</td>
<td>(330) 750-1061</td>
<td><a href="mailto:joseph.nohra@strutherscityschool.org">joseph.nohra@strutherscityschool.org</a></td>
<td>Struthers City</td>
<td>044859</td>
<td>99 Euclid Ave, Struthers, OH, 44471-1831</td>
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</tr>
<tr>
<td>David</td>
<td>Janofa</td>
<td>(330) 757-7000</td>
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<tr>
<td>Mathew</td>
<td>Bowen</td>
<td>(330) 799-8777</td>
<td><a href="mailto:mbowen@campbell.k12.oh.us">mbowen@campbell.k12.oh.us</a></td>
<td>Campbell City Schools</td>
<td></td>
<td>280 6th St, Campbell, , Campbell, OH, 44405</td>
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</tr>
<tr>
<td>Rocco</td>
<td>Nero</td>
<td>(330) 536-6318</td>
<td><a href="mailto:r.nero@lowellvilleschool.org">r.nero@lowellvilleschool.org</a></td>
<td>Lowellville Local</td>
<td>048330</td>
<td>52 Rocket Place, Lowellville, OH, 44436</td>
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</table>
### Implementation Team

<table>
<thead>
<tr>
<th>First Name</th>
<th>Last Name</th>
<th>Title</th>
<th>Responsibilities</th>
<th>Qualifications</th>
<th>Prior Relevant Experience</th>
<th>Delete Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rocco</td>
<td>Nero</td>
<td>Superintendent, Lowellville Local Schools</td>
<td>One of four district Superintendents overseeing the grant implementation. (The leadership team will be four superintendents). Together, all four of us will implement the grant and oversee the transportation consortium.</td>
<td>Being this is my 37th year in education and my 29th as an administrator, I have written numerous grants (not all approved of course) ranging from topics such as Intervention - Advanced Placement - Transportation - Energy grants etc.</td>
<td>I have also been in charge of the CCIP process in three districts as well as Special Education Coordinator in two so various grants have also been written to those roles. As transportation coordinator, I worked with W.W. Williams on a large grant to retrofit all of our buses to comply with new EPA requirements. Experience at the TCESC gave me the opportunity to work with a number of districts on Improving Instruction in the Classroom grants also.</td>
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<tr>
<td>Mathew</td>
<td>Bowen</td>
<td>Superintendent, Campbell City Schools</td>
<td>One of four district Superintendents overseeing the grant implementation. (The leadership team will be four superintendents). Together, all four of us will implement the grant and oversee the transportation consortium.</td>
<td>I have been a teacher, principal, and schools administrator. This is my first year as the Superintendent at Campbell. I have developed academic intervention programs in my two previous districts.</td>
<td>The Campbell City School district has acquired a great deal of experience with grant management. Currently, we collaborate with multiple partners and oversee many grants. For example, the Swanston Grant is a $300,000 annual grant focused on early intervention. Campbell City Schools on average manages 1.2 million dollars in grant funds annually.</td>
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<tr>
<td>Joseph</td>
<td>Nohra</td>
<td>Superintendent, Struthers City Schools</td>
<td>One of four district Superintendents overseeing the grant implementation. (The leadership team will be four superintendents). Together, all four of us will implement the grant and oversee the transportation consortium.</td>
<td>I have been special education coordinator, principal, athletic administrator, alternative school principal, teacher, special education teacher, and now a superintendent for various public school districts. I believe that grants are both a partnership and a means for assistance in helping our students and directing financial resources correctly and in an innovative fashion.</td>
<td>I have significant experience with both state and federal grants including 21st century at Cleveland Heights - University Heights City School District. I both co-wrote and administered this grant program which was called &quot;Shine&quot;. I'm involved with our title and federal programs here at Struthers City Schools. I've significant private sector Grant experience including a grant for the Austintown Local Schools that funded $600,000 for facilities renovation from the Forum Health Foundation.</td>
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</tr>
<tr>
<td>David</td>
<td>Janofa</td>
<td>Superintendent, Poland Local Schools</td>
<td>One of four district Superintendents overseeing the grant implementation. (The leadership team will be four superintendents). Together, all four of us will implement the grant and oversee the transportation consortium.</td>
<td>3 years high school principal, 1 year Assistant Superintendent/ Business Manager, 8 years Superintendent</td>
<td>In all of these positions we have applied and administered grants. To name a few, diesel reduction grants, energy reductions grant for buildings, exterior energy reduction AEP, OSFC grant for road project working with ODE, ODOT, OSFC, and county officials ($450,000) Public Preschool grant to create, implement, and administer public preschool ($400,000). Various staffing grants for personnel in the area of enrichment, at risk, and intervention. Numerous grants through Stark County Educational Service Center. Grant experience with partners such as Kent State Stark, Kent State Tuscarawas, Stark State, Mount Union and Walsh. The partnerships with these institutions were</td>
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in the area of technology, personnel, programming, leadership, shared facilities, integration, and management. Safety grants with Tuscarawas County Sheriffs Department for officers to be on our campus on a daily basis.