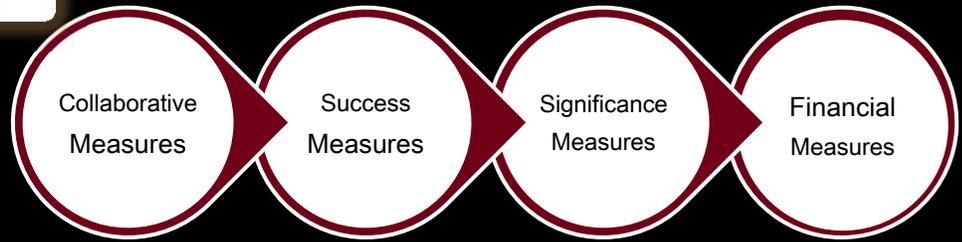




Ohio
Local Government
 Innovation Fund



Round 7: Application Form

Step One: Fill out this Application Form in its entirety.

Step Two: Fill out the online submission form and submit your application materials. All supplemental application materials should be combined into one file for submission.

LGIF: Applicant Profile

| | |
|---|--|
| Lead Agency | |
| Project Name | |
| Type of Request | |
| Request Amount | |
| JobsOhio Region | |
| Political Subdivision Type <small>Choose one that best describes your organization</small> | |
| Project Type | |
| Project Approach | |



**Development
 Services Agency**

Website: http://development.ohio.gov/cs/cs_localgovfund.htm

E-mail: LGIF@development.ohio.gov

Phone: 614 | 995 2292

| | | | |
|-----------------------|--|------------------------|--|
| Lead Applicant | | Round 7 | |
| Project Name | | Type of Request | |

Instructions

- Make sure to answer each question appropriately in the space provided, not exceeding the space allowed by the answer box.
- Examples of completed applications are available on the LGIF website, found here:
http://development.ohio.gov/cs/cs_localgovfund.htm

| Lead Agency | | | |
|--|---------------------------------------|--------------------------------------|---------------------------------------|
| Mailing Address: | Name: | | |
| | Street Address: | | |
| | City: | | |
| | Zip: | | |
| In what county is the lead agency located? | | | |
| <table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">Ohio House District:</td> <td style="width: 50%;">Ohio Senate District:</td> </tr> </table> | | Ohio House District: | Ohio Senate District: |
| Ohio House District: | Ohio Senate District: | | |

Section 1
Contacts

| Project Contact | | |
|---|-----------------|---------------|
| Please provide information about the individual who should be contacted regarding this application. | | |
| Mailing Address: | Name: | Title: |
| | Street Address: | |
| | City: | |
| | Zip: | |
| Email Address: | | Phone Number: |

| Fiscal Agency: | | |
|---|-----------------|---------------|
| Please provide information for the entity and individual serving as the fiscal agent for the project. | | |
| Mailing Address: | Fiscal Agency: | |
| | Fiscal Officer: | Title: |
| | Street Address: | |
| | City: | |
| | Zip: | |
| Email Address: | | Phone Number: |

| Population | | |
|--|-------------|----|
| Does the applicant (or collaborative partner) represent a city, township or village with a population of less than 20,000 residents? | Yes | No |
| | List Entity | |
| Does the applicant (or collaborative partner) represent a county with a population of fewer than 235,000 residents? | Yes | No |
| | List Entity | |

| Single Applicant | | |
|---|-----|----|
| Is your organization applying as a single entity? | Yes | No |

| | | | |
|-----------------------|--|------------------------|--|
| Lead Applicant | | Round 7 | |
| Project Name | | Type of Request | |

Collaborative Partners

| | | |
|---|-----|----|
| Does the proposal include collaborative partners? | Yes | No |
|---|-----|----|

Applicants applying with collaborative partners are required to show proof of the partnership with a signed partnership agreement and a resolution of support from each of the partner's governing entities. If the collaborative partner does not have a governing entity, a letter of support from the partnering organization is sufficient. These documents must be received by the end of the cure period in order for each entity to count as a collaborative partner for the purposes of this application.

Nature of the Partnership

As agreed upon in the signed partnership agreement, please identify the nature of the partnership with an explanation of how the lead agency and collaborative partners will work together on the proposed project.

Section 2
Collaborative Partners

| | | | |
|----------------|--|-----------------|--|
| Lead Applicant | | Round 7 | |
| | | Type of Request | |

List of Partners

Please use the following space to list each collaborative partner who is participating in the project and is providing BOTH a resolution of support for the Local Government Innovation Fund application and has signed the partnership agreement.

| Collaborative Partner # 1 | |
|---------------------------|-----------------|
| Mailing Address: | Name: |
| | Street Address: |
| | City: |
| | Zip: |

| Collaborative Partner # 2 | |
|---------------------------|-----------------|
| Mailing Address: | Name: |
| | Street Address: |
| | City: |
| | Zip: |

| Collaborative Partner # 3 | |
|---------------------------|-----------------|
| Mailing Address: | Name: |
| | Street Address: |
| | City: |
| | Zip: |

| Collaborative Partner # 4 | |
|---------------------------|-----------------|
| Mailing Address: | Name: |
| | Street Address: |
| | City: |
| | Zip: |

| Collaborative Partner # 5 | |
|---------------------------|-----------------|
| Mailing Address: | Name: |
| | Street Address: |
| | City: |
| | Zip: |

| Collaborative Partner # 6 | |
|---------------------------|-----------------|
| Mailing Address: | Name: |
| | Street Address: |
| | City: |
| | Zip: |

Section 2 Collaborative Partners

| | | | |
|-----------------------|--|------------------------|--|
| Lead Applicant | | Round 7 | |
| Project Name | | Type of Request | |

| Collaborative Partner # 7 | |
|---------------------------|-----------------|
| Mailing Address: | Name: |
| | Street Address: |
| | City: |
| | Zip: |

| Collaborative Partner # 8 | |
|---------------------------|-----------------|
| Mailing Address: | Name: |
| | Street Address: |
| | City: |
| | Zip: |

| Collaborative Partner # 9 | |
|---------------------------|-----------------|
| Mailing Address: | Name: |
| | Street Address: |
| | City: |
| | Zip: |

| Collaborative Partner # 10 | |
|----------------------------|-----------------|
| Mailing Address: | Name: |
| | Street Address: |
| | City: |
| | Zip: |

| Collaborative Partner # 11 | |
|----------------------------|-----------------|
| Mailing Address: | Name: |
| | Street Address: |
| | City: |
| | Zip: |

| Collaborative Partner # 12 | |
|----------------------------|-----------------|
| Mailing Address: | Name: |
| | Street Address: |
| | City: |
| | Zip: |

| Collaborative Partner # 13 | |
|----------------------------|-----------------|
| Mailing Address: | Name: |
| | Street Address: |
| | City: |
| | Zip: |

Section 2 Collaborative Partners

| | | | |
|-----------------------|--|------------------------|--|
| Lead Applicant | | Round 7 | |
| Project Name | | Type of Request | |

Project Information

Provide a general description of the project, including a description of the final work product derived from the grant study or loan implementation project. This information may be used for council briefings, program and marketing materials.

Section 3

Project Information

| | | | |
|-----------------------|--|------------------------|--|
| Lead Applicant | | Round 7 | |
| Project Name | | Type of Request | |

| Project Information | | |
|--|-----|----|
| Has this project been submitted for consideration in previous LGIF rounds? | Yes | No |
| If yes, in which round(s)? | | |
| What was the project name? | | |
| What entity was the lead applicant? | | |

| Past Success | | |
|---|-----|----|
| Provide a summary of past efforts to implement a project to improve efficiency, implement shared services, coproduction or a merger (5 points). | | |
| | | |
| Applicant demonstrates Past Success | Yes | No |

Section 3
Project Information

| Scalable | | |
|---|-----|----|
| Provide a summary of how the applicant's proposal can be scaled for the inclusion of other entities (5 points). | | |
| | | |
| Applicant demonstrates a Scalable project | Yes | No |

| | | | |
|----------------|--|-----------------|--|
| Lead Applicant | | Round 7 | |
| | | Type of Request | |

| Replicable | | |
|---|-----|----|
| Provide a summary of how the applicant's proposal can be replicated by other entities. A replicable project should include a component that another entity could use as a tool to implement a similar project (5 points). | | |
| | | |
| Applicant demonstrates a Replicable project | Yes | No |

Section 3
Project Information

| Probability of Success | | |
|---|-----|----|
| Provide a summary of the likelihood of the grant study recommendations being implemented. Applicants requesting an implementation loan should provide a summary of the probability of savings from the loan request (5 points). | | |
| | | |
| Applicant demonstrates Probability of Success | Yes | No |

| | | | |
|-----------------------|--|------------------------|--|
| Lead Applicant | | Round 7 | |
| Project Name | | Type of Request | |

| Performance Audit/Cost Benchmarking | | |
|---|-----|----|
| <p>If the project is the result of recommendations from a prior performance audit provided by the Auditor of State under Chapter 117 of the Ohio Revised Code, or is informed by a previous cost benchmarking study, please attach a copy with the supporting documents. In the section below, provide a summary of the performance audit findings or cost benchmarking study results (5 points).</p> | | |
| | | |
| Prior Performance Audit or Cost Benchmarking | Yes | No |

Section 3
Project Information

| Economic Impact | | |
|--|-----|----|
| <p>Provide a summary of how the proposal will promote a business environment through a private sector partner (5 points) and/or provide for community attraction (3 points).</p> | | |
| | | |
| Applicant demonstrates Economic Impact | Yes | No |

| | | | |
|----------------|--|-----------------|--|
| Lead Applicant | | | |
| | | Type of Request | |

| Response to Economic Demand | | |
|--|-----|----|
| Provide a summary of how the project responds to substantial changes in economic demand for local or regional government services. The narrative should include a description of the current and future expected service level needs (5 points). | | |
| | | |
| Applicant demonstrates Response to Economic Demand | Yes | No |

Section 3
Project Information

Budget Information

General Instructions

- Both the Project Budget and Program Budgets are required to be filled out in this form.
- Consolidate budget information to fit in the form. Additional budget details may be provided in the budget narrative.

Project Budget:

- The Project Budget should detail expenses related to the grant or loan project.
- The Project Budget justification must be explained in the Project Budget Narrative section of the application. This section is also used to explain the reasoning behind any items on the budget that are not self explanatory, and provide additional detail about project expenses.
- The Project Budget should be for the period that covers the entire project. The look-back period for in-kind contributions is two years. These contributions are considered a part of the total project costs.
- For the Project Budget, indicate which entity and revenue source will be used to fund each expense. This information will be used to help determine eligible project expenses.
- Total Sources must equal Total Uses. Include staff time and other in-kind matches in the Total Uses section of the budget.

Program Budget

- Use the Program Budget to outline the costs associated with the implementation of the program in your community.
- Six years of Program Budgets should be provided. The standard submission should include three years previous budgets (actual) and three years of projections including implementation of the proposed project. A second set of three years of projections (one set including implementation of this program and one set where no shared services occurred) may be provided in lieu of three years previous if this does not apply to the proposed project.
- Please use the Program Budget Narrative section to explain changes in expenses and revenues, and to defend the budget projections. If the budget requires the combining of costs on the budget template, please explain this in the narrative.

Return on Investment:

- A Return on Investment (ROI) calculation is required, and should reference cost savings, cost avoidance and/or increased revenues indicated in Program Budget sections of the application. The ROI should be calculated over a three-year period. Use the space designated for narrative to justify this calculation, using references when appropriate.

For Loan Applications only:

- Using the space provided, outline a loan repayment structure.
- Attach three years of prior financial documents related to the financial health of the lead applicant (balance sheet, income statement and a statement of cash flows).

| | | | |
|----------------|--|-----------------|--|
| Lead Applicant | | Round 7 | |
| Project Name | | Type of Request | |

Project Budget

Use this space to outline all sources of funds and the uses of those funds. Both sections should include all funds related to the project, including in-kind match contributions. Use the project budget narrative on the next page to justify the project budget. Indicate the line items for which the grant will be used.

Sources of Funds

LGIF Request:

Cash Match (List Sources Below):

| | |
|---------|----------------------|
| Source: | <input type="text"/> |

In-Kind Match (List Sources Below):

| | |
|---------|----------------------|
| Source: | <input type="text"/> |
| Source: | <input type="text"/> |
| Source: | <input type="text"/> |

Total Match:

Total Sources:

Uses of Funds

| | Amount | Revenue Source |
|------------------|----------------------|----------------------|
| Consultant Fees: | <input type="text"/> | <input type="text"/> |
| Legal Fees: | <input type="text"/> | <input type="text"/> |
| Other: _____ | <input type="text"/> | <input type="text"/> |
| Other: _____ | <input type="text"/> | <input type="text"/> |
| Other: _____ | <input type="text"/> | <input type="text"/> |
| Other: _____ | <input type="text"/> | <input type="text"/> |
| Other: _____ | <input type="text"/> | <input type="text"/> |
| Other: _____ | <input type="text"/> | <input type="text"/> |
| Other: _____ | <input type="text"/> | <input type="text"/> |
| Other: _____ | <input type="text"/> | <input type="text"/> |

Total Uses:

Local Match Percentage:

* Please note that this match percentage will be included in your grant/loan agreement and cannot be changed after awards are made.

Local Match Percentage = (Match Amount/Project Cost) * 100 (10% match required)
 10-39.99% (1 point) 40-69.99% (3 points) 70% or greater (5 points)

Section 4
Financial Information

| | | | |
|----------------|--|-----------------|--|
| Lead Applicant | | Round 7 | |
| Project Name | | Type of Request | |

Project Budget Narrative: Use this space to justify any expenses that are not self-explanatory.

[Empty space for Project Budget Narrative]

Section 4
Financial Information

| | | |
|----------------|--|-----------------|
| Lead Applicant | | Round 7 |
| Project Name | | Type of Request |

Program Budget

| Actual ___ Projected ___ | FY _____ | FY _____ | FY _____ |
|---|------------------------|------------------------|------------------------|
| Expenses | Total Program Expenses | Total Program Expenses | Total Program Expenses |
| Salary and Benefits | | | |
| Contract Services | | | |
| Occupancy (rent, utilities, maintenance) | | | |
| Training & Professional Development | | | |
| Insurance | | | |
| Travel | | | |
| Capital & Equipment Expenses | | | |
| Supplies, Printing, Copying & Postage | | | |
| Evaluation | | | |
| Marketing | | | |
| Conferences, meetings, etc. | | | |
| Administration | | | |
| *Other - _____ | | | |
| *Other - _____ | | | |
| *Other - _____ | | | |
| TOTAL EXPENSES | | | |
| Revenues | Revenues | Revenues | Revenues |
| Contributions, Gifts, Grants & Earned Revenue | | | |
| Local Government: _____ | | | |
| Local Government: _____ | | | |
| Local Government: _____ | | | |
| State Government | | | |
| Federal Government | | | |
| *Other - _____ | | | |
| *Other - _____ | | | |
| *Other - _____ | | | |
| Membership Income | | | |
| Program Service Fees | | | |
| Investment Income | | | |
| TOTAL REVENUES | | | |

| | | | |
|----------------|--|-----------------|--|
| Lead Applicant | | Round 7 | |
| Project Name | | Type of Request | |

| | | | |
|-----------------------|--|--|--|
| Program Budget | | | |
|-----------------------|--|--|--|

| Actual ___ Projected ___ | FY _____ | FY _____ | FY _____ |
|---|------------------------|------------------------|------------------------|
| Expenses | Total Program Expenses | Total Program Expenses | Total Program Expenses |
| Salary and Benefits | | | |
| Contract Services | | | |
| Occupancy (rent, utilities, maintenance) | | | |
| Training & Professional Development | | | |
| Insurance | | | |
| Travel | | | |
| Capital & Equipment Expenses | | | |
| Supplies, Printing, Copying & Postage | | | |
| Evaluation | | | |
| Marketing | | | |
| Conferences, meetings, etc. | | | |
| Administration | | | |
| *Other - _____ | | | |
| *Other - _____ | | | |
| *Other - _____ | | | |
| TOTAL EXPENSES | | | |
| Revenues | Revenues | Revenues | Revenues |
| Contributions, Gifts, Grants & Earned Revenue | | | |
| <i>Local Government:</i> _____ | | | |
| <i>Local Government:</i> _____ | | | |
| <i>Local Government:</i> _____ | | | |
| <i>State Government</i> | | | |
| <i>Federal Government</i> | | | |
| *Other - _____ | | | |
| *Other - _____ | | | |
| *Other - _____ | | | |
| <i>Membership Income</i> | | | |
| <i>Program Service Fees</i> | | | |
| <i>Investment Income</i> | | | |
| TOTAL REVENUES | | | |

| | | |
|----------------|--|-----------------|
| Lead Applicant | | Round 7 |
| Project Name | | Type of Request |

Program Budget

Use this space to justify your program budget and/or explain any assumptions used for the budget projections. These projections should be based on research, case studies or industry standards and include a thoughtful justification.

Section 4: Financial Information Scoring

(5 points) Applicant provided complete and accurate budget information and narrative justification for a total of six fiscal years.

(3 points) Applicant provided complete and accurate budget information for at least three fiscal years.

(1 point) Applicant provided complete and accurate budget information for less than three fiscal years.

| | | | |
|----------------|--|-----------------|--|
| Lead Applicant | | Round 7 | |
| Project Name | | Type of Request | |

Return On Investment

Return on Investment (ROI) is a performance measure used to evaluate the efficiency of an investment. To derive the expected ROI, divide the net gains of the project by the net costs (for a three-year period). For these calculations, please use the implementation gains and costs, NOT the project costs (the cost of the feasibility, planning or management study)--unless the results of this study will lead to direct savings without additional implementation costs.

Return on Investment Formulas:

Consider the following questions when determining the appropriate ROI formula for your project. Check the box of the formula that you are using to determine your ROI. These numbers should refer to savings/revenues illustrated in projected program budgets, and should reflect a three-year period.

Do you expect cost savings from efficiency from your project?

Use this formula:
$$\frac{\text{Total \$ Saved}}{\text{Total Program Costs}} * 100 = \text{ROI}$$

Do you expect cost avoidance from the implementation of your project/program?

Use this formula:
$$\frac{\text{Total Cost Avoided}}{\text{Total Program Costs}} * 100 = \text{ROI}$$

Do you expect increased revenues as a result of your project/program?

Use this formula:
$$\frac{\text{Total New Revenue}}{\text{Total Program Costs}} * 100 = \text{ROI}$$

Do you expect some combination of savings, cost avoidance or increased revenue as a result of your project/program? (Total Gains combines \$ Saved, Costs Avoided and New Revenue)

Use this formula:
$$\frac{\text{Total Gains}}{\text{Total Program Costs}} * 100 = \text{ROI}$$

Expected Return on Investment = _____ * 100 =

Expected Return on Investment is:

| | | |
|--------------------------|---------------------|------------------------------|
| Less than 25% (5 points) | 25%-75% (10 points) | Greater than 75% (15 points) |
|--------------------------|---------------------|------------------------------|

Questions about how to calculate ROI? Please contact the Office of Redevelopment at 614-995-2292 or lgif@development.ohio.gov

Section 4
Financial Information

| | | | |
|----------------|--|---------|--|
| Lead Applicant | | Round 7 | |
| | | | |

Return on Investment Justification Narrative: In the space below, describe the nature of the expected ROI calculation providing justification for the numbers presented in the ROI calculation. This calculation should be based on the savings, cost avoidance or increased revenues shown in the program budgets on the preceding pages. Use references when appropriate to justify assumptions used for cost projections.

| | |
|-----------|-----------------------|
| Section 4 | Financial Information |
|-----------|-----------------------|

| | | | |
|-----------------------|--|------------------------|--|
| Lead Applicant | | Round 7 | |
| Project Name | | Type of Request | |

Magnitude of Project

If the project has an expected ROI of 74.99 percent or less, complete the following calculation. Projects with a Magnitude Factor of 50 or above score (5 points.)

$$\frac{\text{ROI}\%}{1000} \times \text{Savings Amt} = \text{Magnitude Factor}$$

Project has a Magnitude Factor of 50 or above Yes No

Cost Savings

This project will decrease specific line items in the existing budget. The specific line items should be evidenced by an expected decrease in specific line items for the next three years. In the space below please list the specific line item in the Program Budget section and the total dollar amount saved in the next three years (5 points).

Applicant demonstrates Cost Savings Yes No

Core Services

Does the project affect core services in your community? Explain how this project meets the basic needs of your community by providing services for which the lead applicant is primarily responsible (5 points).

Project affects Core Services of the Lead Applicant Yes No

Section 4
Financial Information

| | | | |
|----------------|--|-----------------|--|
| Lead Applicant | | Round 7 | |
| Project Name | | Type of Request | |

Loan Repayment Structure

Please outline your preferred loan repayment structure. At a minimum, please include the following: the entities responsible for repayment of the loan, all parties responsible for providing match amounts and an alternative funding source (in lieu of collateral). Applicants will have two years to complete their project upon execution of the loan agreement, and the repayment period will begin upon the final disbursement of the loan funds. A description of expected savings over the term of the loan may be used as a repayment source.

Section 4
Financial Information

Applicant demonstrates a viable repayment source to support loan award. Secondary source can be in the form of a debt reserve, bank participation, a guarantee from a local entity or other collateral (i.e. emergency, rainy day or contingency fund, etc).

| | |
|--|---|
| Applicant clearly demonstrates a secondary repayment source (5 points) | Applicant does not have a secondary repayment source (0 points) |
|--|---|

| | | | |
|----------------|--|-----------------|--|
| Lead Applicant | | Round 7 | |
| Project Name | | Type of Request | |

Scoring Overview

Section 1: Collaborative Measures

| Collaborative Measures | Description | Max Points | | Self Score |
|-------------------------------|---|------------|--|------------|
| Population | Applicant's population (or the population of the area(s) served) falls within one of the listed categories as determined by the U.S. Census Bureau. Population scoring will be determined by the smallest population listed in the application. Applications from (or collaborating with) small communities are preferred. | 5 | | |
| Participating Entities | Applicant has executed partnership agreements outlining all collaborative partners and participation agreements and has resolutions of support. | 5 | | |

Section 2: Success Measures

| | | | | |
|-------------------------------|---|---|--|--|
| Past Success | Applicant has successfully implemented, or is following project guidance from a shared services model, for an efficiency, shared service, coproduction or merger project in the past. | 5 | | |
| Scalable | Applicant's proposal can be scaled for the inclusion of other entities. | 5 | | |
| Replicable | Applicant's proposal can be replicated by other local governments. | 5 | | |
| Probability of Success | Applicant provides a documented need for the project and clearly outlines the likelihood of the need being met. | 5 | | |

Section 3: Significance Measures

| | | | | |
|---|--|---|--|--|
| Performance Audit Implementation/Cost Benchmarking | The project implements a single recommendation from a performance audit provided by the Auditor of State under Chapter 117 of the Ohio Revised Code or is informed by cost benchmarking. | 5 | | |
| Economic Impact | Applicant demonstrates the project will promote a business environment and will provide for community attraction. | 5 | | |
| Response to Economic Demand | The project responds to current substantial changes in economic demand for local or regional government services. | 5 | | |

Section 4: Financial Measures

| | | | | |
|--|---|----|--|--|
| Financial Information | Applicant includes financial information (i.e., service related operating budgets) for the most recent three years and the three-year period following the project. | 5 | | |
| Local Match | Percentage of local matching funds being contributed to the project. This may include in-kind contributions. | 5 | | |
| Expected Return | Applicant demonstrates as a percentage of savings (i.e., actual savings, increased revenue or cost avoidance) an expected return. The return must be derived from the applicant's cost basis. | 15 | | |
| Magnitude Factor | Applicant demonstrates a magnitude factor of 50 or above, based on the ROI percentage and the dollar amount of project gains estimated in the ROI calculation. | 5 | | |
| Cost Savings | Applicant demonstrates specific line items in the current budget that will decrease as a result of this project. | 5 | | |
| Core Services | Applicant demonstrates that the project affects core services provided in their community. | 5 | | |
| Repayment Structure (Loan Only) | Applicant demonstrates a viable repayment source to support loan award. | 5 | | |

| | | | | |
|---------------------|--|--|--|--|
| Total Points | | | | |
|---------------------|--|--|--|--|

Attachments

- #1 Resolution from City of Newton Falls.
- #2 Resolution from Howland Township.
- #3 Resolution from Weathersfield Township.
- #4 Memorandum of Understanding between Collaborative Partners (Draft).
- #5 Census Data for Trumbull County (2010)
- #6 Unemployment Rates for Trumbull County from ODJFS, July 2013.
- #7 Trumbull County Profile, Statistical and Demographic Data prepared by ODJFS.
- #8 Letter of Participation from Dominion East Ohio Gas, a Public Utility.
- #9 Letter of Participation from Stanwade Tanks & Equipment, Inc., a private corporation.
- #10 Ohio Diesel Emissions Reduction Grant Program, 2012 Details and notice of 2013 Funding.
- #11 Ohio Development Services Agency Notice of Alternative Fuel Transportation Program.
- #12 Driving on Natural Gas: Fuel Price and Demand Scenarios for NGV to 2025, 2013
- #13 "Should You Convert Your Car to Natural Gas, Popular Mechanics., 2013
- #14 Consumer Reports: "The Natural Gas Alternative", March 2012.
- #15 Natural Gas Vehicle Emissions from U.S. Dept. of Energy, 2012.
- #16 Map of Alternate Fuel Locations, US. Dept. of Energy.
- #17 Return on Investment Spreadsheet

RESOLUTION 25-2013

A RESOLUTION OF SUPPORT AUTHORIZING AND APPROVING THE CITY MANAGER TO PARTICIPATE IN A TRUMBULL COUNTY LOCAL GOVERNMENT SHARED SAVINGS INITIATIVE USING CNG FUEL.

WHEREAS, The City Council of Newton Falls, Ohio has expressed an interest in collaboratively partnering with other Trumbull County local municipalities, townships, and school districts in order to save money through the increased use of Converted Natural Gas (CNG); and

WHEREAS, The City Council of Newton Falls, Ohio believes that it is in its best interest to participate in the initiative with the hopes of saving tax dollars.

THE COUNCIL FOR THE CITY OF NEWTON FALLS, STATE OF OHIO, HEREBY RESOLVES:

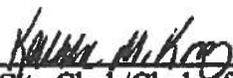
SECTION I: It is the best interest of the City Council to explore the use of CNG for fuel for the City of Newton Falls.

SECTION II. It is the best interest of the City Council to authorize the City Manager to collaboratively work with other Ohio governmental subdivisions to explore the use of CNG fuel for the City of Newton Falls.

PASSED IN COUNCIL THIS 3rd DAY OF SEPTEMBER 2013.



Mayor, Lyle Waddell

ATTEST: 

City Clerk/Clerk of Council

AJF

RESOLUTION 2013-92

The Board of Trustees of Howland Township, Trumbull County, Ohio, met in Regular Session on August 28, 2013 with the following members present:

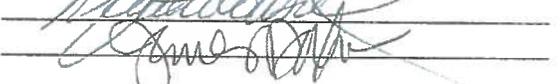
Matthew Vansuch, Rick Clark, James Saker

Rick G. Clark moved for adoption of the following Resolution by the Howland Township Trustees

COMMITMENT AND PARTNERSHIP AGREEMENT FOR LOCAL GOVERNMENT INNOVATION FUND APPLICATION SUBMITTED BY THE TRUMBULL COUNTY ENGINEER'S OFFICE AND TRUMBULL COUNTY COMMISSIONERS TITLED CNG FEASIBILITY STUDY.

Howland Township Board of Trustees hereby resolve to enter into a commitment and partnership agreement with the Trumbull County Engineer's Office and Trumbull County Commissioners to take part in the CNG Feasibility Study submitted to the Ohio Department of Development as a Local Government Innovation Fund Loan Application.

James Saker seconded the motion to pass the Resolution and upon roll call, the vote resulted as follows:

| | |
|--|-----|
|  | Yea |
|  | Yea |
|  | Yea |

Adopted: August 28, 2013

.....
 State of Ohio)
) ss: CERTIFICATE OF THE FISCAL OFFICER
 County of Trumbull)

I, Robert Costello, Fiscal Officer of the Board of Trustees of Howland Township, Trumbull County, Ohio in whose custody and control the files and records of such Board are required by the Laws of the State of Ohio to be kept, do hereby certify that the foregoing Resolution is taken and copied from the original resolution, and that the same is a true and correct copy thereof.

Robert Costello
Robert Costello, Fiscal Officer

Date: 8/28/13

DRAFT MEMORANDUM OF UNDERSTANDING

BETWEEN

COLLOBARTATIVE PARTNERS: Trumbull County Commissioners, Trumbull County Engineer’s Office, City of Newton Falls, Townships of Howland and Wethersfield, Dominion East Ohio Gas, and Stanwade, Inc.

This Memorandum of Understanding is entered as of the _____ day of _____, 2013, by and among the following partners: Trumbull County Commissioners, (county government); Trumbull County Engineer’s Office (a county department as outlined in the ORC), City of Newton Falls (a municipal corporation); Townships of Howland and Weathersfield (unincorporated areas); Dominion East Ohio Gas (a public utility), and Stanwade, Inc. (a private corporation).

In this Memorandum of Understanding (MOU), the term “Party” is used to refer to each party individually and the term “Parties” is used to refer to them collectively.

WHEREAS, in September, 2013, each Party adopted and approved and authorized a Resolution or Letter of Participation showing support to become an applicant to an application for a grant through the Local Government Innovation Project (“LGIF Funding”), with the Trumbull County Engineer’s office as the Lead Applicant.

WHEREAS, the Parties have had the opportunity to discuss their roles as applicants for the LGIF Funding, and

WHEREAS, the parties have determined that they desire to enter into this Memorandum of Understanding.

NOW, THEREFORE, in consideration of the promises and covenants set forth below, the Parties agree to as follows:

1. The Parties agree to participate in a feasibility study to use Local Government Innovation Fund (LGIF) dollars to analyze and determine the feasibility and potential of converting local government vehicles to a Natural Gas Vehicle (NGV) fleet. The study will also work with partners to determine a location to build a Compressed Natural Gas Fueling Station within the Trumbull County boundaries to ensure that CNG is readily available.
2. The Parties agree that this grant applicant is only for a feasibility study and does not include implementation of any program or facilities.

3. The Parties agree that the Trumbull County Engineer's Office will serve as the Lead Applicant and take responsibility for administering the grant award, and will coordinate the data collection and results during the study.
4. The Parties agree that the Trumbull County Auditor's office will serve as the Fiscal Agent for the grant award and follow all such procurement rules and regulations as required for County government.
5. That this MOU contains the entire understanding of the Parties, with respect to the subjects contained herein, and there are no representations, promises, warranties, covenants, agreements or undertakings other than those expressly set form or provided for in the MOU; it being understood that this MOU supersedes all prior agreements and understandings between the Parties.
6. The Parties agree that this study includes a limited number of local governments however, they understand that if any program is implemented, all parties agree to include an "entrance" and "exit" clause that will allow other partners to join or exit the program.
7. The Parties agree to a "Dispute Resolution" procedure that will be utilized in the event that any item cannot be agreed upon during the development of the study.
8. That should any provision or provisions of this MOU are determined to be unlawful or unenforceable by an arbitrator, any court of any agency having competent jurisdiction, said provision or provisions shall be null and void, the remaining provisions hereof remaining in full force and effect.
9. That the Parties hereby warrant and represent to each other that they understanding and agree to each and every term hereof and that they enter into this MOU of their own free will, without duress or coercion.
10. That the Parties have had a full opportunity to discuss the matters contained in the MOU, by they do not intend to create any precedent on whether the parties were obligated to discuss these matters or to discuss these matters any more than they already had, and they do not intend to create any new mandatory subjects of bargaining.
11. That it is agreed that this MOU is made on a non-precedential basis and shall not be utilized by any party hereto in connection with any matter or proceeding among the parties, except with respect to the matter of enforcing and/or interpreting in express terms.

IN WITNESS WHEREOF, the Parties have executed copies of this Memorandum of Understanding, each of which constitutes an original, but each of which, when taken together, will constitute the same document.

(Signature Page to follow)

AGREED:

TRUMBULL COUNTY ENGINEER

By: _____

Name: _____

Title: _____

Date: _____

WEATHERSFIELD TOWNSHIP

By: _____

Name: _____

Title: _____

Date: _____

TRUMBULL COUNTY COMMISSIONERS

By: _____

Name: _____

Title: _____

Date: _____

DOMINION EAST OHIO GAS

By: _____

Name: _____

Title: _____

Date: _____

CITY OF NEWTON FALLS

By: _____

Name: _____

Title: _____

Date: _____

STANWADE, INC.

By: _____

Name: _____

Title: _____

Date: _____

HOWLAND TOWNSHIP

By: _____

Name: _____

Title: _____

Date: _____

Trumbull County
2012 Population Estimates For Cities, Villages, and Townships



| Name | Population | | | Average Annual Rate of Change (b) |
|--------------------------------|----------------|---------------------------|-----------------|-----------------------------------|
| | Census 4/1/10 | Estimates Base 4/1/10 (a) | Estimate 7/1/12 | |
| Trumbull County | 210,312 | 210,312 | 207,406 | -0.6% |
| Cortland city | 7,104 | 7,104 | 7,041 | -0.4% |
| Girard city | 9,958 | 9,958 | 9,813 | -0.6% |
| Hubbard city | 7,874 | 7,874 | 7,783 | -0.5% |
| Lordstown village | 3,417 | 3,422 | 3,376 | -0.6% |
| McDonald village | 3,263 | 3,263 | 3,220 | -0.6% |
| Newton Falls village | 4,795 | 4,795 | 4,739 | -0.5% |
| Niles city | 19,266 | 19,266 | 19,020 | -0.6% |
| Orangeville village | 197 | 197 | 195 | -0.5% |
| Warren city | 41,557 | 41,557 | 40,723 | -0.9% |
| West Farmington village | 499 | 499 | 492 | -0.6% |
| Yankee Lake village | 79 | 79 | 78 | -0.6% |
| Youngstown city (pt.) | 11 | 11 | 11 | 0.0% |
| Balance of Trumbull County | 112,292 | 112,287 | 110,915 | -0.5% |
| Bazetta township | 5,874 | 5,874 | 5,811 | -0.5% |
| Bloomfield township | 1,322 | 1,322 | 1,306 | -0.5% |
| Braceville township | 2,856 | 2,856 | 2,816 | -0.6% |
| Bristol township | 2,919 | 2,919 | 2,883 | -0.6% |
| Brookfield township | 8,854 | 8,854 | 8,734 | -0.6% |
| Yankee Lake village | 79 | 79 | 78 | -0.6% |
| Balance of Brookfield township | 8,775 | 8,775 | 8,656 | -0.6% |
| Champion township | 9,612 | 9,612 | 9,509 | -0.5% |
| Cortland city | 7,104 | 7,104 | 7,041 | -0.4% |
| Farmington township | 2,728 | 2,735 | 2,707 | -0.5% |
| West Farmington village | 499 | 499 | 492 | -0.6% |
| Balance of Farmington township | 2,229 | 2,236 | 2,215 | -0.4% |
| Fowler township | 2,595 | 2,595 | 2,565 | -0.5% |
| Greene township | 1,015 | 1,015 | 1,002 | -0.6% |
| Gustavus township | 829 | 829 | 817 | -0.6% |
| Hartford township | 2,070 | 2,070 | 2,049 | -0.5% |
| Howland township | 19,106 | 19,106 | 18,896 | -0.5% |
| Niles city (pt.) | 1,779 | 1,779 | 1,758 | -0.5% |
| Balance of Howland township | 17,327 | 17,327 | 17,138 | -0.5% |
| Hubbard township | 13,528 | 13,528 | 13,364 | -0.5% |
| Hubbard city | 7,874 | 7,874 | 7,783 | -0.5% |
| Balance of Hubbard township | 5,654 | 5,654 | 5,581 | -0.6% |
| Johnston township | 1,952 | 1,952 | 1,927 | -0.6% |
| Kinsman township | 1,876 | 1,876 | 1,852 | -0.6% |
| Liberty township | 21,982 | 21,982 | 21,699 | -0.6% |
| Girard city (pt.) | 9,920 | 9,920 | 9,775 | -0.7% |
| Balance of Liberty township | 12,062 | 12,062 | 11,924 | -0.5% |
| Lordstown village | 3,417 | 3,422 | 3,376 | -0.6% |
| McDonald village | 3,263 | 3,263 | 3,220 | -0.6% |
| Mecca township | 2,674 | 2,674 | 2,641 | -0.6% |
| Mesopotamia township | 3,387 | 3,380 | 3,341 | -0.5% |
| Newton township | 8,875 | 8,875 | 8,767 | -0.5% |
| Newton Falls village | 4,795 | 4,795 | 4,739 | -0.5% |
| Balance of Newton township | 4,080 | 4,080 | 4,028 | -0.6% |
| Orangeville village | 197 | 197 | 195 | -0.5% |
| Southington township | 3,717 | 3,717 | 3,670 | -0.6% |
| Vernon township | 1,536 | 1,536 | 1,512 | -0.7% |

continued

Trumbull County (continued)
2012 Population Estimates For Cities, Villages, and Townships



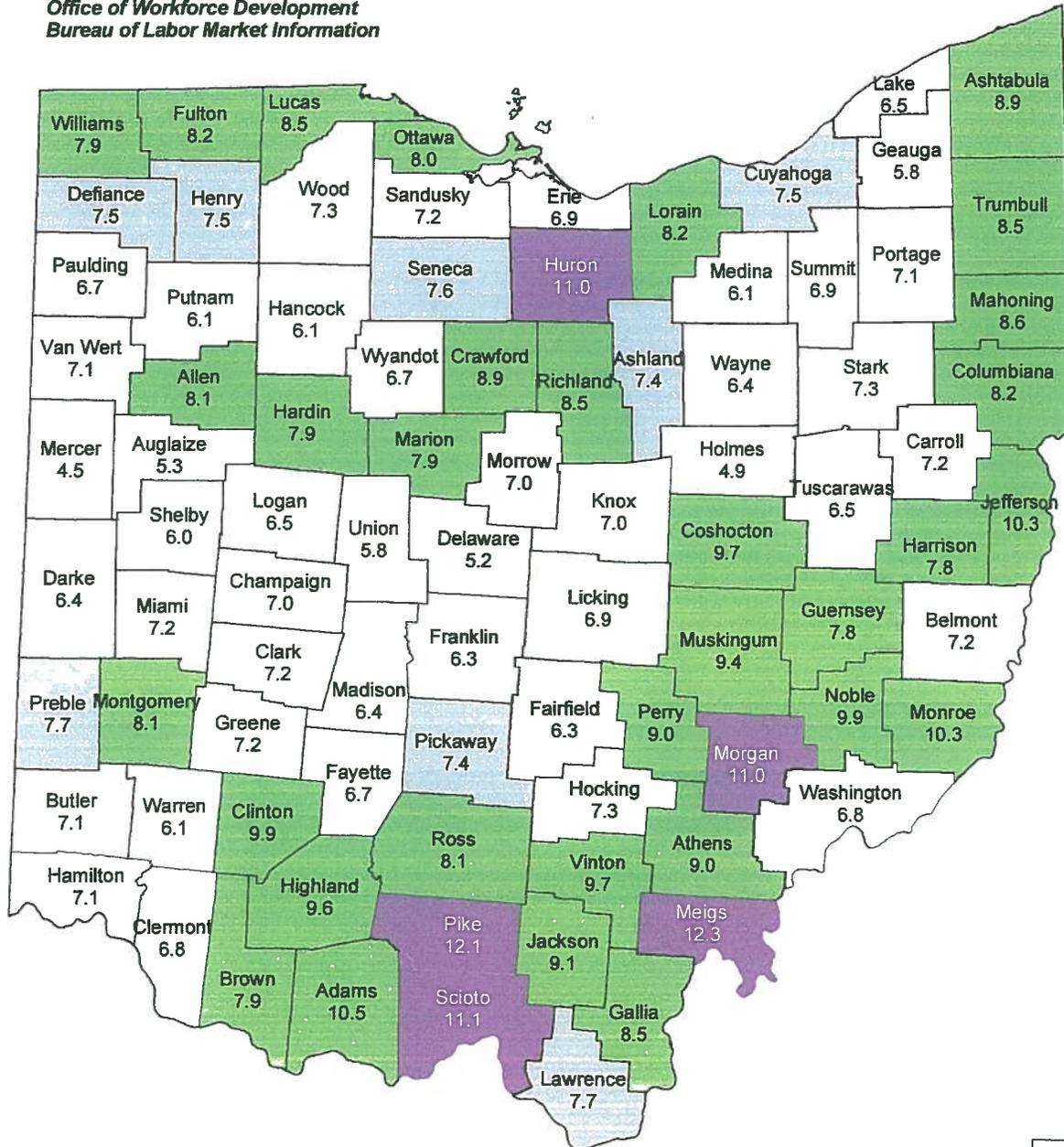
| Name | Population | | | Average Annual Rate of Change (b) |
|-----------------------------------|---------------|---------------------------|-----------------|-----------------------------------|
| | Census 4/1/10 | Estimates Base 4/1/10 (a) | Estimate 7/1/12 | |
| Vienna township | 3,997 | 3,997 | 3,942 | -0.6% |
| Girard city (pt.) | 17 | 17 | 17 | 0.0% |
| Balance of Vienna township | 3,980 | 3,980 | 3,925 | -0.6% |
| Warren city | 41,557 | 41,557 | 40,723 | -0.9% |
| Warren township | 5,551 | 5,555 | 5,473 | -0.7% |
| Weathersfield township | 25,908 | 25,899 | 25,557 | -0.6% |
| Girard city (pt.) | 21 | 21 | 21 | 0.0% |
| Niles city (pt.) | 17,487 | 17,487 | 17,262 | -0.6% |
| Balance of Weathersfield township | 8,400 | 8,391 | 8,274 | -0.6% |
| Youngstown city (pt.) | 11 | 11 | 11 | 0.0% |

n.a. - Could not calculate. Division by zero. *---* Denotes that entity did not exist as currently structured as of April 1, 2010, Census Day.
(a) Used for calculating average annual rate of change. (b) Average annual rate of change from April 1, 2010 to July 1, 2012.

Source: Population Estimates Division, U.S. Census Bureau. Prepared by: Office of Research, Ohio Development Services Agency.

Ohio Not Seasonally Adjusted Unemployment Rates July 2013

Office of Workforce Development
Bureau of Labor Market Information



Unemployment Rates

| | Not Seasonally Adjusted | Seasonally Adjusted |
|-----------------|-------------------------|---------------------|
| United States.. | 7.7% | 7.4% |
| Ohio..... | 7.3% | 7.2% |



Ohio Department of Job and Family Services

John R. Kasich, Governor

Michael B. Colbert, Director

Trumbull County Profile

Statistical and Demographic Data for 2009 - 2012*
County Commissioners

Frank Fuda, Paul Heltzel, Daniel Polivka



Packard Museum Car Show at the Packard Music Hall, Warren, Ohio

County Department of Job and Family Services

John R. Gargano, Director
280 North Park Avenue, Suite 1
Warren, OH 44481-1109
330-675-2000

Child Support Enforcement Agency

Chief Don Guarino, Director
106 High Street Northwest,
Warren, OH 44482
330-675-2732 800-720-2732

Public Children Services Agency

Timothy Schaffner, Director
2282 Reeves Road Northeast
Warren, OH 44483-4354
330-372-2010

Trumbull County One-Stop

John R. Gargano, Director
280 North Park Avenue, Suite 1
Warren, OH 44481-1109
330-675-2179

Trumbull County

Job and Family Services Profile

County Overview

Through its partnerships with community organizations and state and federal government agencies, Trumbull County provides a number of services to families and individuals in need of assistance. These services range from food stamps, cash assistance, and child care subsidies to child support enforcement, job training, and access to medical care.

2010 Census Poverty Levels as a Percentage of the Federal Poverty Level*

| | County | Ohio | U.S. |
|------------------------------|--------|-------|-------|
| <18 Years of Age in Poverty: | 31.4% | 23.1% | 21.6% |
| All Ages in Poverty: | 18.2% | 15.8% | 15.3% |

*Federal Poverty Level as issued by the U.S. Department of Health and Human Services, and published in the Federal Register.

| Population | 2011 Census Population | 209,264 | 2000 Census Population | 225,116 |
|-------------------------------------|------------------------|---------|-------------------------|------------------------------------|
| Age Census (2011) | | | Population State | % of Total Population State |
| Age 0-17 | | 45,592 | 2,693,092 | 21.8% |
| Age 65 and Older | | 42,378 | 1,887,518 | 20.3% |
| Median Age (2011) | | 42.9 | 40.4 | |
| Average Household Size (Blank = NA) | | 2.40 | 2.47 | |

Vital Statistics

| | County | County Rate per 1,000 | 2010 State | State Rate per 1,000 |
|-------------------------------|--------|-----------------------|------------|----------------------|
| All Births | 2,104 | 57.6 | 139,034 | 62.2 |
| Teen Births: <15 Years of Age | 5 | 0.7 | 158 | 0.4 |
| 15-17 Years of Age | 79 | 18.2 | 3,699 | 15.6 |
| 18-19 Years of Age | 162 | 66.5 | 9,806 | 59.4 |

| | CY 2010 | | | | CY 2009 | | | |
|-----------|---------|-----------------------|--------|----------------------|---------|-----------------------|--------|----------------------|
| | County | County Rate per 1,000 | State | State Rate per 1,000 | County | County Rate per 1,000 | State | State Rate per 1,000 |
| Marriages | 1,072 | 5.1 | 66,433 | 5.8 | 1,097 | 5.2 | 66,426 | 5.8 |
| Divorces | 788 | 3.7 | 39,524 | 3.4 | 759 | 3.6 | 38,146 | 3.3 |

Income

The per capita income of a region provides a good barometer of its economic health. Over the last decade, per capita income fluctuations in Ohio have been highly correlated with employment growth or decline.

| Per Capita Income Comparisons | County | Ohio | U.S. |
|-------------------------------|----------|----------|----------|
| Per Capita Income 2010 | \$30,579 | \$36,162 | \$39,937 |
| Per Capita Income 2000 | \$24,979 | \$28,206 | \$29,845 |

Dependency Rate

| | County | 2010 State | County | 2009 State |
|--|----------|------------|----------|------------|
| Rate of Dependency on Income Supports*70 | 30.4% | 21.5% | 29.7% | 21.2% |
| County Rank | 21 of 88 | N/A | 19 of 88 | N/A |

*The 'Rate of Dependency on Income Supports' is the total amount of income support provided by taxpayer dollars (e.g. Retirement and Disability payments, Unemployment Compensation, Worker's Compensation, TANF, SSI, etc.) divided by total personal income. Note: Ranking based on highest (1) Rate of Dependency to lowest (88) Rate of Dependency.

Trumbull County

Job and Family Services Profile

County Overview

Food Security

Prevalence of Household-Level Food Insecurity and Very Low Food Security 2006-2008 (Average) and 2009-2011 (Average)

Ohio Compared to Adjacent States and U.S.

| | Food Insecurity ¹ | | | Very Low Food Security ² | | |
|---------------|-----------------------------------|-----------------------------------|--|-------------------------------------|-----------------------------------|--|
| | Average 2009-2011 (Percent) | Average 2006-2008 (Percent) | Change 2006-2008 to 2009-2011 (Percentage Pts) | Average 2009-2011 (Percent) | Average 2006-2008 (Percent) | Change 2006-2008 to 2009-2011 (Percentage Pts) |
| U.S. | 14.7 | 12.2 | 2.5 | 5.6 | 4.6 | 1.0 |
| Ohio | 15.5 | 13.3 | 2.2 | 6.4 | 5.2 | 1.2 |
| Indiana | 13.2 | 11.2 | 2.0 | 5.4 | 4.3 | 1.1 |
| Kentucky | 16.4 | 12.6 | 3.8 | 6.6 | 4.4 | 2.2 |
| Michigan | 14.2 | 12.0 | 2.2 | 5.6 | 4.4 | 1.2 |
| Pennsylvania | 12.5 | 11.2 | 1.3 | 5.0 | 4.2 | 0.8 |
| West Virginia | 14.1 | 12.0 | 2.1 | 5.1 | 4.5 | 0.6 |

¹Food insecurity is a condition that arises from lack of money and other resources to acquire food.

²Very low food security is a severe range of food insecurity in which the food intake of some household members was reduced and normal eating patterns were disrupted due to limited resources.

Source: Data for the USDA Economic Research Service (ERS) food security reports are compiled from an annual survey conducted by the U.S. Census Bureau as a supplement to the monthly Current Population Survey. (Survey was conducted during the week of December 11-17, 2011.) Information about the survey, data, and methods available at:

<http://www.ers.usda.gov/publications/ap-administrative-publication/>

Trumbull County

Job and Family Services Profile

Jobs

Labor Force and Employment

The size of a county's labor force is an indication of economic health. It is influenced by both the economy and the size and composition of the population.

| | CY 2011 | | | CY 2010 | | |
|---------------------------------|--------------|-----------------|-------------|--------------|-----------------|-------------|
| | County | State | U.S. | County | State | U.S. |
| Labor Force | 101,700 | 5,806,000 | 153,617,000 | 104,800 | 5,897,600 | 153,889,000 |
| Employment | 91,900 | 5,305,000 | 139,869,000 | 92,400 | 5,303,000 | 139,064,000 |
| Unemployment | 9,800 | 501,000 | 13,747,000 | 12,300 | 594,500 | 14,825,000 |
| Unemployment Rate | 9.6 | 8.6 | 8.9 | 11.8 | 10.1 | 9.6 |
| 1st UC Benefit Payments | 5,262 | 259,192 | N/A | 5,860 | 290,983 | N/A |
| Total UC Benefits Issued | \$29,197,170 | \$1,635,607,835 | N/A | \$42,430,880 | \$2,032,955,748 | N/A |
| Average Weekly Benefit | \$278 | \$291 | N/A | \$292 | \$297 | N/A |
| UC Duration | 16.0 | 17.8 | N/A | 19.8 | 19.9 | N/A |

Worker Adjustment and Retraining Notification Act (WARN)

WARN provides protection to workers, their families and communities by requiring employers to provide notification 60 calendar days in advance of plant closings and mass layoffs.

| | CY 2011 | | CY 2010 | |
|--------------------------------|---------|-------|---------|--------|
| | County | State | County | State |
| Employer WARN Notices | 0 | 58 | 3 | 83 |
| WARN Employees Affected | 0 | 8,840 | 419 | 10,777 |

Reemployment and Eligibility Assessment (REA)

1,419 Trumbull County residents, during FFY 2011, participated in the Reemployment and Eligibility Assessment (REA) program, which provides unemployed job seekers with services that promote quicker re-entry into the workforce.

*To learn more about Labor Market and Employment information, go to:

<http://lmi.state.oh.us/asp/laus/vbLAUS.htm>

Commuting to Work*

Metropolitan areas tend to draw the most commuters from their own and neighboring counties. In Trumbull County, according to the U.S. Census Bureau, **28.8%** of workers who are at least 16 years of age commute to jobs that are outside their county of residence. An average commute time is **22.7** minutes.

*NOTE: Blank field = "N/A" (Data Not Available)

Trumbull County

Job and Family Services Profile

Jobs

Workforce Investment Act*

The federal Workforce Investment Act (WIA) is a federally funded program that assists employers in obtaining skilled and productive employees; expands the available pool of skilled workers whose skills match current job opportunities; and measures program achievements in terms of customer outcomes and increased local accountability. Ohio has 31 comprehensive, full-service One-Stop sites, and 59 satellite sites throughout 20 local workforce development areas, with at least one site in every Ohio county. The following data is from Ohio's Annual Report for Program Year 2010:

| Adult Programs | County | State | Dislocated Worker Programs | County | State |
|-------------------------|----------|----------|----------------------------|----------|----------|
| Total Participants | 279 | 18,789 | Total Participants | 395 | 19,789 |
| Total Exitters | 174 | 9,276 | Total Exitters | 174 | 8,554 |
| Entered Employment Rate | 76.2% | 67.5% | Entered Employment Rate | 73.5% | 73.3% |
| Retention Rate | 89.7% | 84.6% | Retention Rate | 94.2% | 89.4% |
| Average Earnings | \$15,814 | \$14,655 | Average Earnings | \$17,996 | \$19,101 |

| Youth Programs | County | State |
|---|--------|--------|
| Total Participants | 102 | 13,240 |
| Total Exitters | 65 | 5,007 |
| Placement in Employment or Education Rate | 53.3% | 65.1% |
| Attainment of Certificate or Diploma Rate | 34.1% | 64.1% |
| Literacy/ Numeracy Gains Rate | 36.0% | 44.1% |

*NOTE: Blank field = "N/A"

Trumbull County

Job and Family Services Profile

Family Services

Child Support

The Trumbull County Child Support Enforcement Agency establishes paternitys and obtains, enforces, and collects child support funds for children.

\$31,220,969 in IV-D child support was collected by the county during Federal Fiscal Year (FFY) 2011.

| Child Support Cases | FFY 2011 | | FFY 2010 | |
|---|----------|---------|----------|---------|
| | County | State | County | State |
| Number of Cases | 20,632 | 953,163 | 21,375 | 992,344 |
| Paternity Establishment Rate* | 96.6% | 92.1% | 97.6% | 93.4% |
| Cases with Support Orders | 17,327 | 783,566 | 16,649 | 771,082 |
| Percentage of Cases with Support Orders | 84.0% | 82.2% | 77.9% | 77.7% |
| Collection Rate on Current Support Due | 63.5% | 66.6% | 63.1% | 66.6% |
| Rate of Cases Paying on Arrears | 61.3% | 64.1% | 61.7% | 64.0% |

*The Paternity Establishment Rate is the total number of children born out-of-wedlock, who had active child support cases, for whom paternity was established or acknowledged as of the end of the reporting period, divided by the total number of children born out-of-wedlock, who had active child support cases, as reported 12 months prior to the reporting period. In some cases, the rate can exceed 100%.

Food Assistance (FA)

The Food Assistance program is designed to raise nutritional levels, to expand buying power and to safeguard the health and well-being of individuals and families whose gross monthly income is within 130 percent of the federal poverty guideline.

| Food Assistance | SFY 2012 | | SFY 2011 | |
|---|--------------|-----------------|--------------|-----------------|
| | County | State | County | State |
| Average Monthly Adult Recipients | 27,598 | 1,472,746 | 25,415 | 1,377,173 |
| Average Monthly Child Recipients | 19,717 | 1,029,621 | 18,375 | 953,014 |
| Total # of Recipients (Annual Unduplicated) | 47,315 | 2,502,367 | 43,790 | 2,330,187 |
| Percent of Population | 22.6% | 21.7% | 20.9% | 20.2% |
| Net Expenditures | \$53,805,106 | \$2,983,899,907 | \$52,172,567 | \$2,959,815,232 |
| Average Annual FA Payment per Recipient | \$1,149 | \$1,247 | \$1,191 | \$1,270 |

Ohio Works First (OWF)

Ohio Works First (OWF) is the financial-assistance portion of the state's Temporary Assistance to Needy Families (TANF) program, which provides cash benefits to needy families for up to 36 months.

35 out of every 1,000 residents in Trumbull County received cash benefits through OWF during SFY 2012.

| Cash Assistance (CA) | SFY 2012 | | SFY 2011 | |
|---|-------------|---------------|-------------|---------------|
| | County | State | County | State |
| Average Monthly Adult Recipients | 2,428 | 110,936 | 2,861 | 138,085 |
| Average Monthly Child Recipients | 4,930 | 245,825 | 5,405 | 283,338 |
| Total # of Recipients (Annual Unduplicated) | 7,341 | 356,167 | 8,266 | 421,423 |
| Percent of Population | 3.5% | 3.1% | 4.0% | 3.7% |
| Net Expenditures | \$8,107,218 | \$392,535,664 | \$9,503,459 | \$466,826,098 |
| Average Annual CA Payment per Recipient | \$1,104 | \$1,102 | \$1,150 | \$1,108 |

Trumbull County

Job and Family Services Profile

Family Services

Child Safety and Care/Placement

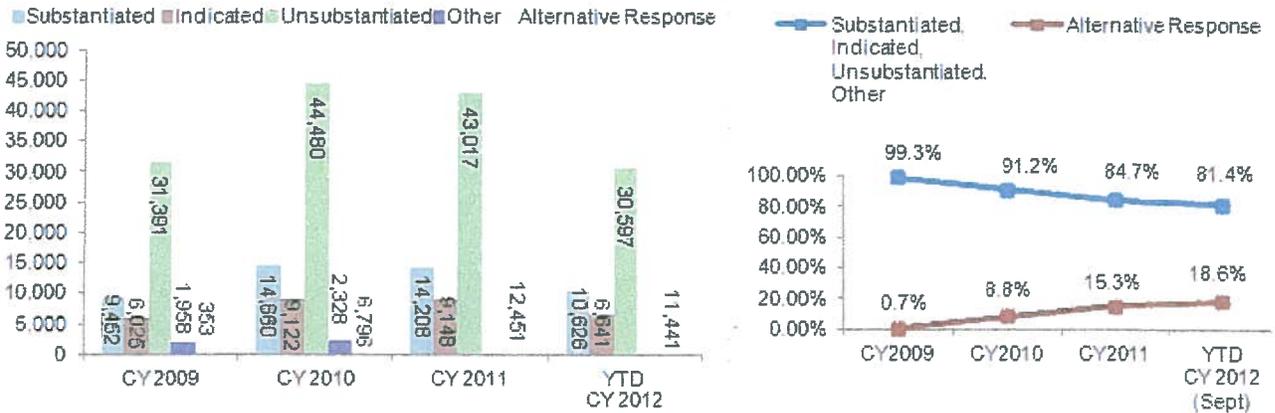
The Trumbull County Public Children Services Agency administers local adoption assistance, foster care services, and child welfare intervention programs. The agency strives to reunify children with their families when possible, or find other permanent living arrangements for them when they cannot safely return home.

Ohio's Differential Response System

Differential Response offers child welfare agencies options for responding to accepted reports of child abuse and neglect by requiring that such reports be assigned to either the "Traditional Response (TR)" pathway or the "Alternative Response (AR)" pathway. In some instances, a traditional child protection response is needed in order to determine whether abuse or neglect has occurred and to ensure child safety and well-being. AR sets aside fault finding and substantiation decisions and applies only to reports that do not allege serious or imminent harm. In an AR response caseworkers partner with families and ensure that they are connected with the services and supports they need to keep their children safe.

By August 2011, thirty three counties had implemented the Differential Response System. As of September, 2012 an additional fifteen counties went 'live', increasing the grand total to forty eight 'active' counties. To date, not all of the metro counties are fully implemented. Many of those counties have started with just one unit of workers processing AR cases and are planning to expand.

Determination of Case Status CY 2009 – Year-To-Date CY 2012, as of September 2012.



| Report Type Description | |
|--|--|
| Traditional Response Reports | |
| Substantiated or Indicated | Reports with a "Substantiated" or "Indicated" finding. |
| Unsubstantiated | CPS reports with a finding of "Unsubstantiated:" due to intentionally false report; other than intentionally false report. |
| Closed – no finding | Cases Closed Without Finding. |
| Other | Case Closed For Other Reasons; Unknown or Missing. |
| Dates of conclusion | The period of time that children in the Total had a completed CPS investigation or assessment. |
| Total Dispositions | Child Protective Services (CPS) report investigation or assessments completed during the Report Period. |
| Alternative Response Cases | |
| AR Responses do not receive a disposition. | |

Trumbull County

Job and Family Services Profile

Family Services

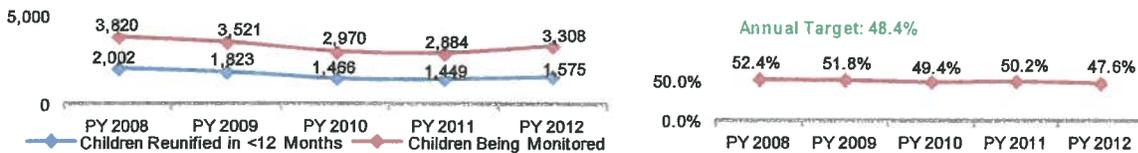
Children and Family Services Review (CFSR) Performance Measures

In 2004, the U.S. Health and Human Services, Administration of Children and Families, mandated a Children and Family Services Review (CFSR) process to gauge the effectiveness of child-welfare programs. The CFSR is a review of state child welfare systems and a guide that validates successful strategies and provides insight for areas needing improvement.

The Ohio CFSR Dashboard was developed as a program evaluation and management tool backed with substantial support from the research community. As such, it empowers managers to detect problems in performance and make changes to programs prior to the end of the review period, thereby averting financial penalties. HHS established Ohio's review period to begin on April 1 and end on March 31. In the interest of presenting data that is consistent with the federal reporting period, the April 1 to March 31 Program Year is the report period. Data presented is point-in-time as of July 12, 2012.

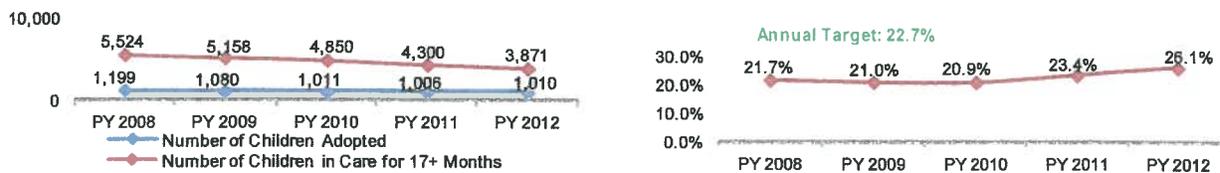
CFSR Permanency Measure C1-3: Entry Cohort Reunification in <12 Months

Of all children entering foster care for the first time between October and March prior to the beginning of the evaluation period, and remained in care for longer than one week, what percent was discharged from foster care to reunification in less than 12 months from the date of the latest removal from home? Target: At least 48.4% of the children must be reunified to avoid risk of Federal penalty.



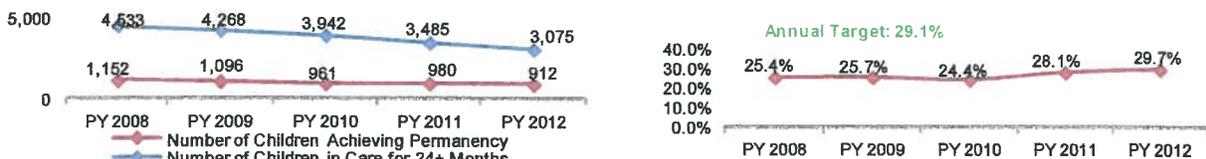
CFSR Permanency Measure C2-3: Children in Care 17+ Months, Adopted by the End of the Year

Of all children in foster care for 17+ months on April 1 of the evaluation year (and not discharged from foster care with a discharge reason of live with relative, reunify, or guardianship), what percent was discharged from foster care to a finalized adoption by the last day of the evaluation period?



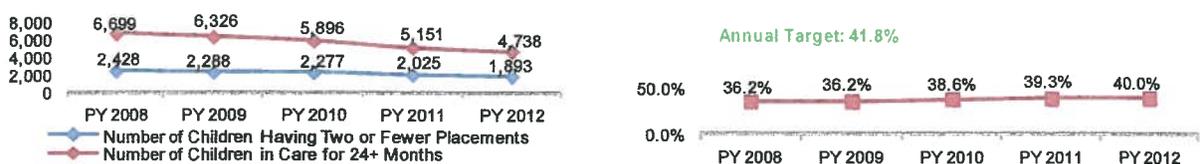
CFSR Permanency Measure C3-1: Of Children in Care 24+ Months, How Many Achieve Permanency?

Of all children in foster care for 24 months or longer on April 1 of the evaluation period, what percent was discharged to a permanent home prior to their 18th birthday and by March 31? A permanent home is defined as having a discharge reason of adoption, guardianship, or reunification (including living with relative).



CFSR Permanency Measure C4-3: Two or Fewer Placement Settings for Children in Care 24+ Months

Of all children in foster care for at least 24 months on April 1 of the evaluation period, what percent had 2 or fewer placement settings? The annual target of 41.8% is the minimum percent of children expected to have 2 or fewer placements to avoid risk of Federal penalty.



Trumbull County

Job and Family Services Profile

Family Services

Child Care

Ohio counties provide child care services and early learning opportunities that families need to succeed at work and school. Through state and federal funding, families whose income is at or below 125 percent of the federal poverty guideline can receive payment for all or part of their monthly child care expenses while parents work or attend job training/educational activities. A family may remain eligible until income increases to 200 percent of the federal poverty guideline.

| Children Served | SFY 2011 | | SFY 2010 | |
|--|-------------|---------------|-------------|---------------|
| | County | State | County | State |
| Number of Children Using Publicly Funded Child Care (Unduplicated Count) | 4,114 | 239,879 | 2,900 | 198,105 |
| Public Funds Used for Child Care Expenditures | \$7,296,709 | \$577,105,078 | \$6,616,752 | \$586,757,393 |
| Annual Average Expenditure per Child | \$1,774 | \$2,406 | \$2,282 | \$2,962 |
| Providers | SFY 2012 | | SFY 2011 | |
| Number of Licensed Child Care Centers* | 63 | 4,236 | 66 | 4,114 |

*Includes licensed full-time, part-time, Head Start, school-based and combination centers with 7 or more children.

"Step Up To Quality" Program

Step Up To Quality (SUTQ) is Ohio's voluntary quality rating system for child care programs. SUTQ is designed to increase the number of high-quality programs, recognize and support programs that achieve higher quality standards, and provide parents with an easy-to-use tool to assist them in making more informed choices on behalf of their children. Programs with the highest ratings qualify for monetary awards.

The number of Licensed Child Care Centers Earning Quality Ratings as of June 30, 2012: 19

For additional information about child care services, Step Up to Quality (SUTQ), or to search for child care in your area, go to: <http://jfs.ohio.gov/cdc/childcare.stm>

Adult Protective Services (APS)

County Departments of Job and Family Services provide Adult Protective Services to the elderly who are in danger of harm, unable to protect themselves, and/or have no one to assist them.

| | SFY 2011-SFY2012 | | SFY2010-2011 | |
|---|------------------|--------------|--------------|--------------|
| | County | State | County | State |
| Adult Cases | 518 | 15,475 | 504 | 15,359 |
| Cases Deemed Emergencies | 4 | 511 | 14 | 549 |
| Cases in Need of Protective Services | 107 | 6,381 | 214 | 6,545 |
| Cases Where Protective Services Not Available | 6 | 81 | 0 | 86 |
| Expenditures | SFY 2012 | | SFY 2011 | |
| | County | State | County | State |
| | \$616,342 | \$17,017,750 | \$574,519 | \$17,548,663 |

Kinship Permanency Incentive

KPI provides time-limited incentive payments to relatives caring for minor children who would be at risk of harm if they remained in their own homes.

| Unduplicated Counts* | SFY 2012 | | SFY 2011 | |
|--|----------|-------|----------|-------|
| | County | State | County | State |
| Children Approved for Initial KPI Funding | 94 | 2,241 | 73 | 2,430 |
| Children Receiving KPI Payments Redeterminations | 171 | 4,714 | 160 | 5,430 |
| Total Number of Children Receiving KPI Payments | 265 | 6,955 | 233 | 7,860 |

*Blank Field = N/A

Trumbull County

Job and Family Services Profile

Medical Assistance

Ohio offers a variety of assistance programs to give those with limited resources access to basic medical care. The most comprehensive of these is Medicaid, the federally funded, state-administered program that reimburses doctors and health-care facilities for providing services to eligible individuals with low income.

Nursing Facilities/Residential Care*

| | CY 2011 | | CY 2010 | |
|------------------------------------|---------|-------|---------|-------|
| | County | State | County | State |
| Nursing Homes | 19 | 939 | 19 | 944 |
| Residential Care Facilities | 10 | 599 | 10 | 598 |

*Includes state-licensed and Medicaid-certified facilities. Data is point in time, as of 8/6/2012.

Alternatives to Nursing Facilities (Waiver Programs)*

Waiver programs allow people on Medicaid with disabilities to receive care in their homes and communities instead of in nursing homes. The following chart lists the waiver programs available in Ohio for SFY 2011 and SFY 2012 and the number of Trumbull County residents participating in them.

| Unduplicated Number of Residents Receiving Services Waiver Type | SFY 2012 | | SFY 2011 | |
|--|----------|--------|----------|--------|
| | County | State | County | State |
| Choices - Age 60 or older | 0 | 697 | 0 | 734 |
| PASSPORT - Pre-admission Screening System Providing Options and Resources Today - Age 60 or older | 416 | 40,752 | 454 | 39,483 |
| Assisted living - Age 21 or older | 136 | 4,795 | 130 | 3,893 |
| Individual Options Waiver - Available to all ages | 182 | 17,311 | 175 | 16,881 |
| Level One Waiver - Available to all ages with an ICF/MR Level of Care | 24 | 11,851 | 21 | 10,555 |
| Ohio Home Care - Age 59 or younger | 183 | 10,442 | 188 | 10,387 |
| Transitions - Age 60 or older | 84 | 3,066 | 80 | 2,943 |
| Transitions Carve Out - All ages | 35 | 2,352 | 29 | 2,181 |
| Unduplicated Counts | 1,060 | 91,266 | 1,054 | 85,346 |

Dominion East Ohio
1201 East 55th Street, Cleveland, OH 44103
Web Address: www.dom.com



Robert W. Varley
Managing Director, State & Local Affairs

September 3, 2013

Mr. Randy Smith, PE
Trumbull County Engineer
650 North River Road, N.W.
Warren, OH 44483

Dear Mr. Smith:

As Trumbull County's largest local gas distribution company, we are pleased to work with you and other governmental agencies in the County to ascertain the feasibility of using compressed natural gas ("CNG") as an alternative fuel source for your vehicles.

Dominion East Ohio currently operates one of the largest CNG fleets in the state of Ohio and is willing to share our expertise with you. We would be pleased to work with your staff to determine whether converting existing vehicles or purchasing new vehicles in your fleet that could use CNG as an alternate fuel makes good economic sense for taxpayers.

A key component of this conversion would be the placement of refueling facilities in convenient locations to service the County's fleets, while assuring that the locations have adequate gas deliverability and make economic sense related to possible infrastructure upgrades.

We look forward to collaborating on this project with the both the Trumbull County Engineer and Commissioners and various local governments in order to ascertain the most efficient utilization of this alternative fuel.

Sincerely,



Search...



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Office of Environmental Education



The Office of Environmental Education administers the Ohio Environmental Education Fund, awarding up to one million dollars annually in grants for projects targeting pre-school through university students and teachers, the general public and the regulated community.

OEEF General and Mini Grant Deadlines
Letter of Intent and applications will be due in
January 2014

The office also administers the Ohio Clean Diesel School Bus Fund, the Diesel Emission Reduction Grant program, a scholarship program for university students in environmental science and engineering, and a series of recycling grants for the Division of Materials and Waste Management.

QUICK LINKS

GRANT GUIDELINES

Be sure to review the revised guidelines and funding priorities carefully.

eBUSINESS CENTER

Submit your grant proposal request online.

EVENTS CALENDAR

Don't miss out on the next training opportunity.

ENVIRONMENTAL EDUCATION RESOURCES

Information for your classroom.

What's New

Environmental Education

Clean School Bus Grants

Diesel Emission Reduction Grants

Scholarships

Contacts

Ohio Diesel Emissions Reduction Grant Program



OHIO DIESEL EMISSIONS REDUCTION GRANT PROGRAM

The Ohio Diesel Emissions Reduction Grant Program awarded \$20 million in Federal Highway Congestion Mitigation and Air Quality (CMAQ) funding for clean diesel projects in 2012-2013. Ohio EPA expects to release another Request for Proposals in the fall of 2013. If you are not already on the list of DERG interested parties, please send your contact information to DERG@epa.state.oh.us in order to receive email notifications about the grant program.

For questions about the grant program, please contact Carolyn Watkins at carolyn.watkins@epa.ohio.gov or (614) 644-3768. For questions about eligible clean diesel technologies and estimating emissions reductions, please contact Alan Harness at alan.harness@epa.ohio.gov or (614) 644-3838.

- [Request for Proposals Overview - Application Guidelines released November 16, 2012, as revised December 20, 2012. These will be revised again in late 2013. The last set of guidelines from the spring of 2013 is posted below as an example for prospective applicants to review.](#)
 - [Appendix A: Diesel Emissions Reduction Grant Application Form](#)
 - [Appendix B: DERG Eligibility Chart by Vehicle Type](#)
 - [Appendix C: Map of CMAQ Eligible Counties and Townships in Ohio](#)
 - [Appendix D: Sample Public-Private Partnership Agreement](#)
 - [Appendix E: Diesel Vehicle/Equipment Useful Life Guidelines](#)
 - [Appendix F: Additional Guidance for Applicants](#)
- [Print Entire RFP and Application as a single PDF File](#)
- [Optional DERG Fleet Data Reporting Spreadsheet](#) - NOTE: To use this spreadsheet, right-click on the link and select "Save Link As" in Mozilla Firefox or "Save Target As" in Internet Explorer.
- [CMAQ Original Equipment Disposition Certification Form](#) (for use by grant recipients AFTER grant award)

Application Timeline

The last Request for Proposals was released 11/16/12, with minor revisions posted 12/20/12. Ohio EPA scheduled two conference calls on December 6th and 12th to allow prospective grant applicants to ask questions about the new RFP and to hear the answers given to others' questions. The questions and answers from those calls are posted below.

- [Questions and answers from the December 2012 conference calls](#)
- [Questions and answers from the March 2012 conference calls](#)

Previous DERG Grant Awards

- [List of awarded grants from the February 2013 application cycle](#)
- [List of awarded grants from the March 2012 application cycle](#)

These funds will be administered jointly by the Ohio Department of Transportation (public sector projects) and the Ohio Environmental Protection Agency (private sector projects). The DERG program was administered by the Ohio Department of Development until 2011, and that Department will continue to administer the grants they previously awarded. Previously funded projects are listed at <http://development.ohio.gov/files/bs/GrantsAwarded.pdf>

Related Information

- [U S EPA Clean Diesel Program](#)
 - [U S EPA Diesel Emissions Quantifier \(DEQ\) Tool](#)
 - [U S EPA Verified Technology List](#)
 - [U S EPA Verified Technology for Idle Reduction List](#)
 - [California Air Resources Board Verified Technology List](#)
 - [U S EPA Diesel Emissions Reduction Program, Technologies, Fleets and Project Information](#)
 - [U S EPA Tips for a Successful Diesel Retrofit Project](#)
- [Federal Highway Administration](#)
- [Congestion Mitigation and Air Quality Improvement \(CMAQ\) program](#)
- [CMAQ Guidance](#)
- [Guidance on funding eligibility for public and private replacement vehicles](#)
- [Ohio Department of Transportation](#)



Office of Environmental Education

Phone: (614) 644-2873 ~ Fax: (614) 728-1275 ~ Contact Us

Mailing Address: P.O. Box 1049, Columbus, OH 43216-1049

Street Address: 50 West Town Street, Suite 700, Columbus, OH 43215

Report a Spill, Release or Environmental Crime (800) 282-9378

John R. Kasich, Gov. | Scott Nally, Ohio EPA Director | [Privacy Statement](#) | [Contact](#)



OHIO DIESEL EMISSIONS REDUCTION GRANT PROGRAM

Diesel Emissions Reduction Grant (DERG) Program for Equipment Replacement, Repower, Retrofit and Anti-Idle

Request for Proposals
November 16, 2012
As Revised December 20, 2012

The State of Ohio Environmental Protection Agency (Ohio EPA) is soliciting proposals from all public sector and private sector (with a public sponsor) diesel fleets that will undertake vehicle/equipment replacement, repower, or retrofit for the purpose of emissions reduction. Fleets may also apply for idle reduction equipment.

Ohio EPA
Diesel Emissions Reduction Grant Program
Office of Environmental Education
50 W. Town St. Suite 700
Columbus, OH 43215
Email: derg@epa.state.oh.us
Website: <http://epa.ohio.gov/oeef/derg.aspx>

**Ohio Diesel Emissions Reduction Grant (DERG) Program
For Equipment Replacement, Repower, Retrofit & Anti-Idle**

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- Appendix B: DERG Eligibility Chart by Vehicle Type
- Appendix C: Map of CMAQ Eligible Counties and Townships in Ohio
- Appendix D: Sample Public-Private Partnership Agreement
- Appendix E: Diesel Vehicle/Equipment Useful Life Guidelines
- Appendix F: Additional Guidance for Applicants

SECTION 1: REQUEST FOR PROPOSALS (RFP) OVERVIEW

1.1 RFP Time Table

| | |
|-------------------------------|---|
| Release of RFP: | Revised December 20, 2012 |
| Bidder Conference Calls: | 12/6/12 10:00 a.m., 12/12/12, 1:00 p.m. |
| Deadline to Submit Proposals: | February 1, 2013, 5:00 p.m. |
| Announcement of Award: | March 29, 2013 |

Awarded projects cannot commence until nearly three months from the deadline date due to the time required for review and fiscal administration of the grants. DERG funds may not be used to reimburse grant recipients for any grant expenses, including equipment purchased, prior to execution of the grant contract. Applicants should plan accordingly for making equipment purchases and installations.

The Committee reserves the right to adjust the dates listed above, for whatever reasons it deems appropriate. The Committee also reserves the right to request additional information to assist in the review process or to reject any and all applications and make no awards under this program or make fewer and smaller awards than anticipated or to fund partial projects.

1.2 Ohio Environmental Protection Agency (Ohio EPA)

The Ohio EPA is a trusted leader and environmental steward using innovation, quality service and public involvement to ensure a safe and healthy environment for all Ohioans. The Agency's mission is to protect the environment and public health by ensuring compliance with environmental laws and demonstrating leadership in environmental stewardship.

1.3 Project Background

The Ohio EPA in partnership with the Ohio Department of Transportation (ODOT) proudly announces the fifth round of the Diesel Emissions Reduction Grant (DERG) Program. Invited to apply are all public diesel engine fleets and private diesel engine fleets with a public sponsor (Public-Private Partnerships) that will undertake vehicle/equipment replacement, repower, retrofit, or installation of anti-idle equipment for the purpose of emissions reduction. Public-Private Partnerships (PPP) are defined in the Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality (CMAQ) Improvement Program Guidance dated October 20, 2008. http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/cmaq08gd.pdf. An example of an acceptable PPP agreement is provided in Appendix D of this document.

Funds will be made available under the DERG program, from the Ohio Department of Transportation FHWA CMAQ Program federal appropriation fund. The CMAQ Program is authorized through the federal Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

The DERG Committee makes all project selections and funding decisions. The Committee consists of staff from the Ohio EPA and ODOT.

The total funding available for this competitive funding round opportunity through June 30, 2013 is \$10,000,000.00 in federal CMAQ funds. Each application must contain a request for at least twenty thousand dollars (\$20,000) to be considered.

SECTION 2: PROGRAM REQUIREMENTS

2.1 Fund Reimbursement Policy

DERG is a reimbursement program and applicants must provide non-federal funding to cover expenses as they are incurred. Projects selected for funding will be reimbursed *up to the amount approved for that project* upon proper documentation of payment for eligible expenses.

2.2 Twenty Percent Match Requirement

For projects that are selected, up to eighty percent (80%) of project costs may be eligible for reimbursement from CMAQ funds. Applicants are required to provide a minimum twenty percent (20%) in matching funds. Matching funds cannot be from federal funds or from in-kind services.

2.3 Advertising and Bid Procedures

Projects selected to receive funding must comply with all competitive bid standards. Applicants must employ advertising and bid procedures as approved by Ohio EPA and ODOT.

2.4 Record Maintenance

Successful applicants will be required to maintain financial documentation for a period of five years. Additionally, records regarding the utilization and maintenance must be kept for the useful life of the vehicle/equipment.

2.5 Non-Performance

If Ohio EPA determines that a recipient is not making satisfactory progress, has not submitted documentation of the competitive procurement process they intend

to use within 90 days of notification of grant award, or has not submitted any invoices for reimbursement within two years from the date of initial grant award, Ohio EPA may, in consultation with the Ohio Department of Transportation and the Federal Highway Administration, revoke the grant and reallocate the funds to the next highest ranked project applicant.

SECTION 3: APPLICATIONS

3.1 Project Application

Applications must be received by the Ohio EPA no later than 5:00 p.m. on February 1, 2013. Proposals must be submitted in hard copy. No fax or e-mail submittals will be accepted. Late submittals will not be considered. Applicants who do not receive email confirmation of receipt of their application within two business days should call 614-644-2873 or email derg@epa.state.oh.us.

Applicants must provide one original and 2 copies of the application package, including an original signature from the Authorizing Agent (preferably in blue ink) on the certification statement. Original may be single-sided or double sided, copies should be double sided

By mail:

Ohio EPA
Office of Environmental Education
P.O. Box 1049
Columbus, OH 43216-1049
(614) 644-2873

By courier or delivery:

Ohio EPA
Office of Environmental Education
50 W. Town Street, Suite 700
Columbus, OH 43215
(614) 644-2873

Applications may also be delivered to Ohio EPA District Offices in Bowling Green, Dayton, Logan, or Twinsburg before **4:30 p.m.** on the deadline day. Please call Ohio EPA or consult the Ohio EPA Web page, <http://www.epa.ohio.gov/directions.aspx> for directions to the district office near you.

An applicant whose proposal is not funded may re-submit the proposal in a subsequent grant cycle. If the vendor quote is still in force and there are NO changes to the proposal from the previous cycle, the applicant may request that Ohio EPA reactivate the same proposal in the next grant cycle, by sending a request in writing to the address above, or by email to derg@epa.state.oh.us. Ohio EPA will provide confirmation in writing that the proposal is being reactivated. If you do not receive confirmation within a few days that your request was received, please phone the Office of Environmental Education at (614) 644-2873. If there are any changes to the proposal, including changes to price quotes or to the list of vehicles and equipment being proposed, the applicant should revise and submit a new proposal.

Those who are awarded a grant under this program may submit a new proposal during a subsequent grant cycle. Each new proposal will be reviewed based upon the criteria set forth in these guidelines, and in relation to the quality of other proposals received during the same grant cycle.

3.2 Communication and Inquiries

Prior to the deadline for submission, at least two conference calls will be scheduled for questions from prospective applicants. Call information and notes will be posted on Ohio EPA's DERG Website at: <http://epa.ohio.gov/oeef/derg.aspx>. Prospective applicants are also encouraged to contact program staff members Alan.Harness@epa.state.oh.us at (614) 644-4838 with technology questions, or Carolyn.Watkins@epa.state.oh.us at (614) 644-3768 with financial questions.

SECTION 4: ELIGIBILITY

4.1 Project Type

Project types eligible for funding under DERG include the replacement, repower, retrofit, and/or installation of anti-idle equipment, of diesel powered public fleets¹ and Public-Private Partnership (PPP) fleets². Projects funded under this program must affect surface transportation system travel consistent with the FHWA's October 20, 2008 CMAQ Program Guidance³. Projects must result in reductions of oxides of nitrogen (NOx) and/or fine particulate matter (PM_{2.5}) emissions from pollutant sources. A chart summarizing eligibility by vehicle type is provided in Appendix B.

Projects must utilize verified emission reduction technologies as determined by the United States Environmental Protection Agency (USEPA) or the California Air Resources Board (CARB).

4.2 CMAQ Program Eligibility

Prior to final project selection by the DERG committee, the FHWA must issue a formal CMAQ program eligibility determination on each proposed project. FHWA's eligibility determinations are based on documentation project sponsors

¹ Including but not limited to: school buses, mass transit vehicles, refuse collection trucks, government fleets.

² Including but not limited to: short haul trucks, locomotives and non-road construction equipment.

³ Non-road vehicles or construction equipment must be working on surface transportation construction projects (Title 23) based in Ohio nonattainment or maintenance areas to be eligible. Only those costs associated with the vehicle/equipment components that produce emissions will be considered for funding. FHWA's CMAQ program guidance is available at www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/cmaq08gd.pdf.

prepare describing the project scope, its consistency with FHWA's CMAQ program eligibility guidance, and a quantitative analysis of the mobile source emission reductions that will result from project implementation.

FHWA's CMAQ program guidance is available at http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/cmaq08gd.pdf

CMAQ program eligibility documentation includes the following items:

- Narrative description of the project scope
- Narrative description of project's consistency with FHWA CMAQ eligibility guidance (see page 15 of CMAQ Guidelines)
- Project location
- Project cost
- Project sponsor
- Quantitative analysis of mobile source emission reductions resulting from project implementation using USEPA's Diesel Emission Quantifier (DEQ) tool at <http://www.epa.gov/cleandiesel/quantifier>. Ohio EPA intends to use the DEQ to estimate emission reductions for proposed projects, so applicants should submit the results of their DEQ analysis with their application. If the DEQ *does not allow* for an appropriate emission reduction calculation for a specific technology such as dual-fuel vehicles, the applicant may utilize US EPA approved emission factors and provide a detailed explanation of the emission reduction calculations. In cases where the DEQ *does* provide an analysis for a particular technology, but the applicant feels that more recent USEPA certified emission factors will produce a more realistic estimate of emission reductions, the applicant may suggest the emission reduction calculations use the updated USEPA certified emission factors. The applicant should submit both the results of the DEQ analysis and the results of their alternate emission reduction calculation. In either case, the applicant will need to fully document the factors used and submit their calculations with the application. Ohio EPA will review the calculations, and if deemed acceptable, will apply the most appropriate emission factors to all comparable projects under consideration for funding in the same grant cycle in order to make funding recommendations.

Note: When running the DEQ and you come to the following question: "Do you want to estimate the total cost effectiveness of the project?" Choose "No" . Cost-effectiveness will be calculated using the procedure described below.

- **Cost-Effectiveness.** For the purpose of this project cost-effectiveness shall be calculated by the total cost of the project and dividing by the sum total of the annual NO_x and PM_{2.5} emission reductions (tons/year), as determined by the DEQ analysis. Cost-Effectiveness = Total Cost of the Project/Sum Total of NO_x & PM_{2.5} Emission Reductions.

Note: For those projects involving just an engine replacement (replace old engine with a new engine) the total cost of the project shall consist of the engine and associated engine components (e.g., engine, transmission, and radiator, and any other engine components that are a vital part of the engine's operation).

For those projects involving a complete vehicle replacement the total project cost shall consist of the complete cost of the entire vehicle (i.e., engine and chassis). However, as indicated on the DERG eligibility chart, a number of fleets are only eligible for partial replacement costs, i.e., 80% of the costs associated with the components of the replacement vehicle that reduce emissions. This typically includes the engine and engine management software. Cost effectiveness will still be based on total project costs.

Equipment must be operated in PM_{2.5} and/or Ozone nonattainment or maintenance areas of Ohio for at least sixty-five percent (65%) of the time. Grant recipients will be required to provide documentation that this criterion is met for a period of no less than five years following installation of the equipment.

A map of eligible Ohio PM_{2.5} and Ozone nonattainment and maintenance counties and townships is included in Appendix C and posted at: <http://www.epa.ohio.gov/portals/42/documents/dergeligible2011.pdf>.

| | | | |
|---|------------|------------|------------|
| Ohio counties (or parts of counties) that are either in nonattainment or maintenance status as determined by US EPA. A project must be located in at least one of these counties or geographic locations (in the case of partial counties) in order to be considered for CMAQ funding | | | |
| Adams (p) | Cuyahoga | Lake | Portage |
| Allen | Delaware | Lawrence | Scioto |
| Ashtabula | Fairfield | Licking | Stark |
| Belmont | Franklin | Lorain | Summit |
| Butler | Gallia (p) | Lucas | Trumbull |
| Clark | Geauga | Madison | Warren |
| Clermont | Greene | Mahoning | Washington |
| Clinton | Hamilton | Medina | Wood |
| Columbiana | Jefferson | Miami | |
| Coshocton (p) | Knox | Montgomery | |
| (p) = partial PM _{2.5} nonattainment county | | | |

4.3 Ineligible Costs

Ineligible costs include but may not be limited to:

- Operating expenses and fuel costs, including incremental costs of fuel.
- Any project required by any law or other legally binding agreement.

- Work done or purchases made prior to official notice of project funding approval and notice of FHWA project authorization.
- Costs incurred for work or purchases not included in the approved project scope.
- Installation costs incurred from in-kind services or by an unauthorized vendor.
- Administrative costs.

SECTION 5: PROJECT TYPES

| Type | Description | Limitations | Maximum Funding |
|-------------------------------|---|--|---|
| Vehicle/Equipment Replacement | Replacing old vehicles/equipment with new vehicles/equipment, including replacing with hybrid or alternatively fueled vehicles as identified in section 301 of the 1992 Energy Policy Act | New vehicles or equipment must meet newer emission standards than old vehicles or equipment. Verification that old vehicles or equipment have not been returned to service | 80% of total project cost or engine component costs subject to provisions of CMAQ and this RFP; less core or scrap value and less other governmental financial purchase contributions |
| Repower (Engine Replacement) | Removing the engine from a piece of equipment and replacing it with a new, rebuilt, or remanufactured engine | Engines must meet a newer emission standard; verification that old engine remanufactured or permanently destroyed | 80% of equipment invoiced cost less core value or scrap value and 80% of installation by an outside vendor |
| Retrofit | Adding on emission reduction technologies to reduce pollution | Retrofit technology must be verified by US EPA or CARB | 80% of equipment invoiced cost less core value or scrap value and 80% of installation by an outside vendor |
| Anti-Idle | Adding anti-idle technologies to reduce pollution | Retrofit technology must be verified by US EPA | 80% of equipment invoiced cost less core value or scrap value and 80% of |

| | | | |
|--|--|--|-----------------------------------|
| | | | installation by an outside vendor |
|--|--|--|-----------------------------------|

5.1 Vehicle/Equipment Replacement

Vehicle or equipment replacement⁴ involves permanently removing an old vehicle or machinery from service, and replacing it with a new vehicle or machinery, including hybrid or alternatively fueled vehicles as identified in section 301 of the 1992 Energy Policy Act. Because construction equipment tends to have a very long life span, and in the past decade the federal government has implemented increasingly stringent emission standards for both on-road and off-road diesel equipment, upgrading to new model year diesel equipment has a significant air quality benefit.

In order to be eligible for funding for vehicle or equipment replacement, the award recipient must verify that the machinery to be replaced is currently in proper working condition with at least five (5) years of remaining useful life. For public transit agency replacement projects, vehicles will follow the Federal Transit Administration (FTA) replacement guidelines posted at http://www.fta.dot.gov/documents/Useful_Life_of_Buses_Final_Report_4-26-07_rv1.pdf. Additionally, the replacement vehicle/equipment must be used for the same or similar purpose as the retired equipment.

Grant agreements involving replacements of a full vehicle or equipment will include a provision for disposal of the engine block through an OEM or authorized remanufacturer and a process to verify the retirement of this vehicle/equipment. The grant recipient will be required to provide documentation verifying that the old vehicle/equipment has not been returned to service. Grant recipients may use the "Congestion Mitigation and Air Quality Program Original Equipment Disposition Certification" form posted on the DERG program Website, <http://www.epa.ohio.gov/oeef/derg.aspx>

Eligible expenses for reimbursement for replacements under this program include:

- A portion of the invoice cost of a replacement vehicle (subject to FHWA eligibility approval) including delivery charges, less scrap value of decommissioned vehicle/equipment;

⁴ Including but not limited to: long and short haul trucks, locomotives and non-road construction equipment. Non-road vehicles or construction equipment must be working on a surface transportation construction project (Title 23) based in Ohio nonattainment or maintenance areas to be eligible. Only those costs associated with the vehicle/equipment components that produce emissions will be considered for funding.

- Costs to remove and dispose of fluids in the decommissioned vehicle/equipment, less any payments received for reuse of such fluids; and
- Other costs directly related to the project, subject to prior approval.

Ohio EPA is primarily interested in supporting projects that result in direct reductions in emissions, and will consider funding infrastructure components allowable under CMAQ such as fueling stations only in conjunction with other project components that provide immediate emission reductions, such as vehicle or engine replacements. Proposals requesting funding for infrastructure components must demonstrate ownership or legal control of the property; demonstrate that the requested infrastructure is not already in place and reasonably accessible; and include in the narrative a description of all required local, state and federal permits and a realistic schedule for securing these permits. Infrastructure components that Ohio EPA deems to have a time horizon longer than two years will not be considered.

The incremental cost of the new vehicle/machinery minus any core or scrap value and any other governmental financial purchase contributions will constitute the total cost of vehicle/machinery replacement.

Note: FHWA will not approve CMAQ funding to finance the entire cost of private fleet or public agency general services replacement vehicles. FHWA will approve CMAQ funding only for replacement vehicle components that contribute to the vehicles' emission characteristics. See FHWA's CMAQ guidance dated October 2008 posted at:

http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/cmaq08gd.pdf and additional guidance issued April 6, 2011, posted at:

http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/cm_aqaltfuel.cfm)

In addition, Ohio EPA's Director has decided to reimburse the cost of public agency roadway maintenance replacement vehicles at the same rate as private fleets, i.e., 80% of the costs associated with the components of the replacement vehicle that reduce emissions. This typically includes the engine and engine management software.

5.2 Equipment Repower (Engine Replacement)

An equipment repower involves removing the engine from a piece of equipment and replacing it with a new, rebuilt, or remanufactured engine (including compressed natural gas or propane repowers). Because new engines meet more stringent emission standards than older engines, a repower can provide a significant air quality benefit without the cost of replacing an entire piece of machinery.

To be eligible for funding, new engines must be verified by US EPA or CARB as agreed to by US EPA. Information on verified engines may be found at: <http://epa.gov/cleandiesel/verification/verif-list.htm> and <http://www.arb.ca.gov/diesel/cv.htm>

Eligible rebuilt or remanufactured engine components must meet or exceed Original Equipment Manufacturer (OEM) specifications.

In order to be eligible for funding for equipment repower, the award recipient must verify that the equipment to be repowered is currently in proper working condition. Before receiving reimbursement, the award recipient must document that the engine was removed and shipped to an authorized remanufacturing center, or that the engine in the old equipment has been permanently destroyed so that it cannot be sold or reused.

Eligible expenses for reimbursement for repower under this program include:

- Invoice cost of new engine including delivery charges, less the replaced engine's core or scrap value;
- Invoice cost of additional equipment that must be installed with the new engine;
- Costs to remove and dispose of hazardous fluids less any payments received for reuse of such fluids;
- Installation costs **if installed by an authorized outside vendor**;
- Reengineering costs by an authorized outside vendor, if the vehicle or equipment must be modified for the new engine to fit; and
- Other costs directly related to the project, subject to prior approval. See section 5.1 pertaining to infrastructure components.

The cost of purchasing and installing the new engine and required equipment minus the core value will constitute the cost of the equipment repower.

All projects that are proposing a conversion from diesel fuel to a "U.S. EPA approved" **dual fuel system** (e.g., Eco Dual) should submit the type (name) of the dual fuel system proposed to be employed along with the emission performance standard (grams/bHp-hr) that is certified for both NOx and PM 2.5 emissions. Only systems approved by US EPA will be eligible for funding under the DERG program. Since the DEQ does not calculate emission reductions for dual fuel systems the applicant will need to perform manual calculations for the emission reductions achieved with the dual fuel system. Please include all supporting calculations in the DERG application.

5.3 Equipment Retrofit

An equipment retrofit involves installation of an emission-reduction technology in an existing piece of equipment. To be eligible for funding, retrofit technologies

must be verified by USEPA or CARB as agreed to by USEPA. Information on verified technologies may be found at:

<http://epa.gov/cleandiesel/verification/verif-list.htm> and <http://www.arb.ca.gov/diesel/cv.htm>

Eligible expenses for reimbursement for retrofits under this program include:

- Invoice cost of retrofit kit or add-on device including delivery charges;
- Invoice cost of additional equipment that must be installed;
- Installation costs if installed by an authorized outside vendor;
- Reengineering costs by an authorized outside vendor, if the vehicle or equipment must be modified for the retrofit, less any scrap or resale value; and
- Other costs directly related to the project, subject to prior approval.

5.4 Anti-Idle Equipment

Anti-idle equipment consists of installation of idling reduction technologies in order to reduce pollution. Information on some available **technologies deemed verified by USEPA** may be found at: <http://epa.gov/cleandiesel/verification/verif-list.htm>.

Only anti idle technologies that have been verified by US EPA will be eligible for reimbursement with DERG funds. US EPA's Verified Idle Reduction Technology List is posted at <http://www.epa.gov/smartway/technology/idling.htm>

To date, US EPA has verified devices in the following categories of idle reduction technologies:

Electrified Parking Spaces (EPS) / Truck Stop Electrification (TSE)
Shore Connection Systems and Alternative Maritime Power (SCS/AMP)
Shore Connection Systems for Locomotives (SCS)
Auxiliary Power Units and Generator Sets (APU/GS)
Fuel Operated Heaters (FOH) aka Direct Fired Heaters (DFH)
Battery Air Conditioning Systems (BAC)
Thermal Storage Systems (TSS)
Automatic Shut-down/ Start-up Systems

Eligible expenses for reimbursement for anti-idle equipment under this program include:

- Invoice cost of anti-idle kit or add-on device including delivery charges;
- Installation costs if installed by an authorized outside vendor;
- Reengineering costs by an authorized outside vendor, if the vehicle or equipment must be modified for the anti-idle technology; and
- Other costs directly related to the project, subject to prior approval.

SECTION 6: PROJECT SELECTION CRITERIA

Project selection for the DERG Program will be accomplished by a committee comprised of staff from Ohio EPA and ODOT. The primary project selection criteria will be based on a rank ordering of the projects' costs divided by the projects' emission reductions. Secondary criteria will include promoting project diversity and geographic funding diversity, and for projects in Ohio metropolitan planning organization (MPO) areas, a recommendation from the MPO regarding regional project priorities.

Due to the competitiveness of the program, not all eligible projects will be approved for funding.

DERG program project applications will be evaluated consistent with the FHWA CMAQ guidance eligibility criteria and ranked consistent with the scoring parameters below.

Equipment must be operated in PM_{2.5} and/or Ozone nonattainment or maintenance areas of Ohio for at least sixty-five percent (65%) of the time. Funded projects will be required to provide documentation that this criterion is met for a period of no less than five years following installation of the equipment.

For PPPs, partnerships must have a legal, written agreement executed between the public agency and the private or non-profit entity before a CMAQ-funded project application can be approved for funding. These agreements should be developed under relevant State contract law and should specify the intended use for CMAQ funding; the roles and responsibilities of the participating entities; and how the disposition of land, facilities, and equipment will be carried out should the original terms of the agreement be altered (e.g., due to insolvency, change in ownership, or other changes in the structure of the PPP). **If an applicant is a PPP, a copy of the required written agreement clearly identifying the partners must be included at the time the application is submitted, or the application will not be evaluated. A copy of the final *signed and executed* agreement must be provided no later than 30 days after the application deadline, or the application will not receive further consideration. A sample template for a public-private partnership agreement is provided in Appendix D.**

The evaluation of eligible applications will be based on the following parameters:

- a). **Projected emission reductions of particulate matter (PM_{2.5}) and oxides of nitrogen (NOx), reported in tons per year.** The project score will be based on reductions of NOx and PM_{2.5} emissions
- b). **Cost effectiveness of the emission reductions:** The total project cost described in the application will be divided by the estimated total emission

reduction of PM_{2.5} and NO_x to determine the cost effectiveness of the project, in dollars per ton of reduced emissions.

Ohio EPA also **strongly** encourages applicants to follow the guidance issued by US EPA for the federal *Diesel Emissions Reduction Program (DERA): Technologies, Fleets and Projects Information*, posted at: <http://www.epa.gov/cleandiesel/documents/420p11001.pdf>. This guidance lays out the kinds of things Ohio EPA will be looking for in the application project descriptions for various types of diesel projects, and the specific kinds of documentation that DERG grant recipients will be expected to provide and maintain.

Another very help tool is US EPA's *Tips for a Successful Diesel Retrofit Project*, posted at: <http://www.epa.gov/cleandiesel/tools/tips-for-success.htm#project>.

SECTION 7: GENERAL REQUIREMENTS

7.1 Cost of Proposal

The cost of preparing and submitting proposals in response to this RFP are solely the responsibility of the applicant. The program shall not reimburse or contribute, in any way, to the cost of the preparation and delivery of the proposal.

7.2 Confidentiality

All information submitted in response to this RFP shall be public information unless a statutory exception exists which would thereby determine that the information cannot be released to the public. Any information submitted with the proposal, which the applicant feels is a trade secret must be conspicuously designated as such and shall be treated accordingly if the information is determined to be a trade secret under the laws of the State of Ohio. It is the applicant's sole duty to identify and mark such passages it deems to be trade secrets. All submitted proposals will become the property of the Ohio EPA and any information submitted in response to this proposal will not be returned to the applicant.

SECTION 8: APPENDICES

- Appendix A: Diesel Emissions Reduction Grant Application
- Appendix B: DERG Eligibility Chart by Vehicle Type
- Appendix C: Map of CMAQ Eligible Counties and Townships in Ohio
- Appendix D: Sample Public-Private Partnership Agreement
- Appendix E: Diesel Vehicle/Equipment Useful Life Guidelines
- Appendix F: Additional Guidance for Applicants



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▫ Alternative Fuel Transportation Program

The Alternative Fuel Transportation Program is a state program that improves air quality through financial assistance to businesses, nonprofit organizations, school districts, or local governments for the purchase and installation of alternative fuel refueling, blending, or distribution facilities and terminals.

DRIVING ON NATURAL GAS

FUEL PRICE AND DEMAND SCENARIOS FOR NATURAL GAS VEHICLES TO 2025

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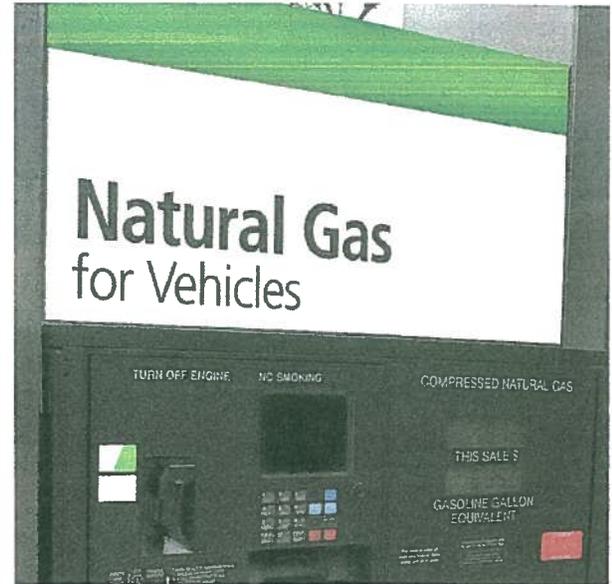
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DRIVING ON NATURAL GAS:

FUEL PRICE AND DEMAND SCENARIOS FOR NATURAL GAS VEHICLES TO 2025



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Figure 3.
U.S. average retail transportation fuel prices

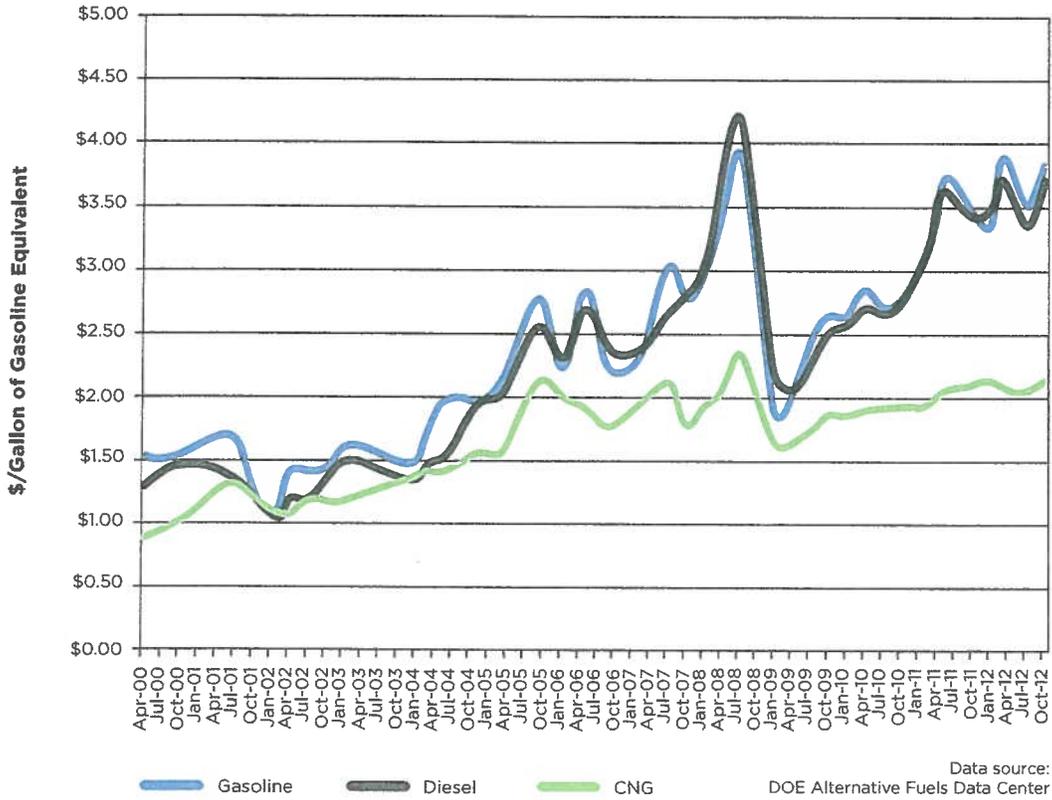
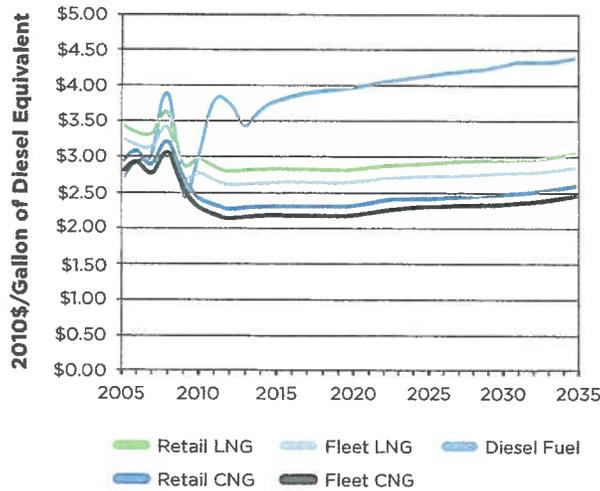


Figure 4.
EIA Annual Energy Outlook 2012 Heavy Duty Vehicle Reference Case: transportation fuel prices



#13



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Should You Convert Your Car to Natural Gas?

As gas prices climb upward, natural gas is abundant and cheap—and likely to remain that way. However, because of technological and legal hurdles involved in converting a car to run on natural gas, it can cost thousands of dollars up front. So is it worth it? We visited a shop doing compressed-natural-gas (CNG) conversion and crunched a few numbers to find out.

By Ben Wojcyla

54

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This is no ordinary minivan. It's a Dodge Caravan converted to run on gasoline and natural gas. The high-pressure fueling line can make fill-ups as fast as gasoline and cheaper too.

Michael Nemeth

February 10, 2012 3:30 PM

TEXT SIZE: A . A . A

1 of 2

Natural gas has been used in our homes for generations. Americans use it to run water heaters, home furnaces, stoves, clothes dryers, and other appliances. As a fuel it accounts for 24 percent of our total energy consumption nationwide, all but 1 percent in residential applications. And as we reported last fall ("Drilling Down," September 2011), new fracking techniques are tapping domestic reserves that previously were not economically viable. Vast global supplies are projected to last well into the next century even if natural gas replaces gasoline completely. So it should be no surprise that natural gas will remain incredibly cheap. It runs at one-half to one-third the current cost of gasoline on an energy-equivalent measure. In a properly tuned engine, natural gas combustion delivers 20 percent lower carbon emissions and about a 25 percent reduction in greenhouse gases compared with the cleanest gasoline engines, all without damaging existing catalytic converter systems. So right about now you're probably wondering: Why aren't we putting this stuff in our cars?

As it turns out, there are very few technological barriers to overcome. In fact, converting existing vehicles to burn natural gas isn't particularly challenging. Unfortunately, if you tried to do it yourself, you'd more than likely run afoul of the Clean Air Act's rules against modifying fuel systems—a violation that could cost you up to \$5000 in fines for every day you drive the converted vehicle. So if you want to green your

wheels today, the only way to do it is by hiring a certified compressed-natural-gas (CNG) installer to do the job. To get the skinny on aftermarket CNG systems, I visited NatGasCar in Cleveland. It's a startup shop that augments gasoline cars by installing a parallel natural gas fuel system. They showed me their latest creation, a dual-fuel Dodge Caravan intended for airport taxi service. It starts on gasoline and switches over to natural gas once the engine warms up.

NatGasCar's biggest component is also its most crucial and expensive—the compressed-natural-gas fuel tank situated behind the rear seats in the cargo area. The company uses a Type 4 tank, the most

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advanced kind. It reduces weight with a plastic composite core wrapped in carbon fiber and is rated for severe impact and puncture resistance.

Between the tank and the engine is the fuel regulator, which reduces the fuel-tank pressure of 3600 psi to a usable 125 psi delivered to the engine. The fuel regulator is heated to prevent freezing from the expansion of the gas. The lower-pressure gas travels to the engine, Chrysler's flex-fuel-capable Pentastar V-6. A flex-fuel engine is important, since it has hardened valves and valve seats, which are necessary for CNG operation. The natural gas is routed through a parallel fuel rail, and a second set of injectors is plugged into a clever adapter designed to accommodate both the gasoline and CNG injectors on the same injection port. Natural gas runs at an ideal air-fuel ratio of about 16.8:1, whereas gasoline runs happily at 14.6:1 for the Pentastar engine. As a result, the programming for the new injectors has to be slightly different. NatGasCar's wiring harness intercepts the signals from the engine-control module and, depending upon which fuel is selected, turns on either the gasoline or the CNG injectors. The signals bound for the gasoline injectors are modified to deliver the appropriate amount of fuel to the natural gas injectors. This way, very little fine tuning is necessary, and the car's engine-control unit does most of the work.

Fueling Woes

So a new fuel tank and a little bit of tinkering with the fuel injectors and I'm ready to go, right? Unfortunately not. Natural gas is delivered across the country to millions of homes. But what would seem to be the ideal distribution network is actually the biggest headache of natural gas vehicles. Home natural gas is delivered at about 0.5 psi, but natural gas in vehicles needs to be pressurized to 3600 psi. So if you want to use CNG in your car, you'll need a compressor. A National Fire Protection Association safety standard bans compressed gas storage in homes, so a stand-alone multistage compressor pump in the garage must be hooked up to the vehicle's fuel tank, filling it directly. This leads to fueling times of up to 22 hours (even longer than equivalent home charging times for electric vehicles). Honda's Civic Natural Gas is paired with a home compressor system called Phill (\$4500), the only commercially available product of its kind. NatGasCar is developing a compressor system capable of 8-hour fill-ups; the current target price is \$3500. Some states have incentivized the installation of high-speed filling systems at gas stations, where fill times are as brief as 4 to 5 minutes, much like gasoline's. But these systems cost \$750,000 per station to install, and low demand means there are only 941 high-pressure CNG filling stations scattered across the country, mostly in New York, California, Utah, and Texas.

Economics

Okay, okay, it's a pain to fuel CNG vehicles, but is it worth it? Nationwide, natural gas ranges from 79 cents to \$1.50 for a gasoline gallon equivalent (gge) of fuel. That's considerable savings over petroleum-based products, especially considering that CNG vehicles get the same or better relative fuel economy per Btu because of the higher octane rating of natural gas. Our test drives indicated no hit to performance, and a perfectly acceptable range of about 250 miles. But there are some pretty extraordinary initial setup costs. A properly installed conversion will run anywhere from \$6500 for a basic system to \$12,000 for a top-of-the-line installation with a high-capacity, composite fuel tank. If you want a home fueling compressor, tack on another \$3500 minimum. Even at the low end, you're looking at spending enough on the conversion to buy more than 1800 gallons of gasoline at today's prices.

Those prices will ultimately determine the fate of CNG vehicles. High gasoline prices historically have caused furious investment in cheaper, cleaner fuels, followed by a collapse in demand when gas prices fall. For now, CNG has a high price of entry that makes it viable only for taxi services and other fleet operators, but over time, economies of scale may bring down the costs for the ordinary car buyer. And if gasoline stays above \$3 a gallon, that change may come sooner rather than later.

Under the Hood >>>



54

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The natural-gas alternative

The pros & cons of buying a CNG-powered car

Last updated: March 2012

The buzz on alternatives to gasoline usually focuses on electrics, hybrids, or ethanol. But Honda is quietly pushing another alternative: a Civic that runs on compressed natural gas (CNG). The natural gas Civic has been offered in fleet sales since 1998, and customers in California and certain other states since 2005. Honda rolled its latest CNG sedan out nationwide for 2012, based on the current Civic.



Like other alternative fuels, CNG has its advantages and disadvantages. Compared with gasoline, it has much cleaner emissions while providing similar fuel economy, performance, and drivability. Its relative energy cost can be about half that of gasoline, and it's mostly a domestically produced energy source, thus contributing to reducing the reliance on foreign oil. (More than 85 percent of the CNG consumed in the U.S. is produced here.) On the other hand, the Civic Natural Gas is priced thousands of dollars higher than a similar gasoline-powered version, refueling stations are sparse, and CNG is not available at all—even for home-fueling in some areas.

Overview

Natural gas has been used as a motor vehicle fuel since the 1930s. In fact, Chrysler, Ford, and General Motors once offered passenger vehicles fueled by CNG, sold primarily to fleets. But with the increased focus on electricity, ethanol and other alternative fuels, fewer and fewer CNG-powered passenger vehicles have been offered in recent years. In particular, budget-constrained domestic automakers withdrew from this niche due to slow sales, financial challenges, and limited refueling stations. Shoppers were left to choose only from Honda and a handful of aftermarket conversion companies, along with used fleet cars. That is a trend that is about to change, with several automakers looking to offer CNG vehicles, notably trucks aimed at commercial users.

When Honda started retail sales of the natural gas Civic, it also began offering a home refueling device called Phill, now sold by an Italian company called BRC FuelMaker. The device can refuel a vehicle overnight when connected to a gas line from a home served by natural gas. But at this time, Honda does not recommend home refueling "because of moisture and other contaminants inherent in some natural gas supplies." This is a shame, as the ability to refuel overnight could help address the limitations with fuel pump availability.

While it might seem odd for one manufacturer to be focused so long on an alternative-fuel niche that others have avoided, Honda says much of what it learns from CNG can be applied to hydrogen technology in the future. Both fuels use large pressurized gas storage tanks, which store very little energy. So natural-gas systems provide a baseline for how to store extra hydrogen, as well as how to manage refueling and safety systems.

With Honda's innovative approach to the challenges of refueling, the company will still face challenges similar to those experienced by its competitors. A few states, such as California and New York have an infrastructure in place to deliver natural gas, but some areas have very limited access to the fuel. Since CNG is generally transported by pipeline, rather than by truck or rail, the distribution infrastructure plays a key role in the fuel's availability.

To help understand the value of CNG, we broke down the notable benefits and the compromises involved. Like all alternatives, CNG will not be for everyone. But if it is available in your area, and you do a fair bit of long-distance driving or commuting in a region with a ready supply, it might be worth a look.

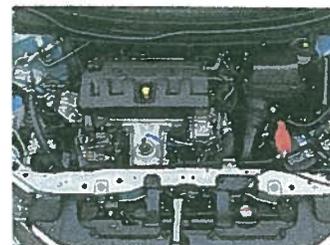
Benefits

Cost

The cost of CNG can be as little as half that of a gallon of gas if you use a home refueling device. And at commercial stations, the cost is still significantly less than gasoline. Some research pegs the fuel savings at about 30 percent less than gasoline on average, although as of this writing the savings are greater than 40 percent.

The driving experience

Drivers are not expected to notice a significant difference in performance between a CNG-powered vehicle and one fueled by gasoline. Though acceleration is typically slower, the car starts and drives normally. As a bonus, in some states, drivers of CNG vehicles can use the HOV lane. A study of New York City taxis running on natural gas concluded that maintenance costs were also reduced.



Air quality

CNG burns much cleaner than gasoline. According to the Environmental Protection Agency, CNG can reduce carbon-monoxide emissions by 90 to 97 percent and nitrogen-oxide emissions by 35 to 60 percent when compared with gasoline. CNG can also potentially reduce non-methane hydrocarbon emissions by 50 to 75 percent, while producing fewer carcinogenic pollutants and little or no particulate matter.

Reducing reliance on foreign oil. Using domestically sourced natural gas reduces reliance on imported oil, as does driving on electric power.

Tax and other incentives

The federal government offers a tax credit to buyers of CNG-powered vehicles. That credit is \$4,000 for buyers of the Civic Natural Gas. States may offer additional credits for both the vehicle and a home-fueling device.

Compromises

Purchase cost

CNG-powered vehicles have generally cost more to purchase new than comparable gasoline models. Suggested retail for the Civic Natural Gas is \$26,155 plus \$770 for destination charges. A comparably equipped, gasoline-powered Civic LX lists for \$18,242. A home refueling unit, plus installation, can cost upwards of \$5,000, making the premium to drive a CNG Civic can top \$10,000, before incentives.

Availability

CNG stations are not available in some areas. Check the [U.S. Department of Energy Web site](#) for availability in your region.

Range anxiety. With a usable range of 160-180 miles, you're going to feel range anxiety as soon as the low fuel light comes on. Given the scarcity of public access CNG filling stations, that's a concern.

Gassing up with CNG

Even if you have access to natural gas, refueling can be a hassle. There are a limited number of refueling stations in the United States, and many are operated by fleets and not open to the public.

In addition, the pressurized CNG pumps take some getting used to. They use a special fitting to seal to the vehicle, something most motorists might not recognize. A Honda representative suggested a 15-minute training session before using the pumps. Many pumps also work on a card-reader system specific to the fuel supplier. Users are billed monthly, which may be less convenient than handing over cash.

And the pumps take about twice as long to fill the car as a regular gas pump.

If you choose to fill up with a home system

An advantage of refueling stations over a home unit is that the gas is already pressurized, so the tank can be filled in a matter of minutes. Gas fed to the home is under very low pressure. The home refill device acts as both a pump and a compressor, which is why it takes overnight to fill the tank. But refueling at home can cost much less than a refueling station, so it can be worth the wait, especially if the refueling is done overnight. Of course, it would take time for the payback of the initial unit cost and installation. Also, installation is likely to require a building permit.

Honey, they shrunk the trunk

Even though a CNG tank is larger than a gasoline tank, you get fewer miles per tank. With the Civic Natural Gas, roughly half the trunk capacity is given over to the tank, with 6 cubic feet left for your luggage. The range between fill-ups also shrinks. Honda claims a 220 to 250 mile range from the Civic Natural Gas. But when we tested a 2008 model, we couldn't get more than about 130 before the low-fuel indicator came on.

Other considerations**Safety**

The Department of Energy says vehicles powered by natural gas are as safe as conventional gasoline or diesel vehicles, and their pressurized tanks have been designed to withstand severe impact, temperature, and environmental exposure. CNG is lighter than air, so if fuel were to escape in a crash, it would evaporate rather than create a puddle under the car. While the gas is escaping the storage tank, it is highly volatile. But once the gas has evaporated, the fire danger is diminished. In contrast, a gasoline spill remains a danger until the pooled liquid is removed. As for the potentially scary business of home refueling, BRC FuelMaker Corp. of Italy, says that the unit will not operate if it is not connected properly and that a built-in sensor shuts it down if the system senses a methane leak or any other malfunction. The manufacturer also says the device is considered a home appliance by municipalities, like a hot-water heater or gas dryer. Still, it would be wise to check with local authorities before making the investment.

Don't want a Honda?

There are companies that specialize in converting other models to run on CNG. The Department of Energy says you can expect to pay between \$2,000 and \$4,000 if you chose to go that route. Several other automakers, including Chrysler, Ford, and General Motors will offer CNG trucks for 2013 and beyond.

No promises of cheap fuel

Natural-gas prices have been volatile, and today's good deal might not look so good tomorrow. As anyone who has bought gasoline in the last few years knows, fuel prices can change quickly.



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#15

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Natural Gas Vehicle Emissions

Natural gas burns cleaner than conventional gasoline or diesel due to its lower carbon content. When used as a vehicle fuel, it can offer life cycle greenhouse gas (GHG) emissions benefits over conventional fuels, depending on vehicle type, drive cycle, and engine calibration. In addition, using natural gas may reduce some types of tailpipe emissions.

Tailpipe emissions result from fuel combustion in a vehicle's engine and are emitted from its exhaust system. The emissions of primary concern include the regulated emissions of [hydrocarbons](#), [oxides of nitrogen](#) (NOx), [carbon monoxide](#) (CO), as well as [carbon dioxide](#) (CO₂). Due to increasingly stringent emissions regulations, the gap between tailpipe emissions benefits from natural gas vehicles (NGVs) and conventional vehicles with modern emissions controls has narrowed. That's because the U.S. Environmental Protection Agency (EPA) is holding all fuels and vehicle types accountable to the same levels of air pollutants emitted from vehicle combustion. Still, NGVs continue to provide emissions benefits—especially when replacing older conventional vehicles or when considering life cycle emissions.

Natural gas is frequently used to replace gasoline in smaller applications, such as forklifts and commercial lawn equipment. Because natural gas is a low-carbon, clean-burning fuel, a switch to natural gas in these applications can result in substantial reductions of hydrocarbon, carbon monoxide, oxides of nitrogen, and greenhouse gas emissions. In addition, natural gas is nontoxic, so it isn't harmful to soil or water.

Life Cycle Emissions and Petroleum Use

Argonne National Laboratory's [GREET model](#) estimates the life cycle petroleum use and greenhouse gas (GHG) emissions of light-duty vehicles running on compressed natural gas (CNG) and liquefied natural gas (LNG). Based on this model, natural gas emits approximately 6% to 11% lower levels of GHGs than gasoline throughout the fuel life cycle. The GHG emissions impacting the CNG and LNG life cycle are predominately the result of production-phase fuel leakage. When comparing the life cycle emissions of the two types of natural gas, CNG and LNG are nearly identical. CNG production uses less petroleum and emits fewer GHGs than LNG, because compressing natural gas requires less energy than liquefying it.

In 2007, a study for the California Energy Commission (CEC) found that both CNG and LNG reduce life cycle GHG emissions in both light- and heavy-duty vehicles compared to their gasoline and diesel counterparts. Again, this is primarily due to the low petroleum usage in the production phase and the low-carbon intensity of the fuel during use.

An [Argonne National Laboratory analysis](#) and the [CEC study](#) both consider the petroleum-use reductions natural gas provides over its life cycle. Both studies find that CNG uses far less petroleum over its life cycle – in fact, there is a greater than 90% reduction in petroleum use for CNG compared to gasoline over its life cycle. LNG's petroleum-use reductions are slightly less, because the fuel requires more petroleum to process than CNG.

Renewable Natural Gas (RNG), also known as biogas, digester gas or landfill gas, refers to natural gas from unconventional sources where biological processes (like anaerobic digestion) produce biomethane from organic matter. Natural gas derived in this fashion is considered a renewable fuel because the original source of the carbon, in the decomposed waste, can be traced back to the organic source that replenished it. Until recently RNG was either vented to the atmosphere or captured and burned off in a collection system. Because it is chemically identical to fossil natural gas, yet produces far fewer GHG emissions, the blending of relatively small quantities of RNG with fossil natural gas can provide significant life cycle GHG benefits. In a 2011 [study of RNG production pathways](#), Argonne National Laboratory concluded that all RNG pathways show significantly less GHG emissions and fossil fuel consumption than conventional fossil fuel natural gas and gasoline.

Overall, CNG and LNG are both clean-burning fuels and perform well against current vehicle emissions standards.

Converted Vehicles

Converting conventional vehicles to run on natural gas is a good option for incorporating alternative fuels into light- and heavy-duty fleet operations. EPA's emissions requirements and [regulations](#) apply to vehicles converted to run on CNG or LNG.

EPA requires conversion system manufacturers to demonstrate that [converted vehicles](#) or engines meet or exceed the same emissions standards as the original vehicle or engine. Therefore, it's important that conversions be performed by careful and reputable qualified system retrofitters, because converted vehicles could produce higher emissions levels than manufactured natural gas vehicles if conversions are not properly installed and calibrated.

Natural Gas Cost Calculator

Enter mileage to compare cost and emissions.

Natural Gas Vehicle (mi/GGE)

City Hwy

Gasoline Vehicle (mi/gal)

City Hwy

Defaults based on 2011 Honda Civic CNG and Civic

Next ►



Get Widget

The AFDC is a resource of the U.S. Department of Energy's Clean Cities program.

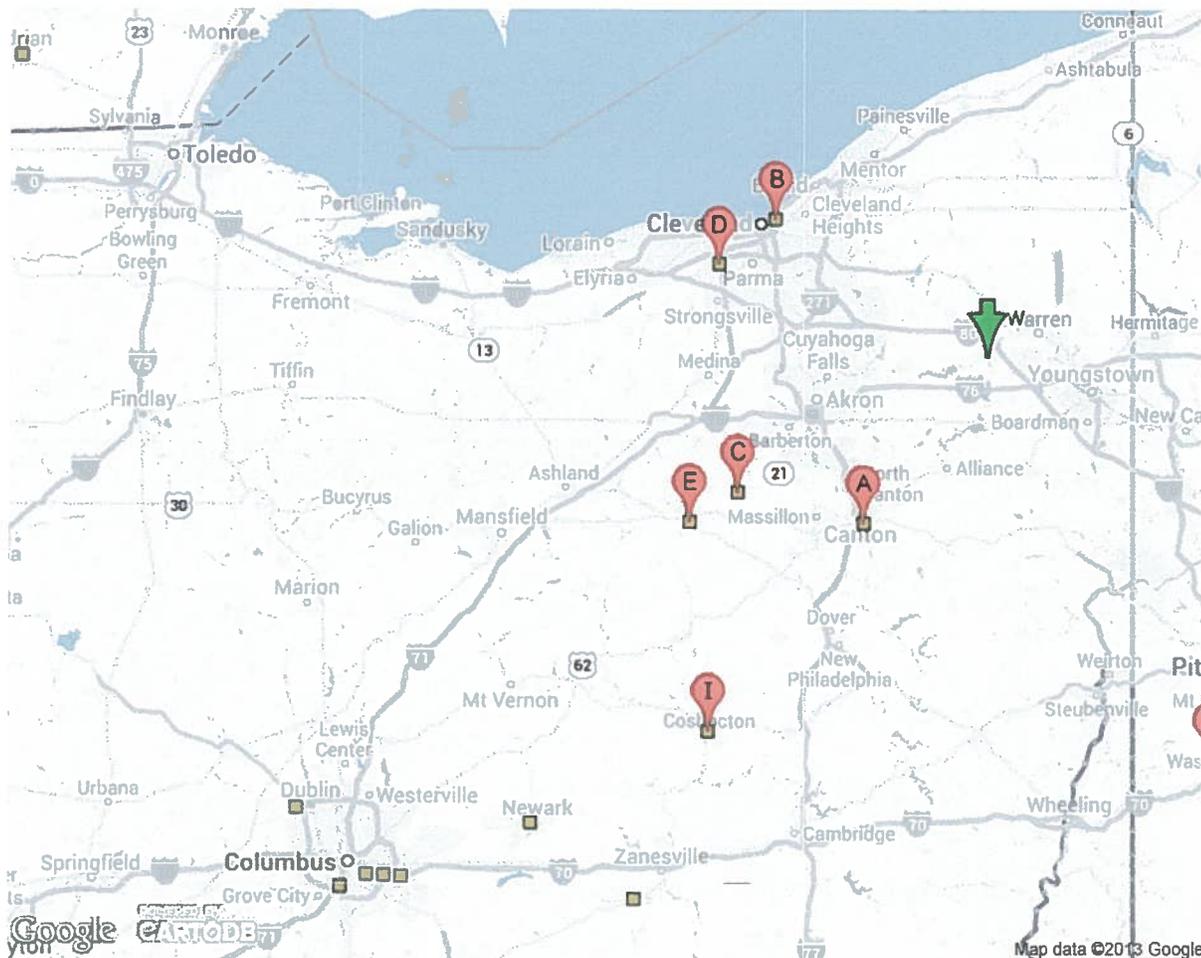
[Contacts](#) | [Web Site Policies](#) | [U.S. Department of Energy](#) | [USA.gov](#)
Content Last Updated: 09/05/2013

#16

U.S. Department of Energy - Energy Efficiency and Renewable Energy
Alternative Fuels Data Center

Alternative Fueling Station Locator

Find alternative fueling stations near an address or ZIP code or along a route in the United States. Enter a state to see a station count.



CNG stations near 44444

Excluding private stations

- | | | |
|---|---|---|
| <p>A. Clean Energy - Stark Area Regional Transit Authority 1600 Gateway Blvd SE Canton, OH 44707 Phone: 562-493-2804 Fuel: Compressed Natural Gas Distance: 34 mi</p> | <p>B. Clean Energy - Ace Taxi Service 1798 E 55th St Cleveland, OH 44103 Phone: 562-493-2804 Fuel: Compressed Natural Gas Distance: 42 mi</p> | <p>C. Smith Dairy 1381 Dairy Ln Orrville, OH 44667 Phone: 330-683-8710 Fuel: Compressed Natural Gas Distance: 47 mi</p> |
| <p>D. Clean Energy - Cleveland Hopkins International Airport 18899 Snow Rd Brook Park, OH 44142</p> | <p>E. Quasar 2072 Secrest Rd Wooster, OH 44691 Phone: 216-986-9999 Fuel: Compressed Natural Gas</p> | <p>F. Giant Eagle GetGo 755 Beechnut Dr Pittsburgh, PA 15205 Phone: 888-378-8646 Fuel: Compressed Natural Gas</p> |

Phone: 562-493-2804
Fuel: Compressed Natural Gas
Distance: 47 mi

Distance: 56 mi

Distance: 68 mi

G. **EQT - Strip District**

2926 Smallman St
Pittsburgh, PA 15222

Phone: 855-264-3835
Fuel: Compressed Natural Gas
Distance: 72 mi

H. **Clean N' Green - Waste Management**

200 Rangos Ln
Washington, PA 15301

Phone: 724-222-3272 800-950-3835
Fuel: Compressed Natural Gas
Distance: 76 mi

I. **CNG Auto Sales**

501 N 3rd St
Coshocton, OH 43812

Phone: 740-327-7255 740-404-2123
Fuel: Compressed Natural Gas
Distance: 78 mi

J. **"O" Ring CNG Fuels Systems - Innovative Entrepreneurs Inc**

10588 Route 68 N
Rimersburg, PA 16248

Phone: 814-590-4498
Fuel: Compressed Natural Gas
Distance: 78 mi

Location details are subject to change. We recommend calling the stations to verify location, hours of operation, and access.

The AFDC is a resource of the U.S. Department of Energy's Clean Cities program.

[Contacts](#) | [Web Site Policies](#) | [U.S. Department of Energy](#) | [USA.gov](#)
Content Last Updated: 09/06/2013

TRUMBULL COUNTY CNG FEASIBILITY STUDY ROI CALCULATIONS

11

| Year | Make | Type | Total Mileage | Gallons of Fuel Used | Avg. Cost per Gal. in 2012 | 2012 Total Fuel Cost | Est. CNG Cost /GGE | CNG Equiv. fuel used* | Est. CNG Annual Cost | Potential Savings | Cost of Conversion for Vehicles |
|----------------------------------|---------------|----------------|---------------|----------------------|----------------------------|----------------------|--------------------|-----------------------|----------------------|---------------------|---------------------------------|
| Gasoline Powered Vehicles | | | | | | | | | | | |
| 2008 | Ford | 4x4 Pick Up | 27,429 | 2,154 | \$ 3.30 | \$ 7,108.00 | \$ 2.00 | 2,154 | \$ 4,308.00 | \$ 2,800.00 | \$ 5,000.00 |
| 2011 | Ford | Box Sign Truck | 17,277 | 2,133 | \$ 3.30 | \$ 7,038.00 | \$ 2.00 | 2,133 | \$ 4,266.00 | \$ 2,772.00 | \$ 5,000.00 |
| 2001 | Ford | Crew Truck | 9,674 | 1,025 | \$ 3.30 | \$ 3,382.00 | \$ 2.00 | 1,025 | \$ 2,050.00 | \$ 1,332.00 | \$ 5,000.00 |
| Total | | | 54,380 | 5,312 | | \$ 17,528.00 | | 5,312 | \$ 10,624.00 | \$ 6,904.00 | \$ 15,000.00 |
| Diesel Fuel Vehicles | | | | | | | | | | | |
| 2004 | Sterling | Tandem Dump | 13,188 | 2,544 | \$ 3.44 | \$ 8,751.00 | \$ 2.00 | 2,239 | \$ 4,477.44 | \$ 4,273.56 | \$ 11,000.00 |
| 2000 | International | Single Dump | 8,307 | 1,660 | \$ 3.44 | \$ 5,710.00 | \$ 2.00 | 1,461 | \$ 2,921.60 | \$ 2,788.40 | \$ 11,000.00 |
| 2007 | Sterling | Tandem Dump | 11,365 | 2,416 | \$ 3.44 | \$ 8,311.00 | \$ 2.00 | 2,126 | \$ 4,252.16 | \$ 4,058.84 | \$ 11,000.00 |
| Total | | | 87,240 | 6,620 | | \$ 40,300.00 | | 5,826 | \$ 11,651.20 | \$ 11,120.80 | \$ 33,000.00 |

*Note: Column 1 reflects a conversion for diesel fuel from 1 gallon to .88 gge for CNG.

Separate Return On Investment Calculations

Gasoline Powered Vehicles
 Total Money Saved \$ 6,904.00
 Total Program Costs \$ 10,624.00
 ROI 64.98%

Diesel Powered Vehicles
 Total Money Saved \$ 11,120.80
 Total Program Costs \$ 11,651.20
 ROI 95.45%

Gasoline Powered Vehicles
 Total Money Saved \$ 6,904.00
 Total Program Costs \$ 10,624.00
 Cost of Conversation \$ 3,000.00 Amortized/ 5 years
 ROI 50.68%

Diesel Powered Vehicles
 Total Money Saved \$ 11,120.80
 Total Program Costs \$ 11,651.20
 Cost of Conversation \$ 6,600.00 Amortized /5 years
 ROI 60.93%

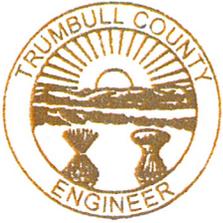
TRUMBULL COUNTY CNG FEASIBILITY STUDY ROI CALCULATIONS

| Aggregate ROI | |
|----------------------|--------------|
| Total Saved | \$ 18,024.80 |
| Total Program Cost | \$ 22,275.20 |
| Conversation Cost | \$ 9,600.00 |
| ROI | 56.55% |

(Estimated based on sample)

| Average Cost of ROI for each separate scenario | |
|---|---------------|
| Gas Vehicles w/o conversion cost | 64.98% |
| Gas Vehicles with conversion cost | 50.68% |
| Diesel Vehicles w/o conversion cost | 95.45% |
| Diesel Vehicles with conversion cost | 60.93% |
| Avg. ROI | 76.64% |

| Magnitude Factor | |
|-------------------------|--------------|
| ROI | 0.5655 |
| Savings | \$ 18,024.00 |
| Magnitude Fac | 10.19 |



Randy L. Smith, P.E., P.S.
TRUMBULL COUNTY ENGINEER

650 NORTH RIVER ROAD, N.W. WARREN, OHIO 44483-2255
PHONE: 330-675-2640 FAX: 330-675-2642
www.countyengineer.com

Herb W. Laukhart, Jr.
Director of Finance &
Personnel

Gregg A. Alberini, Sr.
Highway Superintendent

November 1, 2013

Ohio Development Services Agency
77 South High Street
P.O. Box 1001
Columbus, Ohio 43216-1001

Attn: Thea J. Walsh, AICP
Deputy Chief, Office of Redevelopment
Ohio Department of Development

Re: Applicant: Trumbull County Engineer
Project Name: Study to develop the use of CNG in Trumbull County governments
Cure Letter

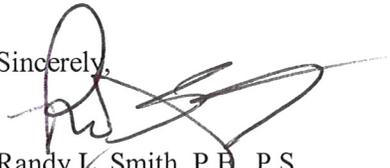
Dear Ms. Walsh:

Submitted herewith are the cure responses associated with the above referenced project.

5. Resolutions of Support:
Resolutions and letters of support have been provided.
Please note: A letter of support from the Trumbull County Board of Commissioners has been included. A formal resolution is slated to be passed legislatively by the Board on Wednesday, November 6, 2013.
6. Partnership Agreements:
A signed Memorandum of Understanding has been provided.

Thank you for the opportunity to provide this additional information. Should you need anything further, please do not hesitate to contact our office.

Sincerely,



Randy L. Smith, P.E., P.S.
Trumbull County Engineer

Attachments

Cc: Trumbull County Commissioners;
File

CURE

**Study to Develop the Use of
CNG in Trumbull County Governments**

LOCAL GOVERNMENT INNOVATION FUND GRANT APPLICATION

November 1, 2013



TRUMBULL COUNTY COMMISSIONERS

160 HIGH STREET, N.W.
WARREN, OH 44481-1093
330-675-2451
Fax: 330-675-2462

Commissioners
Frank S. Fuda
Paul E. Heltzel
Daniel E. Polivka

Clerk
Paulette A. Godfrey

October 31, 2013

Randy L. Smith, P.E., P.S.
Trumbull County Engineer
650 North River Road, N.W.
Warren, Ohio 44483-2255

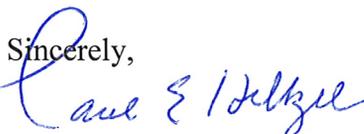
RE: Study to develop the use of CNG in Trumbull County Governments

Dear Mr. Smith:

The Board of Trumbull County Commissioners would like to offer support and participation in the proposed Feasibility Study with the Trumbull County Engineer's Office to study the options of using Compressed Natural Gas (CNG) fuel for fleet vehicles in many of the county's local governments.

We see tremendous value in working with other Trumbull County municipalities to consider the cost savings in converting vehicle fleets, as well as the progressive impact CNG fuel has on the environment.

We look forward to working with you and the other governmental partners on this program to create a more efficient and effective means of operations for all of Trumbull County.

Sincerely,


Paul E. Heltzel, President
Board of Commissioners

Dominion East Ohio
1201 East 55th Street, Cleveland, OH 44103
Web Address: www.dom.com



Robert W. Varley
Managing Director, State & Local Affairs

September 3, 2013

Mr. Randy Smith, PE
Trumbull County Engineer
650 North River Road, N.W.
Warren, OH 44483

Dear Mr. Smith:

As Trumbull County's largest local gas distribution company, we are pleased to work with you and other governmental agencies in the County to ascertain the feasibility of using compressed natural gas ("CNG") as an alternative fuel source for your vehicles.

Dominion East Ohio currently operates one of the largest CNG fleets in the state of Ohio and is willing to share our expertise with you. We would be pleased to work with your staff to determine whether converting existing vehicles or purchasing new vehicles in your fleet that could use CNG as an alternate fuel makes good economic sense for taxpayers.

A key component of this conversion would be the placement of refueling facilities in convenient locations to service the County's fleets, while assuring that the locations have adequate gas deliverability and make economic sense related to possible infrastructure upgrades.

We look forward to collaborating on this project with the both the Trumbull County Engineer and Commissioners and various local governments in order to ascertain the most efficient utilization of this alternative fuel.

Sincerely,

A handwritten signature in black ink that reads "Bob Varley".





September 13, 2013

Mr. Randy Smith, PE
Trumbull County Engineer
650 North River Road, NW
Warren, OH 44483

Dear Mr. Smith:

As Executive Vice President of Stanwade Metal Products, Inc., we would like to offer our support and participation in the proposed Feasibility Study with the Trumbull County Engineer's Office to study the options of using CNG Fuel for fleet vehicles in many of the area's local governments.

Stanwade has been providing steel tanks using recycled materials and petroleum equipment to valued customers since 1947. We currently operate a manufacturing facility in Hartford Ohio. Our business plan is to provide compressed natural gas dispensing units and other related equipment for the CNG business. We make all our products in Ohio and use only raw materials generated in the USA. Our company sees the value in using CNG fuel as an alternate fuel to save money and run efficient vehicle fleets. Stanwade is committed to improving the environment so that our products are designed to allow for a safe and proven method of fuel storage.

Stanwade's contribution to this project is studying the possibility of constructing a CNG facility, with private funds, in the Trumbull County area to service the fleets that utilize this alternative fuel. We see tremendous value in working with the partners in this collaborative to determine the best use of the facility.

Our company looks forward to working with you and the other governmental partners on this program to create a win/win scenario for everyone. Working together proves to be the most efficient, cost effective method of doing business today.

Sincerely,

Robert Nemeth, Executive Vice President
Stanwade Metal Products, Inc.

AMERICAN MADE TANKS SINCE 1947

6868 ST RT 305 PO BOX 10 HARTFORD OH 44424
1.800.826.5243 | 330.772.2421 | FAX 330.772.3307 | WWW.TANKSTORE.COM

REQUESTED BY:
VALESKY

LAW DEPARTMENT
DRAFT NO. 3381

TITLE

A RESOLUTION FOR THE PURPOSE OF SUPPORTING THE TRUMBULL COUNTY ENGINEER'S OFFICE TO MOVE FORWARD WITH A STUDY TO EXPLORE THE BENEFITS OF COMPRESSED NATURAL GAS AND APPROVING THE SAFETY SERVICE DIRECTOR TO PARTICIPATE IN A LOCAL GOVERNMENT SHARED SAVINGS INITIATIVE.

RESOLUTION NO. 4559/13

WHEREAS, the Trumbull County Engineer and in conjunction with the Board of County Commissioners and the Honorable State Representative Sean O'Brien have assisted in submitting an application for a grant to study the benefits of installing Compressed Natural Gas (CNG) kits to their motor vehicle fleets; and

WHEREAS, CNG has proven to be better for the environment and a more efficient energy source for motor vehicles; and

WHEREAS, this study will determine the cost savings to each participating agency of Trumbull County and will include detailed information about potential locations for CNG fueling stations with Trumbull County; and

WHEREAS, this Council desires to participate in a collaborative study with other Trumbull County municipalities, townships and school districts to consider the cost savings in converting their motor vehicle fleets; NOW THEREFORE

BE IT RESOLVED by the Council of the City of Warren, State of Ohio:

Section 1: That the Council of the City of Warren hereby supports the Trumbull County Engineer's office to move forward with a study to determine the savings for participating agencies by using CNG.

Section 2: That the Council of the City of Warren desires to explore the use of CNG fuel for the City of Warren.

Section 3: That the Council of the City of Warren, hereby authorizes the Safety Service Director to collaboratively work with the Trumbull County Engineer and other Trumbull County municipalities, townships and school districts to explore the use of CNG fuel for the City of Warren.

Section 4: That this Resolution shall become effective at the earliest time allowed by law.

Passed in Council this 23rd day of OCTOBER, 2013.

SIGNED: Bol Dean PRESIDENT OF COUNCIL ATTEST: Brenda Smith CLERK

FILED WITH THE MAYOR: 10-23-13 Brenda Smith, Clerk of Council of the City of Warren, County of Trumbull, State of Ohio

DATE APPROVED: 10-23-13 do hereby certify that the foregoing is a true and correct copy of Resolution No. 4559/13
William D. ... Passed in Council this 23rd Day of October, 2013
MAYOR, CITY OF WARREN, OHIO and now on record in the files of my office

Brenda Smith
BRENDA SMITH, Clerk of Council

VILLAGE OF McDONALD, OHIO

RESOLUTION NO. 1723-13

A RESOLUTION FOR THE PURPOSE OF SUPPORTING THE TRUMBULL COUNTY ENGINEER'S OFFICE IN MOVING FORWARD WITH A STUDY TO EXPLORE THE BENEFITS OF COMPRESSED NATURAL GAS AND AUTHORIZING THE VILLAGE ADMINISTRATOR TO PARTICIPATE IN A LOCAL GOVERNMENT SHARED SAVINGS INITIATIVE.

WHEREAS, the Trumbull County Engineer, in conjunction with the Board of County Commissioners and the Honorable State Representative Sean O'Brien, have assisted in submitting an application for a grant to study the benefits of installing compressed natural gas (CNG) kits to their fleets; and,

WHEREAS, CNG has proven to be better for the environment and a more efficient energy source for motor vehicles; and,

WHEREAS, this study will determine the cost savings to each participating agency of the County and will include detailed information about potential locations for CNG fueling stations within the County; and,

WHEREAS, Council desires to participate in a collaborative study with other Trumbull County municipalities, townships and school districts to consider the cost savings in converting their fleet.

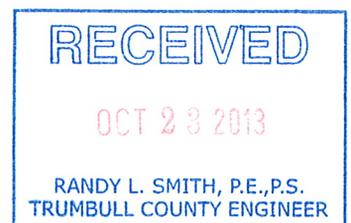
NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE VILLAGE OF McDONALD, TRUMBULL COUNTY, STATE OF OHIO:

Section I. That Village Council hereby supports the Trumbull County Engineer's office to move forward with a study to determine the savings for participating agencies by using CNG.

Section II. It is the Village's desire to explore the use of CNG fuel for the Village of McDonald.

Section III. Village Council hereby authorizes the Village Administrator to collaboratively work with the Trumbull County Engineer and other Trumbull County municipalities, townships and school districts to explore the use of CNG fuel for the Village of McDonald.

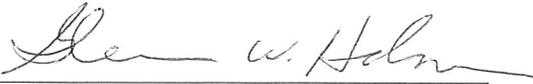
Section IV. The passage of this Resolution and all deliberations relating to the passage of this Resolution were held in open meetings in accordance with the provisions of Ohio Revised Code Section 121.22.



Page 2
Resolution No. 1723-13

Section V. This Resolution shall be in full legal force and effect from and after the earliest period allowed by law.

Passed in Council this 16th day of October, 2013.



Mayor

Attest to:



Village Fiscal Officer

Posted 10/18/13

RESOLUTION # 13-85

The Board of Trustees of Liberty Township, Trumbull County, Ohio met in a regular session at the Administration Building on October 15, 2013 with the following members present: Mr. Jason Rubin and Chairperson Mrs. Jodi K. Stoyak presiding. Mr. Stan Nudell was absent.

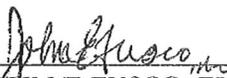
Motion made by Mrs. Stoyak to approve Local Government Innovation Fund Grant Application for Natural Gas Conversion/Shared Fueling Station Study with Trumbull County Engineers Office. Liberty Township agrees to participate in a feasibility study to use Local Government Innovation Fund (LGIF) dollars to analyze and chart the feasibility and potential of converting local government and school district fleets to a National Gas Vehicle (NGV) fleet. The study will also map out a "Shared Service" distribution network, reducing storage, transportation, and purchasing costs. It is agreed that the NCOESC shall bear the costs associated with the LGIF grant application, take responsibility for administering the grant award, and will coordinate date collection during the study. See addendum file for full details.

Roll Call: Mrs. Stoyak, Yes. Mr. Rubin, Yes. Seconded by Mr. Rubin. Motion carried.

Resolution passed.

State of Ohio)
) ss: Certificate of Clerk
County of Trumbull)

I, John E. Fusco, Clerk of the Board of Trustees of Liberty Township, Trumbull County, Ohio in whose custody and control the files and records of such Board are required by the Laws of the State of Ohio to be kept, do hereby certify that the foregoing is taken and copied from the original resolution, and that the same is a true and correct copy thereof.



JOHN E. FUSCO, FISCAL OFFICER
LIBERTY TOWNSHIP

RESOLUTION #297-2013

A RESOLUTION OF SUPPORT AUTHORIZING AND APPROVING THE TOWNSHIP OF BRISTOL SUPERVISOR TO PARTICIPATE IN A TRUMBULL COUNTY LOCAL GOVERNMENT SHARED SAVINGS INITIATIVE USING CNG FUEL.

WHEREAS, The Trustees of Bristol Township, Bristolville, Ohio has expressed an interest in collaboratively partnering with other Trumbull County local municipalities, townships, and school districts in order to save money through the increased use of Compressed Natural Gas (CNG); and

WHEREAS, The Township of Bristol, Bristolville Ohio believes that it is in its best interest to participate in the initiative with the hopes of saving tax dollars.

THE TRUSTEES OF THE TOWNSHIP OF BRISTOL, STATE OF OHIO, HEREBY RESOLVES:

SECTION I: It is the best interest of the Township of Bristol to explore the use of CNG for fuel for the township of Bristol.

SECTION II: It is the best interest of the Township of Bristol to authorize the township supervisor to collaboratively work with other Ohio governmental subdivisions to explore the use of CNG fuel of the Township of Bristol.

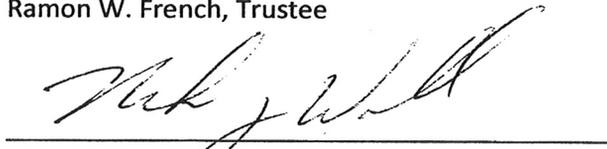
PASSED IN TRUSTEE MEETING THIS 1ST DAY OF OCTOBER 2013



Douglas S. Seemann, Chairman



Ramon W. French, Trustee



Mark J. Webb, Trustee



HUBBARD TOWNSHIP



Board of Trustees

Administration Building, 2600 Elmwood Dr. Ext. • Hubbard, Ohio 44425

Phone: 330-534-1411 • Fax: 330-534-3032

FREDERICK HANLEY, Trustee
SUE ANN GOTERBA, Fiscal Officer

THOMAS JACOBS, Trustee
JOSEPH GLEYDURA, Trustee

HUBBARD TOWNSHIP RESOLUTION #213-13

COPY

The Hubbard Township Board of Trustees met on October 14, 2013, at its regular monthly business meeting; Present; Chairman Jacobs, Trustee Hanley, Trustee Gleydura;

MOTION by Trustee Hanley and Seconded by Trustee Gleydura to approve participation in the application for Local Government Innovation Funding Grant for the purpose of NATURAL GAS CONVERSION/SHARED FUELING STATION STUDY with the Trumbull County Engineers Office.

Hubbard Township agrees to participate in a feasibility study to use Local Government Innovation Fund(s) (LGIF) dollars to analyze and chart the feasibility and potential of converting local government and school district vehicle fleets to a NATURAL GAS VEHICLE (NGV) fleet. The study will also map out a "shared service" distribution network. reducing storage, transportation, and purchasing costs. It is agreed that the NCOSEC shall bear the costs associated with the LGIF grant application, take responsibility for administering the grant award, and will coordinate data collection during the study.

ROLL CALL ON THE MOTION #213-13;

Trustee Hanley: YES, Trustee Gleydura; YES, Trustee Jacobs: YES MOTION PASSED:

CERTIFICATION: I Sue Ann Goterba, Fiscal Officer of Hubbard Township, Trumbull County, Ohio do hereby certify that the foregoing resolution is taken and copied from the original resolution, being same is a true and correct copy thereof:


SUE ANN GOTERBA, Fiscal Officer
Hubbard Township, Ohio

COPY

RESOLUTION NO. 7920-13

A RESOLUTION BY THE COUNCIL OF GIRARD IN SUPPORT OF THE TRUMBULL COUNTY ENGINEER'S OFFICE TO MOVE FORWARD WITH A STUDY TO EXPLORE THE BENEFITS OF COMPRESSED NATURAL GAS AND APPROVING THE SERVICE DIRECTOR TO PARTICIPATE IN A LOCAL GOVERNMENT SHARED SAVINGS INITIATIVE.

WHEREAS, the Trumbull County Engineer and in conjunction with the Board of County Commissioners and the Honorable State Representative Sean O'Brian have assisted in submitting an application for a grant to study the benefits of installing compressed natural gas (CNG) kits to their fleets; and,

WHEREAS, CNG has proven to be better for the environment and a more efficient energy source for motor vehicles; and,

WHEREAS, this study will determine the cost savings to each participating agency of the County and will include detailed information about potential locations for CNG fueling stations within the County; and,

WHEREAS, this Council desires to participate in a collaborative study with other Trumbull County municipalities, townships and school districts to consider the cost savings in converting their fleet.

NOW, THEREFORE BE IT RESOLVED BY THE COUNCIL OF THE CITY OF GIRARD, STATE OF OHIO:

SECTION 1: That Council hereby supports the Trumbull County Engineer's office to move forward with a study to determine the savings for participating agencies by using CNG.

SECTION 2: It is City Council's desire to explore the use of CNG fuel for the City of Girard.

SECTION 3: That Council hereby authorizes the Service Director to collaboratively work with the Trumbull County Engineer and other Trumbull County municipalities, townships and school districts to explore the use of CNG fuel for the City of Girard.

SECTION 4: This Resolution shall become effective at the earliest time allowed by law.

PASSED IN COUNCIL THIS 28 DAY OF October, 2013.

PRESIDENT OF COUNCIL

ATTEST:

ATTEST:

Kathleen D. Leary
CLERK OF COUNCIL

James J. [Signature]
MAYOR

APPROVAL DATE: 10-28-13
FIRST READING: 10-28-13
SECOND READING: 10-28-13
THIRD READING: 10-28-13

MOTIONED BY: Steiner
SECONDED BY: Adovasio
DATE: 10-28-13

CITY OF GIRARD, OHIO
I certify the above to be a true copy of
The original now on file in my office.
Kathleen D. Leary 10-28-13
Clerk of Council Date

RESOLUTION NO. 39-13

A RESOLUTION BY THE COUNCIL OF NILES IN SUPPORT OF THE TRUMBULL COUNTY ENGINEER'S OFFICE TO MOVE FORWARD WITH A STUDY TO EXPLORE THE BENEFITS OF COMPRESSED NATURAL GAS AND APPROVING THE SERVICE DIRECTOR TO PARTICIPATE IN A LOCAL GOVERNMENT SHARED SAVINGS INITIATIVE

WHEREAS, the Trumbull County Engineer and in conjunction with the Board of County Commissioners and the Honorable State Representative Sean O'Brien have assisted in submitting an application for a grant to study the benefits of installing compressed natural gas (CNG) kits to their fleets; and,

WHEREAS, CNG has proven to be better for the environment and a more efficient energy source for motor vehicles; and,

WHEREAS, this study will determine the cost savings to each participating agency of the County and will include detailed information about potential locations for CNG fueling stations within the County; and,

WHEREAS, this Council desires to participate in a collaborative study with other Trumbull County municipalities, townships and school districts to consider the cost savings in converting their fleet.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF NILES, STATE OF OHIO:

SECTION 1: That Council hereby supports the Trumbull County Engineer's office to move forward with a study to determine the savings for participating agencies by using CNG.

SECTION 2: It is City Council's desire to explore the use of CNG fuel for the City of Niles.

SECTION 3: That Council hereby authorizes the Service Director to collaboratively work with the Trumbull County Engineer and other Trumbull County municipalities, townships and school districts to explore the use of CNG fuel for the City of Niles.

SECTION 4: This Resolution shall become effective at the earliest time allowed by law.

PASSED: October 16, 2013

ATTEST: Linda A. Yuhasz
CLERK OF COUNCIL

[Signature]
PRESIDENT OF COUNCIL

Received by the Mayor of the City of Niles this 16th day of October, 2013,
and approved by me as such Mayor this 16th day of October, 2013.

I, LINDA A. YUHASZ, Clerk of Council, City of Niles,
State of Ohio, do hereby certify that this is a true and
correct copy of Res. 39-13, which was duly
passed on the 16th day of October 2013.

Linda A. Yuhasz
LINDA A. YUHASZ, Clerk of Council

[Signature]
MAYOR

CITY OF HUBBARD, OHIO
RECORD OF ORDINANCES AND RESOLUTIONS

E FRED PROCTER CO., CINTI, O.

RESOLUTION NO. 7-13.....

ORDINANCE NO.

PASSED OCTOBER 21..... 20 13...

A RESOLUTION - 7-13

A RESOLUTION BY THE COUNCIL OF HUBBARD IN SUPPORT OF THE TRUMBULL COUNTY ENGINEER'S OFFICE TO MOVE FORWARD WITH A STUDY TO EXPLORE THE BENEFITS OF COMPRESSED NATURAL GAS AND APPROVING THE SERVICE DIRECTOR TO PARTICIPATE IN A LOCAL GOVERNMENT SHARED SAVINGS INITIATIVE.

WHEREAS, the Trumbull County Engineer and in conjunction with the Board of County Commissioners and the Honorable State Representative Sean O'Brien have assisted in submitting an application for a grant to study the benefits of installing compressed natural gas (CNG) kits to their fleets; and

WHEREAS, CNG has proven to be better for the environment and a more efficient energy source for motor vehicles; and

WHEREAS, this study will determine the cost savings to each participating agency of the County and will include detailed information about potential locations for CNG fueling stations within the County; and

WHEREAS, this Council desires to participate in a collaborative study with other Trumbull County municipalities, townships and school districts to consider the cost savings in converting their fleet.

NOW, THEREFORE BE IT RESOLVED BY THE COUNCIL OF THE CITY OF HUBBARD, STATE OF OHIO:

SECTION 1: That Council hereby supports the Trumbull County Engineer's office to move forward with a study to determine the savings for participating agencies by using CNG.

SECTION 2: It is City Council's desire to explore the use of CNG fuel for the City of Hubbard.

SECTION 3: That Council hereby authorizes the Service Director to collaboratively work with the Trumbull County Engineer and other Trumbull County municipalities, townships and school districts to explore the use of CNG fuel for the City of Hubbard.

SECTION 4: This Resolution shall become effective at the earliest time allowed by law.

SECTION 5: All prior Resolutions and Ordinances or parts thereof in conflict with this Resolution are hereby repealed.

SECTION 6: All formal actions of the City Council of Hubbard, Ohio relating to the adoption of this Resolution, and all deliberations of the City Council of Hubbard, Ohio and any of its committees leading to such action, were in meeting open to the public as required by law.

PASSED IN COUNCIL THIS 21ST DAY OF OCTOBER, 2013.

William A. Williams
PRESIDENT OF COUNCIL

ATTEST:

Lorrie Brown
CLERK OF COUNCIL

APPROVED:

John D. Paulk
MAYOR

APPROVAL DATE: OCTOBER 21, 13

FIRST READING: October 21, 13

SECOND READING: _____

THIRD READING: _____

I hereby certify that the foregoing Resolution was published in the Hubbard Soaring Eagle and the News of Hubbard on the dates hereinbelow set forth and was posted at the Hubbard City Administration Building and the Hubbard Police Station on the day hereinbelow set forth.

DATES OF PUBLICATION:

POSTED:

____ day of _____, 2013

I hereby certify that the foregoing
Resolution 7-13 is a
true and exact copy of the original
as passed by Hubbard City Council
on OCTOBER 21, 2013
and held on file in my office
LORRIE L. BROWN
Clerk of Council
Hubbard, Ohio

MEMORANDUM OF UNDERSTANDING

BETWEEN

COLLOBARTATIVE PARTNERS: Trumbull County Commissioners, Trumbull County Engineer's Office, City of Newton Falls, Townships of Howland and Wethersfield, Dominion East Ohio Gas, and Stanwade, Inc.

This Memorandum of Understanding is entered as of the _____ day of _____, 2013, by and among the following partners: Trumbull County Commissioners, (county government); Trumbull County Engineer's Office (a county department as outlined in the ORC), City of Newton Falls (a municipal corporation); Townships of Howland and Weathersfield (unincorporated areas); Dominion East Ohio Gas (an Ohio regulated natural gas utility), and Stanwade, Inc. (a private corporation).

In this Memorandum of Understanding (MOU), the term "Party" is used to refer to each party individually and the term "Parties" is used to refer to them collectively.

WHEREAS, in September, 2013, each Party adopted and approved and authorized a Resolution or Letter of Participation showing support to become an applicant to an application for a grant through the Local Government Innovation Project ("LGIF Funding"), with the Trumbull County Engineer's office as the Lead Applicant.

WHEREAS, the Parties have had the opportunity to discuss their roles as applicants for the LGIF Funding, and

WHEREAS, the parties have determined that they desire to enter into this Memorandum of Understanding.

NOW, THEREFORE, in consideration of the promises and covenants set forth below, the Parties agree to as follows:

1. The Parties agree to participate in a feasibility study to use Local Government Innovation Fund (LGIF) dollars to analyze and determine the feasibility and potential of converting local government vehicles to a Natural Gas Vehicle (NGV) fleet. The study will also work with partners to determine a location to build a Compressed Natural Gas Fueling Station within the Trumbull County boundaries to ensure that CNG is readily available.
2. The Parties agree that this grant application is only for a feasibility study and does not include implementation of any program or facilities.

3. The Parties agree that the Trumbull County Engineer's Office will serve as the Lead Applicant and take responsibility for administering the grant award, and will coordinate the data collection and results during the study.
4. The Parties agree that the Trumbull County Auditor's office will serve as the Fiscal Agent for the grant award and follow all such procurement rules and regulations as required for County government.
5. That this MOU contains the entire understanding of the Parties, with respect to the subjects contained herein, and there are no representations, promises, warranties, covenants, agreements or undertakings other than those expressly set forth or provided for in the MOU; it being understood that this MOU supersedes all prior agreements and understandings between the Parties.
6. The Parties agree that this study includes a limited number of local governments however, they understand that if any program is implemented, all parties agree to include an "entrance" and "exit" clause that will allow other partners to join or exit the program.
7. The Parties agree to a "Dispute Resolution" procedure that will be utilized in the event that any item cannot be agreed upon during the development of the study.
8. That should any provision or provisions of this MOU are determined to be unlawful or unenforceable by an arbitrator, any court of any agency having competent jurisdiction, said provision or provisions shall be null and void, the remaining provisions hereof remaining in full force and effect.
9. That the Parties hereby warrant and represent to each other that they understand and agree to each and every term hereof and that they enter into this MOU of their own free will, without duress or coercion.
10. That the Parties have had a full opportunity to discuss the matters contained in the MOU, by they do not intend to create any precedent on whether the parties were obligated to discuss these matters or to discuss these matters any more than they already had, and they do not intend to create any new mandatory subjects of bargaining.
11. That it is agreed that this MOU is made on a non-precedential basis and shall not be utilized by any party hereto in connection with any matter or proceeding among the parties, except with respect to the matter of enforcing and/or interpreting in express terms.
12. Subject to Ohio Revised Code Section 149.43 (Ohio Public Records) the Parties agree that none of the Parties to this MOU will, without first receiving prior written approval from the subject Party, use, disclose, publish or authorize anyone to use, disclose or publish any technical or confidential information acquired in the course of participating in the feasibility study discussed in Section #1 of this MOU, unless such technical or

confidential information is made public through a source other than participation in the feasibility study. The confidentiality obligations under this MOU shall survive its termination.

IN WITNESS WHEREOF, the Parties have executed copies of this Memorandum of Understanding, each of which constitutes an original, but each of which, when taken together, will constitute the same document.

(Signature Page to follow)

AGREED:

TRUMBULL COUNTY ENGINEER

By: [Signature]

Name: Randy L. Smith

Title: Trumbull County Engineer

Date: 10/29/13

WEATHERSFIELD TOWNSHIP

By: [Signature]

Name: David A. Ryan

Title: Township Administrator

Date: 10/17/2013

TRUMBULL COUNTY COMMISSIONERS

By: [Signature] (Paul Heitzel)

Name: Frank J. Juchacz

Title: Commissioner

Date: 10-29-13

DOMINION EAST OHIO GAS

By: [Signature]

Name: Robert W. Varley

Title: Managing Director, State & Local Affairs

Date: 10-30-13

CITY OF NEWTON FALLS

By: [Signature]

Name: JACK C. HANEY

Title: CITY MANAGER

Date: 10/17/13

STANWADE, INC.

By: [Signature]

Name: Robert T. Nemeth

Title: Executive V.P.

Date: 10/29/2013

HOWLAND TOWNSHIP

By: [Signature]

Name: Darlene M. St. George

Title: Township Administrator

Date: 10/17/2013