

BOARD MEETING UPDATE

NOVEMBER 21, 2011

APPROVED:

- October 10th Minutes
- Bills/Claims
- Financial Reports
 - October Monthly Reports
- Resignations/Terminations
 - Deb Bone, MS Teacher Associate (10/28/11)
 - Elizabeth Downing, DS Teacher Associate (11/10/11)
 - Ashley Mayer AE Teacher Associate (11/18/11)
 - LaVerne Moody, Bus Driver (10/18/11)
 - Cole Van Vark, MS Girls' Basketball Coach
- Hires
 - Todd Cook, MS Girls' Basketball Coach, Step 4
 - Pamela James, PT AE Teacher Associate, Step 1 (11/21/11)
 - Jodi Jensen, MS Grils' Basketball Coach, Step 1
 - Deb Smith, AE Teacher Associate, Step 1 (11/21/11) – New Position
 - Carroll Snyder, Route Bus Driver, Step 14 (11/19/11)
- Transfers
 - Jessica McFarland from .5 FTE Teacher Associate to .88 FTE Teacher Associate AE (10/31/11)
 - Tena McNeal from Central Office Staff Assistant to .75 Payroll Specialist, (11/21/11)
 - Cassandra Mueller from MS Girls' Basketball Coach to Asst HS Girls' Basketball Coach, Step 3
 - Nic Rasmussen from Asst HS Girls' Basketball Coach to MS Girls' Basketball Coach, Step 4
- First Reading of Board Policy 707.7, "Governmental Fund Balance Reporting GASB 54"
- Gateway to Technology PLTW Memorandum of Understanding
 - Changed grant status from \$30,000 to \$20,000 to reduce number of required GT units taught at the MS.
- DMACC Cooperative Agreement
 - Agreement with DMACC for the nurse aide program at Perry DMACC Center
- GovDeals – Online Auction Agreement
 - Service to provide an online auction site to sell unwanted equipment
- Bus Purchase – 2012 Thomas C277 Passenger Bus for \$91,358 – Immediate Delivery
- Resolution Ordering Election for Voted PPEL – February 7, 2012

REPORTS/DISCUSSION

Parent/Teacher Conference Fall Report

Activity Director Quarterly Report – Doug Gee

DMACC Perry Career Center Update – Kim Timmerman

Advanced Placement – Jim DePue

Professional Development Report

PK-12 Written Language – Carole Erickson

DeSoto PLC – Jodi Banse

Curriculum Revision Updates – Greg Dufoe

Green Cleaning Requirement

Open Enrollment In 2011-12

1. Alexander Dvorak, 3rd Grade from Waukee to ADM (continuation)
2. Nicholas Dvorak, 7th Grade from Waukee to ADM (continuation)
3. Katie Gering, 9th Grade from WG to ADM (good cause)

Open Enrollment In for 2012-13

1. Abigail Stonehocker, K, from WCV to ADM (met timeline)

Important Dates

Dec. 7	Dismiss 1:00 PM – PD Meetings
Dec. 12	6:00 Board Meeting
Dec. 22	End 2 nd Qtr/First Semester
Dec. 23	X-mas Vacation
Jan. 2	Teacher Work Day
Jan. 3	Classes Resume

ADM Community School District, in partnership with our communities, is committed to engaging all students in a challenging and supportive learning environment that ensures individual student success as measured by a comprehensive system of assessments.

"Experiencing Success Today, Achieving Dreams Tomorrow"

NOTICE OF PUBLIC MEETING

You are hereby notified that the Board of Directors of the Adel DeSoto Minburn Community School District will meet at 6:00 p.m. on the 21st day of November 2011, for its regular meeting in the Board Room, Adel, Iowa.

The tentative agenda is as follows:

BOARD MEETING AGENDA
DISTRICT BOARD ROOM

November 21, 2011
6:00 P.M.

OPENING:

- | | |
|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6:00 P.M. | Call to order
Roll call
Emergency additions and adoption of agenda
Honoring Excellence |
| 6:15 | Consent agenda
Approval of minutes
Approval of bills/claims and transfers
Secretary/Treasurer financial reports
Personnel contracts
First reading of Board Policy 707.7 "Governmental Fund Balance Reporting GASB 54"
Gateway to Technology PLTW Memorandum of Understanding
DMACC Cooperative Agreement
GOVDeals – online auction agreement
Welcome of visitors and open forum |

ACTION ITEMS:

- | | |
|------|--------------------------------------------------------------------------------------------------------------------|
| 6:30 | Bus purchase for 2012-13 - Fleet update and needs |
| 6:50 | Resolution Ordering Election on the Question of Levying a Voter Approved Physical Plant and Equipment Property Tax |

ADMINISTRATIVE REPORTS/DISCUSSION ITEMS:

- | | |
|------|--------------------------------------------------------------------------|
| 7:35 | Parent/Teacher conference fall report |
| 7:45 | Activities Director quarterly report |
| 8:00 | Enrollment update 2011-12 |
| 8:10 | DMACC Perry Career Center update |
| 8:20 | Advanced Placement results 2010-11 |
| 8:30 | Professional Development report
PK-12 Written Language
DeSoto PLCs |
| 8:50 | Curriculum revision updates – science, math, PE |
| 9:10 | Green cleaning requirement |
| 9:20 | Open enrollment |
| 9:25 | Adjournment |

ADEL DESOTO MINBURN COMMUNITY SCHOOL DISTRICT
801 Nile Kinnick Drive S.
Adel, Iowa 50003
(515) 993-4283

Nancy Gee
Secretary
Board of Directors

Board Meeting Date: November 21, 2011

✓

Time: 6:00 PM

Roll Call: ✓ Bart ✓ Kim ✓ Kelli ✓ Tim ^A Rod (Voting Rotation for Meeting)

Adoption of Agenda

M Kim

S Bart MP

Bills - Pink Sheet - Fund 91

SRO Qtrly -

Statement of Current Assets - PPEL - Prior Year

40,000

- Interfund

(Scoreboard)

Honoring Excellence - Kathleen Hein - Rod arrived at 6:02

Consent Agenda

M Bart

S Kelli

MP-

Welcome of Visitors

Bus Purchase

M Kim

S Kelli

MP

2012 - 91,358.00

Thomas Bus

Mike Chapman

Hecto-WA

Suburban - future

VPPEL Resolution

M Kelli -

S Kim

mention date, time for public

6:45

Roll Call Vote - ✓ Bart ✓ Kim ✓ Kelli ✓ Tim ✓ Rod MP-

Reports/Discussion Items

Parent/Teacher Conference

90% - 100% + 80% HS - Greg reported

Activities Director Qtrly Report

Fall Review / Winter Preview

Enrollment Update

27 up

DMACC Perry Career Center Update

Kim Timmerman

AP Results for 10-11 - Jim DuPue 44% - 111.4

89 last year

117 students

growth

PK-12 Written Language & DeSoto PLC

full implementation next year PK-12 writing

WEESSS

2-3 teachers not on leadership team
Jodi's - interview - DS teachers

Prof. Dev. - Learning
observations, reading books
reflective

improve
read like
writers

Margaret Cronin

PLC Groups -

Curriculum Revision Updates - Science, Math, PE

Jodi - PLC - Smart Goal Examples - Grade 5

Alignment from District to Classroom -

Student

Greg - more effective curriculum cycle

Science, Math, PE

Green Cleaning Requirement

Opt. -

Open Enrollment

Adjourn: 8:20 (Time)

M part

S Kim

8:20

"Loving to write"
Doug Records
IASB
non-fiction
writing



Adel DeSoto Minburn

801 Nile Kinnick Drive S., Adel, Iowa 50003
515-993-4283

Greg Dufoe, Superintendent

Nancy Gee, Business Manager

TO: Board of Directors
FROM: Greg Dufoe, Superintendent
SUBJECT: Memorandum for November 21, 2011

Honoring Excellence: Kathleen Hein, MS Principal's Administrative Assistant is this month's Honoring Excellence recipient. Carole Schlapkohl will introduce Kathleen and read her nomination letter exhibiting Kathleen's daily examples of going above and beyond for our ADM MS students.

Personnel contracts:

I recommend the following resignations/terminations:

Deb Bone, MS teacher associate, effective 10/28/11
Elizabeth Downing, DS teacher associate, effective 11/10/11
Ashley Mayer, AE teacher associate, effective 11/18/11
LaVerne Moody, bus driver, effective 10/18/11
Cole Van Vark, MS girls basketball coach

I recommend the following new contracts:

Todd Cook, MS girls basketball coach, step 4
Pamela James, part-time AE teacher associate, step 1, tentatively effective 11/21/11
Jodi Jensen, MS girls basketball coach, step 1
Deb Smith, AE teachers associate, step 1, effective 11/21/11
Carroll Snyder, route bus driver, step 14, effective 11/9/2011

I announce the following transfer:

Jessica McFarland from .50 FTE teacher associate at AE to .88 FTE teacher associate at AE, effective 10/31/11
Tena McNeal from .75 Central Office Staff Assistant to .75 Payroll Specialist, effective 11/21/11, \$16.51/hour
Cassandra Mueller from MS girls basketball coach to Ass't. HS girls basketball coach, step 3
Nic Rasmussen from Ass't. HS girls basketball coach to MS girls basketball coach, step 4

Pending resignation:

Della Weems, Mock Trial coach

First reading Board Policy 707.7 "Governmental Fund Balance Reporting GASB 54" (Exhibit 1)

The Governmental Accounting Standards Board (GASB) released Statement 54 – "Fund Balance Reporting and Governmental Fund Type Definitions" on March 11, 2009 which became effective for fiscal year ending June 30, 2011. This new statement is intended to improve the usefulness of the amount reported in fund balance by providing more structured classification. The hierarchy of five possible GASB 54 classifications is as follows:

- Non-spendable Fund Balance
- Restricted Fund Balance
- Committed Fund Balance
- Assigned Fund Balance
- Unassigned Fund Balance

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Since we have multiple fund balance accounts in our General Fund, the auditors recommended we adopt a Fund Balance Policy that directs the action for committed or assigned fund balance.

Gateway to Technology PLTW Memorandum of Understanding (Exhibit 2):

As previously communicated to you, PLTW has given permission to change our grant status from \$30,000 to \$20,000. This change reduces the number of required Gateway To Technology units taught at the middle school from five to two. As we had the Board approve the original memorandum of understanding, I am recommending the Board approve the new MOU for the new grant amount.

We plan on teaching three units, two in 7th grade and one in 8th grade. This will require less than a full time teacher, and will allow us to add some high school science courses to the 1.0 new science position.

DMACC Cooperative Agreement (Exhibit 3):

I recommend approval of the cooperative agreement with DMACC for the nurse aide program. This is necessary due to our students' participation in the Health Occupations program at the Perry DMACC Career Center.

GovDeals – online auction agreement inspection (Exhibit 4):

GovDeals provides an online auction service for local and state government entities. This service would provide another avenue to sell unwanted/obsolete equipment with much more exposure. I recommend we join GovDeals and choose Option B2 for the flexible pricing option where the winning bidder pays a 7.5% buyers' premium and the District pays a 5% fee. GovDeals will collect all proceeds from the buyer.

BUS PURCHASE FOR 2012-13 – FLEET UPDATE AND NEEDS (Exhibit 5):

Included in your materials are bids for a new bus. We received a bid from Thomas Bus Sales. Hoglund did not submit a bid.

I recommend approval of a 2012 Thomas C2 77 passenger bus at \$91,358.00. Mike Chapman, Director of Transportation, also recommends that we take advantage of Thomas' offer of delivering the bus this month with payment due July 5, 2012. This allows us to get access to another bus, but make payment next fiscal year.

Mike will also take time to review the condition of our fleet and provide the Board with much information on specific needs in the transportation department. Mike has worked very hard to address our needs and identify corrective measures to address these needs.

This information will also have importance as it relates to the PPEL plan. Without the PPEL funds, we most likely will have to remain on a one-bus-per-year cycle and our fleet condition will continue to decline.

RESOLUTION ORDERING ELECTION ON THE QUESTION OF LEVYING A VOTER APPROVED PHYSICAL PLANT AND EQUIPMENT PROPERTY TAX (Exhibit 6)

In your board packets is a great deal of information on our PPEL technology plan (short-range goal #8). First in your packet is the resolution and ballot language. I recommend that a motion be made to approve the resolution. We can follow that motion with discussion. Following discussion it can be seconded.

I recommend adopting a resolution as follows:

"Resolution ordering election on the question of levying a voter approved physical plant and equipment property tax".

Other documents included are the PPEL campaign plan, the PPEL plan, a ten-year estimated expenditure spreadsheet, a Question and Answer document, a campaign dos and don't sheet, and informational brochures. Adam and I will review in detail.

I am very excited about the PPEL plan and have gotten very good feedback from our teaching staffs and our SIAC group. If you have any questions, please contact me this weekend.

Administrative Reports/Discussion items:

Parent/Teacher conference fall report

Our Parent/Teacher Conference attendance percentages are as follows:

Adel Elementary: 100%
DeSoto Intermediate: 98%
Middle School: 93%
High School: 89%

These numbers are very high, respectively, and our administrators and teachers do an excellent job connecting with parents to discuss academic progress.

Activities Director quarterly report (Exhibit 7)

Doug Gee, Activities Director, will be on hand for a quarterly report. Doug will review the fall activity season and provide a preview of the winter seasons and activities.

Enrollment update (Exhibit 8)

I am including three documents for your information regarding our enrollment for 2011-12. Our resident enrollment (sometimes called budget enrollment) is up 27 students over last year. Our total enrollment is up 40 students. This is tremendous news for our budget and it is the first substantive growth in several years.

DMACC Perry Career Center update (Exhibit 9)

Kim Timmerman will give an update on ADM's participation in the DMACC Career Center in Perry. ADM has really led the way in terms of promotion of this opportunity for our students and our enrollment numbers verify those efforts (see exhibit). This is a board goal (short range #4) for us and I look forward to hearing from Kim. Our efforts to increase access to college-level coursework over the past two years has been impressive, and our strategy has included increasing the number of AP courses, off-campus concurrent enrollment courses like the Perry program, and on-site concurrent enrollment classes like our Statistics course.

This is another measure of our district's willingness to provide rigorous coursework that prepares students for college.

Advanced Placement results 2010-11 (Exhibit 10)

Jim DePue and Lee Griebel will discuss our Advanced Placement 2011 scores by class. In a document provided, you will see the score range (1-5) and the number of ADM students and the percentage in the respective column. Comparative numbers are given for the state and national level from 2010 as the 2011 data was not yet available. You will see that our numbers meet or exceed the state and national numbers, and in others they do not.

Board of Directors
November 21, 2011
Page 5

Important dates:

December 7	1:00 dismissal - PD
December 12	6:00 Board meeting
December 22	End 2 nd Quarter/First Semester
December 23	Christmas vacation begins
January 2	Teacher work day
January 3	Classes resume

As we go through the curriculum revision process we will analyze our AP results and courses and determine appropriate placements for these courses.

Professional Development report

PK-12 Written Language

DeSoto PLCs

Carole Erickson will provide the Board with an update on our written language professional development in grades PK-12 (long-range goal #8). This work is resulting in some absolutely phenomenal changes in our approach to writing instruction at all levels, and this is not even the full-implementation year.

Dr. Doug Reeves, the keynote speaker at the IASB conference, touched on the importance of writing to improve student achievement, and specifically an increase in non-fiction writing starting at the elementary level all the way through high school. The units of study being developed by the two teams are aligned with the Iowa Core standards and include non-fiction writing to a high level.

Jodi Banse will also present information on DeSoto Intermediate's professional learning communities work this year. Jodi will share example "smart goals" from her teams and update us on how the PLC process is going (short-range goal #5).

Curriculum revision updates – science, math, PE (Exhibit 11)

Included in your materials is a memorandum regarding the curriculum revision process and progress in three curriculum areas (short-range goal #6). Please review the section on science carefully. There are significant changes to our science curriculum in several areas including major resource adoptions, course-level changes in grades 6-12, teacher assignment changes, additional staffing needed, room renovations, and new program considerations that require board understanding and support. I am extremely excited about the work being done by this curriculum team that includes Jodi Banse and Lee Griebel. Carole Schlapkohl and Kim Timmerman have also been very involved in meetings due to the number and significance of possible changes being considered.

Green cleaning requirement (Exhibit 12)

I am including as an informational item a document describing what is commonly called the "Green Cleaning Requirement". Per Iowa Code, all Iowa schools are required to participate in the green cleaning requirements or "opt out" by July 1, 2013.

As you will note in the "opt-out" resolution, we had an evaluation done by Capital Sanitary Supply this summer. We are already using many "green" products and will continue to evaluate and improve that percentage.

I wanted to have some time to discuss with the Board our evaluation and current position on this. If the Board is comfortable with our plan, we would bring back the opt-out resolution for Board consideration in December.

Open Enrollment In for 2011-12

Alexander Dvorak, 3rd grade, from Waukee to ADM (continuation)
Nicholas Dvorak, 7th grade, from Waukee to ADM (continuation)
Katie Gering, 9th grade, from WG to ADM (good cause)

Open Enrollment In for 2012-13

Abigail Stonehocker, K, from WCV to ADM (met timeline)

Adel Desoto Minburn Board of Education
Regular Meeting – Monday, October 10, 2011
6:00 p.m. @ ADM MS/Board Room

Attendance:

Present:

Absent:

Tim Canney

Bart Banwart

Kelli Book

Rod Collins

Kim Roby

Superintendent Greg Dufoe

Secretary Nancy Gee

Call to Order/Roll Call: President Tim Canney called the meeting to order. Roll call was taken. Present were Rod Collins, Bart Banwart, Vice President Kim Roby, Kelli Book and President Tim Canney.

Agenda: It was moved by Roby, seconded by Book, to adopt the agenda as presented. Motion carried unanimously.

Honoring Excellence: Teacher Jacque Seidl was introduced by Charity Miller, who wrote the nomination letter that detailed Jacque's service for going above and beyond expectations in her profession. Jacque accepted a paperweight with the inscription "ADM Honoring Excellence" noting her honor and spoke a few words.

Consent Agenda: It was moved by Banwart, seconded by Roby, to approve the items under the consent agenda as presented. Motion carried unanimously. Minutes, bills and claims, and financial reports were reviewed and accepted. Resignations were accepted from Sharon Blanchard, payroll specialist and Sheila Moreno, bus driver. Pending successful background checks, new contracts were offered to Richard Beechum, sub van driver and Marilyn Keltner, associate. The district will apply for allowable growth for new open enrolled-out students for 2011-12, allowable growth for the 2010-11 special education deficit (\$63,341.17) and allowable growth for increased enrollment for 2011-12.

Welcome of Visitors/Open Forum: President Canney welcomed visitors and invited public comments during Open Forum. Jodi Baier, high school Spanish teacher and students Keegan Mumma and Lucas Thompson reported on community service events they participated in earlier this year, Meals from the Heartland and Hope Ministries.

Comprehensive School Improvement Plan: Superintendent presented the Comprehensive School Improvement Plan (CSIP) submitted to the Iowa Department of Education and pointed out some of the more significant changes made. It was moved by Collins, seconded by Banwart to approve the 2010-11 Comprehensive School Improvement Plan. Motion carried unanimously.

Early Retirement Incentive 2011-12: It was moved by Roby, seconded by Book to approve the 2011-12 Early Retirement Incentive Plan. Motion carried unanimously.

Superintendent Professional Development Goals: Superintendent presented his 2011-12 professional development goals, which focused on three areas, curriculum revision, technology/voted PPEL, and fiscal planning. It was moved by Book, seconded by Banwart to approve the Superintendent Professional Development Goals for 2011-12. Motion carried unanimously.

School Improvement Advisory Committee: It was moved by Book, seconded by Banwart to appoint Rod Collins and Kim Roby as Board representatives to the School Improvement Advisory Committee. Motion carried unanimously.

Administrative Reports:

Technology Plan/Voted PPEL: Technology Director Adam Kurth presented a possible timeline for purchases and installation for technology purchased with a voted PPEL based on a successful February vote. The Board reviewed the information brought forth from last months' meeting regarding needs for the District and discussed the two spending options further. One of those options is to borrow money so that technology upgrades can benefit more students now. Travis Squires, from Piper Jaffray was present to provide information on the impact of obtaining a loan to purchase technology with voter PPEL funding. Superintendent reminded the Board that the Voter Approved PPEL will not increase the overall tax levy, as the cash reserve levy will be lowered to offset the PPEL levy. The Board consensus was to put the PPEL to vote in February and to consider borrowing so that students can benefit immediately.

Refinancing GO Bonds: Travis Squires, from Piper Jaffray provided information and estimated savings should the Board decide to refinance the GO Bonds. The potential savings due to low interest rates could be substantial. However, since the call date on the bonds isn't until 2014, the District could save much more if the refinancing is done closer to the call date and the interest rate stays low. The Board consensus was to wait while monitoring the interest rates for the next 3-6 months.

Enrollment Update: Superintendent provided an overview of the 2011 official enrollment. Preliminary findings show an increase in resident students of 28.

PreK-12 written language PD Report: Principal Carole Erickson presented information on her work with the PK-12 teachers on written language curriculum, instruction and assessment. A professional development schedule includes meeting with the PK-5

Leadership Team, the 6-12 English staff, and the full PK-5 staff over the course of the year.

Curriculum Revision Process and Update: Superintendent reviewed the curriculum revision process, including the cycle for revision and tasks included in this process. Superintendent updated the Board on the work done by the science, math, and physical education teams.

"One Unshakable Vision": Superintendent provided Governor Terry Branstad's blueprint to improve education in Iowa.

Open Enrollment for 2011-12: Superintendent announced approval of open enrollment requests from Blake Rutz from WCV to ADM; Blake Sheehy from Waukee to ADM; Michael Lynde from ADM to Van Meter, Logan Roll from ADM to Woodward Granger; and Paige Roll from ADM to Woodward Granger.

Open Enrollment for 2012-13: Superintendent announced approval of open enrollment requests from Madison Wicks from WCV to ADM.

Superintendent called the Board's attention to several important calendar dates, including the end of the first quarter on October 21, no school – work day on October 24, and the parent/teacher conferences on October 25/27.

Adjournment:

It was moved by Roby, seconded by Book, to adjourn. The motion carried unanimously. President Canney adjourned the meeting at 8:00 p.m.

Minutes approved as

Tim Canney, President

Dated

Nancy Gee, Secretary

GOVERNMENTAL FUND BALANCE REPORTING GASB 54

Inasmuch as GASB54, Fund Balance Reporting and Governmental Fund Type Definitions, which establishes accounting and financial reporting standards for all governments that report governmental funds requires the District to disclose certain requirements, the District identifies the following as District operating policy. The fund balance identified as "committed fund balance" will be determined by the Board of Directors and will require formal board action. An identified committed fund balance should be for a specific purpose pursuant to constraints imposed by the formal action of the Board of Directors. The Board of Directors will take action to 'commit' a fund balance prior to year-end (June 30) of the year the original committed amount is determined. The exact amount of the committed balance may be determined after the year-end; however, in compliance with GASB 54 the intended committed purpose must be identified, prior to year-end (June 30).

In the event that a committed fund balance is identified subsequent to year-end (June 30), the amount will be reflected on the balance sheet as assigned for that year. The committed amounts cannot be used for any other purpose unless the Board of Directors at a public meeting by formal action makes changes or rescind the committed balance.

The Board of Directors authorizes the Business Manager to assign amounts to a specific purpose in compliance with GASB 54. An assigned Fund Balance should be reported for constraints by the District's intent to be used for specific purpose, but are not restricted or committed.

In accordance with the GASB 54 the District identifies that when an expenditure is incurred, it is applied to the highest level of classification of fund balance and then subsequently applied to honor constraints on the specific purposes for which amounts in those fund balances can be spent.

Approved 12/12/11Reviewed 12/12/11

Revised

ADEL DESOTO MINBURN COMMUNITY SCHOOL DISTRICT BOARD OF DIRECTORS

Project Lead The Way Award Agreement 2012- 2013

Memorandum of Understanding

Project Lead The Way ("PLTW") is pleased to award a grant to ADM Middle School for the implementation of the Project Lead the Way program as described in your grant request.

Your award for fall 2012 will be: \$ 15,000

Your award for fall 2013 will be: \$ 5,000

Your award for fall 2014 will be: \$ 0

This grant must only be used for the PLTW Gateway to Technology and Pathway to Engineering programs for allowable teacher training expenses and required GTT and PTE equipment, including teacher laptops, lab printers, and digital projectors and screens. Salary, renovations, optional equipment, or full computer labs are not covered by this grant. Funds may be carried over to subsequent years but be spent by your final grant year above. The first payment will arrive by June 30th, 2012, provided that your school has at least one teacher registered for a Core Training session, a signed PLTW STEM Agreement, a representative registered for a regional PLTW introduction meeting, and this signed and completed memorandum of understanding (MOU) on file with PLTW.

If applicable, funding after 2012-13 will be based on implementation progress, compliance with all required reports and meetings, certification, and engaging a community partnership team. The recommended awards will not be altered for price changes, course changes or other minor circumstances. If a school drops the program within the grant period, all equipment purchased with grant funds will transfer to PLTW for use by other PLTW schools. PLTW reserves all rights and has sole discretion in determining satisfactory progress and awarding funds in year two and three of this agreement.

Requirements of the grant are outlined on the following page, but include the following reports:

- annual financial report,
- an annual progress report , and,
- a survey.

The report and the requirements are due to PLTW after the first year of funding. More information will be emailed each year of the grant period.

Please sign below and return to PLTW to accept this award for the three-year period.

Signature of Principal:

Date:

Signature of Lead PLTW Teacher:

Date:

Payable name for the grant check:

Contact name, title and address to send payment to:

*Tax Identification Number (EIN) _____

*Also known as your School District's Employer Identification Number. This is a nine-digit number.

Outline of Yearly Reporting Requirements:

- 1) An action plan and progress in PLTW program implementation (1-2 pages).
This action plan should include the following information:
 - Student recruitment efforts (events, activities, parent meetings, outreach, etc.)
 - Plans to attract more girls into Engineering (if applicable)
 - Plans to attract more boys into Biomedical Sciences (if applicable)
 - Progress on ensuring all students are enrolled in college prep math and science
 - Progress made in engaging local business and community support
 - Plans to engage post-secondary institutions in the PLTW program
 - Accomplishments of your
- 2) Following of all guidelines as discussed in the PLTW STEM Agreement
 - Registration
 - Course offerings
 - Use of software
 - Participation in the national evaluation/end of course assessments
 - Teacher Training and Counselor Conferences
 - Use and purchase of equipment
 - The creation of a Partnership Team
 - Plans to achieve PLTW Certification by the second year of implementation
- 3) Data Collection: (Data should be provided at the school level, not district).
 - Number of PLTW classes and sections
 - Total number of students /Total number of students taking PLTW
 - Number of students taking PLTW broken down by grade/ gender/race/ethnicity
 - Total number of seniors graduating/Number of senior students taking PLTW that are graduating
 - Total number of seniors that plan to attend college/Total number of seniors taking PLTW that plans to attend college.
 - Number of students taking PLTW that plan to major in STEM

Timeline for receiving funds:

Year 1 Checklist:

- ☐ Register your School District and participating school(s) with PLTW through the online registration.
 - *If your School District already has PLTW and you need to add your School, contact your School District Delegate.
- ☐ Return the signed STEM Agreement (with authorized signatures) by US Mail to the PLTW national office no later than June 30 prior to the year of implementation.
- ☐ Add teachers to the PLTW Extranet database. This is done by your School District Delegate.

- ☐ Login to the [Virtual Academy](#) and take the pre-assessment for the course you will be teaching. Pre-assessments are available beginning February 15.
- ☐ Register for a Core Training session via the [PLTW Extranet](#) after you have successfully completed the required pre-assessment. Core Training registration opens March 15.

After the MOU is returned and the school has completed all of the above steps, checks will be sent. Please allow up to 4 weeks from the date of the returned MOU to receive your check.

Years 2&3 Checklist (if applicable):

- ☐ Administer the PLTW End of Course Assessments to all students participating in PLTW courses.
- ☐ Return the Data Collection items to PLTW at the end of each funding year using the template that was sent to you in January.
- ☐ Take the pre-assessment and register for Core Training session for the next PLTW course.

Feel free to contact Jessica Aubry at jaubry@pltw.org or 518.836.3346 if you have any questions. This MOU should be mailed back to Jessica's attention at:

Project Lead The Way
21 Corporate Drive, Suite 105
Clifton Park, NY 12065.

**COOPERATIVE AGREEMENT
DESMOINES AREA COMMUNITY COLLEGE
AND
COMMUNITY SCHOOL DISTRICT**

Whereas, the _____ hereinafter referred to as District, wishes to provide instruction of their students in the Nurse Aide Program.

Whereas, Des Moines Area Community College hereinafter referred to as DMACC, has the expertise to provide instruction to students in the area of Nurse Aide.

Whereas, pursuant to Chapter 28E of the Code of Iowa, the parties for mutual consideration and benefits agree to provide joint services on the terms and conditions hereinafter set forth.

1. The purpose of the Agreement is to assist specified DISTRICT students to prepare for work by receiving instruction in NURSE AIDE and to utilize the expertise of DMACC in providing such instruction.

2. The DISTRICT agrees to:

- a. Provide administration and counseling support to students enrolled in the program
- b. Provide students with DMACC program information, in cooperation with DMACC
- c. Require students to comply with all health and safety regulations of DMACC and clinical agencies
- d. Grant high school credit for course completion
- e. Provide classroom, disposable materials and instructor who meets state requirements, when offered in the high school setting

3. DMACC agrees to:

- a. Administer the program
- b. Comply with national, state and local standards regarding student safety
- c. Develop and maintain the curriculum set forth by the state of Iowa
- d. Act as resource for the instructor

4. It is further mutually agreed that:

- a. Upon termination of the foregoing program, any student materials provided by the DISTRICT shall remain the property of the DISTRICT and any property provided by DMACC shall remain the property of DMACC
- b. This agreement shall automatically terminate at the end of the school term, and if the parties wish to continue the program for subsequent terms, such continuation shall be subject to negotiation and a new agreement
- c. DMACC agrees to provide liability insurance for each student working under the supervision of a DMACC instructor in the clinical area
- d. To comply with the provisions of the Carl Perkins Vocational Education Act
- e. The parties shall not discriminate against any person on the basis of race, color, creed, sex, national origin, religion, age, disability or sexual orientation .

**COOPERATIVE AGREEMENT
DESMOINES AREA COMMUNITY COLLEGE
AND
COMMUNITY SCHOOL DISTRICT**

LIMITATIONS OF AGREEMENT

5. DMACC reserves the right to withdraw nurse aide offering by August 1 if qualified instructors are not available for employment at a given site
6. DMACC reserves the right to modify the program outcomes at any time, if regulations imposed by the Iowa Department of Inspection and Appeals cannot be met: e.g.
- a. The availability of a qualified instructor
 - b. An approved nursing home (long-term care facility) is not available for clinical
 - c. A clinical site is not available within commuting distance and agreeable to the high school
 - d. Any new regulations that may be imposed, unknown to DMACC Health and Public Services prior to the start of the program

Signature _____ Date _____
DISTRICT

_____ Date _____
DMACC

GovDeals

Online Auction Memo of Understanding

Adel DeSoto Minburn Community School

Adel, Iowa

Online Sales - Terms and Conditions

All bidders and other participants of this service agree they have read and fully understand these terms and agree to be bound thereby.

Guaranty Waiver. All assets are offered for sale "AS IS, WHERE IS." Adel DeSoto Minburn Community School (Seller) makes no warranty, guaranty or representation of any kind, expressed or implied, as to the merchantability or fitness for any purpose of the property offered for sale. The Buyer is not entitled to any payment for loss of profit or any other money damages – special, direct, indirect or consequential.

Description Warranty. Seller warrants to the Buyer the property offered for sale will conform to its description. Any claim for misdescription must be made prior to removal of the property. If Seller confirms the property does not conform to the description, Seller will keep the property and refund any money paid. The liability of the Seller shall not exceed the actual purchase price of the property. Please note upon removal of the property, **all sales are final.**

Personal and property risk. Persons attending during exhibition, sale or removal of goods assume all risks of damage of or loss to person and property and specifically release the seller and GovDeals from liability therefore.

Inspection. Most assets offered for sale are used and may contain defects not immediately detectable. Bidders may inspect the property prior to bidding. Bidders must adhere to the inspection dates and times indicated in the asset description. See special instructions on each asset page for inspection details.

Consideration of Bid. Seller reserves the right to reject any and all bids and to withdraw from sale any of the assets listed.

Buyer's Certificate. Successful bidders will receive a Buyer's Certificate by email from GovDeals.

Buyers Premium. If a Buyers Premium is shown on the auction page bidder box, then that amount (expressed as a percentage of the final selling price) will be added to the final selling price of all items in addition to any taxes imposed.

Payment. Payment in full is due not later than **5 business days** from the time and date of the Buyers Certificate. Payment must be made electronically through the GovDeals Website.
Acceptable forms of payment are:

- PayPal
- Wire Transfer
- Visa
- MasterCard
- American Express
- Discover

PayPal and Credit Card purchases are limited to below \$5,000.00. If the winning bid plus applicable taxes, if any indicated, and the buyer's premium, equals more than \$4,999.99, PayPal and Credit Cards may not be used. If Wire Transfer is chosen, a Wire Transfer Transaction Summary page will provide payment and account information. The Wire Transfer must be completed within 5 days.

Removal. All assets must be removed within **ten (10) business days** from the time and date of issuance of the Buyer's Certificate. Purchases will be released only upon receipt of payment as specified. Successful bidders are responsible for loading and removal of any and all property awarded to them from the place where the property is located as indicated on the website and in the Buyer's Certificate. The Buyer will make all arrangements and perform all work necessary, including packing, loading and transportation of the property. Under no circumstances will **Seller** assume responsibility for packing, loading or shipping. See special instructions on each asset page for removal details. A daily storage fee of \$10.00 may be charged for any item not removed within the ten (10) business days allowed and stated on the Buyer's Certificate.

Vehicle Titles. **Seller** will issue a title or certificate upon receipt of payment. Titles may be subject to restrictions as indicated in the asset description on the website.


Default. Default shall include (1) failure to observe these terms and conditions; (2) failure to make good and timely payment; or (3) failure to remove all assets within the specified time. Default may result in termination of the contract and suspension from participation in all future sales until the default has been cured. If the Buyer fails in the performance of their obligations, **Seller** may exercise such rights and may pursue such remedies as are provided by law. **Seller** reserves the right to reclaim and resell all items not removed by the specified removal date.

Acceptance of Terms and Conditions. By submitting a bid, the bidder agrees they have read, fully understand and accept these Terms and Conditions, and agree to pay for and remove the property, by the dates and times specified. These Terms and Conditions are displayed at the top of each page of each asset listed on GovDeals. Special Instructions appearing on the asset page will override certain sections of the terms and conditions.

State/Local Sales and/or Use Tax. Buyers may be subject to payment of State and/or local sales and/or use tax. Buyers are responsible for contacting seller or the appropriate tax office, completing any forms and paying any taxes that may be imposed.


Sales to Employees. Employees of the **Seller** may bid on the property listed for auction, so long as they do NOT bid while on duty.

☐ Please check here if your entity has approved the GovDeals Online Sales Terms and Conditions to become a Client utilizing the current State of Iowa Contract #005 3884-10.




STUDENT TRANSPORTATION

Adel DeSoto Minburn Community School District



STUDENT TRANSPORTATION

- Introduction
 - Who I Am
 - What We Need
- Equipment Needs
 - Radio System Summary
 - Vehicle Summary
- Conclusion



INTRODUCTION

Where we are & What we need



Who I AM

- Michael W. Chapman
- Over twenty years of transportation experience
- Seven years of transportation administration experience
- Worked with Special Needs, Non-Pub Transportation, Routing, Mapping
- Experienced with Infinite Campus, Edulog, MapCon, GPS and more



Our Needs

- Equipment
- Facility
- Policies & Procedures
- Staffing
- Technology



EQUIPMENT NEEDS

Communications & Vehicles

RADIO SYSTEM SUMMARY

Our Current Radio System

- Analog
- No Repeater
- No Base Stations
- Low Power Supply (5 Amp)
- Competing Signals
- One Channel
- No Privacy

Proposed Radio System

- Digital
- Expandable (Data & Voice)
- Adequate Power (20 Amp)
- Improved Coverage
- Multiple Channels
- Clearer Signal
- Private

VEHICLE SUMMARY

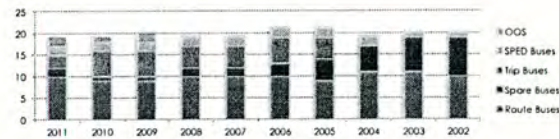
School Buses

- 10 Buses On Routes
- 1 Trip Bus
- 2 Trip/Spare Buses
- 2 Special Needs Buses
- 2 Spare Buses
- 2 Out of Service Buses
- Total: 19 Yellow School Buses

Non-School Buses

- 4 Vehicles on Route
- 2 Mini-Vans for ECSE
- 1 Mini-Van For Metro West & Grandwood in Woodward
- 1 Car for Woodward Academy
- The car & 1 ESCE Van will need to be replaced soon

SCHOOL BUS STATUS



- Out Of Service buses are due to rust
- Special Needs buses are not used on routes at this time
- Will need to add two route buses in the near future
- Need to increase the number of spare buses

STUDENT RIDERSHIP STATUS

- Numbers based on an annual count on Feb 4th
- These numbers **do not** reflect actual ridership
- These numbers **are used** to calculate Aggregate Weeks
- Records go back to the 1993-94 school year

PROPOSALS

School Bus Replacements

- We need to replace buses: 3, 16, 17 & 23 As soon as possible (these represent our oldest buses)
- Move from an Avg. 7.4 years old fleet to a 6-7 year old fleet
- Move from a 20 Plus Year vehicle rotation to a 12 to 15 year rotation
- Adopt a reasonable 1 & 2 bus per year replacement schedule
- Need to progress from using mini-vans to using Type 'A' buses

New HD Suburban

- Purchase a HD Suburban for Metro West/Grandwood Route
- Would be shared with Band to pull trailer

New Trip Bus

- Purchase a New 2012 Thomas C2
- Take immediate delivery
- Was lowest/most complete bid



CONCLUSION

ADMCS Student Transportation

Narrowbanding Requirements

What You Need To Know



The Federal Communications Commission (FCC) started the narrowbanding proceedings, also known as refarming, almost twenty years ago in an effort to promote more efficient spectrum use in the 150-174 MHz (VHF) and 421-512 MHz (UHF) Part 90 radio frequency bands. The FCC has released numerous rulings during this time defining the requirements and mandating specific deadlines.

As a trusted leader in two-way communications, Motorola has been preparing for 12.5 kHz technology for over decade and offers the broadest choice of two-way radio equipment with close to 60 models capable of operating in 12.5 kHz efficiency. The purpose of this document is to provide you with the narrowbanding facts, starting with the key dates and requirements you need to know, followed by exemptions and additional information, how Motorola products meet the requirements, and steps licensees should take starting now.

KEY DATES AND REQUIREMENTS:

The FCC is mandating all Public Safety and Industrial/Business licensees convert existing 25 kHz efficiency operations in the VHF and UHF bands to minimum 12.5 kHz efficiency analog or digital operation, and that going forward they implement no more 25 kHz efficiency systems. To implement this mandate, the FCC developed rules and deadlines that impact both radio users and equipment providers.

Key narrowbanding deadlines for radio users (licensees):

January 1, 2011 Applications for new licenses must specify at least 12.5 kHz efficiency. The FCC will no longer accept applications for systems operating at 25 kHz efficiency.¹

January 1, 2011 Applications for modifications of existing licenses to expand the authorized interference contour (19 dBu VHF, 21 dBu UHF) must specify at least 12.5 kHz efficiency. The FCC will no longer accept modifications for expansion of service areas to systems operating at 25 kHz efficiency.² Changes that can trigger such expansion include increasing the antenna height, transmitter power, or adding or moving a transmitter site.

January 1, 2013 All licensees must convert to and operate in at least 12.5 kHz efficiency.³

Key requirements for equipment providers/manufacturers:

February 14, 1997 Radio equipment submitted for certification must include a 12.5 kHz efficiency mode. Can be dual mode 25/12.5 kHz efficiency.⁴ See Appendix 1 for list of Motorola radios that meet this requirement.

January 1, 2011 Manufacturers can no longer certify equipment that is capable of operating at 25 kHz efficiency.

January 1, 2013 Manufacturers can no longer manufacture, import, or market equipment that is capable of operating at 25 kHz efficiency.⁵

January 1, 2013 Radio equipment submitted for certification must include a 6.25 kHz efficiency mode. Can be dual mode 12.5/6.25 kHz efficiency.⁶

Note: The above reflects the FCC order, released June 30, 2010, granting relief on some of the interim date requirements.

Federal Regulations Rule Number:

¹ CFR 90.209(b)(6)(i)

² CFR 90.209(b)(6)(ii)

³ CFR 90.209(b)(5)

⁴ CFR 90.203(j)(3)

⁵ CFR 90.203(j)(10)

⁶ CFR 90.203(j)(14) and CFR 90.203(j)(5)

Note: The FCC has NOT set any date by which licensees must operate in 6.25 kHz efficiency in these bands.



MOTOTRBO XPR 6550

Technology Equivalency

A common source of confusion is use of the terms "efficiency" and "equivalent efficiency" in various FCC narrowbanding rulings. The FCC does not mandate channel width, it mandates spectrum efficiency. The rules require 12.5 kHz or equivalent efficiency. Any one of the following meets this FCC requirement:

- One voice path in a 12.5 kHz channel
- Two voice paths in a 25 kHz channel
- Data rates of 4800 bps per 6.25 kHz of channel bandwidth (9.6 kbps in 12.5 kHz channels or 19.2 kbps in 25 kHz channels)

Similarly, the certification rules noted above require a 6.25 kHz or equivalent efficiency mode. Any of the following meets this requirement:

- One voice path in a 6.25 kHz channel
- Two voice paths in a 12.5 kHz channel
- Four voice paths in a 25 kHz channel
- Data rates of 4800 bps per 6.25 kHz of channel bandwidth (9.6 kbps in 12.5 kHz channels or 19.2 kbps in 25 kHz channels)

EXEMPTIONS AND ADDITIONAL GUIDELINES

Paging Only Channels Exemption

Paging operations on the Part 90 "paging only" frequencies are exempt from the above narrowbanding requirements, and licensees can continue to operate at 25 kHz efficiency after 1/1/2013. The "paging only" frequencies are:

Public safety

- 152.0075
- 157.450

Business/Industrial

- | | |
|-----------|-----------|
| • 152.480 | • 462.825 |
| • 157.740 | • 462.850 |
| • 158.460 | • 462.875 |
| • 462.750 | • 462.900 |
| • 462.775 | • 462.925 |
| • 462.800 | |

Many systems operate pagers on two-way voice channels as an adjunct to voice operations. Paging on any Part 90 channel other than the above is subject to narrowbanding requirements.

Low Power Portables Exemption

Equipment certification applications submitted by manufacturers as of January 1, 2013 for hand-held transmitters with an output power of 2 watts or less

are exempt from the requirement that the equipment includes a 6.25 kHz efficiency mode.

There is no FCC narrowbanding exemption for licensees operating low power equipment or operating on low power channels.

Narrowbanding Compliance

1. The FCC will consider any radio equipment that does not meet the 12.5 kHz efficiency requirement by January 1, 2013 to be operating in violation of the FCC rules. Licensees cannot operate radio equipment in 25 kHz efficiency on a secondary basis after that date. All violations are subject to FCC enforcement action, which may include FCC admonishment, monetary fines, and loss of license. The FCC can require licensees to verify that they are operating in compliance with the narrowbanding rules.
2. Licensees of dual mode 25 kHz/12.5 kHz and multi-mode radio equipment, operating in multiple authorized bandwidths, must ensure that the 25 kHz efficiency mode is disabled prior to January 1, 2013. Newer Motorola radios enable modes of operation primarily through software, rather than firmware or hardware. The FCC will consider licensees to be in compliance if the 25 kHz efficiency mode is disabled via software and the radio user cannot reactivate the 25 kHz efficiency mode. Licensees should check with their Motorola representative to determine how best to ensure that the equipment is operating in the 12.5 kHz mode.
3. Similarly, manufacturers can continue to manufacture, import, or market dual/multi-mode radio equipment after January 1, 2013 only if the modes of operation are enabled primarily through software and radio users are not provided the programming software necessary to activate the 25 kHz efficiency mode.
4. Licensees already operating at 12.5 kHz efficiency do not need to take any action to notify the FCC that their radio equipment already meets the narrowbanding requirement.
5. Licensees of dual/multi-mode radio equipment that are migrating from 25 kHz efficiency to 12.5 kHz efficiency must file a modification application to either add a 12.5 kHz emission designator or change the 25 kHz emission designator to a 12.5 kHz emission designator. Licensees must file applications for adding or modifying a licensed emission designator through a certified frequency coordinator. Contact your preferred frequency coordinator for fee schedules. Adding or changing an emission designator does not require licensees to file a new construction modification.



RDX Radio

6. Licensees of dual/multi-mode radio equipment that are authorized to operate on their assigned frequencies with multiple authorized bandwidths, including both 25 kHz emissions and 12.5 kHz emissions, do not need to modify the license to delete the 25 kHz emission to demonstrate narrowbanding compliance. Licensees must ensure that the 25 kHz efficiency mode is disabled prior to the deadline. (See #2 above)
7. Licensees operating or planning to operate 12.5 kHz equivalent equipment on channel widths exceeding 12.5 kHz must file a narrowband compliance certification to certify that they comply or plan to comply with the January 1, 2013 deadline. The FCC will further define this certification requirement.
8. Licensees must replace by January 1, 2013 all radio equipment that is only capable of operating at 25 kHz efficiency (i.e., equipment that is not capable of operating at 12.5 kHz or greater efficiency).

MOTOROLA PRODUCTS MEET THE NARROWBANDING MANDATE

12.5 kHz Efficiency

All Motorola radios certified by the FCC after February 14, 1997 meet the 12.5 kHz capability requirement. See Appendix 1 for a list of all radios capable of operating in 12.5 kHz efficiency. Some additional radio equipment may meet or be modified to meet the 12.5 kHz efficiency requirement. Licensees should check with their Motorola representative.

6.25 kHz Efficiency

The FCC has NOT set any date by which licensees must operate in 6.25 kHz efficiency in these bands. Considering the FCC allowed over 15 years between 12.5 kHz efficiency equipment certification and mandated licensee use, and licensees are still migrating to 12.5 kHz efficiency, we believe the FCC will not set a deadline mandating licensee use of 6.25 kHz efficiency for many years. Any FUTURE 6.25 kHz efficiency deadline will include a 6.25 kHz equivalent efficiency option just as the 12.5 kHz efficiency deadline includes a 12.5 kHz equivalent efficiency option today.

The FCC has encouraged licensees to consider the feasibility of migrating directly from 25 kHz technology to 6.25 kHz efficiency systems prior to January 1, 2013. For those users that want to implement even greater efficiency than the 12.5 kHz efficiency required by the FCC, Motorola is currently shipping two complete product families that already meet any FUTURE FCC decision for licensees to operate in a 6.25 kHz equivalent efficiency mode. The Motorola ASTRO® 25 product line for the mission

critical public safety market and the MOTOTRBO product line for the commerce and enterprise markets are 6.25 kHz efficiency capable today. In addition, these products meet the current FCC requirements for licensees to operate in a 12.5 kHz efficiency mode by January 1, 2013, and the manufacturer deadline requiring all new products certified after January 1, 2013 to include a 6.25 kHz efficiency mode.

Both can operate at two voice paths in a 12.5 kHz channel, using a Time Division Multiple Access (TDMA) protocol, and have been certified by the FCC. This technology allows licensees to double the capacity of their existing 12.5 kHz channel. Licensees must file a modification application through a certified frequency coordinator to change their emission designator to indicate 2 slot on 12.5 kHz TDMA (similar to the above instructions for converting to 12.5 kHz efficiency). Contact your preferred frequency coordinator for fee schedules.

PREPARING TO MEET THE NARROWBANDING MANDATE

The 12.5 kHz deadline for new applications or existing license modifications is a few months away. The deadline for all licensees operating in at least 12.5 kHz efficiency is a little over two years away. Here are some suggested preparations licensees should start right now.

- Take an inventory of your radios. Equipment purchased during the last ten years likely is dual mode 25/12.5 kHz so converting should be a simple process of disabling the 25 kHz mode. Older equipment will likely need replacement. *See Appendix 1 for list of Motorola radios that meet this requirement.*
- If you have pagers on your system, verify whether or not they are operating on "paging only" channels. (see above exemption)
- Develop budget requirements and explore funding options.
- Establish a conversion and implementation schedule.
- Coordinate your conversion with neighboring public safety agencies to facilitate continued interoperability among your agencies
- Conduct tests during conversion to ensure your system continues to provide similar coverage. Determine if transmitter site changes or additions will be required to compensate for possible coverage changes.
- Contact your Motorola representative for further information and assistance to ensure that your radios system meets the FCC narrowbanding deadlines and requirements.



Appendix 1:

Motorola Subscriber Radios and Stations Capable of Migrating to 12.5 kHz Efficiency. Those listed in red are DISCONTINUED Motorola Subscriber Radios and Stations that may be capable of Migrating to 12.5 kHz Efficiency. Please contact your sales representative for details.



APX™ 7000



APX™ 7500

Model
Portables:
APX 7000
BPR40
CLP 1010
CLP 1040
CLS 1110
CLS 1410
CP110
CP185
CP200
CP200•XLS
EX500
EX560•XLS
EX600•XLS
HT1250
HT1250•LS+
HT750
MT 1500
PR1500
PR400
PR860
RDU2020
RDV2020
RDU2080d
RDV2080d
RDU4100
RDV5100
RDU4160d
VL50
XPR 6350
XPR 6550
XTS 1500
XTS 2500
XTS 4000
XTS 5000

Model
Mobiles:
APX 7500
CDM1250
CDM1550
CDM1550•LS+
CDM750
CM200
CM300
PM1500
PM400
XPR 4350
XPR 4550
XTL 1500
XTL 2500
XTL 5000
XTL 5000 Console
Stations:
Quantar
GTR 8000
MTR2000
MTR3000
XPR 8300
RPU 2160
Pagers:
Advisor II
MINITOR V

Discontinued Model
Portables:
AXU4100
AXV5100
CP100
CP125
CP150
HT1000
HT1550 XLS
JT 1000
MT 2000
MTS 2000
ASTRO Saber
Spirit GT
SPIRIT M
XPR6300
XPR6500
XTN
XTS 3000
XTS 3500
Mobiles:
ASTRO Spectra Console
ASTRO Spectra
ASTRO Spectra Plus
LCS 2000
MCS 2000
XPR4300
XPR4500

Note: The list of current and cancelled products may not be complete. Contact your sales representative if you have a product that is not on the list.



MTR3000

**MOTOROLA**

Motorola Solutions, Inc. 1301 E. Algonquin Road, Schaumburg, Illinois 60196 U.S.A. www.motorola.com/us/government 1-800-367-2346

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RO-4-2133B 04/2011

FCC Active in Narrowbanding Education

The FCC has taken several steps to help assure that land mobile licensees are aware of the Jan. 1, 2013, date for narrowbanding VHF and UHF



systems. Beginning in 2013, all stations must meet an efficiency standard of one voice path per 12.5 kilohertz of bandwidth or 6.25 kilohertz per 4800 bits per second for digital systems. With the required transition date now less than two years away, the FCC has stepped up its campaign to notify licensees of the deadline.

On Dec. 6, 2010, the FCC released a public notice that indicated the critical transition dates for full conversion to narrowband technologies and interim procedures for stations operating at 25-kilohertz bandwidth efficiency. The commission also has a Web page devoted to frequently asked questions about the narrowband transition requirements. The FCC has an excellent PowerPoint presentation that provides details of the transition and lists several links to websites that provide additional resources to assist licensees. The presentation is available at www.fcc.gov/pshs/docs/public-safety-spectrum/Narrowbanding_Briefing.ppt.

One interesting point in the presentation is that the FCC will consider applications for waivers of the date, but a high standard will have to be met. That standard isn't actually defined. (Don't count on getting a waiver!)

A narrowband panel was also hosted by the FCC Jan. 26 and was made available for viewing on the Web. Narrowbanding requirements were explained. The major issues that were

identified were funding for the transition and getting the word out to licensees. Even with all the FCC's efforts, it appears that many licensees have no clue that narrowbanding is required.

Little-Known FCC Activities

Did you know that the FCC licenses submarine cables? The commission issues licenses to own and operate submarine cables and associated cable landing stations located in the United States. This activity was initiated by the Cable Landing Act of 1921, which predates the formation of the commission by 13 years. Licenses must be obtained for any cable that connects the mainland with any foreign country; for any cable connecting Alaska, Hawaii or U.S. territories with any foreign country, the mainland, or with each other; and points within the continental United States, Alaska, Hawaii or a possession in which the cable is laid within international waters. As of Dec. 31, 58 such licenses were issued. More information on this obscure topic can be found at www.fcc.gov/ib/pd/pf/sc11.html.

Rebanding: Was it Worth it?

By now, most everyone should have heard that Sprint is planning to decommission the Nextel network in 2015 with a phase out beginning in 2013. Looking back, one has to ask if the 800 MHz reconfiguration was worth the effort. The process disrupted all public-safety licensees in the National Public Safety Planning Advisory Committee (NPSPAC) band and hundreds of public-safety and other licensees in the lower 3 megahertz of the band. A process that was originally scheduled to be completed in three

years has dragged on much longer and isn't concluded yet. Given that the FCC was offering the 1.9 GHz band to Nextel in return for Nextel spending \$5 billion for the 800 MHz reconfiguration, wouldn't it have made more sense to shut down the 800 MHz system and put the \$5 billion into building a more modern technology network at 1.9 GHz?

So, what comes next? Shutting down the old system will certainly resolve the interference problem that the reconfiguration was intended to fix. But what will happen to the spectrum in the future? Should the reconfiguration be stopped in its tracks to minimize the ongoing pain? Should the spectrum be returned to support traditional conventional and trunked systems? If the FCC allows the spectrum to be used for some new 3G, 4G or 25G service, will the interference problem recur or be even worse?

On a personal note, what about the current customers? News reports indicated that Sprint planned to offer a similar type of dispatch service on its PCS system. I called to ask about replacing my Nextel handset, based on the news report. I was informed that I was eligible to buy an upgraded handset that had both PCS and Nextel capabilities. I asked what would happen when the Nextel network shut down in 2015. Would the handset continue to have dispatch capabilities or would it revert to a plain old telephone? The answer I received was, "no one can predict the future." Not very satisfying. ■

Ralph A. Haller served as chief of the FCC's Private Radio Bureau for more than eight years. He is currently president of Fox Ridge Communications in Gettysburg, Pa. E-mail comments to editor@RRMediaGroup.com.

FCC: Don't Expect Narrowbanding Extension

Most VHF and UHF licensees haven't narrowbanded their systems yet, and licensees need to focus on the mandate now to complete it in time, said FCC



Barnett

officials who spoke during a workshop in January. Licensees shouldn't expect an extension or individual waivers. James Barnett Jr., chief of the FCC's Public Safety and Homeland Security Bureau (PSHSB), said the FCC's licensing records show most public-safety systems still haven't migrated to narrowband operation. The deadline for licensees to migrate to 12.5-kilohertz channels is Jan. 1, 2013.

"Do not expect the commission to extend the January 2013 deadline," Barnett said. "The deadline has been in place for years and has consistently been supported

by the public-safety community. Timely completion of narrowbanding is important to improve the quality of public-safety radio service, ensure interoperability and free up additional spectrum capacity."

Waivers aren't guaranteed either, officials said. "Licensees facing unique circumstances may request waivers, but waiver requests must meet a high standard and are not routinely granted," said Roberto Mussenden, PSHSB policy division.

"Licensees concerned about meeting the deadline should focus on planning and preparation. Informal contact with the bureau is encouraged prior to any filing."

After Jan. 1, 2013, FCC interference rules will not protect noncompliant systems from harmful interference, Mussenden said. Systems that fail to narrowband by the deadline could create interference or interoperability problems for compliant systems.

steps we are taking today produce the results in the field we want them to produce," said FCC Chairman Julius Genachowski during the open meeting.

The committee will be chaired by Jeff Johnson, past president of the International Association of Fire Chiefs (IAFC), and vice chair will be Eddie Reyes, deputy chief of the Alexandria (Va.) Police Department.

BUSINESS

FFL Invests in TriTech Software

Friedman Fleischer & Lowe (FFL) made an investment in TriTech Software Systems, providing TriTech with the additional capital to expand in its existing markets both organically and through acquisitions and to improve its competitive profile, company officials said.

In conjunction with its investment,

Exclusively from Cimarron Technologies!



The C25 III has two lines of text for extended alias tagging.

New! APCO P25 Desktop Decoders

- Decodes APCO P25 and MDC-1200 or FleetSync™ operating on the same channel
- Easy to read Unit ID information
- Decodes PTT ID, Source ID, Target ID, NAC and more . . .
- Budget-friendly P25 transition
- 12V versions available for command vehicles
- Multi-channel rack option



CIMARRON TECHNOLOGIES

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760-738-3282 sales@cimtechcorp.com

Always Know Who You're Talking To.™



The C25 II



The C25 I

See Us at IWCE, Booth 4084

14 March 2011 MissionCritical Communications

www.MCCmag.com

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PROJECT SPOTLIGHT

Two-way communications

North Scott Community Schools

Eldridge, IA



Background

The North Scott Community School District covers approximately 220 square miles and is spread across Eldridge, IA; Long Grove, IA; Princeton, IA; and Donahue, IA. It consists of a high school, a junior high, and five elementary schools. The district's mission is to produce successful graduates by taking advantage of its blend of rural and metropolitan opportunities. The school district offers a broad-based curriculum in a safe environment.

Customer Needs

North Scott Community School District's transportation system includes 38 school bus radios, one base station, four maintenance vehicle radios, and four handheld units. Its existing 800 MHz radio system was having problems with dead zones, and didn't have much reach or clarity. The school district needed a new system that was compliant with current FCC regulations. With tower rental becoming expensive, the district needed a cost-effective, updated two-way communications system.

Solution

To replace North Scott Community School District's 800 MHz radio system, CEC implemented a digital two-way communications solution that conforms to new FCC narrowband requirements.

As part of this project, GPS technology was also added to the district's bus fleet. This solution lets the school system accurately track school buses and streamline transportation operations. With this new solution in place, North Scott Community School District now has:

- A digital two-way communications system with no dead zones.
- GPS technology that tracks school buses accurately and provides students and families with better service.
- A self-contained two-way communications system that eliminates the district's monthly tower charge, saving more than \$9,000 each year.
- Better clarity and reach with digital two-way radios.

"We chose to work with CEC due to their experience in working with another school district that had the same goals and objectives as we did. With the new two-way radio system, we eliminated our monthly tower charge, saving the district more than \$9,000 annually."

**- John Netwal
Director of Operations
North Scott Community Schools**



ADM COMMUNITY SCHOOL DISTRICT

Fleet Info 2011-12

VEH #	TYPE	DRIVER	CAPACITY	FUEL	YEAR	BODY	CHASSIS	PLATE	VIN #	COST	MILEAGE 10-11
1	ROUTE	OLSON	77	DIESEL	2001	THOMAS	FREIGHTLINER	47478	4UZAAXBV61CH57261	62249	125850
2	ROUTE	OPEN	77	DIESEL	2002	THOMAS	FREIGHTLINER	53433	4UZAAXBV32CJ69381	59416	125849
3	SPARE		65	DIESEL	1995	THOMAS	FORD	50614	1FDPB80C4SVA01963	42000	154764
4	ROUTE	RENNER	77	DIESEL	2007	THOMAS	FREIGHTLINER	47486	4UZAAXCS07CW90652	65881	42612
5	SPARE/TRIP	ACTIVITY	77	DIESEL	2005	THOMAS	FREIGHTLINER	55095	4UZAAXCS5CN30641	65659	47626
6	ROUTE	WASTENEY	77	DIESEL	2003	THOMAS	FREIGHTLINER	53906	4UZAAXBV53CK46513	61615	78730
7	LIFT BUS	NO ROUTE	27/12	DIESEL	2004	THOMAS	FREIGHTLINER	54497	4UZAAXCS24CM09785	62619	76401
8	ROUTE	OPEN	77	DIESEL	2008	THOMAS/C2	FREIGHTLINER	47500	4UZABRDTX9CAA2402	78000	22976
9	ROUTE	SNYDER	65	DIESEL	1999	THOMAS	FREIGHTLINER	52268	4UZ6CFAA3WCA5709	52592	177336
10	ROUTE	BUSCHER	77	DIESEL	2007	THOMAS	FREIGHTLINER	51154	4UZAAXCS67CX47453	65881	60994
11	ROUTE	RITSCH	77	DIESEL	2006	THOMAS	FREIGHTLINER	47481	4UZAAXCS16CV20380	67445	85246
12	SPARE/TRIP	ACTIVITY	77	DIESEL	2006	THOMAS	FREIGHTLINER	47499	4UZAAXCS36CV20381	67445	41696
13	OPEN										
14	ROUTE	WISGERHOF	77	DIESEL	2011	THOMAS/C2	FREIGHTLINER	47495	4UZABRDT8BCAT7028	80579	7153
15	SPARE	ACTIVITY	77	DIESEL	2011	THOMAS/C2	FREIGHTLINER	47498	4UZABRDT0CCA8486	91358	
16	SPARE		77	DIESEL	1994	THOMAS	FORD	47503	1FDXJ75C3RVA13313	41185	150746
17	OUT OF SERVICE		65	DIESEL	1997	THOMAS	FORD	51715	1FDPB80C5VVA40808	48550	117300
18	SPARE LIFT BUS	SPARE	25/12	DIESEL	1997	THOMAS	FORD	47496	1FDXB80C3VVA40807	50000	145078
19	ROUTE	HOLLAND	77	DIESEL	2009	THOMAS/C2	FREIGHTLINER	47492	4UZABRDT7ACAN7091	86000	12770
20	OPEN										
21	OPEN										
22	OPEN										
23	OUT OF SERVICE		65	DIESEL	1995	THOMAS	FORD	47501	1FDPB80C2SVA01962	42000	175581
24	OPEN										
25	MAINTENANCE			GAS	1979	AMC	JEEP	47489	J9M83EC070208	6500	103548
26	MAINTENANCE	YORI		GAS	2003	FORD	E-250/VAN	47488	1FTNE24LX3HB01804	16000	57371
30	MULTIPURPOSE		9	GAS	2010	CHEVROLET	SUBURBAN (1/2 TON)	49649	1GNUMHE36AR165116	43500	262
34	AM SPED CAR (RED)	BEECHUM	5	GAS	2001	CHEVROLET	IMPALA	53272	2G1WF52E419332733	18662	113011
35	LUNCH VAN		2	GAS	2001	FORD	STEP VAN	53442	1FDSE35LX1HB71237	21351	55384
36	OUT OF SERVICE			DIESEL	1994	FORD	DUMP	54175	1FDNK74C4RVA27291	10500	260671
37	MAINTENANCE			GAS	2004	CHEVROLET	PICKUP	54644	1GCHK24UX4E142063	23774	28072
38	SPED VAN	OPEN	7	GAS	2003	CHRYSLER	TOWN & COUNTRY	55106	2C4GP44363R353794	18200	163095
39	DRIVER'S ED	SEVERIDT	5	GAS	2006	CHEVROLET	IMPALA	51373	2G1WC581369416532	17391	32811
40	SPED VAN	PHILLIPS	7	GAS	2003	DODGE	GRAND CARAVAN	54198	1D4GP44R93B320925	13500	112766
41	SPED VAN	KLINE	7	GAS	2006	DODGE	CARAVAN	47490	1D4GP25B56B719163	14000	63609

TRANSPORTATION EQUIPMENT NEEDS SUMMARY

Update/Replace Current Radio System

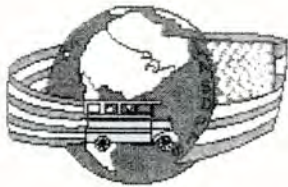
- Parts of our current radio system will become obsolete on January 1, 2013.
- We currently use a 5Amp power supply with a mobile radio for Base stations.
- New standard require 15 Amp to 20 Amp power supplies.
- We do not currently have a 'true' repeater. It is a 5 Amp supply w/ 2 radios.
- At least five of our currently used mobile radios, and all of our spares will not comply with the new standards (Verified by Electronic Engineering)

Vehicle Facts and Replacement Needs

1. Our Current Status
 - Current School Bus Count: **19 buses** (2 are Out of Service)
 - Current Average School Bus Age: **9.7 Years**
 - Current School Bus Replacement Cycle: **20+ years** (it will take more than 20 years to refresh our fleet; 1 or less bus per year)
2. Proposals
 - Proposed School Bus Replacement Cycle: **12 to 15 years**
 - Proposed School Bus Purchase Cycle: **2 Year Plan – 1Bus/2Buses**
 - Immediate Need: Replace **#3, #17, #16 & #23**
 - Replace 2 Mini Vans, 1 Sedan with 3 'Type A' School Buses (Mini Buses)
 - Future Vehicle Needs: **"Type C' buses** (2 - 77 pass. trip buses; 5 - 77 pass. route buses); **'Type D' buses** (84 pass transit-style city bus route/trip buses); **'Type A' buses** (ECSE & 1 w/lift); Suburban-style Vehicles; Crew Cab Heavy duty service truck
 - Get to: **No Out of Service Vehicles**

ADDITIONAL TRANSPORTATION NEEDS

1. Facility (*new or significantly remodeled*)
2. Procedures (*working on new driver handbook; operating procedure proposals*)
3. Staffing (*need additional support positions*)
4. Technology (*computer system; software; shop equipment*)



NATIONAL ASSOCIATION OF
STATE DIRECTORS OF
PUPIL TRANSPORTATION SERVICES

Information Report

School Bus Replacement Considerations

Background:

School buses represent the largest bus operation in the country, and provide more trips to passengers than transit buses. There are nearly 450,000 school buses operating in the United States. These buses safely and efficiently transport nearly 25 million children to and from school and school-related activities. In an average school year, school buses provide approximately 10 billion student trips and have the best safety record of any vehicle on the road. School buses come in various designs and capacities. Some are constructed on van chassis and carry less than 20 passengers. Others are built on unique school bus chassis and can carry nearly 90 passengers. Additionally, school buses across the country have numerous differences in terms of their standard and optional equipment. The school bus fleet is composed of buses of various ages with different mileage accumulations. It is a remarkable fleet of vehicles.

Question:

Are there factors that should be considered when developing and implementing policies for determining how long a school bus should be used for school transportation purposes?

Discussion:

This Information Report is not intended to dictate precise school bus replacement policies, since there are multiple issues at state and local levels that are involved in such decisions. However, the National Association of State Directors for Pupil Transportation Services believes the timely replacement of school buses must be a planned process. The information contained in this report is intended to provide insight into the factors (safety, efficiency, environmental, maintenance, operational conditions, etc.) that are involved in making decisions concerning school bus replacement policies.

Available funding is likely the single most important consideration in determining when school buses are replaced. That being said, there appear to be at least two scenarios that should have an impact on decisions concerning school bus replacement.

First, whenever there is a significant improvement in the federal standards for the safety, fuel efficiency or exhaust emission requirements of school buses, it appears reasonable to establish a policy with respect to timely replacement of the older buses with newer school buses. A good example of this occurred in April 1977 when the

National Highway Traffic Safety Administration issued a set of stringent Federal Motor Vehicle Safety Standards for school buses. Since then, the federal government has maintained a policy that pre-1977 school buses should be replaced at the earliest possible time. Fortunately, most states and local school districts no longer operate pre-1977 school buses, and the few that remain typically are used as "reserve" or "back-up" school buses. Other examples include the diesel emission requirements implemented in 1988 and the substantial changes to the school bus emergency exit and exterior mirror requirements made in the early 1990s.

The determination of what constitutes a "significant" improvement is something that must be defined by those that choose to incorporate this concept into their logic for determining when to replace a school bus. For some improvements, it is likely that a consensus of what constitutes "significant" could be achieved easily. For other items, it may be impossible to get everyone to agree on the importance of the improvement.

It is reasonable to assume that there will be continued improvements in the Federal Motor Vehicle Safety Standards that apply to school buses. Some of those improvements will likely apply to passenger safety, while others may be directed at avoiding crashes, and still others to driver safety. At the same time, federal requirements and recommendations with respect to fuel efficiency and vehicle emissions will likely continue. Unless school bus replacement plans are developed and implemented, these improvements in safety, efficiency and cleaner air will not reach their desired goals in a timely manner.

Second, whenever the operating and maintenance expenses on a school bus, or group of school buses, reaches a certain level, it appears that the better economic decision would be to purchase a new bus rather than continue to maintain the older school bus. This is the classical cost/benefit analysis. Do the benefits of buying a new school bus offset the costs?

It is widely accepted that it is more costly to operate and maintain older school buses than newer school buses. However, the vehicle age at which the total operating costs of an older bus versus a newer bus becomes intolerable is not an exact science. In the mid-1980s, independent studies of annual school bus operating costs were conducted in California and Washington. Both studies reached the same conclusion – after 12 years of use, the annual operating costs of Type C and D school buses began to increase significantly and continued an annual increase each year thereafter.

A January 2000 study of life cycle costs for Type D school buses in South Carolina indicated that 15 years should be adopted as the cycle for school bus replacement. The study also noted that school buses that accumulate mileage more quickly, such as the special needs school buses in South Carolina, should have their life cycle cost analyses based on mileage accumulation not age.

No studies of life cycle costs for Type "A" and "B" school buses were found. Since these types of school buses are of a lighter duty design, it appears likely that they would have slightly shorter anticipated lifetimes than Type "C" and "D" school buses.

While those studies suggested a "rule-of-thumb" for large school buses in general, it is clear that maintenance and operating cost data on individual school buses may provide the information needed to better define when individual or groups of school buses should be replaced. For example, reviews of individual school bus maintenance costs may identify buses that can be operated longer or which should be replaced sooner.

It is commonly accepted that good preventive maintenance reduces the frequency and costs of breakdowns and the resulting corrective maintenance. Likewise, the terrain and road conditions over which school buses operate can have an impact on the frequency and cost of maintenance. Additionally, the climatic conditions in the area can impact maintenance costs. The environmental conditions of how and where school buses are stored can directly impact the useful life of various components; especially those made of plastic, rubber or vinyl.

School bus breakdowns result in several problems. First is the cost of towing and repairing the school bus. Second, breakdowns on the home-to-school trip result in loss of classroom time for students, a particularly important point for school administrators. Third, a breakdown could increase the risks to children while they wait in or near the broken down school bus for a replacement bus.

Like any cost/benefit analysis there may be discretion in terms of defining all of the items that fall under the "benefits" category. Clearly reduced maintenance and operating costs are benefits. But what other items are included and how are they calculated? For example, what is the value of having a school bus that has the latest safety or emission features? Does the cost of insurance on the school bus reflect that it complies with the latest federal and state safety requirements? How much does risk management figure into the calculations?

Conclusions

Unfortunately, there is no "silver bullet" answer to these and other questions. However, accurate and thorough records on the operating and maintenance costs (both preventive and corrective maintenance) of all school buses in a fleet will provide the data necessary to analyze and understand costs. Information from insurance companies and risk managers can be obtained that are specific to your state or school district. With solid data and information, it is easier to make informed recommendations and decisions.

Establishing school bus replacement policies is an important activity, since it directly impacts the timeliness of introducing the latest safety, efficiency and emissions improvements into the fleet. The elimination of school buses that do not meet the latest standards or requirements must be planned for within a realistic number of years. Policy makers must realize that school buses will not last forever, regardless of how they are equipped when purchased or maintained during their lives.

Improvements in state school bus specifications must be developed with the objective of improving safety and efficiency, reducing emissions and reducing the operating cost of the bus over the anticipated lifetime. The pupil transportation industry is responsible for the safe and efficient transportation of our children. Accordingly, the timely inclusion of new school bus safety features and new means of improving efficiency or reducing emissions are in the best interest of everyone.

With the previous discussion in mind, the following anticipated lifetimes under normal operating conditions for different types of school buses are suggested:

Type "C" and "D" school buses -- 12 to 15 years

Type "A" and "B" school buses -- 8 to 10 years

Mileage Considerations:

As previously discussed, the life cycle cost study in South Carolina noted that school buses that accumulate mileage more quickly should have replacement decisions based on mileage accumulation rather than age.

According to data published by the Federal Highway Administration, the average annual mileage for all school buses is approximately 8,000 miles. This average is consistent with the data published by the school bus industry -- 450,000 school buses traveling 4 billion miles per year. However, based on discussions with individual state directors and local transportation directors it appears that many individual school buses accumulate much higher annual mileage. For example, school buses in South Carolina average more than 15,000 miles per year. This difference in average annual mileage is likely influenced by the inclusion of spare and substitute school buses in the national averages. Based on average mileage accumulations by school buses in South Carolina, the state believes school buses should be replaced on a 15-year or 250,000 mile cycle.

While higher annual mileage accumulation may be used as a criterion to shorten lifetimes of individual buses, lower than average annual mileage accumulation is not necessarily a criterion to use buses for an extended number of years.

ADM COMMUNITY SCHOOL DISTRICT

Fleet Info 2011-12

VEH #	TYPE	DRIVER	CAPACITY	FUEL	YEAR	BODY	CHASSIS	PLATE	VIN #	COST	MILEAGE 10-11
1	ROUTE	OLSON	77	DIESEL	2001	THOMAS	FREIGHTLINER	47478	4UZAAXBV61CH57261	62249	125850
2	ROUTE	OPEN	77	DIESEL	2002	THOMAS	FREIGHTLINER	53433	4UZAAXBV32CJ69381	59416	125849
3	SPARE		65	DIESEL	1995	THOMAS	FORD	50614	1FDPB80C4SVA01963	42000	154764
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7	LIFT BUS	NO ROUTE	27/12	DIESEL	2004	THOMAS	FREIGHTLINER	54497	4UZAAXCS24CM09785	62619	76401
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21	OPEN										
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39	DRIVER'S ED	SEVERIDT	5	GAS	2006	CHEVROLET	IMPALA	51373	2G1WC581369416532	17391	32811
40	SPED VAN	PHILLIPS	7	GAS	2003	DODGE	GRAND CARAVAN	54198	1D4GP44R93B320925	13500	112766
41	SPED VAN	KLINE	7	GAS	2006	DODGE	CARAVAN	47490	1D4GP25B56B719163	14000	63609

TRANSPORTATION EQUIPMENT NEEDS SUMMARY

Update/Replace Current Radio System

- Parts of our current radio system will become obsolete on January 1, 2013.
- We currently use a 5Amp power supply with a mobile radio for Base stations.
- New standard require 15 Amp to 20 Amp power supplies.
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 - Get to: **No Out of Service Vehicles**

ADDITIONAL TRANSPORTATION NEEDS

1. Facility (*new or significantly remodeled*)
2. Procedures (*working on new driver handbook; operating procedure proposals*)
3. Staffing (*need additional support positions*)
4. Technology (*computer system; software; shop equipment*)

Thomas Bus Sales Inc. Proposed Price to Adel-DeSoto-Minburn Community School District

Thomas Bus Sales Inc. hereby agrees to furnish and deliver the following completed
Thomas Built Bus to Adel-DeSoto-Minburn Community Schools, Adel

2013 Thomas C2 77 passenger \$92,957.00 each

Option:

2012 Thomas C2 77 passenger \$91,358.00 each

Thomas Bus Sales has two 2012 units meeting ADM bus specifications. We will allow
ADM schools to take delivery of these units 11/15/2011. Thomas Bus Sales will defer the
payment on one or two units until 7/5/2012 at a purchase price of \$91,358.00 each.

Respectfully Submitted,

Thomas Bus Sales

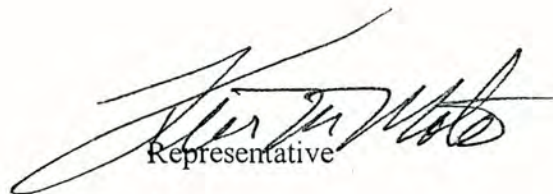
Company Name

5636 NE 14th Street

Company Address

Des Moines, IA 50313

City, State, Zip



Representative

11-11-11

Date

1-800-362-2092

Phone



HOGLUND BUS CO., INC.

The School Transportation Specialists

2

823 S. 19th Ave. Marshalltown, Iowa 50158 877-752-4733

11/10/11

Mike Chapman
TRANSPORTATION DIRECTOR
ADM COMMUNITY SCHOOLS
1608 GROVE STREET
ADEL, IA 50003
(515) 993-5321

Dear Mike,

Thank you for including Hoglund Bus Co. in your request for bids.

We have carefully determined, that we will be unable to submit a bid at this time.

Again, Mike, I want to thank you for including us in your bid process. I am also excited about the prospect of submitting offers regarding bus purchases in the future.

Marc Steele
Hoglund Bus
823 S. 19th Ave.
Marshalltown, IA 50158
641-512-3854
marcsteele@hoglundbus.com

Prepared For:
State of Iowa
Adel Schools
Requested Quantity: 1

Prepared By:
administrator

2012 Fleet/Non-Retail Chevrolet Suburban 4WD 4dr 2500 Commercial CK20

WINDOW STICKER

2012 Chevrolet Suburban 4WD 4dr 2500 Commercial		Interior: - No color has been selected.
6.0L/366 CID Gas V8		Exterior 1: - No color has been selected.
* 6-Speed Automatic		Exterior 2: - No color has been selected.
CODE	MODEL	MSRP
CK20906	2012 Chevrolet Suburban 4WD 4dr 2500 Commercial	\$46,365.00
OPTIONS		
FE9	EMISSIONS, FEDERAL REQUIREMENTS	\$0.00
L96	ENGINE, VORTEC 6.0L VARIABLE VALVE TIMING V8 SFI	\$0.00
MYD	TRANSMISSION, 6-SPEED AUTOMATIC, HEAVY-DUTY, ELECTRONICALLY CO	\$0.00
GT4	REAR AXLE, 3.73 RATIO	\$0.00
1FL	COMMERCIAL PREFERRED EQUIPMENT GROUP	-\$1,295.00
QB5	WHEELS, 4 - 16" X 6.5" (40.6 CM X 16.5 CM) STEEL DISC	\$0.00
QIZ	TIRES, LT245/75R16E ALL-SEASON, BLACKWALL	\$0.00
ZY1	SOLID PAINT	\$0.00
50U	SUMMIT WHITE	\$0.00
AZ3	SEATS, FRONT 40/20/40 SPLIT-BENCH, 3-PASSENGER	\$0.00
19V	EBONY, VINYL SEAT TRIM	\$0.00
US8	AUDIO SYSTEM, AM/FM STEREO WITH MP3 COMPATIBLE CD PLAYER	\$0.00
VYU	SNOW PLOW PREP PACKAGE	\$255.00
G80	DIFFERENTIAL, HEAVY-DUTY LOCKING REAR	\$295.00
KW1	ALTERNATOR, 160 AMPS	INC
TRW	PROVISION FOR CAB ROOF-MOUNTED LAMP/BEACON	INC
G63	LUGGAGE RACK, DELETE	-\$25.00
DPN	MIRRORS, OUTSIDE HEATED POWER-ADJUSTABLE, VERTICAL CAMPER, MA	\$240.00
VK3	LICENSE PLATE BRACKET, FRONT	\$0.00
UE0	ONSTAR, DELETE	-\$85.00

Report content is based on current data version referenced. Any performance-related calculations are offered solely as guidelines. Actual unit performance will depend on your operating conditions.

GM AutoBook, Data Version: 193.0, Data updated 10/4/2011 3:01:00 PM

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Customer File:

October 11, 2011 3:06:16 PM

Page 1

Prepared For:
State of Iowa
Adel Schorls
Requested Quantity: 1

Prepared By:
administrator

2012 Fleet/Non-Retail Chevrolet Suburban 4WD 4dr 2500 Commercial CK20

WINDOW STICKER

VQ2	FLEET PROCESSING OPTION	\$0.00
	SUBTOTAL	\$45,750.00
	Advert/Adjustments	\$0.00
	Destination Charge	\$950.00
	TOTAL PRICE	\$46,700.00
Est City: 10.00 mpg		
Est Highway: 15.00 mpg		
Est Highway Cruising Range: 585.00 mi		

Report content is based on current data version referenced. Any performance-related calculations are offered solely as guidelines. Actual unit performance will depend on your operating conditions.

GM AutoBook, Data Version: 193.0, Data updated 10/4/2011 3:01:00 PM

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Customer File:

Prepared For:
State of Iowa
Adel Schools
Requested Quantity: 1

Prepared By:
administrator

2012 Fleet/Non-Retail Chevrolet Suburban 4WD 4dr 2500 Commercial CK20

QUOTE WORKSHEET

QUOTE WORKSHEET - 2012 Fleet/Non-Retail CK20906 4WD 4dr 2500 Commercial

MSRP	\$46,365.00
Destination Charge	\$950.00
Optional Equipment	(\$615.00)
Dealer Advertising	\$0.00
Taxable Price	\$46,700.00
Karl and GM Govt Discount	(\$11,173.24)
TOTAL	\$35,526.76

Customer Signature / Date

Dealer Signature / Date

Report content is based on current data version referenced. Any performance-related calculations are offered solely as guidelines. Actual unit performance will depend on your operating conditions.

GM AutoBook, Data Version: 193.0, Data updated 10/4/2011 3:01:00 PM

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Customer File:

October 11, 2011 3:06:16 PM

Page 3

Prepared For:
State of Iowa
Adel Schools
Requested Quantity: 1

Prepared By:
administrator

2012 Fleet/Non-Retail Chevrolet Suburban 4WD 4dr 2500 Commercial CK20

STANDARD EQUIPMENT

STANDARD EQUIPMENT - 2012 Fleet/Non-Retail CK20906 4WD 4dr 2500 Commercial

ENTERTAINMENT

- Audio system, AM/FM stereo with MP3 compatible CD player seek-and-scan, digital clock, auto-tone control, Radio Data System (RDS), speed-compensated volume, TheftLock and auxiliary audio input jack
- Audio system feature, 6-speaker system
- SiriusXM Satellite Radio, delete

EXTERIOR

- Wheels, 4 - 16" X 6.5" (40.6 cm x 16.5 cm) steel disc (3/4 ton models only.)
- Tires, LT245/75R16E on-/off-road, blackwall (Standard on 4WD 3/4 ton models. Available on 2WD 3/4 ton models.)
- Wheel, 16" (40.6 cm) full-size spare (3/4 ton models only.)
- Tire, spare LT245/75R16 all-season, blackwall (3/4 ton models only. Upgradeable to (4GK) LT245/75R16E on-/off-road, blackwall spare tire.)
- Tire carrier, lockable outside spare, winch-type mounted under frame at rear
- Luggage rack side rails, roof-mounted, Black
- Fascia, front color-keyed
- Fascia, rear color-keyed
- Assist steps, Black
- Headlamps, dual halogen composite with automatic exterior lamp control and flash-to-pass feature
- Mirrors, outside heated power-adjustable, manual-folding (Mirror caps are Black.)
- Glass, Solar-Ray deep-tinted (all windows except light-tinted glass on windshield and driver- and front passenger-side glass)
- Wiper, rear intermittent with washer
- Door handles, Black
- Liftgate with liftglass, rear door system with rear-window wiper/washer

Report content is based on current data version referenced. Any performance-related calculations are offered solely as guidelines. Actual unit performance will depend on your operating conditions.

GM AutoBook, Data Version: 193.0, Data updated 10/4/2011 3:01:00 PM

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Customer File:

Prepared For:
State of Iowa
Adel Schools
Requested Quantity: 1

Prepared By:
administrator

2012 Fleet/Non-Retail Chevrolet Suburban 4WD 4dr 2500 Commercial CK20

STANDARD EQUIPMENT

STANDARD EQUIPMENT - 2012 Fleet/Non-Retail CK20906 4WD 4dr 2500 Commercial

INTERIOR

- Seats, front 40/20/40 split-bench, 3-passenger includes (AM1) driver manual lumbar control, driver and front passenger manual reclining, center fold-down armrest with storage, lockable storage compartments in seat cushion (includes auxiliary power outlet), adjustable outboard head restraints and storage pockets. With Premium Cloth seats includes (AG1) 6-way power driver seat adjuster. (With vinyl seats requires (19V) Ebony vinyl and (BG9) Black rubberized-vinyl floor covering.)
- Seats, second row 60/40 split-folding bench, 3-passenger with center armrest with 2 cup holders (With vinyl seats included and only available with (AZ3) front 40/20/40 vinyl split-bench seats, SEO (5T5) second and third row vinyl with front cloth seats or (9S1) seats, driver and passenger front, individual seats in vinyl trim.)
- Seat trim, cloth
- Seat adjuster, driver 6-way power
- Seats, third row 50/50 split-bench, 3-passenger, removable, all-belts-to-seat
- Floor covering, Black rubberized-vinyl
- Steering column, Tilt-Wheel, adjustable with brake/transmission shift interlock
- Steering wheel, vinyl
- Steering wheel controls, mounted cruise controls
- Instrumentation, analog with speedometer, odometer with trip odometer, fuel level, voltmeter, engine temperature, oil pressure and tachometer
- Warning tones headlamp on, key-in-ignition, driver and right-front passenger safety belt unfasten and turn signal on
- Tire Pressure Monitoring System air pressure sensors in each tire with pressure display in Driver Information Center (does not apply to spare tire)
- Windows, power with driver Express-Down and lockout features
- Door locks, power programmable with lockout protection
- Remote vehicle starter prep package includes Remote Keyless Entry (Remote vehicle starter fob available as a Chevy Accessory.)
- Cruise control, electronic with set and resume speed
- Theft-deterrent system, vehicle, PASS-Key III
- Heater, rear auxiliary with rear passenger heating ducts

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STANDARD EQUIPMENT

STANDARD EQUIPMENT - 2012 Fleet/Non-Retail CK20906 4WD 4dr 2500 Commercial

- Air conditioning, tri-zone manual HVAC controls with individual climate settings for driver, right-front passenger and rear seat with rear controls located in floor console with front bucket seats and in the roof console with front bench seat
- Air conditioning, rear auxiliary
- Defogger, rear-window electric
- Power outlets, 3 auxiliary, 12-volt includes 2 on the instrument panel and 1 in the cargo area
- Mirror, inside rearview manual day/night
- Headliner, cloth
- Visors, driver and front passenger illuminated vanity mirrors, padded with cloth trim, extends on rod
- Assist handles, front passenger and second row outboard
- Lighting, interior with dome light, driver- and passenger-side door switch with delayed entry feature, cargo lights, door handle or Remote Keyless Entry-activated illuminated entry and map lights in front and second seat positions
- Fleet Package

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2012 Fleet/Non-Retail Chevrolet Suburban 4WD 4dr 2500 Commercial CK20

STANDARD EQUIPMENT

STANDARD EQUIPMENT - 2012 Fleet/Non-Retail CK20906 4WD 4dr 2500 Commercial

MECHANICAL

- Engine, Vortec 6.0L Variable Valve Timing V8 SFI (352 hp [262.6 kW] @ 5400 rpm, 382 lb-ft of torque [515.7 N-m] @ 4200 rpm) (Requires 3/4 ton models.)
- Transmission, 6-speed automatic, heavy-duty, electronically controlled with overdrive and tow/haul mode (Requires 3/4 ton models.)
- Rear axle, 3.73 ratio (Requires 3/4 ton models.)
- Suspension Package, Handling/Trailer, heavy-duty (3/4 ton models only.)
- 4-wheel drive
- Transfer case, active, 2-speed electronic Autotrac with rotary controls, includes neutral position for dinghy towing. (Requires 4WD models. Included and only available with (K5L) heavy-duty trailering package and standard on 3/4 ton models.) (Requires 4WD models. Included and only available with (K5L) heavy-duty trailering package or (Z71) Off-Road Suspension Package and standard on 3/4 ton models.)
- Battery, heavy-duty 600 cold-cranking amps, maintenance-free with rundown protection and retained accessory power
- Alternator, 145 amps (Not available on 1/2 ton models.)
- Trailering equipment includes trailering hitch platform, 7-wire harness with independent fused trailering circuits mated to a 7-way sealed connector and (VR4) 2" trailering receiver
- Cooling, external engine oil cooler, heavy-duty air-to-oil integral to driver side of radiator (Included and only available with (K5L) Heavy-Duty Trailering Package on 1/2 ton models. Included on all 3/4 ton models.)
- Cooling, auxiliary transmission oil cooler, heavy-duty air-to-oil (Included and only available with (K5L) Heavy-Duty Trailering Package on 1/2 ton models. Included on all 3/4 ton models.)
- Trailer brake controller, integrated (Available on 1/2 ton models, standard on 3/4 ton models. Requires (K5L) Heavy-Duty Trailering Package.)
- Recovery hooks, front, frame-mounted (Standard with 4WD 1/2 ton models and all 3/4 ton models. Available on 2WD 1/2 ton models.)
- GVWR, 8600 lbs. (3901 kg) (Requires 3/4 ton models.)
- Suspension, front independent with torsion bar (3/4 ton models only.)
- Suspension, rear multi-stage leaf springs (3/4 ton models only.)
- Steering, power
- Brakes, 4-wheel antilock, 4-wheel disc with hydroboost (3/4 ton models only.)

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2012 Fleet/Non-Retail Chevrolet Suburban 4WD 4dr 2500 Commercial CK20

STANDARD EQUIPMENT

STANDARD EQUIPMENT - 2012 Fleet/Non-Retail CK20906 4WD 4dr 2500 Commercial

SAFETY

- StabiliTrak, stability control system with traction control, includes electronic trailer sway control and hill start assist
- Daytime Running Lamps with automatic exterior lamp control
- Air bags, dual-stage frontal, driver and right-front passenger with Passenger Sensing System (right-front passenger air bag status on overhead console) (Always use safety belts and the correct child restraints for your child's age and size. Even in vehicles equipped with air bags and the Passenger Sensing System, children are safer when properly secured in a rear seat in the appropriate infant, child or booster seat. Never place a rear-facing infant restraint in the front seat of any vehicle equipped with an active frontal air bag. See the Owner's Manual and child safety seat instructions for more safety information.)
- Air bags, head curtain side-impact, first and second row outboard seating positions with rollover sensor, includes third row seating positions with (AS3) 3-passenger third row bench seat (Head curtain side air bags are designed to help reduce the risk of head and neck injuries to front and rear seat outboard occupants on the near side of certain side-impact collisions. Always use safety belts and the correct child restraints for your child's age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat in the appropriate infant, child or booster seat. See the Owner's Manual and child safety seat instructions for more safety information.)
- Air bags, seat-mounted side-impact, driver and right-front passenger for thorax and pelvic protection (Always use safety belts and the correct child restraints for your child's age and size, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat in the appropriate infant, child or booster seat. See the Owner's Manual and child safety seat instructions for more safety information.)
- OnStar, 6 months of Directions and Connections plan includes Automatic Crash Response, Emergency Services, Crisis Assist, Stolen Vehicle Assistance including Stolen Vehicle Slowdown and Remote Ignition Block, Remote Door Unlock, Turn-by-Turn Navigation with Destination Download (requires navigation radio) and OnStar eNav (where available), OnStar Vehicle Diagnostics, Roadside Assistance, Remote Horn and Lights, and Hands Free Calling. (Visit onstar.com for details and system limitations.)
- Automatic Crash Response (Deleted when (UE0) OnStar delete is ordered.)
- Stolen Vehicle Assistance (Deleted when (UE0) OnStar delete is ordered.)
- OnStar Turn-by-Turn Navigation (Deleted when (UE0) OnStar delete is ordered.)
- Safety belts, 3-point, driver and right-front passenger
- LATCH system (Lower Anchors and Top tethers for CHildren), for child safety seats

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State of Iowa
Adei Schools
Requested Quantity: 1

Prepared By:
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2012 Fleet/Non-Retail Chevrolet Suburban 4WD 4dr 2500 Commercial CK20

WARRANTY INFORMATION

WARRANTY INFORMATION - 2012 Fleet/Non-Retail CK20906 4WD 4dr 2500 Commercial

WARRANTY

Basic:

3 Years/36,000 Miles

Drivetrain:

5 Years/100,000 Miles

Corrosion:

3 Years/36,000 Miles

Rust-Through

6 Years/100,000 Miles

Emissions:

Gas Engine

2 Years/24,000 Miles

Short Term California

3 Years/50,000 Miles

Roadside Assistance:

5 Years/100,000 Miles

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Customer File:

October 11, 2011 3:06:16 PM

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Government Fleet Sales
Community Schools
2012 Chevrolet Silverado/SUV
Accessories Order Form

For your convenience, please fill out this order form and fax it back to the number below.
If you need additional equipment priced, please contact your
Government Fleet Consultant Jeff Kromrie at 515-299-4409

All prices are installed. Some items not available on all models

Additional Factory Options

- | | |
|----------------------------------------------------------------|-----------|
| <input type="radio"/> Carpet Floor with floor mats (B30 & B38) | \$ 190.00 |
| <input type="radio"/> Engine Block heater (K05) | \$ 75.00 |
| <input type="radio"/> Heated outside camper (DPN) | \$ 240.00 |

Karl Accessories Options

- | | |
|-------------------------------------------------------|-------------|
| <input type="radio"/> Remote start | \$ 399.00 |
| <input type="radio"/> Rust proofing and under coating | \$ 425.00 |
| <input type="radio"/> Molded mud flaps | \$ 145.00 |
| <input type="radio"/> Spray In Liner-Under Rail | \$ 480.00 |
| <input type="radio"/> Spray In Liner-Over Rail | \$ 580.00 |
| <input type="radio"/> Brake Control | \$ 145.00 |
| <input type="radio"/> Rear Wheel Liners | \$ 150.00 |
| <input type="radio"/> Boss V Blade 8.2 | \$ 5,900.00 |
| <input type="radio"/> 6" Oval Tubes | \$ 695.00 |

Karl Safety Options

- | | |
|-----------------------------------------------------------------------------------|-----------|
| <input type="radio"/> Safety Whelen Amber led light with switch (L32) | \$ 529.00 |
| <input type="radio"/> Safety Back up alarm | \$ 125.00 |
| <input type="radio"/> Rear View Camera Integrated into Rear View Mirror | \$ 595.00 |
| <input type="radio"/> Rear View Camera Integrated into Rear View Mirror w/ Sensor | \$ 895.00 |
| <input type="radio"/> White flashing Light - Roof mounted | \$ 295.00 |
| <input type="radio"/> Whelen Amber Light w/ Acari roof Mount (Silverado Models) | \$ 799.00 |

Lease to own plans available. Call for a detailed quote.
Trade in units are welcome.

School Name _____
Address _____
City, State & Zip _____
Contact Name _____ Phone number # _____
Fax Number _____
Email Address _____
Signature _____

Karl Chevrolet Govt Fleet Sales 1101 Oralabor Road Ankeny, IA 50021
Jeff Kromrie 1-800-622-8264 515-299-4409 Fax to 515-299-4420

The President of the Board called the meeting to order. The Superintendent presented his recommendation that the form of ballot be approved and the election called on the question of levying a voter approved physical plant and equipment property tax, which must be approved by the Board and submitted to the County Commissioner of Elections at least 46 days prior to the election.

Director _____ introduced the following Resolution and moved its adoption. Director _____ seconded the motion to adopt. The roll was called and the vote was:

AYES: _____

NAYS: _____

The President declared the Resolution adopted as follows:

RESOLUTION ORDERING ELECTION ON THE QUESTION OF
LEVYING A VOTER APPROVED PHYSICAL PLANT AND
EQUIPMENT PROPERTY TAX

WHEREAS, this Board has determined that an election should be called on the question of levying a voter approved physical plant and equipment property tax.

NOW, THEREFORE, IT IS RESOLVED BY THE BOARD OF DIRECTORS OF THE ADEL-DESOTO-MINBURN COMMUNITY SCHOOL DISTRICT, IN THE COUNTIES OF DALLAS AND MADISON, STATE OF IOWA:

Section 1. That an election is called of the qualified electors of the Adel-DeSoto-Minburn Community School District, in the Counties of Dallas and Madison, State of Iowa, on Tuesday, February 7, 2012. The following Proposition is approved, and the Secretary is authorized and directed to submit and file the Proposition for the Ballot with the Dallas County Commissioner of Elections at least 46 days prior to the election.

SHALL THE FOLLOWING PUBLIC MEASURE BE ADOPTED?

PROPOSITION A

YES []

NO []

Shall the Board of Directors of the Adel-DeSoto-Minburn Community School District, in the Counties of Dallas and Madison, State of Iowa, for the purpose of

purchasing and improving grounds; constructing schoolhouses or buildings and opening roads to schoolhouses or buildings; purchasing of buildings; purchase, lease or lease-purchase of technology and equipment; paying debts contracted for the erection or construction of schoolhouses or buildings, not including interest on bonds; procuring or acquisition of libraries; repairing, remodeling, reconstructing, improving, or expanding the schoolhouses or buildings and additions to existing schoolhouses; expenditures for energy conservation; renting facilities under Chapter 28E; purchasing transportation equipment for transporting students; lease purchase option agreements for school buildings or equipment; purchasing equipment authorized by law; or for any purpose or purposes now or hereafter authorized by law, be authorized for a period of **ten (10)** years, to levy annually, a voter-approved physical plant and equipment property tax not to exceed One Dollar (\$1.00) per One Thousand Dollars (\$1,000) of the assessed valuation of the taxable property within the school district commencing with the levy for collection in the fiscal year ending June 30, 2013, or each year thereafter?

[END BALLOT LANGUAGE]

Section 2. That the notice of the election and ballot form used at the election shall be prepared in accordance with the provisions of the Iowa Code and Iowa Administrative Rules. The polls will be open from 7:00 o'clock A.M. to 8:00 o'clock P.M.

Section 3. Dallas County, Iowa is the control county of this School District; this election will be conducted by the County Auditor as Commissioner of Elections.

Section 4. That the Election Board for the voting precinct or precincts be appointed by the County Commissioner of Elections, not less than 15 days before the date of the election, a certified copy of which appointment must be officially placed on file in the office of the Secretary.

Section 5. The Commissioner of Elections is requested and directed to make publication of the Notice of Election at least once, not less than four days nor more than twenty days prior to the date of the election, in a legal newspaper, printed wholly in the English language, as defined by Iowa Code section 618.3.

Section 6. The *Dallas County News*, a legal newspaper, is published within the District and is hereby designated to make the publication of the Notice of Election.

Section 7. That the County Commissioner of Elections shall prepare all ballots and election registers and other supplies as necessary for the proper and legal conduct of this election and the Secretary of the Board is authorized and directed to cooperate with the Commissioner of Elections in the preparation of the necessary proceedings.

Section 8. That the Secretary is directed to file a certified copy of this Resolution in the Office of the County Commissioner of Elections to constitute the "written notice" to the

CERTIFICATE

STATE OF IOWA)
) SS
COUNTY OF DALLAS)

I, the undersigned Secretary of the Board of Directors of the Adel-DeSoto-Minburn Community School District, in the Counties of Dallas and Madison, State of Iowa, do hereby certify that attached is a true and complete copy of the portion of the corporate records of the School District showing proceedings of the Board, and the same is a true and complete copy of the action taken by the Board with respect to the matter at the meeting held on the date indicated in the attachment, which proceedings remain in full force and effect, and have not been amended or rescinded in any way; that the meeting and all action was duly and publicly held in accordance with a notice of meeting and a tentative agenda, a copy of which was timely served on each member of the Board and posted on a bulletin board or other prominent place easily accessible to the public and clearly designated for that purpose at the principal office of the Board (a copy of the face sheet of the agenda being attached hereto) pursuant to the local rules of the Board and the provisions of Chapter 21, Code of Iowa, upon reasonable advance notice to the public and media at least twenty-four hours prior to the commencement of the meeting as required by law and with members of the public present in attendance; I further certify that the individuals named therein were on the date thereof duly and lawfully possessed of their respective offices as indicated therein, that no board vacancy existed except as may be stated in the proceedings, and that no controversy or litigation is pending, prayed or threatened involving the incorporation, organization, existence or boundaries of the School District or the right of the individuals named therein as officers to their respective positions.

WITNESS my hand this _____ day of _____, 2011.

Secretary of the Board of Directors of the Adel-
DeSoto-Minburn Community School District

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