

Mission: *To develop lifelong learners through effective teaching in a safe and caring environment.*
Vision: *Educational excellence for every child – setting the standard others aim for.*

AGENDA
BOARD OF EDUCATION – REGULAR MEETING
Instructional Planning Center/Huron Arena
January 9, 2017
5:30 p.m.

1. **Call to Order**
2. **Roll Call**
3. **Pledge of Allegiance**
4. **Adoption of the Agenda**
5. **Dates to Remember**

| | |
|-------------|---|
| January 11 | Early Release |
| January 16 | Martin Luther King Day – No School |
| January 20 | End of 1 st Semester |
| January 21 | Credit Recovery Day |
| January 23 | Board of Education Meeting – 5:30 p.m. – IPC |
| January 27 | Earliest Date to Begin Circulating or File Nominating Petitions for School Board Election |
| January 30 | HHS Registration Open House 5:30 – 8:45 |
| February 1 | Early Release |
| February 13 | Board of Education Meeting – 5:30 p.m. – IPC |
| February 20 | President’s Day – No School |
| February 24 | 5:00 p.m. – Deadline for Filing Nominating Petitions for School Board Election |
| February 27 | Board of Education Meeting – 5:30 p.m. – IPC |
6. **Community Input on Items Not on the Agenda**
7. **Conflict Disclosure and Consideration of Waivers** - The School Board will review the disclosures and determine if the transactions or the terms of the contracts are fair, reasonable, and not contrary to the public interest.
 - a) **Director of Curriculum & Instruction Sherri Nelson – WR2017-47**
8. **CONSENT AGENDA**

The superintendent of schools recommends approval of the following:

 - a) **Approval and/or Correction of Minutes of Previous Meetings**
 - b) **Consideration and Approval of Bills**
 - c) **Approval and/or Correction of the Financial Report**
 - d) **Board Approval of New Hires**

As was mentioned previously, classified personnel and substitute teachers/classroom aides must be approved in order to be covered by our workers’ compensation plan.

 - 1) Tyler Volesky / Assistant Coach 7th Grade Boys BB / \$256.00 per week
 - 2) Robert Brooks / SPED Para-Educator – Buchanan / \$13.68 per hour
 - 3) Trisha Jons / SPED Para-Educator – Buchanan / \$14.28 per hour
 - 4) Kelli McFarland / Title 1 Para-Educator – Buchanan / \$13.98 per hour
 - 5) Gwendolyn Douglas / Food Service Substitute / \$12.87 per hour
 - e) **Contracts for Board Approval**
 - 1)

- f) **Resignations for Board Approval**
 - 1) Kathy Meyer / Kindergarten Teacher – Buchanan K-1 Center / 30 years
 - 2) Laura Petersen / High School Choral Director / 10 years
 - 3) Larry Petersen / High School Band Director – 8th Grade Band / 17 years
 - 4) Nicki Mallon / SPED - SLC Para-Educator / 15 years
- g) **Permission to Bid for 2 Yellow School Buses to be delivered after July 1, 2017 and to be paid for with the 2017-2018 budget.**
- h) **Set Date for Combined City/School Election / April 11, 2017**
- i) **Request Approval of the Combined Election Agreement with the City of Huron for the April 11, 2017 Election.**
- j) **Renew Arena Advertising for 2017**
 - 1) Domino’s Pizza
 - 2) Farmer’s Union Insurance
 - 3) Creative Printing
- k) **Advertising Agreement – Ryan’s Hangar Restaurant – Huron Arena**
- l) **Intent to Apply for Grant Funding**

| | |
|------------------------|--|
| Group Applying | Colleen Jensen / HMS Afterschool Academic |
| Contact Person | Colleen Jensen |
| Name of Award | Wal-Mart Community Grant |
| Name of Funder | Wal-Mart |
| Amount to be Requested | \$1,000.00 |
| Project Focus | HMS Academic Afterschool Activities / Quiz Bowl |

(The consent agenda may be approved with one motion. However, if a board member wishes to separate an item for discussion, he may do so.)

**9. CELEBRATE SUCCESSES IN THE DISTRICT:
CONGRATULATIONS:**

- Amy (SPED Para-Educator at HMS) and Joel Nelson, proud grandparents of a new granddaughter, Reagan Elizabeth Sibley born December 12, 2016 to Matt and Hannah Sibley.
- Huron Middle School students who qualified for the Regional Spelling Bee Competition to be held in Mitchell on February 4, 2017. 1st Place – Aubrey Rutledge (8th Gr) 3 time champion at HMS, and Runners Up – Htoo Doe Soe (7th Gr) and Mason Davis (6th Gr).
- All State Middle School Orchestra students – Will Smith (8th Gr) Contrabass, Anna Kruse (8th Gr) Cello, Ruth Trautman (8th Gr) Cello, and Maggie Knipping (7th Gr) Violin
- Beth Foss (Principal 4th/5th Grade Center) and Gordon Foss (Teacher - Our Home), Michelle Chase (Teacher – Buchanan K-1 Center) and Roger Chase on the marriage of their children John Foss and Lexy Chase on December 30th.

THANK YOU TO:

- The Huron High School Madrigals who came to the Buchanan K-1 Center and performed for the Kindergarten students.
- Banner Engineering and Northwestern for donating MANY hats/gloves this season to the Buchanan K-1 Center.

10. REPORTS TO THE BOARD

- a) **Report from ELO** – Will present 2015-2016 Audit
- b) **Paul Fiereck, North Central Bus Sales** – Advantages of Propane School Buses
- c) **Good News Report** - Special Education – Lori Wehlander/Kelly Rotert
- d) **Calendar Committee** – Jen Bragg, Parent Representative – Buchanan K-1 Center
 - Committee recommendation will be presented for board consideration. Superintendent recommends “1st Reading”, waiting to adopt at the January 23rd board meeting.
- e) **Power Lifting** – Michael Schmitz will report on club sport
- f) **Business Manager’s Report**
- g) **Superintendent’s Report**
 - Legislative Session
 - Jr. 1st Grade Pilot Program

11. OLD BUSINESS

- a)

12. NEW BUSINESS

- a) **Select Legislative Action Network Representative**
Assigned by Board President – Record in Minutes
- b) **Approve 2015-2016 Audit**
- c) **Governing Board Annual Review Questionnaire:**
 - Tax-Advantaged Bond Post-Issuance Compliance-General
 - Tax-Exempt Bond Post – Issuance Compliance – General
- d) **Tax Increment Financing (TIF)**
Assigned by Board President – Record in Minutes
- e) **Signing Bonuses – Teacher Recruitment**
Superintendent is Seeking Permission to Advertise and Offer Signing Bonuses. Sample policy and SD Codified Law attached.

13. ADJOURNMENT

REQUEST FOR SCHOOL BOARD WAIVER

Date: January 4, 2017

Name of the school board member, school administrator or school business manager requesting the waiver: Sherri Nelson

Brief explanation of the potential conflict of interest: I have been selected to present at the 2017 New Jersey Association of Middle Level Educators Conference in Union, New Jersey.

Brief explanation of the essential terms of the contract(s) or transaction(s) from which a potential conflict of interest may arise, including:

(1) all parties to the contract: Sherri Nelson

(2) the person's role in the contract or transaction: conference speaker

(3) the purpose(s)/objective(s) of the contract: provide professional development to New Jersey middle level educators.

(4) the consideration or benefit conferred or agreed to be conferred upon each party: In exchange for speaking, my conference registration fee will be waived.

(5) the length of time of the contract: 1 day – March 10, 2017

(6) any other relevant information:

Brief explanation of how or why the transaction or the terms of the contract are fair, reasonable, and not contrary to the public interest such that a waiver should be granted.

- I will be investing in my own professional development by using 1.5 vacation days to attend the conference and paying my own travel expenses.

Signature of Person Requesting Waiver: *Sherri Nelson*

THIS IS A PUBLIC DOCUMENT

**Huron School District
New Hire Justification**

Date: December 15, 2016

Applicant Information

Applicant Name: Tyler Volesky

Address:

Phone: 605-630-1263

Education: DWU

Experience:

References:

Reason for New Hire

New Position:

Replacement: Replace Ben Olson who left the district

Position Information

Department: Athletics

Position: Asst 7th Boys BB

Supervisor: Al Steffen, Tim Buddenhagen and Terry Rotert

Responsibilities: Asst 7th at practice and games

Hours: After school and some Saturday's

Hiring Information

Wages: \$256 per week

Classification:

Wage Justification: Salary divided by # of weeks left

Start Date: Dec 14, 15 or Dec 18

Requested by: Terry Rotert

**Huron School District
New Hire Justification**

Date: 12/23/16

Applicant Information

Applicant Name: Robert Brooks

Address: 1028 Montana Ave. SW, Huron, SD 57350

Phone: 605-890-2450

Education: Credits from Vocational School/ Para Pro

Experience: 1 Year

References: Mark Crossman, Brenda Schmidt, Jason Wiedrich

Reason for New Hire

New Position: SPED Para at Buchanan

Replacement:

Position Information

Department: SPED

Position: Para at Buchanan

Supervisor: Julie Kasperson

Responsibilities: SPED Para

Hours: 7.5 Hours

Hiring Information

Wages: \$13.68

Classification: Step One

Wage Justification: 1 year Substitute Teaching

Start Date: January 2, 2017

Requested by: Lori Wehlander (Administrator)

**Huron School District
New Hire Justification**

Date: 12/23/16

Applicant Information

Applicant Name: Trisha Jons

Address: 2386 Ohio Ave. SW, Huron, SD 57350

Phone: 605-840-0361

Education: BS Elementary/MS Teaching

Experience: 5 Year

References: Angie Boetel, Karen Bohlander, Carol Eckmann, Melanie Timm

Reason for New Hire

New Position: SPED Para at Buchanan

Replacement:

Position Information

Department: SPED

Position: Para at Buchanan

Supervisor: Paige Horhertz

Responsibilities: SPED Para

Hours: 7.5 Hours

Hiring Information

Wages: \$14.28

Classification: Step Five

Wage Justification: 5 years Teaching Experience

Start Date: January 2017

Requested by: Lori Wehlander (Administrator)

Huron School District
New Hire Justification

Date: 12/27/16

Reason for New Hire:

Replacement of Maria Ptak New Position

Applicant Information

Applicant Name: Kelli McFarland

Address: 581 Kansas Ave SE

Education: BS in Home Economics Education

Huron, SD 57350

From South Dakota State University

Phone: (605) 350-2010

Experience: High School/Middle School Teaching

Experience, Corrections Officer, Child Support Specialist, Independent Living Specialist, Community Counseling Case Manager. Elementary ESL para

References: Gary Harrington, Rella Quam, Jane Raschke

Position Information

Department: Title I

Position: Grade K-1 Title Para Educator

Supervisor: Peggy Heinz, Kari Hinker

Responsibilities:

- Work with small groups of students under the supervision of a classroom teacher
- Assist teachers in the classroom to reinforce skills taught
- Read to students and listen to students read
- To provide explanation and help for students in English

Hours: 7:45-3:30

Hiring Information:

Wages: \$13.98 per hour

Classification: Class A, Class employee – Step 3

Justification: replacement para due to transfer

Start Date: January (needs to give two weeks notice)

Requested by: Kari Hinker (Administrator)

**Huron School District
New Hire Justification**

Date: January 2, 2017

Applicant Information

Applicant Name: Gwendolyn Douglas
Address: 1056 Frank SE, Huron, SD 57350
Phone: (605)461-9933
Education: Fanny Farmer Cooking School Boston, MA
Experience: Burger Plus
References: Cindy Pritchard, Sara Smith, Diane Totton

Reason for New Hire

New Position: Substitute for Food Service
Replacement: No one

Position Information

Department: School Nutrition
Position: Substitute
Supervisor: Carol Tompkins
Responsibilities: Sub where needed
Hours: Hours will vary

Hiring Information

Wages: \$12.87 per hour
Classification: II
Wage Justification: Probationary starting wage for subs
Start Date: January 10, 2017
Requested by: Carol Tompkins (Administrator)

December 13, 2016

Huron Board of Education
Superintendent Terry Nebelsick
Principal Peggy Heinz
✓ Business Manager Kelly Christopherson

Please accept my letter of resignation. I will be retiring at the end of the 2016-17 school year.

Sincerely,

A handwritten signature in cursive script that reads "Kathy Meyer". The signature is written in black ink and is positioned above the printed name and title.

Kathy Meyer, NBCT
Kindergarten Teacher
Buchanan K-1 Center

December 28, 2016

Superintendent Terry Nebelsick
Huron Public Schools
Huron, SD

Dear Superintendent Nebelsick and Huron School Board Members,

This letter is to inform you of my resignation as High School Choral Director, effective at the end of the 2016-17 school year. Huron is and always will be a special place to me. I grew up in Huron, graduated from Huron High School and am proud to have "returned home" for ten years of my teaching career.

Huron school district, administration and my colleagues restored my love of teaching many years ago when I began as the Choral Director of Huron High School and I have been grateful ever since. I have developed fantastic skills, been given every opportunity to grow professionally and have been treated more respectfully and professionally than I ever imagined.

Thank you for your faith in my abilities and your encouragement throughout my career.

Respectfully submitted,

A handwritten signature in cursive script that reads "Laura Petersen". The signature is fluid and elegant, with the first name "Laura" and last name "Petersen" clearly distinguishable.

Laura Petersen

December 28, 2016

Dear Superintendent Nebelsick and Huron School Board Members,

It is with mixed emotions that I inform you of my resignation at the end of the 2016-2017 school year. I have invested nearly 20 years into the students of the Huron School District, and it has been one of the greatest privileges of my life.

I want to publically thank Terry Nebelsick for believing in my abilities when he hired me in 1996, and for his tremendous support and encouragement in all of my endeavors since. I also want to thank Mike Radke, Demi Moon, Mike Taplett, Laura Willemsen, and Rich Reimer who have also had a profound influence on my teaching, and helped me to so richly enjoy my time as an educator here in Huron. All of these administrators are ardent supporters of the fine arts, and always made me feel I was highly valued as a staff member.

I love this town and am a very vocal supporter of this school district as I travel throughout the state. I will continue to be a Huron advocate long after I depart, and it is my wish that the progress we have made as a musical family within the band rooms in our beautiful buildings will continue long after I am gone.

Thank you for all of the amazing memories that I will cherish, always.

Sincerely,

A handwritten signature in black ink, appearing to read "Larry Petersen". The signature is fluid and cursive, with a large initial "L" and "P".

Larry Petersen
8-12 Band Director
Huron, SD

Nicki Mallon
20130 397th Ave.
Huron, SD 57350
(605) 352-3632
jasonnnicki96@yahoo.com

January 2, 2016

Beth Foss
Principle
Washington School
1451 McClellan Drive
Huron, SD 57350
(605) 353-7895

Dear Beth,

The purpose of this resignation letter is to inform you that I will be leaving my position with Huron School District effective January 16, 2017. I have accepted a position with the Beadle Co. Treasury's Office.

I made this decision, not because I'm unhappy being a Paraprofessional for the Huron School District, but as a strategic career move. I have appreciated both being part of the Washington team and the opportunities that have been provided to me during the past 15 years.

Please let me know if I can be of assistance during the transition. Please do not hesitate to ask.

Thank you.

Yours sincerely,

Nicki Mallon

COMBINED ELECTION AGREEMENT

This agreement is entered into between the City of Huron and Huron School District 2-2; both political subdivisions of the State of South Dakota, for the purpose of conducting a combined election as provided under the provisions of SDCL 9-13-37, 13-7-10.3 and 12-2-5.

EFFECTIVE DATE: This agreement shall become effective on the date that all parties have signed the agreement.

PURPOSE: It is the purpose of this agreement for the parties to conduct their individually required elections in one combined election. The combined election will be held on April 11, 2017 which is the date of the regular city/school election. Elections are being combined to save tax dollars on the cost of individually conducted elections and to encourage a better voter turn-out for all entities.

COST SHARING: The parties to this agreement shall share the costs of the combined election as set forth herein.

Each Governmental entity shall publish its own required notices, except where they may by law be jointly published. The cost of jointly published notices shall be shared proportionately by ballot issue and/or candidate.

Salaries and expenses of election boards within the city shall be shared equally by the parties. If any of the parties of this agreement are not required to have an election, only those costs of the joint action, if any, to the point of withdrawal will be shared. The remainder of the election costs will be borne by the remaining party conducting the election.

The cost of all jointly used materials (ballots, poll books, etc.) will be shared equally. Each entity will pay the cost of its individually used materials and supplies.

Data processing costs (setup, test run, ballot count) incurred shall be shared proportionately by ballot issue and/or candidate.

BALLOTS AND ABSENTEE BALLOTS: It is agreed that there will be one ballot used for the combined election. Absentee ballots shall be available at the city office or the office of the school district. Protective measures will be taken so no voter can vote absentee more than once.

CANVASSING THE VOTE: It is agreed that the City of Huron and the Huron School District shall each canvass the ballots according to the governing laws of each party.

The City Finance Officer and the School Business Manager are directed to cooperate in any manner that will accomplish the purpose and intent of this agreement in order to facilitate this combined election in the most efficient and economical manner.

CITY OF HURON

HURON SCHOOL DISTRICT 2-2

Paul Aylward, Mayor

David Wheeler, School Board Chairperson

Date

Date

ATTEST:

Paullyn Carey, Finance Director

Kelly Christopherson, Business Manager

Date

Date

ADVERTISING AGREEMENT RENEWAL

This advertising agreement renewal is made and entered into this 10th day of December, 2016, by and among DOMINO'S PIZZA ("Advertiser"), and HURON SCHOOL DISTRICT 2-2, ("Owner").

WHEREAS, Advertiser and Owner have entered into the Advertising Agreement dated September 30, 2004 (as amended, the "Advertising Agreement") (a copy of the "Advertising Agreement" is attached); and

WHEREAS, the parties desire to extend and modify the Advertising Agreement as set forth herein.

Now, therefore, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. Renewal/Extension of Term. Effective as of the date hereof, the Term set forth in the Advertising Agreement shall be extended to run for 1 (one) year from and after January 1, 2017, and ending on December 31, 2017.
2. Advertising Fees. Effective as of the date hereof, the Advertising Fees for such extended term shall be \$2,500 (two thousand five hundred dollars), payable in advance in accordance with the attached Payment Schedule.
3. Ratification. Except as expressly modified hereby, the remaining terms and conditions of the Advertising Agreement are hereby ratified and confirmed, and shall remain in full force and effect.

Advertiser Initial NMS

Owner Initial _____

PAYMENT SCHEDULE

Agreement year 2017: For services rendered January 1, 2017 to December 31, 2017.

Payment #1: \$ 625 Payment due on or before Jan 1, 2017

Payment #2: \$ 625 Payment due on or before Apr 1, 2017

Payment #3: \$ 625 Payment due on or before July 1, 2017

Payment #4: \$ 625 Payment due on or before Oct 1, 2017

ADVERTISER ACKNOWLEDGES AND WILL ABIDE BY THE PAYMENT SCHEDULE.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized representatives on the date first above written.

ADVERTISER: Domino's Pizza

By Melissa Van Diepen
[authorized signature only]

Melissa Van Diepen
[print or type name clearly]

Title Franchisee

Dated 12-10-16

Address: 25 Market St E

City, State, Zip: Huron, SD 57350

Phone: 605-352-6480

Fax: 605-352-6943

Email Address: dominospizza1815@gmail.com

OWNER: Huron School District 2-2

By _____
Huron Board of Education

Board Approved _____

ADVERTISING AGREEMENT RENEWAL

This advertising agreement renewal is made and entered into this 19 day of December, 2016, by and among FARMERS UNION INSURANCE ("Advertiser"), and HURON SCHOOL DISTRICT 2-2, ("Owner").

WHEREAS, Advertiser and Owner have entered into the Advertising Agreement dated October 1, 2004 (as amended, the "Advertising Agreement") (a copy of the "Advertising Agreement" is attached); and

WHEREAS, the parties desire to extend and modify the Advertising Agreement as set forth herein.

Now, therefore, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. Renewal/Extension of Term. Effective as of the date hereof, the Term set forth in the Advertising Agreement shall be extended to run for 1 (one) year from and after January 1, 2017, and ending on December 31, 2017.
2. Advertising Fees. Effective as of the date hereof, the Advertising Fees for such extended term shall be \$6,000 (six thousand dollars), payable in advance in accordance with the attached Payment Schedule.
3. Ratification. Except as expressly modified hereby, the remaining terms and conditions of the Advertising Agreement are hereby ratified and confirmed, and shall remain in full force and effect.

Advertiser Initial FTW

Owner Initial _____

PAYMENT SCHEDULE

Agreement year 2017: For services rendered January 1, 2017 to December 31, 2017.

Payment #1: \$ 1500 Payment due on or before 3/1/17

Payment #2: \$ 1500 Payment due on or before 6/1/17

Payment #3: \$ 1500 Payment due on or before 9/1/17

Payment #4: \$ 1500 Payment due on or before 12/1/17

ADVERTISER ACKNOWLEDGES AND WILL ABIDE BY THE PAYMENT SCHEDULE.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized representatives on the date first above written.

ADVERTISER: Farmers Union Insurance

By Jason T. Wells
[authorized signature only]

Jason T. Wells
[print or type name clearly]

Title Regional Manager
Dated 12/14/16

Address: 1410 Dakota Ave S.

City, State, Zip: Huron SD 57350

Phone: 605-352-6761

Fax: _____

Email Address: jwells@sdfu.org

OWNER: Huron School District 2-2

By _____
Huron Board of Education

Board Approved _____

ADVERTISING AGREEMENT RENEWAL

This advertising agreement renewal is made and entered into this 3rd day of December, 2016, by and among CREATIVE PRINTING ("Advertiser"), and HURON SCHOOL DISTRICT 2-2, ("Owner").

WHEREAS, Advertiser and Owner have entered into the Advertising Agreement dated December 15, 2014 (as amended, the "Advertising Agreement") (a copy of the "Advertising Agreement" is attached); and

WHEREAS, the parties desire to extend and modify the Advertising Agreement as set forth herein.

Now, therefore, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. Renewal/Extension of Term. Effective as of the date hereof, the Term set forth in the Advertising Agreement shall be extended to run for 1 (one) year from and after January 1, 2017, and ending on December 31, 2017.
2. Advertising Fees. Effective as of the date hereof, the Advertising Fees for such extended term shall be \$6,000 (six thousand dollars), payable in advance in accordance with the attached Payment Schedule.
3. Ratification. Except as expressly modified hereby, the remaining terms and conditions of the Advertising Agreement are hereby ratified and confirmed, and shall remain in full force and effect.

Advertiser Initial



Owner Initial

PAYMENT SCHEDULE

Agreement year 2017: For services rendered January 1, 2017 to December 31, 2017.

Payment #1: \$ 1500 Payment due on or before March 1st

Payment #2: \$ 1500 Payment due on or before June 1st


Payment #3: \$ 1500 Payment due on or before September 1st

Payment #4: \$ 1500 Payment due on or before December 1st

ADVERTISER ACKNOWLEDGES AND WILL ABIDE BY THE PAYMENT SCHEDULE.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized representatives on the date first above written.

ADVERTISER: Creative Printing

By 
[authorized signature only]

Brad McGin
[print or type name clearly]

Title President

Dated 1/5/17

Address: 210 3rd St SW

City, State, Zip: Huron, SD 57350

Phone: (605) 352-6565

Fax: _____

Email Address: Brad@creativeprinting.com

OWNER: Huron School District 2-2

By _____
Huron Board of Education

Board Approved _____

7. Limitation of Liability. The entire liability of Owner to Advertiser, regardless of the form of action, whether in contract or in tort, will not exceed Advertising Fees paid during the 12-month period immediately prior to Advertiser's giving of notice of such claim. In no event will Owner be liable for any incidental, indirect, special or consequential damages to Advertiser, including, but not limited to, loss of use, revenues, profits or savings, even if Owner knew or should have known of the possibility of such damages. Except with respect to, and to the extent of, prepayments of Advertising Fees hereunder, Advertiser hereby releases Owner from any future claims, demands, actions, causes of action, liabilities or damages to the extent directly or indirectly resulting from the negligence or fault of the Owner or the Owner's agents or employees with respect to its operation of the Equipment or otherwise.

8. No Warranties. EXCEPT FOR ANY WARRANTIES EXPRESSLY MADE IN ATTACHMENT A TO THIS AGREEMENT, OWNER EXCLUDES ALL WARRANTIES, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO ANY IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

9. Assignment. This Agreement shall not be assigned by Advertiser nor shall Advertiser grant to any other person any of its rights without the prior written consent of Owner.

10. Marketing Materials. The Advertiser acknowledges and agrees that Owner may, and hereby authorizes Owner to take and utilize in any of its marketing materials photographs of the Equipment and inventory upon and after installation; provided, however, that the depiction of the Advertiser's (or their respective affiliates') trademarks or logos, if any, in such photographs shall be incidental to the principal subject, and the Equipment.

11. Miscellaneous. No party shall be liable for delay in performance hereunder due to causes beyond its control, including but not limited to acts of God, fires, strikes, and delinquencies of suppliers, intervention of any governmental authority or acts of war or terrorism. The parties agree that if any part or provision of this Agreement is in any manner held to be invalid, illegal, void, or in any manner unenforceable, or to be in conflict with any law, or governing bodies or the Owner's rules or regulations, then the validity of the remaining portions or provisions of this Agreement shall not be affected, and such part or provision shall be construed and enforced in a manner designed to effectuate the intent expressed in this Agreement to the maximum extent permitted by law. This Agreement may be executed in any number of counterparts, each of which when so executed and delivered shall be deemed an original and all of which counterparts, taken together, shall constitute one and the same instrument. Neither Advertiser, nor Owner are partners or joint venturers with the other or others.

Advertiser Initial _____



Owner Initial _____

ATTACHMENT A
ADVERTISING SPECIFICATIONS

VICTORY PARTNERSHIP PACKAGE FOR THE HURON ARENA

SIGNAGE ENTITLEMENTS

- None

AUDIO VISUAL, ON-PREMISE MARKETING

- ~~Four (4)~~ PA announcements during each game. (Approximately 30 seconds each)

Two (2)
YC

Advertiser Initial _____



Owner Initial _____

ATTACHMENT B
PAYMENT SCHEDULE

Agreement year 2017: For services rendered January 1, 2017 to December 31, 2017.

Payment #1: \$ _____ Payment due on or before _____

Payment #2: \$ _____ Payment due on or before _____

Payment #3: \$ _____ Payment due on or before _____

Payment #4: \$ _____ Payment due on or before _____

**ADVERTISER ACKNOWLEDGES AND WILL ABIDE BY THE
PAYMENT SCHEDULE.**

Advertiser Initial y

Owner Initial _____

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized representatives on the date first above written.

ADVERTISER: Ryan's Hangar Restaurant

By _____

[authorized signature only]

DANNY HOFER
[print or type name clearly]

Title OWNER

Dated 12-21-16

Contact Information

Name: DANNY HOFER

Address: PO BOX 124

City, State, Zip: HURON SD 57350

Phone: 605-350-1796

Fax: 605-352-6796

Email Address: DANNY@SKYWAYS LTD. COM

OWNER: HURON SCHOOL DISTRICT 2-2

By _____

[authorized signature only]

[print or type name clearly]

Title _____

Dated _____

Contact Information

Kelly Christopherson, Business Manager

Huron School District 2-2

PO Box 949

Huron, SD 57350

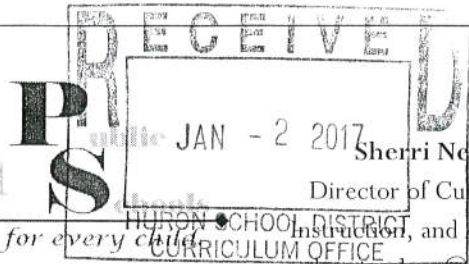
605-353-6995

Kelly.christopherson@k12.sd.us

PO Box 949
Huron, SD 57350
605-353-6992

HURON

Educational excellence for every child



INTENT TO APPLY FOR GRANT FUNDING --- Any person or group applying for grant funds is expected to complete this form prior to submitting any grants or requesting funds that will impact the Huron School District.

Date: 12/29/16 Group Applying: Colleen Jensen/HMS Afterschool Academic Activities Contact Person: Colleen Jensen

Name of Grant/Award: Wal-Mart Community Grant

Name of Funder: Walmart Contact Person: Jodi Kobold-Manager Huron WalMart

Amount to be Requested: \$1000.00 Funder's Submission Due Date: January 15, 2017

Project Focus: Huron Middle School Academic Afterschool Activities : Quiz Bowl

How awarded amount received? Full amount up front Reimbursement

Are any follow up reports required? Yes No If yes, when are they due? June 2017

Is any District funding, resource, or in-kind commitment required now or in the future? Yes No

If yes, please list by dollar amount and/or in-kind service/support. Be specific:

Please note:

- o Each school/individual will be responsible for submitting and following through on the grant application process unless other arrangements have been made.
- o The person or group applying will need to submit the following documentation to the curriculum and business offices:
 - o A copy of the completed grant application.
 - o If and when the grant is awarded, a copy of the award letter.
 - o If any follow-up reports are required, a copy of the report.

A copy of this request with signatures will be returned to the contact person above when the application is reviewed, allowing the application to proceed.

Signature: Michael Taplott : 12/30/16
Building/Department Administrator

Signature: Sherri Nelson 1-3-16
Sherri Nelson, Director of Curriculum, Instruction & Assessment

Signature: Kelly Christopherson 1-3-2017
Kelly Christopherson, Business Manager

Date Presented to School Board: _____



Your success is our business!

November 30, 2016

Board of Directors

Huron School District No. 2-2

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of Huron School District No. 2-2 for the year ended June 30, 2016. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards and, if applicable, *Government Auditing Standards* and the Uniform Guidance, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated July 13, 2016. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Findings

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by Huron School District are described in Note 1 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during 2016. We noted no transactions entered into by Huron School District during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimate affecting the financial statements was:

Management's estimate of the unavailable revenue is based on modified accrual basis of accounting. We evaluated the key factors and assumptions used to develop the unavailable revenue in determining that it is reasonable in relation to the financial statements taken as a whole.

The financial statement disclosures are neutral, consistent, and clear.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to each opinion unit's financial statements taken as a whole.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Mitchell, SD 57301
1820 N Sanborn Blvd.
PO Box 249
(605) 996-7717, fax 996-4091

Chamberlain, SD 57325
316 Sorensen Dr.
(605) 234-6055, fax 234-5417

Huron, SD 57350
239 Wisconsin Ave. SW, Ste 201
PO Box 951
(605) 352-8573, fax 352-8594

Sioux Falls, SD 57108
4804 S Minnesota Ave.
Ste. 225, Ste. 226
(605) 271-1302

Miller, SD 57362
114 E 3rd St.
(605) 853-2130

Management Representations

We have requested certain representations from management that are included in the management representation letter dated November 30, 2016.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to Huron School District's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as Huron School District's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

We applied certain limited procedures to the Management's Discussion and Analysis (MD&A) the Budgetary Comparison Schedules, the Schedule of Funding Progress, the Schedule of the School District's Proportionate Share of the Net Pension Liability (Asset) - South Dakota Retirement System, and the Schedule of the School District Contributions - South Dakota Retirement System which are required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the Schedule of Expenditures of Federal Awards, which accompany the financial statements but are not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

Restriction on Use

This information is intended solely for the information and use of Board of Directors and management of Huron School District No. 2-2 and is not intended to be, and should not be, used by anyone other than these specified parties.

Very truly yours,

ELO Prof. LLC

Let's Talk Propane Autogas— Best Practices in the School Bus Industry



A heritage of looking ahead.

Propane autogas is the fastest growing segment in the school bus industry. School districts, contractors and private fleet owners interested in alternative fuel vehicles have a number of factors to consider when choosing the fuel and bus that's right for them.

Whether the decision to explore alternative fuels is based on a rapid return on investment, community impact, energy security, carbon footprint, safety, serviceability or a combination, fueling with propane autogas¹ is a practical and readily available solution.

The adoption of a domestically produced alternative fuel like propane autogas in a school bus fleet benefits schools and the community — saving taxpayer dollars and reducing harmful emissions in the air.

Industry leaders Blue Bird and ROUSH CleanTech have partnered to offer school buses fueled by propane autogas. These include the Type A Micro Bird and the Type C Vision. The goal of this guide is to deliver information that transportation directors need as they consider adding this fuel system to their bus fleet — before, during and after the purchase.

"With today's tight school budgets, using a transportation fuel like propane autogas that saves taxpayers' money, keeps the environment clean, and keeps jobs within our national borders is a win-win for everyone."

*— William Schofield, Superintendent
Hall County Schools
Gainesville, Georgia*



¹Propane autogas, the commonly used term for vehicles operating on propane, is the same fuel used for home heating.

LET'S TALK: TOTAL COST OF OWN

One of the top concerns in fleet management is total cost of ownership – especially when it comes to investing taxpayer dollars. With propane autogas, the return on investment is usually experienced *within a 2- to 3-year period*, due to fuel and maintenance savings.

Arizona's Mesa Public Schools is saving \$6,500 per Type A school bus per year. *"I'm conservative when I run numbers, and the savings are amazing. We're saving 37.7¢ per mile with propane autogas. Our buses have been reliable and inexpensive to operate,"* says Ron Latko, Director of Transportation.

Fuel Savings



On average, propane autogas costs about 40-50% less than gasoline and 50-60% less than diesel in most markets. Many school districts across the country are experiencing even better results on a per mile basis.

Hall County Schools in Georgia reports \$123,000 in fuel cost savings over a six-month period with their Blue Bird Propane Vision school buses. Missouri's Fort Zumwalt School District pays 60% less to fuel buses with propane autogas than with diesel. And Dallas Schools in Pennsylvania spends \$3 less per gallon for propane autogas compared to diesel. Long-term fueling contracts are common – and recommended. Should any unusual seasonal demand occur, a contract locks in fuel prices.

On top of an already affordable fuel, schools may also benefit from federal and state fuel tax credits. Learn more at the Energy Department's Alternative Fuels & Advanced Vehicles Data Center at afdc.energy.gov/laws.

Savings Calculator



Blue Bird and ROUSH CleanTech provide online savings calculators to determine detailed savings for school bus fleets. By plugging in specific variables, such as average vehicle miles and years of operation, transportation directors can compute estimated fuel and maintenance savings. The interactive online savings calculator and iPad app also includes an emissions calculator and other valuable features.



Visit the iTunes App Store or go to ROUSHcleantech.com to download the free app.

ERSHIP

Maintenance Savings

Due to its clean-burning properties, propane autogas can reduce maintenance costs and wear and tear on the engine and components. In fact, Ford builds the engines with hardened valves and valve seats, allowing the engine to withstand the higher operating temperatures and lower lubricity of gaseous fuels.

Propane autogas engines require less oil by volume than diesel and no additional diesel emission fluids. No extra valve adjustments are needed for maintenance. Service intervals for other fluids, coolants and filters can be 2 or more times longer for propane autogas, saving both time and money.

As an example, an oil change for a Blue Bird Propane Vision uses 7 quarts compared with over 17 quarts for a typical diesel engine.

"Tippecanoe is saving 5-fold on a per mile basis for tune-ups, engine life and other maintenance repair. Plus, we pay 70% less per gallon to fuel our propane autogas buses than our diesel buses. And the performance has been outstanding from the very first day."

*— Kevin Neafie, Director of Transportation
Tippecanoe School Corporation
Lafayette, Indiana*



LET'S TALK:
SAFETY



20x

Propane autogas tanks are
more puncture-resistant
than typical diesel or
gasoline tanks

Nontoxic, non-carcinogenic propane autogas is an approved alternative fuel under the Clean Air Act. The Environmental Protection Agency (EPA) classifies propane autogas as a non-contaminant of air, land and water resources. The natural properties of propane; the stringent safety codes and regulations developed by both the National Fire Protection Association (NFPA) and the propane industry; and the industry's extensive education, training and safety-awareness programs, all make propane autogas a safe and reliable transportation fuel.

By comparison, as little as 1 gallon of spilled gasoline or diesel can quickly contaminate groundwater above drinking water health advisory levels.

Fuel System Safety

Blue Bird strategically mounts the propane autogas fuel tanks between the robust frame rails for added safety. ROUSH CleanTech designs its propane autogas fuel systems to perform safely during both normal operations and in the event of an accident. The fuel systems are fitted with safety devices and shutoff valves that function automatically if a fuel line breaks. Unlike gasoline or diesel, propane autogas is a closed-loop system, meaning the fuel is never exposed to air and won't spill. But if a leak did occur, this gaseous fuel would dissipate in the air, not spill or pool on the ground. In addition, propane autogas has the narrowest flammability range of all alternative fuels.

Constructed of carbon steel and certified by ASME, propane autogas tanks are 20 times more puncture-resistant than diesel fuel tanks. They can also withstand 4 times the pressure. The tank mounting systems are designed at twice the requirement specified by the NFPA to ensure tanks remain securely attached even in a severe collision or rollover.

The tanks feature an overfill prevention device that automatically shuts off the filling process when the tank reaches 80% of its liquid capacity. This allows for changes in fuel volume caused by temperature variations without any release from the tank. The fuel system has 16 mounting points located inside the frame rails. And, because the system is fully integrated and designed in harmony with the gaseous fuels-prepped Ford 6.8-liter V-10 engine, there are no aftermarket parts.

"...the facts are, when you understand its properties and how to properly handle it, propane autogas is safe. For some reason, a lot of people have the perception that it's a volatile fuel when, in fact, it has a very narrow window for flammability."

*— Mark Holloway, Senior Assistant Fire Chief
25-year veteran
West I-10 Fire Department
Houston, Texas*



LET'S TALK: SAFETY

School Bus Safety Standards

Blue Bird school buses operating on propane autogas comply with the same safety standards as their conventionally fueled counterparts.

Blue Bird's propane autogas school buses pass rigorous crash testing, meeting and exceeding FMVSS and CMVSS safety standards. These tests include angled side and rear impact. In 30-minute testing, no leakage or pressure drop occurs. All Blue Bird school buses are engineered to meet the Colorado Rack test specifications in its standard configuration to ensure safety compliance. In addition to independent bus testing, Blue Bird's internal validation department evaluates all design, configurations and product integrity.



"Propane autogas fueled vehicles, if handled and maintained properly, are very safe and offer a lot of benefits to fleet users. Propane autogas tanks are more durable than gasoline or diesel tanks."

*— James Mays Jr., Vice President and Interior Firefighter
Licensed Emergency First Responder
Sheridan Fire Department
Lafayette, New York*



Environmental Responsibility

When compared to conventional diesel, school buses fueled by propane autogas emit less greenhouse gases, reduce total hydrocarbons emissions by more than 80% and virtually eliminate particulate matter. Fewer emissions leaving the tailpipe mean less exposure to potentially harmful particulates.

When Georgia's Hall County Schools switched to propane autogas, local area residents paid attention. Frank Lock, an area resident, says, *"I again found myself being passed by a school bus. I waited to inhale the poisonous odors, but I was very surprised and happy to find there was no odor at all. I knew right away that I was experiencing the less noxious exhaust from a new propane bus."* Hall County operates both special needs and passenger Blue Bird school buses fueled by propane autogas.

Another safety feature is the quieter operation. At idle, Blue Bird propane autogas buses are 11 decibels quieter than diesel. These reduced noise levels allow drivers and passengers to better control the environment inside the bus. During a driver safety competition featuring school buses fueled by propane autogas, drivers noticed the decreased engine sound. Some driver comments were: *"It's real quiet," "I couldn't even tell it was running," "I needed to make sure the bus was on,"* and *"You can hear your kids better in the bus."* William Schofield, Superintendent of Hall County Schools, agrees, *"Our drivers love how quiet the propane buses perform."*

**Propane autogas reduces
total hydrocarbon
emissions by 80%**

LET'S TALK: REFUELEING OPTIONS

As the third most widely used engine fuel behind gasoline and diesel, propane autogas has a national infrastructure in place. Thousands of refueling stations, 56,000 miles of pipeline, an established distribution process and more than 6,000 retail locations makes propane readily available throughout the nation.

Two types of refueling stations are available for school districts: public and private. The choice of how to refuel a school bus depends on each school district's needs.

Public Fueling Stations

Public stations are an effective option for transportation directors when they are located near bus terminals or along school routes. Propane autogas is the only alternative fuel with public stations in every state. To find the locations of existing stations, visit the Energy Department's Alternative Fuels & Advanced Vehicles Data Center at afdc.energy.gov/locator/stations.



The screenshot shows the 'Alternative Fuels Data Center' website. At the top, there is a navigation bar with 'ENERGY' and 'Energy Efficiency & Renewable Energy' logos. Below that, the 'Alternative Fuels Data Center' title is displayed. A search bar is present with a 'SEARCH' button. The main content area features the 'Alternative Fueling Station Locator' section. It includes a search form with a 'Go' button and a dropdown menu for fuel types, currently set to 'Liquefied Petroleum Gas (LPG)'. Below the search form, it displays '2,736 propane stations in the United States' and 'Excluding private stations'. To the right of the search form is a map of the United States with numerous purple dots representing station locations. At the bottom of the screenshot, there are links for 'Go to mobile version', 'Download iPhone app', 'Data Download', and 'Developer Tools'.



"Propane infrastructure has a low cost, resulting in a quick and easy return on investment to school districts. Our approach to providing infrastructure support to our autogas customers is two-pronged: installing dispensers at customer locations and installing filling stations to serve customers who need 24/7 refueling capabilities outside their own business locations."

**— Warren Patterson, Vice President of Sales
AmeriGas**

"At a time when school districts are challenged to cut their budgets, we're able to not only offer a fuel that costs significantly less, but in most cases will eliminate fuel cost volatility through a number of different pricing options."

*— Nathan Ediger, Director of Autogas
Ferrellgas*



Private On-Site Fueling Stations

Most transportation directors choose to install on-site refueling infrastructure. Installing a propane autogas station costs less than any other fueling station, including gasoline and diesel. Many times, your local propane provider will install a fueling station onsite at no charge with a long-term propane contract. Because of its EPA classification as a non-contaminant, propane autogas infrastructure has fewer compliance requirements than conventional fuels — so no costly EPA monitoring is involved.

The most popular on-site refueling option is a skid-mounted station. This easily installed aboveground infrastructure takes up little space and can be relocated or removed if needed. It includes an aboveground propane tank, dispenser, pump, piping and control panel mounted on a concrete or steel frame to create a portable unit. Depending on the type and size of the refueling station, installation can be completed in a short timeframe and with minimal changes to the site.

Permanent underground storage tanks provide another option. These stations feature spill-proof pumps that ensure the safe transfer of the fuel.

The cost to upgrade an established refueling facility is minimal. Fuel providers will usually assist with hardware costs, permitting and installation. They can help determine necessary permitting and compliance with local regulations, too.

"The new propane autogas technology cuts our fueling time in half compared to the previous generation of this fuel," says Juan Mejias, Fleet Manager of Alvin Independent School District in Texas. "Plus, our recent facility upgrade was fast and cost-effective."

Speed of Fueling

Drivers will find the speed and ease of fueling Blue Bird propane autogas buses comparable to that of gasoline or diesel. On average, a school bus fuels at 8 gallons per minute.

LET'S TALK: MAXIMIZING EFFICIENCY

The miles per gallon of a propane autogas bus are generally less than a diesel bus. However, mileage can vary depending on driver operation. With its increased torque and horsepower, a Blue Bird propane autogas bus can obtain higher miles per gallon with conservative driving. Below are behavioral modifications to reduce fuel consumption when operating a propane autogas school bus:

Minimize Warm-Up Time

Unlike diesel engines, the propane autogas engine and Ford transmission are ready for immediate use after start-up. The best and most efficient way to warm up the powertrain is by driving, not idling. If needed, a short warm-up for the heating or air conditioning system is fine.

Limit Use of High Idle

The stationary elevated idle control (SEIC) is intended for use with high-power accessories, such as a wheelchair ramp, or for short periods when additional air conditioning is required. Continuously using the SEIC will waste fuel.

Reduce Use of Full-Throttle

The propane autogas engine is not turbocharged, so there is no turbo lag. The practice of pushing the pedal fully for all accelerations and then lifting the pedal as the vehicle speeds up, is unnecessary, as it wastes fuel. The school bus is most efficient and smooth when driven like a car, where the throttle is increased until a desired acceleration is achieved, then held constant at a preferred speed. Use full throttle only when requiring maximum acceleration, such as highway merging.

"These propane autogas buses have surpassed our expectations, and we plan to keep coming back for more until we are 100-percent propane powered."

*— Ron Latko, Director of Transportation
Mesa Public Schools
Mesa, Arizona*



ENCY

Mesa Public Schools has
logged savings of

37¢

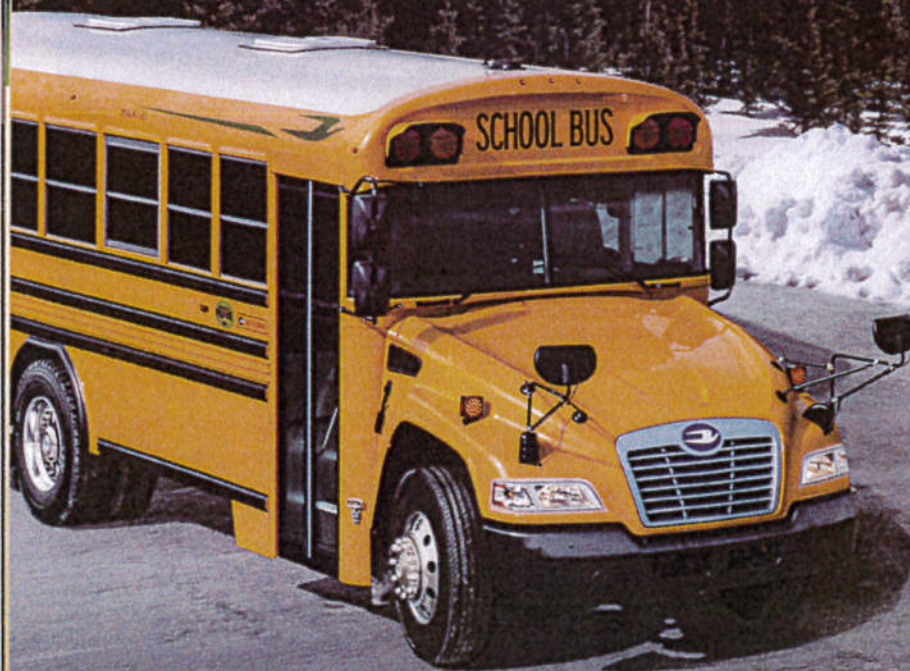
per mile
with propane autogas



LET'S TALK:
CLIMATE PERFORMANCE

Blue Bird Propane Buses
start up in temperatures
as low as

-40°F



NCE

"During zero-degree days, our Blue Bird Propane-Powered Visions started and performed to their peak."

***— David Anderson, Director of Transportation and Fleet Service
Adams 12 Five Star Schools
Thornton, Colorado***



Cold weather is not an operational barrier to the use of propane autogas. With the ROUSH CleanTech fuel system, the propane remains in a liquid state until it gets to the cylinder, which has alleviated cold start issues associated with vapor technology propane systems of the past. In fact, the fuel system provides for unaided cold weather starts to -40° F.

Testimonials from the field demonstrate that in cold weather, buses fueled by propane autogas start and operate even better than their diesel-fueled counterparts, where the fuel may gel at extremely cold temperatures.

Tom Ganley, Regional Director of Maintenance for Student Transportation of America (STA), says the company has experienced great success operating a fleet of Blue Bird propane autogas buses in Chaska, Minnesota. *"I don't need to tell you that it gets cold here,"* Ganley says. *"It was STA's original cold-weather testbed for our propane autogas fleet, and provided us with a great source of confidence and credibility for our green fleet initiatives."*

STA parks the buses outside during the winter months without plugging in the engines. The buses have started and performed well even in record cold temperatures. According to Ganley, even the heaters in these buses respond quickly and produce warm air faster than their conventionally fueled buses.



LET'S TALK: THE PURCHASE

Blue Bird buses offer proven original equipment manufacturer performance to school districts across the country.

Manufactured on a purpose-built Blue Bird chassis, the Propane Vision school bus runs on the Ford 6.8-liter V10 engine. The Ford 6R140 automatic transmission delivers 362 horsepower and 457-lb-ft of torque.

This bus offers a seating capacity of up to 78. Available in two fuel tank sizes, the standard fuel tank holds 70 gallons, and the 100-gallon extended range tank boasts the industry's largest propane autogas fuel tank.

The Blue Bird Propane-Powered Vision features a ROUSH CleanTech liquid propane autogas fuel system, which consists of the fuel tank, fuel rail and lines, evaporative canister and calibration of the powertrain control system. The fuel system and powertrain offers best-in-class serviceability and broader optional equipment choices than previous generations of the 2 school buses.

The Micro Bird G5 bus uses Ford's E-450 cutaway with a 6.8-liter V10 engine. The bus comes with a 48-gallon tank and seating capacity for up to 30 passengers. This bus is also equipped with the ROUSH CleanTech liquid propane autogas fuel system.



Both the EPA and the California Air Resources Board have certified all Blue Bird propane autogas school buses.



"We knew that the Vision is the best bus out there. And with the expertise and support from Blue Bird and ROUSH CleanTech, it was easy to make the decision to fuel with propane autogas for our customers."

*— Leslie Sheldon, Operations Manager
All-Star Transportation
Waterbury, Connecticut*



Sales Support

With each purchase, customers receive comprehensive support from technology experts at Blue Bird, ROUSH CleanTech and their local Blue Bird dealer. Blue Bird's extensive network includes 47 dealers, with over 200 service locations throughout North America.

Blue Bird's dealers and ROUSH CleanTech's regional propane autogas experts work together with transportation directors to help evaluate costs and options. For instance, analyzing bus routes based on distances can determine necessary fuel tank sizes and range requirements. Researching available state and federal tax incentives can uncover possible funding opportunities.

Connecticut's All-Star Transportation has continuously followed alternative fuels and closely monitored changes in the industry for the past 35 years. When they considered propane autogas, *"the Blue Bird and ROUSH CleanTech teams were a wealth of information, and addressed all our concerns quickly,"* says Leslie Sheldon, All-Star's Operations Manager.

Blue Bird dealers offer school districts the use of demo propane autogas buses in order to experience the benefits first-hand.



To attend a Propane Ride and Drive event in your area, or to request a test-drive, visit bluebirdpropaneroadtour.com today.



LET'S TALK: SERVICE AND WARRANTY

Owning and operating alternatively fueled buses shouldn't mean compromising factory warranty coverage or serviceability.

Educational Preparation

Educational preparation is also available for a contractor's or school district's entire transportation team. Blue Bird and ROUSH CleanTech provide in-person and web-based training on dozens of topics including components of the fuel system, refueling, operation, maximizing efficiency while driving and more.

Coverage

Each propane autogas school bus comes with 5-year / 100,000-mile Ford powertrain and ROUSH CleanTech fuel system coverage. Blue Bird and ROUSH CleanTech's support programs include issue resolution processes, technical assistance and claims processing to ensure claims are handled efficiently.

Blue Bird's service engineers work directly with school districts' technical experts to provide quick solutions and expert advice. Blue Bird's field service representatives average 25 years of serving customers.

Nationwide Service Network

With an extensive nationwide service network and comprehensive service-training programs, operational support is available online, in person and by phone. Blue Bird and ROUSH CleanTech's field service and operations team provides training and education for all customers, service technicians and drivers.

The team reviews maintenance practices and service requirements with each school district's service provider. The ROUSH CleanTech technical service hotline connects directly with a field service engineer who can discuss each step toward a diagnosis and work to get the bus back on the road. Interactive web-based training is also available, along with online resources including the service and diagnostic manual, technical information videos and coverage information. Blue Bird and ROUSH CleanTech also archive webinars online to allow districts to view and share information about propane autogas.

Blue Bird's dealers and ROUSH CleanTech's sales and engineering teams are accessible before, during — and most importantly — after the sale.



Find a Blue Bird dealer or service center
in your area with our interactive map.

Visit blue-bird.com/find-a-dealer today.



"The transition has been easy and transparent. Our fuel team was trained on the characteristics of propane autogas and how to safely refuel."

*— Jeff Schwepker, Director of Transportation
Fort Zumwalt School District
O'Fallon, Missouri*



Bus Maintenance

With 3 parts carbon and 8 parts hydrogen, propane is a clean-burning, low carbon fuel. And less carbon means less engine buildup and less wear and tear. According to Equipment World magazine (September 1, 2013), "Soot is carbon and there's much less carbon in propane fuels. Your oil will stay much cleaner much longer burning propane."

Maintenance on buses fueled by propane autogas is similar to conventionally fueled engines, with no additional requirements except for an inexpensive fuel filter replacement every 50,000 miles.

All Blue Bird propane autogas school buses can be serviced using standard Blue Bird and Ford diagnostics equipment.





Propane Autogas is the Future

Blue Bird introduced the first OEM propane autogas school bus in 2007. However, propane autogas has fueled vehicles across the globe for more than a century. It is the leading — and fastest growing — alternative fuel in the United States and the third most commonly used vehicle fuel, following gasoline and diesel. Worldwide, more than 21 million vehicles operate on propane autogas. Adoption of propane autogas is expanding across the nation and will continue to grow due to the economical, clean-burning and domestic properties of this versatile fuel.

More than 90% of United States propane supplies are produced domestically, with an additional 7% from Canada. United States propane production has grown so much that 3 billion gallons were exported in 2012, despite concerns with national energy security. This trend, coupled with economic projections of the increasing costs for diesel and gasoline, makes propane autogas a domestic fuel option that cannot be overlooked. For example, in 2013 gasoline averaged \$3.70 per gallon, diesel cost \$4.05, and propane autogas was \$1.80 — and that's before any federal tax credits for alternative fuel usage.

What started more than 100 years ago is now here to stay, particularly in school transportation. Many school districts across North America have tried and tested the benefits of propane autogas and are coming back to Blue Bird for more!

For more information, contact:




Blue Bird
800.486.7122
blue-bird.com



ROUSH CleanTech
800.59.ROUSH
ROUSHcleantech.com



 blue-bird.com

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Blue Bird Vision Gen 4 Propane Bus:
**SETTING THE PACE
FOR PROPANE**



Built to take on tomorrow.



Blue Bird Vision Gen 4 Propane Bus

DRIVING PROPANE FORWARD

With the newest generation propane bus, Blue Bird and our proven partners are continuing to advance propane bus technology - to stay ahead of future environmental emissions standards and fuel economy needs.

While the competition is still on their "Gen 1," the Blue Bird Vision Gen 4 Propane bus just keeps getting better in all these important ways:

Clearly the best emissions control

With virtually zero emissions, the new Blue Bird Vision Propane leads the industry in controlling emissions, thanks to our exclusive partnership with Ford and ROUSH CleanTech. Ford recently updated their control system, improving emissions performance for the 6.8 L V10 spark-ignited engine in the Vision Gen 4 Propane bus.

To reduce CO2 greenhouse gas emissions, engine speed is maintained at a max 4,000 rpm. Peak torque occurs well below this speed, while running the engine above 4,000 rpm produces significantly more CO2. This engine achieves equal torque and maintains performance metrics as it reduces harmful CO2 emissions.

“ Each of our Blue Bird Vision Propane school buses displace 40,000 gallons of diesel and emit 150,000 fewer pounds of carbon dioxide over their lifetime. We are providing clean student transportation while saving taxpayers money so we can put it back in the classroom where it counts most. ”

Pat Mitchell, Director of Transportation
– Mobile County Public Schools - Mobile, AL



Best fuel economy

In addition to Ford's control system update, the transmission shift schedule on the Blue Bird Vision Propane has been modified to optimize the new engine speed. The result: improved fuel economy.

With the new shift schedules, ROUSH CleanTech has modified the EconoShift and PowerShift calibrations. The Gen 4 Vision engine is already more efficient than the previous version, so the difference between EconoShift and PowerShift is less noticeable.

However, EconoShift further optimizes the shift schedule for even better fuel economy. Other fuel-saving improvements include:

- FEAD changes idle from 760 rpm to 680-700 rpm
- A new option: extended idle shut down after 5 minutes

The Ford powertrain also weighs up to 130 lbs. less than the competition, delivering a strong weight advantage for greater fuel efficiency.

The Blue Bird Vision Gen 4 Propane bus meets and **EXCEEDS** Federal emission standards, **ACHIEVING VIRTUALLY ZERO EMISSIONS.**

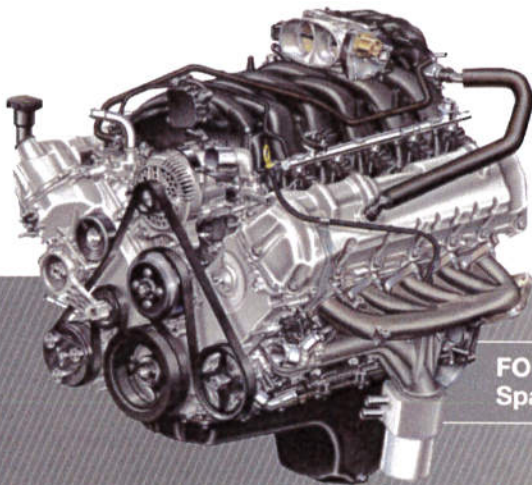
Proven powertrain with the best warranty

One of the biggest advantages of our propane bus is Blue Bird's exclusive access to a major OEM's high-volume production lineup of engines and transmissions. Blue Bird partners with Ford to give Vision buses the same rugged powertrain used by Ford Commercial Duty Trucks – optimized by ROUSH CleanTech for our bus application.

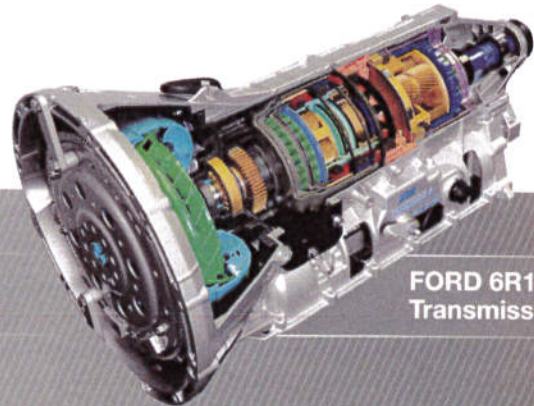
The result of this exclusive partnership is a commercial-duty bus powertrain that's robust, reliable – and takes advantage of a strong existing partnership between Ford and ROUSH CleanTech.

The Vision Gen 4 Propane's **Ford 6.8L V10 spark-ignited engine** has a long history of success. For over two decades, Ford has used modular engines, including the 6.8L, and they have proven their durability and reliability in the commercial truck market year after year. It's no wonder that this Vision Propane engine comes with a **5-year, unlimited-mile warranty** on the engine, transmission and entire fuel system.

The **Ford 6R140 transmission** is a 6-speed automatic with strong competitive advantages, including higher shift speeds, lower weight, and an all new Torque Converter with low speed lock-up capability down to 900 rpm. This converter avoids slippage and allows the engine to run smoothly and efficiently at any rpm.



**FORD 6.8L V10
Spark-ignited Engine**



**FORD 6R140
Transmission**

Proven powertrain that **meets stringent Federal and State emission standards** - plus Ford is well positioned to meet all future fuel economy and emission targets.

New Torque Converter with low speed lock-up capability.

Easy start-up and quiet engine operation

Another exclusive: ROUSH CleanTech **Front End Accessory Drive (FEAD)** includes belts for multiple A/C compressors, alternator & power steering pump. (Air brake compressor & additional AC compressor are optional.)

Tank capacity: Standard (usable) 67-gallon, optional 93-gallon and 47-gallon

“ Our propane buses are easy to maintain, create less pollution, increase financial savings and operate on a local fuel. Due to our positive experience, we plan to replace two diesel buses per year with Blue Bird propane models. ”

Barry Bryan, Director of Transportation – Bradford Area School District, Bradford, PA

In recent research*, **transportation directors, service managers and contractors** revealed the **3 most important attributes** they look for when choosing a Type C bus:

- Safety
- Quality, reliability & durability
- Operating costs

#1



BLUE BIRD RANKED #1 IN ALL 3 CATEGORIES.

You'll find all these attributes in the new GEN 4 VISION PROPANE BUS.

KEY GENERATION 4 ENHANCEMENTS

Always out to move the needle, Blue Bird has improved its Vision Propane bus in all these ways:

Better Serviceability:

- **The sending unit** was moved from outboard to inboard at the top of the tank, with an access panel in the bus floor for easy access.
- **Pre-injector filters** have a finer filter, so two filters go to one - located outside of the fuel tank, making it easier to replace or service.
- **Fuel lines** utilize an o-ring boss thread which does not require any special tools for service.
- **New optional Euro-style fill connector** is a quick adaptor connector that is more ergonomic, easier to use and better sealed – with no face shield or gloves needed.

Higher Fuel Level Reading Accuracy:

- **The new fuel level sender** improves gauge accuracy and is now accessible through the floor, providing easier service access.
- **The 80% overfill protection device** was moved to the top center inside the tank, ensuring a more complete fill.
- **SRM** is updated to improve fuel level accuracy.

Higher System Reliability:

- **Gen 4 dual fuel pumps** are infinity variable speed and adjust output based on engine need to extend the life of the pump.
- **The fuel rail pressure control module** is lighter, smaller, and now relocated to the fuel tank assisting in faster start times.
- **Fuel rails** are thinner to improve start times by up to 50%.
- **One Touch Integrated Starting System (OTIS)** performs system checks to assure proper fuel pressure is in place prior to starting the engine.

The best safety comes standard

Blue Bird is always going above and beyond when it comes to safety.

- Only Blue Bird makes these crucial safety tests standard for all Vision buses to pass:
 - **Colorado Rack and Load Test** that simulates a rollover crash to ensure structural integrity and working emergency exits.
 - **Kentucky Pole Test** simulating the striking of a utility pole that causes the roof to bend into the passenger compartment without body panel separation.
- **Superior driver visibility** is unique to the Blue Bird Vision bus - and the origin of its name.
- **Best-in-class turning radius** enhances maneuverability to reduce backing, provide more versatile routing, and reduce accidents.

No wonder Blue Bird's Vision Propane is ranked #1 in Safety* over the competition.

The best in total cost of ownership

With its simplified emissions system, proven performance and simple service strategy, the Blue Bird Vision Gen 4 Propane bus delivers lower cost training and maintenance.

- **Less training** with technical staff trained on just one platform (across propane, gasoline and CNG)
- **Ease of maintenance** resulting in lower maintenance costs
- **No costly diesel** after-treatment system
- **Fuel savings** of up to \$2,500/year (includes Fed Rebate)
- **Longer lifespan** — cleaner parts, engine and fuel system

IT ALL COMES DOWN TO THIS:


Blue Bird offers you **4th generation propane** technology that's keeping pace with environmental and fuel economy needs. The competition is just getting started.

Our Vision Gen 4 Propane bus comes with the Blue Bird commitment to passenger safety, durability, service and support – including our dedicated team of Field Service Engineers focused exclusively on school bus operations.

The extensive Blue Bird/Ford service network throughout the US and Canada assures quick turnaround on service. ROUSH CleanTech provides ongoing support through

on-site or web-based technician training. The company also makes emissions and cost-savings data available to our customers.

Talk to your Blue Bird Dealer today about expanding your fleet with the proven propane bus that continues to set the standard: **the Blue Bird Vision Gen 4 Propane bus.**



Blue Bird[®], Ford[®] and ROUSH[®] CleanTech have come together to deliver a proven powertrain that's optimized for the school bus industry – and available exclusively from Blue Bird.

“ I found that the return on investment for propane looked like a much more viable option than compressed natural gas. The drivers absolutely love them and prefer to drive them. The buses perform well, are quieter for the drivers so they can actually hear the children, don't smell because of the diesel exhaust, and handle well. ”

Anthony Jackson, Director of Transportation
– Bibb County School District - Macon, GA

SPECIFICATIONS

| | |
|-----------------|--|
| CAPACITY | Multiple floor plans available with passenger seating up to 78 |
| EXTERIOR WIDTH | 96" |
| INTERIOR WIDTH | 90 3/4" |
| AISLE WIDTH | Varies by floor plan |
| SKIRT LENGTH | 16 1/4", 19 3/4", 25 3/4" |
| INTERIOR HEIGHT | 77" |
| OVERALL HEIGHT | 121" - 128" |
| WHEELBASE | 169"/189"/217"/238"/252"/273"/280" |
| OVERHANG | 45" front overhang with standard steel bumper. Rear overhang varies by body length/wheelbase |
| FUEL TANK | Standard (usable) 67-gallon, optional 93-gallon located between frame rails in rear overhang, 47-gallon for 169" wheelbase |
| ENTRANCE DOOR | 27" wide x 78" high/double electric outward opening |
| REAR DOOR | 37" wide x 52" high |
| TRANSMISSION | Ford® 6R140 - 6 speed automatic |

| | |
|------------|--|
| ENGINE | Ford® 6.8L V10 with ROUSH CleanTech Liquid Propane Autogas Fuel System, 320 hp |
| TIRE SIZE | 11R22.5 (G) all-position radials |
| ALTERNATOR | 240, 270, and 320 amps with 12 volts |
| BRAKES | 4-wheel hydraulic disc brakes with 4-channel antilock brake system; Air drum and air disc brakes available |
| SUSPENSION | Soft ride front leaf spring suspension (Rating varies by capacity); Two-stage steel leaf rear spring suspension system (rating varies by capacity); Air suspension available |
| STEERING | Tilting & telescoping steering column |
| FRONT AXLE | Front axle (rating varies by capacity) |
| REAR AXLE | Rear axle with hypoid, single reduction gears with broad range of ratios available to optimize powertrain performance (rating varies by capacity) |
| WHEEL CUT | 50° |
| GVWR | Up to 33,000 lb. |

For more information, contact your local Blue Bird Dealer.

www.blue-bird.com/find-a-dealer



BLUE BIRD
®



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My thoughts, as the Transportation Department Team Leader, in respect to looking at going to a propane autogas bus or buses for the next additions to our fleet.

After many hours of reading through data results and the experiences of transportation directors, fleet mechanics, heavy truck fleet owners, and district superintendents that have all participated in a case study or trial program done by several different entities, including the U.S. Department of Energy, several school districts throughout the United States, the National Association of State Energy Officials (NASEO), and the Propane Education & Research Council I have come to the conclusion that is best summed up with the following quotes from a school board chair person and a vehicle maintenance manager. "The positive impact on cost savings, morale of both drivers and students, the benefit realized from the safety standpoints are major pluses in our purchase." "Propane has been a good decision for the district and the public, because of the benefits of reduced emissions, lower fuel cost, and lower maintenance costs, saving our taxpayers money."

All of the case study school districts indicated that they chose propane for financial reasons. These fleets saved between \$400 and \$3,000 per bus per year. The largest savings is from the much lower maintenance costs of propane autogas buses compared to the diesel buses. Propane buses use 20% less oil than diesel buses, and can go for more miles between oil changes. They do not need any diesel exhaust fluid (DEF). They do not require being regenerated which saves on driver or mechanic hours, miles put on the bus, and the fuel used in the process of regeneration. Diesel engines use 2 fuel filters, whereas the propane engines use only 1 fuel filter. There wouldn't be the issue of dealing with the emissions systems that has required us to take several of our diesel buses to Premiere Equipment for very expensive service on these systems. A quote from Master Truck Technician Alan Fidler, America's Best Service Technician in 2011 and 2012 about his experience servicing buses equipped with Roush CleanTech propane autogas systems, "It's been much easier than working with diesel because of all the emission controls on new diesel engines which seem to have a lot of problems." A second veteran master technician said, "Propane autogas buses have been the simplest and most cost effective to work on, especially when compared to diesel. One more cost saving factor that I observed in my research was the fact that the front tires on the propane autogas buses were lasting longer than they were on the diesel buses due to difference in weight between the diesel and propane buses. This is another savings, though it would not be seen immediately, that our District could benefit from.

With propane there is no need to change fuel types in the winter months, eliminating having to put the more expensive diesel #1 in our buses for a minimum of 3 months out of the year. In fact, the case studies show that the propane buses ran flawlessly in locations such as Minnesota, Colorado, Indiana, Oregon, Massachusetts, and Texas, during winter cold and summer heat. 90% of the propane supply comes from the United States, which allows for a lot less fluctuation in propane prices compared to diesel prices. On average propane has been 40% to 50% less expensive than diesel fuel for more than 30 years. Plus this fuel supply is not dependant on the importation of product from other countries. We do have the availability to fuel propane autogas right here in Huron. The autogas pump is available to our District for fueling 24 / 7. The buses in the U.S. Department of Energy case study witnessed a fairly

consistent fuel economy of 6.7 miles per DGE to 7.3 miles per DGE. This is the equivalent measurement to miles per gallon for a diesel powered vehicle. The figures that I have from a school district in Iowa showed that their two propane buses were getting 3.5 and 4.26 miles per DGE. From July 1, 2016 through December 13, 2016 our diesel route buses have averaged 6.96 mpg, with an average cost of \$2.97 per gallon.

One of the safety benefits that I see of the propane autogas bus, in particular the Blue Bird Vision because this is what I have seen demonstrated, is the fool proof fueling on these buses. There are no spills causing the District to pay for fuel that is going on the ground and not into the fuel tank of the bus. Fueling is cleaner for the driver and makes it impossible for a driver to put fuel into the wrong tank, such as diesel into the DEF tank, which can cause expensive repairs. It is impossible for a driver to over-fill the tank due to built in safety features of the propane system in the bus as well as the design and features of the pump at the autogas fueling station. Erase from your mind the visions you have of refilling your gas grill propane tank. Fueling a propane autogas bus is not like that at all.

These propane autogas buses have a fuel tank that is 20 times more puncture-resistant than a gas or diesel tank. The propane fuel tanks are also designed with safety valves that will release pressure from the tanks keeping them at a safe pressure level in case of exposure to excessive heat such as from a fire in a traffic crash.

There are also direct benefits to our students, drivers, and mechanic with propane autogas buses over the diesel powered buses. The propane buses are much quieter while running which will allow our drivers to better hear what is going on in the bus as well as lesson the exposure of our young students to the noise of a diesel engine. And of course there is the well known fact that the propane buses do not emit the poisonous gases that diesels do. This could be a huge health benefit to those students that suffer from any type of respiratory issues. Not only are these benefits to those students riding the bus, but also those that are near the buses when they are loading and unloading at transfer or at the schools. Plus Jared and the drivers would be exposed to fewer harmful pollutant emissions while the buses are running in the shop area.

I believe that propane is, in the long run, a more cost effective, safer, quieter, environmentally friendly, and an easier to maintain way for the Huron School District to provide transportation to our students.

Respectfully,

Kathie Bostrom, Team Leader

Huron School District

Transportation Department

Calendar Committee

Buchanan Kndg/1st Grade Center

- Megan Smith – Teacher Representative
- Jen Bragg – Parent Representative

Madison 2nd/3rd Grade Center

- Kathy Curr – Teacher Representative
- Trisha Jons – Parent Representative

Washington 4th/5th Grade Center

- Beth Foss - Principal
- Michelle Azar – Teacher Representative
- Mary Liz Stotz – Parent Representative

Huron Middle School

- Mike Taplett - Principal
- Rodney Mittelstedt – Teacher Representative
- Sarah Rubish – Parent Representative
- Cassie Valer – Student Council Representative

Huron High School

- Mike Radke - Principal
- Marianne Trandall – Teacher Representative
- Karen Wehde – Parent Representative

Cabinet Members

- Kari Hinker
- Sherri Nelson
- Lori Wehlander

Student Body School Board Rep

- Jasmine Snow

Huron Parks & Recreation

- LaRon Klock

Activities Director

- Terry Rotert

Splash Central

- Kileey Griebel - Manager
- Rebecca Freeman – Board Member

Superintendent

- Terry Nebelsick

Huron School District Academic Calendar 2017-2018 School Year

(PTC / ER dates subject to change)

School Board Approved 00/00/2017

| AUGUST 2017 | | | | | | |
|-------------|--------|------|------|-------|-----|-----|
| SUN | MON | TUES | WED | THUR | FRI | SAT |
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | +21++ | +22 | +23⊙ | +24⊙⊙ | +25 | 26 |
| 27 | ++28** | ▲29▲ | ▲30 | ▲31 | | |

+ NEW tch workdays ++New tch lunch/sub in-service ▲Teach In-serv ▲▲ All Staff Lunch
 ▲ Elem Open House (K-1 4:30-5:30)(2-3 5:30-6:30)(4-5 6:30-7:30)
 **MS Welcome Back 5:00,6:00,7:00pm ⊙ 9th Orient 8pm ⊙⊙ Fr Day 8am

| SEPTEMBER 2017 (19) | | | | | | |
|---------------------|------|------|-----|------|-----|-----|
| SUN | MON | TUES | WED | THUR | FRI | SAT |
| | | | | | +1 | 2 |
| 3 | +4 | ⊙5✓ | 6✓ | 7✓ | 8✓ | 9 |
| 10 | κ11⊙ | 12 | 13+ | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29+ | 30 |

◆ State Fair / Labor Day
 ⊙ 1st Day of School ✓ Kindergarten Screen κ Kindergarten 1st Day
 ⊙ HS Open House 6:40pm + Early release (Sept 29 is Homecoming Parade)

| OCTOBER 2017 (21 = 40) | | | | | | |
|------------------------|-----|------|-----|------|-----|-----|
| SUN | MON | TUES | WED | THUR | FRI | SAT |
| 1 | 2× | 3 | 4+ | 5 | 6 | 7 |
| 8 | +9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

◆ Native American Day + Early release × HS PT Conf (5:30-8:45 p.m.)

| NOVEMBER 2017 (19 = 59) | | | | | | |
|-------------------------|------|-------|-----|------|-----|-----|
| SUN | MON | TUES | WED | THUR | FRI | SAT |
| | | | 1+ | 2 | 3 | 4 |
| 5 | 6** | 7**⊙⊙ | 8 | 9* | 10 | +11 |
| 12 | 13⊙⊙ | 14⊙ | 15 | 16⊙ | 17 | 18 |
| 19 | 20* | 21 | +22 | +23 | +24 | 25 |
| 26 | 27 | 28 | 29 | 30 | | |

+ Early release + Vet Day (Sat) *K-1 PT Conf (3:30-6:45) **2-3 PT Conf (3:30-6:45)
 ⊙ 4-5 PT Conf (3:30-6:45) ⊙⊙ MS PT Conf (5:30 to 8:45) ◆◆ Holiday Break

| DECEMBER 2017 (16 = 75) | | | | | | |
|-------------------------|-----|------|-----|------|-----|-----|
| SUN | MON | TUES | WED | THUR | FRI | SAT |
| | | | | | 1 | 2 |
| 3 | 4 | 5× | 6+ | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | +25 | +26 | +27 | +28 | +29 | 30 |
| 31 | | | | | | |

+ Early release × HS PT Conf (5:30-8:45 p.m.) ◆ Holiday Break

ELEMENTARY/MIDDLE SCHOOL/HIGH SCHOOL

Quarter will end on date set at grade level.

End of 1st Semester -January 19 (88 days)
 End of 2nd Semester - May 25 (86 days)

GRADUATION Sunday, May 27, 2018 2:00 p.m., Huron Arena

- 174 Student Contact Days
- 2 Conference Days
- 4 Teacher In-Service Days
- .5 Teacher Check-out (1/2 day)
- 180.5 Total Teacher Days

| JANUARY 2018 (13 = 88) (8 = 8 = 96) | | | | | | |
|-------------------------------------|-----|------|-----|------|-----|------|
| SUN | MON | TUES | WED | THUR | FRI | SAT |
| | +1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10+ | 11 | 12 | 13 |
| 14 | +15 | 16 | 17 | 18 | 19 | ++20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29× | 30 | 31 | | | |

+ Early release ◆◆ Cr Recovery Day ◆ New Years Day Holiday
 × High School Registration Open House 5:30 – 8:45 ◆ Martin Luther King Holiday

| FEBRUARY 2018 (19 = 27 = 115) | | | | | | |
|-------------------------------|-----|------|-----|------|-----|-----|
| SUN | MON | TUES | WED | THUR | FRI | SAT |
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7+ | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19+ | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | | | |

† Early release ◆ Presidents' Day

| MARCH 2018 (20 = 47 = 135) | | | | | | |
|----------------------------|-----|------|-----|------|-----|-----|
| SUN | MON | TUES | WED | THUR | FRI | SAT |
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7+ | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | +16 | 17 |
| 18 | 19 | 20 | 21 | 22⊙⊙ | 23 | 24 |
| 25 | 26 | 27⊙× | 28 | 29 | +30 | 31 |

† Early release ⊙ 4-5 PT Conf (3:30-6:45) × HS PT Conf (5:30 – 8:45)
 ⊙⊙ MS PT Conf (5:30 – 8:45) ◆ Holiday Break ◆◆ Spring Break

| APRIL 2018 (20 = 67 = 155) | | | | | | |
|----------------------------|-----|------|-----|------|-----|-----|
| SUN | MON | TUES | WED | THUR | FRI | SAT |
| 1 | +2 | ⊙3⊙⊙ | 4+ | 5* | 6 | 7 |
| 8 | 9* | 10** | 11 | 12 | 13 | 14 |
| 15 | 16 | 17** | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | | | | | |

⊙⊙ MS PT Conf (4-7:15) ⊙ 4-5 PT Conf (3:30-6:45) + Early release
 * K-1 PT Conf (3:30-6:45) ** 2-3 PT Conf (3:30-6:45) ◆ Vacation

| MAY 2018 (19 = 86 = 174) | | | | | | |
|--------------------------|------------------|------|-----------------|------|-----|-----|
| SUN | MON | TUES | WED | THUR | FRI | SAT |
| | | 1 | 2+ | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 ^{AB} | 22⊙ | 23 ^B | 24 | 25⊙ | 26 |
| 27** | +28 | 29⊙ | 30 | 31 | | |

⊙ Last day of classes ⊙ Teacher Checkout ◆ Memorial Day + Early release
^{AB} Athletic Awards Program May 21st 7:00 pm HHS Auditorium
^B Baccalaureate May 23rd 8:00 pm Huron Arena
 ⊙ 8th grade promotion May 22nd 7:00 pm HHS Auditorium
 ◆◆ Graduation May 27th 2:00 pm Huron Arena

Staff Development) Early Release Days

Sep 13 Oct 4 Nov 1 Dec 6
 Jan 10 Feb 7 Mar 7 Apr 4 May 2
 (Sep 29, May 25 also Early Release)

MAKE-UP DAYS FOR SNOW

May 29, 30, 31, June 1, 4, 5, 6, 7, 8

CONFERENCES: (All to be determined by principals after calendar approved)

K & 1st Gr Center: Nov 9, Nov 20, Apr 5, Apr 9
 2nd & 3rd Gr Center: Nov 6, Nov 7, Apr 10, Apr 17
 4th & 5th Gr Center: Nov 14, Nov 16, Mar 27, Apr 3
 Middle School: Nov 7, Nov 13, Mar 22, Apr 3
 High School: Oct 2, Dec 5, Mar 27. (Jan 29 Registration Night)



ASBSD Legislative Action Network (LAN) Member appointment

Overview:

The ASBSD Legislative Action Network is designed to activate designated members of local school boards to represent the positions of the Association and their local board and communicate those positions to legislators that represent their district at the state level.

Every school board appoints a board member as its ASBSD Legislative Action Network (LAN) member to attend to legislative issues. LAN members and ASBSD are the link between state legislators and their local school district. Designated LAN members will periodically be contacted by ASBSD asking them to contact their legislator(s).

Appointed member:

School District Name: _____

LAN Member Name: _____

Telephone Number: _____

E-mail address: _____

Please complete the form and return your appointment information to Tyler via email to tpickner@asbsd.org, fax to 605-773-2501 or mail to 306 E Capitol Ave., Pierre, SD 57501.

GOVERNING BOARD ANNUAL REVIEW QUESTIONNAIRE

Tax-advantaged Bond Post-Issuance Compliance-General

1) Do we have written procedures or guidelines to ensure that the governmental bond financing in which we either as issuer or user of the proceeds remains in compliance with federal tax requirements after the bonds are issued?

Yes No

2) Do we track the proper and timely use of bond proceeds and bond-financed property?

Yes No

If the answer is No, briefly describe who tracks bond proceeds and the bond financed property.

| |
|--|
| |
| |
| |

3) Who is primarily responsible for post-issuance compliance?

| | Name & Title and responsibility |
|--|--|
| <input type="checkbox"/> Board Member | |
| <input type="checkbox"/> Management | |
| <input checked="" type="checkbox"/> Official | Kelly Christopherson, Business Manager |
| <input type="checkbox"/> Staff | |
| <input type="checkbox"/> Other | |
| <input type="checkbox"/> None | |

4) Who is secondarily responsible for monitoring post-issuance compliance of bond financings?

| | Name & Title and responsibility |
|--|------------------------------------|
| <input type="checkbox"/> Board Member | |
| <input type="checkbox"/> Management | |
| <input checked="" type="checkbox"/> Official | Terry D. Nebelsick, Superintendent |
| <input type="checkbox"/> Staff | |
| <input type="checkbox"/> Other | |
| <input type="checkbox"/> None | |

If the answer is none, we need to assign duties immediately.

5) Who is responsible for filing 8038B, 8038T or any other required filing?

| | Name & Title and responsibility |
|--|--|
| <input type="checkbox"/> Board Member | |
| <input type="checkbox"/> Management | |
| <input checked="" type="checkbox"/> Official | Kelly Christopherson, Business Manager |
| <input type="checkbox"/> Staff | |
| <input type="checkbox"/> Other | |
| <input type="checkbox"/> None | |

If the answer is none, we need to assign duties immediately.

6) Do we provide training or educational resources to personnel that are responsible for ensuring compliance with the post-issuance private use limitations for bond-refinanced property?

Yes No

7) Do we know about the following options for voluntarily correcting failures to comply with post-issuance compliance requirements?

Yes No

8) Do we understand remedial actions described under section 1.141-12 of the income tax regulations?

Yes No

9) Do we know what a closing agreement under Bonds Voluntary Closing Agreement Program described into Notice 2008-31?

Yes No

GENERAL RECORDKEEPING

10) Do we retain records pertaining to our tax-advantaged bonds must be retained for the life of the bond plus three years.

Yes No

Do we have a record of the location of our repository?

Yes No

11) What medium or mediums do we use to maintain our bond records?

Paper

Electronic media (CD, disks, tapes)

Both paper and electronic

12) Is there any correspondence between our organization and the Internal Revenue Service related to a significant change in our activities?

Yes No

13) Do we maintain the following records?

a. Organizing documents (articles of incorporation, bylaws and amendments)?

Yes No

b. Audited financial statements?

Yes No

c. Bond transcripts, Official Statements and other offering documents of our bond financings?

Yes No

d. Minutes and resolutions authorizing the issuance of our bond financings?

Yes No

e. Certifications of the issue price of our bond financings?

Yes No

f. Any former elections for bond financings (e.g., election to employ an accounting methodology other than specific tracing)?

Yes No

g. Appraisals, demand surveys, or feasibility studies for bond-financed property?

Yes

No

h. Documents related to government grants associated with construction, renovation or purchase of bond-financed facilities?

Yes No

i. Publications, brochures, and newspaper articles for our bond financings?

Yes No

j. Trustee statements for our bond financings?

Yes No

k. Correspondence (letters, e-mails, faxes, etc.) for our bond financings?

Yes No

l. Reports of any prior IRS examinations of our organization or bond financings?

Yes No

INVESTMENTS AND ARBITRAGE COMPLIANCE

14) Do we maintain documentation of allocations of investments and investment earnings to our bond financing?

Yes No

15) Do we maintain documentation for investments of our bond financing proceeds related to:

a. Investment contracts (e.g., guaranteed investment contracts)?

Yes No

b. Credit enhancement transactions (e.g., bond insurance contracts)?

Yes No

c. Financial derivatives (swaps, caps, etc.)?

Yes No

d. Bidding of financial products?

Yes No

16) Do we maintain copies of the following arbitrage-related documents for our bond financings:

a. Computations of bond yield?

Yes No

b. Computation of rebate and yield reduction payments?

Yes No

c. Form 8038-T, Arbitrage Rebate, Yield Reduction and Penalty in Lieu of Arbitrage Rebate?

Yes No

d. Form 8038-R, Request for Recovery of Overpayments Under Arbitrage Rebate Provisions?

Yes No

17) Do we have procedures or guidelines for monitoring instances where compliance with applicable yield restrictions requirements depends on subsequent reinvestment of bond proceeds in your yielding investments?

Yes No

18) Do we have specific procedures or guidelines for monitoring bond financings that we expect will comply with the arbitrage rules as a result of the application of a temporary period exception (section 148 (c) and section 1.148-2(e)) or a spending exception (section 148(f)(4) and section 1.148-7 (c), (d), and (e))?

Yes No

EXPENDITURES AND ASSETS

19) Do we maintain documentation of allocations of bond-financing proceeds to expenditures (e.g., allocation of bond proceeds to expenditures for the construction, renovation or purchase of facilities we own and use in the performance of our exempt purpose)?

Yes No

20) Do we maintain documentation of allocations of bond-financing proceeds to bond issuance costs?

Yes No

21) Do we maintain copies of requisitions, draw schedules, draw requests, invoices, bills and cancelled checks related to bond proceeds spent during the construction period?

Yes No

22) Do we maintain copies of all contracts entered into for the construction, renovation or purchase of bond-financed facilities?

Yes No

23) Do we maintain records of expenditure reimbursements incurred prior to issuing bonds for facilities financed with bond proceeds?

Yes No

24) Do we maintain a list or schedule of all bond-financed facilities or equipment?

Yes No

25) Do we maintain depreciation schedules for bond-financed depreciable property?

Yes No

26) Do we maintain documentation that tracks our purchase and sale of bond-financed assets?

Yes No

PRIVATE BUSINESS USE

27) Do we maintain records of all unrelated trade or business activities allocated to our bond-financed facilities?

Yes No

28) Do we maintain records of trade or business activities by third parties that we allocate to our bond-financed facilities

Yes No

29) Have we entered into any of the following arrangements for bond-financed property:

- Management and other service agreements? Yes No
- Research contracts? Yes No
- Naming rights contracts? Yes No
- Ownership? Yes No
- Leases? Yes No
- Subleases? Yes No
- Leasehold improvements contracts? Yes No
- Joint venture arrangements? Yes No

- Limited liability corporation arrangements? Yes No
- Partnership arrangements? Yes No

30) Do we maintain copies of the following agreements when entered into with respect to our bond-financed property:

- Management and other service agreements? Yes No
- Research contracts? Yes No
- Naming rights contracts? Yes No
- Ownership? Yes No
- Leases? Yes No
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- Leasehold improvements contracts? Yes No
- Joint venture arrangements? Yes No
- Limited liability corporation arrangements? Yes No
- Partnership arrangements? Yes No

This questionnaire was reviewed and answered by the Board at its meeting on the 9th day of January, 2017.

David Wheeler
President

GOVERNING BOARD ANNUAL REVIEW QUESTIONNAIRE

Tax-Exempt Bond Post-Issuance Compliance-General

1) Do we have written procedures or guidelines to ensure that the governmental bond financing in which we either as issuer or user of the proceeds remains in compliance with federal tax requirements after the bonds are issued?

Yes No

2) Do we track the proper and timely use of bond proceeds and bond-financed property?

Yes No

If the answer is No, briefly describe who tracks bond proceeds and the bond financed property.

| |
|--|
| |
| |
| |

3) Who is primarily responsible for post-issuance compliance?

| | Name & Title and responsibility |
|--|--|
| <input type="checkbox"/> Board Member | |
| <input type="checkbox"/> Management | |
| <input checked="" type="checkbox"/> Official | Kelly Christopherson, Business Manager |
| <input type="checkbox"/> Staff | |
| <input type="checkbox"/> Other | |
| <input type="checkbox"/> None | |

4) Who is secondarily responsible for monitoring post-issuance compliance of bond financings?

| | Name & Title and responsibility |
|---------------------------------------|---------------------------------|
| <input type="checkbox"/> Board Member | |

| | |
|--|------------------------------------|
| <input type="checkbox"/> Management | |
| <input checked="" type="checkbox"/> Official | Terry D. Nebelsick, Superintendent |
| <input type="checkbox"/> Staff | |
| <input type="checkbox"/> Other | |
| <input type="checkbox"/> None | |

If the answer is none, we need to assign duties immediately.

5) Who is responsible for filing 8038G, 8038T or any other required filing?

| | Name & Title and responsibility |
|--|--|
| <input type="checkbox"/> Board Member | |
| <input type="checkbox"/> Management | |
| <input checked="" type="checkbox"/> Official | Kelly Christopherson, Business Manager |
| <input type="checkbox"/> Staff | |
| <input type="checkbox"/> Other | |
| <input type="checkbox"/> None | |

If the answer is none, we need to assign duties immediately.

- 6) Do we provide training or educational resources to personnel that are responsible for ensuring compliance with the post-issuance private use limitations for bond-refinanced property?
 Yes No
- 7) Do we know about the following options for voluntarily correcting failures to comply with post-issuance compliance requirements?
 Yes No
- 8) Do we understand remedial actions described under section 1.141-12 of the income tax regulations?
 Yes No
- 9) Do we know what a closing agreement under Tax-Exempt Bonds Voluntary Closing Agreement Program described into Notice 2001-60?
 Yes No

GENERAL RECORDKEEPING

- 10) Do we retain records pertaining to our tax-exempt bonds must be retained for the life of the bond plus three years.
 Yes No
- Do we have a record of the location of our repository?
 Yes No

- 11) What medium or mediums do we use to maintain our bond records?

Paper

Electronic media (CD, disks, tapes)

Both paper and electronic

- 12) Is there any correspondence between our organization and the Internal Revenue Service related to a significant change in our activities?

Yes No

- 13) Do we maintain the following records?

a. Organizing documents (articles of incorporation, bylaws and amendments)?

Yes No

b. Audited financial statements?

Yes No

c. Bond transcripts, Official Statements and other offering documents of our bond financings?

Yes No

d. Minutes and resolutions authorizing the issuance of our bond financings?

Yes No

e. Certifications of the issue price of our bond financings?

Yes No

f. Any former elections for bond financings (e.g., election to employ an accounting methodology other than specific tracing)?

Yes No

g. Appraisals, demand surveys, or feasibility studies for bond-financed property?

Yes No

h. Documents related to government grants associated with construction, renovation or purchase of bond-financed facilities?

Yes No

i. Publications, brochures, and newspaper articles for our bond financings?

Yes No

j. Trustee statements for our bond financings?

Yes No

k. Correspondence (letters, e-mails, faxes, etc.) for our bond financings?

Yes No

l. Reports of any prior IRS examinations of our organization or bond financings?

Yes No

INVESTMENTS AND ARBITRAGE COMPLIANCE

14) Do we maintain documentation of allocations of investments and investment earnings to our bond financing?

Yes No

15) Do we maintain documentation for investments of our bond financing proceeds related to:

a. Investment contracts (e.g., guaranteed investment contracts)?

Yes No

b. Credit enhancement transactions (e.g., bond insurance contracts)?

Yes No

c. Financial derivatives (swaps, caps, etc.)?

Yes No

d. Bidding of financial products?

Yes No

16) Do we maintain copies of the following arbitrage-related documents for our bond financings:

a. Computations of bond yield?

Yes No

b. Computation of rebate and yield reduction payments?

Yes No

c. Form 8038-T, Arbitrage Rebate, Yield Reduction and Penalty in Lieu of Arbitrage Rebate?

Yes No

d. Form 8038-R, Request for Recovery of Overpayments Under Arbitrage Rebate Provisions?

Yes No

17) Do we have procedures or guidelines for monitoring instances where compliance with applicable yield restrictions requirements depends on subsequent reinvestment of bond proceeds in lower yielding investments?

Yes No

18) Do we have specific procedures or guidelines for monitoring bond financings that we expect will comply with the arbitrage rules as a result of the application of a temporary period

exception (section 148 (c) and section 1.148-2(e)) or a spending exception (section 148(f)(4) and section 1.148-7 (c), (d), and (e))?

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• Joint venture arrangements?

Yes No

• Limited liability corporation arrangements?

Yes No

• Partnership arrangements?

Yes No

This questionnaire was reviewed and answered by the Board at its meeting on the 9th day of January, 2017.

Chairman

David Wheeler

PROFESSIONAL STAFF HIRING

All professional staff members of the district will be employed by the Board upon the recommendation of the Superintendent. Should a person nominated by the Superintendent be rejected by the Board, it will be the Superintendent's duty to make another nomination.

The Superintendent will assure that all persons nominated for employment meet state certification requirements and the qualifications established for the particular position.

Interviewing and selection procedures will assure that the principal or other administrator to be directly responsible for the work of the staff member has an opportunity to aid in his selection; however, the final recommendation to the Board will be made by the Superintendent.

All candidates will be considered on the basis of their merits, qualifications, and the needs of the district. In each instance, the Superintendent and others playing a role in the selection will seek to hire the best-qualified person for the job.

The District may offer and, upon the signing of a contract by both parties, pay a signing bonus, moving expenses, or tuition reimbursement to a teacher hired to teach in the District. The signing bonus, ~~moving expenses, or tuition reimbursement~~ may be paid either in one lump sum upon completion of the teacher's first year of employment in the District, or in installments over a period not to exceed three years from the date the teacher signed a contract of employment with the District, and upon the terms and conditions as may be mutually agreed upon by the School Board and the teacher. Any signing bonus, ~~moving expenses, or tuition reimbursement~~ authorized by the School Board is in addition to any amount payable under a negotiated teacher's contract. ~~The School Board may, but is not required to, negotiate any signing bonus, moving expenses, or tuition reimbursement payment with the teacher's designated collective bargaining representative.~~

Upon approval by the Board, a teacher will receive a written contract to be signed by the teacher, Board president, and school district business manager.

SD Codified Law concerning signing bonuses:

13-43-61. Signing bonus, moving expenses, or tuition reimbursement.

Notwithstanding any other provision of law, a school district may offer and, upon the signing of a contract by both parties, pay a signing bonus, moving expenses, or tuition reimbursement to a teacher employed in the school district.

Source: SL 2015, ch 99, § 1.

13-43-62. Payment in lump sum or installments.

Any payment authorized in § 13-43-61 may be paid as follows:

- (1) In one lump sum upon completion of the teacher's first year of employment in the school district; or
- (2) In installments over a period not to exceed three years from the date the teacher signed a contract of employment with the school district, and upon the terms and conditions as may be mutually agreed upon by the school district and the teacher.

Source: SL 2015, ch 99, § 2.