

Form 2 Detail: FY 2026 Enhancement Request

FY 2026 Agency Budget Request

Complete a separate Form 2 for each enhancement request. Agencies are limited to three Type D & E enhancement requests.

SECTION I. OVERVIEW Required for ALL requests

ENHANCEMENT TITLE* **OSSE-DOT Parent Stipend Program**
ENHANCEMENT PRIORITY* **4** OUT OF **6**

AGENCY* **Office of the State Superintendent of Education**
AGENCY CODE* **GOO**

Division of Student Transportation

AGENCY POINT OF CONTACT* **Raphael Park**
POINT OF CONTACT EMAIL* **Raphael.Park@dc.gov**

REQUEST TYPE*
 Mark the one request type that best describes this enhancement. No type is preferred over any other, but the questions in **Section II: Rationale** differ by type.

- A. Restore previous reduction or one-time funding
- B. Increased cost to maintain existing activity
- C. Operational improvement with strong business case
- D. Expand high-performing existing activity
- E. Completely new activity with highly likely or proven positive outcomes

Complete Sections I-IV. Complete Section V to be considered for evidence rating.

Complete Sections I-V.

FUNDING REQUEST*
Enter amount of Local Funds requested and indicate whether funds are one-time or recurring.

FY 2026 PERSONAL SERVICES (PS)	FY 2026 NON-PERSONAL SERVICES (NPS)	FY 2026 TOTAL REQUEST AMOUNT
\$0	\$2,200,000	\$2,200,000

ONE-TIME
 PARTIALLY RECURRING
 RECURRING

FUTURE COSTS*
If recurring, enter estimated costs over next four years.

TOTAL FY 2027	TOTAL FY 2028	TOTAL FY 2029
2,200,000	\$2,200,000	\$2,200,000

ENHANCEMENT SUMMARY*
In your response:

- State the problem this enhancement is designed to address
- Describe what the enhancement is and/or how it will work
- Describe the impact the enhancement will have on the problem

OSSE-DOT is requesting a mission-critical enhancement to provide recurring funding for an unbudgeted Parent Stipend Program that is vital to the agency’s service delivery model in the post-Covid era. Launched in April 2024, OSSE-DOT’s Parent Stipend Program, where eligible parents are offered a \$400 monthly stipend to self-transport eligible special needs students in lieu of receiving OSSE-DOT bus services, has quickly proven to be a popular, cost-effective means to provide federally required transportation services. OSSE-DOT has continued to expand this program in FY25 using the \$1 million one-time enhancement. This program has continued to show strong growth in participation volume and interest from the community (parents and local education agencies).

The Parent Stipend Program is an essential initiative as the agency foresees continued challenges from the 1) post-Covid era of national CDL driver shortage, 2) high callouts from school bus drivers and attendants experienced by school jurisdictions across the country, and 3) heightened risk of special transportation-related litigations and missed compensatory education. There are currently over 350 students enrolled in the Parent Stipend program for School Year 2024-2025, offsetting

AGENCIES: Use this form to provide details about enhancement requests in your agency’s FY 2026 budget request.

REQUIRED SECTIONS

- Sections I-IV for ALL requests.
- Section V for Type D/E requests. Types A, B, and C can complete this section to be considered for an evidence rating.
- Section VII for Type F requests.
- Section VI optional for all requests.

You must also submit a completed Form 2 Summary spreadsheet, including spend plan details for each enhancement request.

IMPORTANT: Agencies are limited to three Type D & E enhancement requests for FY 2026. If more than three Type D & E enhancements are submitted, OBPM will only consider and analyze the highest ranked.

RACIAL EQUITY BUDGET TOOL (REBT)
The Office of Racial Equity (ORE) has developed the Racial Equity Budget Tool (REBT) to guide agencies in assessing how their budgets benefit and/or negatively impact communities based on race, specifically Black,

EDITING RESTRICTIONS: This form uses editing restrictions to ensure consistent displays of information. If needed, the restrictions can be disabled by going to the Review tab at the top of the window, clicking on Protect, then Restrict Editing, and clicking Stop Protection. If prompted for a password, click OK.

SECTION II. RATIONALE

Required for ALL requests

the need for 70 new bus routes and 145 additional staff members from OSSE-DOT. Without the program, existing students on OSSE-DOT buses would experience delayed services from the impact of increased student ridership, including some students having to endure morning pick-ups as early as 6AM and afternoon drop-offs as late as 7PM, which will create daily ride times over 4 hours per each day.

This program has seen success in its participation volume, from the first wave of 60 participants last school year to over 500+ applications received for the 2024-25 school year; there are currently 350 approved participating parents/students. The cost of transporting a student utilizing either OSSE-DOT school bus or contracted route is around \$4,000/month. This stipend program allows the city a mechanism to ensure students are transported (by their parents) at 1/10th of a cost while also reducing costs related to tort claims. LEAs have provided feedback this year that this program is growing in its popularity and that there is a market for participation growth if the city were to decide to increase its program volume. This enhancement ask would support the program participants to be increased to 500 students for FY26.

Will legislative support be required to implement this enhancement?*

If yes, please submit a proposed BSA subtitle using Attachment D.

YES NO

Has this enhancement request been submitted in past formulation cycles?*

If yes, in which fiscal years was it submitted? Mark all that apply.

YES NO

FY 2025 FY 2024 FY 2023 FY 2022 FY 2021

What problem facing the District will this enhancement address and why does this problem exist?*

Please provide as much detail as possible. Responses that identify and quantify specific problems will receive more favorable consideration.

OSSE-DOT is anticipating continued staffing and operational challenges entering the next 2025-2026 school year due to increased student ridership, national school bus driver shortage, and high anticipated staff callouts.

OSSE-DOT is a supply-and-demand dependent operation where demand represents the number of students requiring transportation services and supply represents the number of available staffing. In terms of demand, OSSE has been reaching record-breaking ridership figures every year, from fewer than 3,400 students in FY21 to over 4,100 students this past school year (21% increase in three years).

In terms of supply, the increased ridership demand in DC was further negatively impacted by the national school bus CDL driver shortage, an issue faced by nearly every state and major city jurisdictions. Some examples of ongoing challenges nationwide include:

- 1) Boston Public Schools reported a shocking 34 percent on-time arrival for the beginning of the school year due to bus driver shortage ([September, 2024](#)).
- 2) Some St. Louis Public Schools students could not attend school for four consecutive weeks due to lack of reliable student transportation services ([September, 2024](#)).
- 3) Houston Public Schools had more than 700 students who did not receive school bus transportation as the school year began due to driver shortage ([September, 2024](#)).
- 4) Special Education advocates filed a lawsuit against Chicago Public Schools for failing to meet federal law that requires the school system to provide transportation services for students with disabilities ([September, 2024](#)). During the prior school year, Chicago Public School began its first day of school while only having 681 bus drivers with a student ridership demand requiring 1,300 drivers.

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- 5) Parents in Prince George’s County, Maryland is frustrated with school bus services as the county is short nearly 200 bus drivers (September, 2024).

Although OSSE-DOT has implemented successful supply-impacting initiatives such as contracted route expansion (to address uncovered routes caused by staffing shortage) and weekly attendance incentive (to ensure as many staff members are available at work), these projects have been costly. In comparison, the Parent Stipend Program has been a cost-efficient project that has also directly decreased the demand of student ridership.

OSSE anticipates worsening national labor trends to continue into the 2025-2026 school year, including continued difficulty with hiring CDL drivers with S and P endorsements, employee protest over work condition and burnout, and high volume of bus terminal staff departure to contracted vendors that offer a more competitive salary.

How does this enhancement address this problem and its underlying causes?*

Please provide as much detail as possible. Responses that clearly demonstrate how the proposed enhancement will address the underlying causes will receive more favorable consideration. Please describe any data the agency has collected and/or any analysis the agency has conducted to understand the problem and its potential solutions.

The approval of the requested enhancement will allow OSSE-DOT, on behalf of the District of Columbia, to provide effective transportation alternatives to eligible students with disabilities in accordance with federal law. The rollout of the Parent Stipend Program has decreased the ridership demand of 350 students in FY24 by transferring the daily transportation of eligible students to the parent/guardian. In August 2023, OSSE-DOT conducted a survey of over 2,800 parent/guardians currently utilizing transportation services provided by OSSE-DOT and more than 600 answered they would transport their own student for \$400 per month. It currently costs OSSE \$200 per day per student to transport on a school bus and \$180 per day per student to transport on a contracted route, compared to \$20 per day per student via the subsidized stipend option. These 600 students represent a potential reduction of 60 bus routes based on the agency’s analysis. This reduction could further close the gap on the daily late routes and increase the availability of existing staff, which will subsequently yield to a reduction of contracted routes and staff overtime expenditures. We have seen a significant growth in demand and interest for the Parent Stipend Program during School Year 2024-2025, with over 700 applicants, and 350 approved students using the FY25 one-time enhancement. Local education agencies have also shared there are many parents who wished OSSE could expand its program.

Is this enhancement meant to sustain a project initiated with non-local funding (e.g. ARPA, federal grants, SPRs)?

YES NO

If yes, please provide a rationale for why these non-local funds are no longer available:

N/A

How can this enhancement be scaled down to be accommodated within a constrained budget?*

Scaling can occur in FY 2026 or the out-years and can be based on fewer residents served, scaled back staffing, adjusted implementation timeline, etc. Please add a new row for each scaled down scenario and rank the scaled down options in order of agency preference.

Use the text box below the table to provide additional detail. If the enhancement cannot be scaled down, please indicate so in the textbox.

RANKING	Describe each proposed approach to scale down the enhancement request and explain the expected impact with each scenario	FY 2026	FY 2027	FY 2028	FY 2029
1	Parent Stipend: OSSE-DOT expects program participation to increase YOY; with the goal of increasing participation by 15% each year; the city will in return spend less on contracted routes and staff overtime. For FY25, due to increased contracted route and parent stipend participants, OSSE-DOT is already expecting projected over-time cost	\$2,200,000	\$2,200,000	\$2,200,000	\$2,200,000

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	decrease by more than \$3M than FY24. Thus, even though OSSE anticipates increase in approved students in the outyears, the additional cost would be absorbed by agency savings.				
2		[enter \$]	[enter \$]	[enter \$]	[enter \$]

Click or tap here to enter text.

SECTION II. RATIONALE (continued) *Required for ALL requests*

QUESTIONS SPECIFIC TO ENHANCEMENT TYPE*

Mark the appropriate enhancement type and use the space below the table to answer the questions for that enhancement type.

IF YOUR ENHANCEMENT TYPE IS...	THEN ANSWER THESE QUESTIONS...
<input type="checkbox"/> A. Restore previous reduction or one-time funding	Why is the restoration of this reduction critical for the District at this time? What negative impact will result if this reduction is not restored? Please cite any relevant agency performance measures or other data that support your response.
<input type="checkbox"/> B. Increased cost to <u>maintain</u> existing activity	Why are costs increasing to maintain existing levels of service? What are the main cost drivers and what options have the agency already implemented or considered implementing to lower these costs? <i>Changes to the number of people served or the type of services provided should be categorized as a Type D request.</i>
<input type="checkbox"/> C. Operational improvement with a strong business case	How will this enhancement help the District save money in this or future fiscal years? How much will it save?
<input checked="" type="checkbox"/> D. Expand high-performing existing activity	Why is this program or activity considered to be high performing? How do the outputs or outcomes compare to those of similar programs within or outside of District government? Please cite any relevant agency performance measures or other data that support your response.
<input type="checkbox"/> E. Completely new activity with highly likely or proven positive outcomes	What will be the District's return on investment, as measured by how many and/or which District residents are served, or some other measure?

Responses to Questions*

Parent Stipend Program

The Parent Stipend Program, modeled after successful programs in Chicago, IL and Philadelphia, PA, is a relatively new program with proven outcomes to the District by significantly increasing the likelihood of daily on time performance of over 3,700 students who are federally mandated to receive FAPE. This program has allowed OSSE-DOT to remove participating students from its bus routes, which has greatly relieved pressure from the system, reduced late routes, reduced overtime costs, and created more efficiencies for students who do ride. Furthermore, Parent Stipend Program students during the current school year are maintaining an astonishing 89% daily school attendance rate.

As of current, OSSE-DOT spends approximately \$200 per student per day to transport via a yellow school bus. Contracted routes costs on average \$180 per student per day depending on the size of the vendor-provided vehicle. The Parent Stipend program, with a payment of \$400 per *month*, a significant short and long-term cost savings to the District as it will cost approximately 10 times less than operating a yellow school bus or contracted route. This program has also moved liabilities and tort claims caused by school bus operation, which is an additional cost saving to the District.

SECTION III. PERFORMANCE RATIONALE & IMPACT

Required for ALL requests

PERFORMANCE IMPACT

What data will the agency collect to understand the impact of this enhancement?*

Data may include measurements of the demand or need for programs over time, monitoring the quality and/or efficiency of programs, and/or assessing the impact of the enhancement on longer term goals. Please list specific data sources that will be collected and analyzed.

District residents, particularly for students with disabilities, can expect to experience consistent bus service and on-time arrival to school and home from the expansion of the Parent Stipend program as overall student ridership decreases.

OSSE-DOT will continue to assess improvements in its existing key performance indicators, including (1) on-time performance for bus routes, (2) parent/guardian stipend participation rate and its impact to existing bus routes (to find opportunities where students on contracted routes can be moved to OSSE-operated school buses as participation rate for parent stipend increases), (3) daily attendance rate of program participants (students meeting 70% or above monthly school attendance rates are only eligible for the stipend), and (4) on-time performance of monthly payments to parents.

PERFORMANCE TEAM IS HERE TO HELP!

Need help thinking through this section or identifying data sources or performance measures? Reach out to your OBPM Performance Analyst or to Chief Performance Officer Lia Katz (lia.katz@dc.gov).

What challenges or risks does the agency anticipate related to this enhancement request? What mitigation or management strategies will the agency adopt to address those challenges?

The most significant challenge will be stipend stoppage if this enhancement is not funded at the requested rate and the need to increase OSSE operated school bus or contracted routes which may impact additional contractual needs, overtime costs, and/or risk more students not arriving to school on time or extended time on routes. The likely way to manage current labor challenges will be to reduce/combine bus routes, which will impact FAPE for over 3,800 special needs student population in the District. Over 350 students will arrive to school late every day, and up to 3,000 students could experience longer ride-times, including having to be picked up as early as 6AM and riding on a school bus for over 2 hours prior to arriving to school. Parents may also have to expect to see their children dropped off at home in the PM many hours after school dismissal. OSSE-DOT may also consider reducing administrative support positions through RIFs, including the elimination of the Parent Resource Center, to create more driver and attendant positions to cover the gap.

Will any performance measures currently in the agency's performance plan be impacted by this enhancement? What new measures will be added to understand the impact of the enhancement?*

- If you are proposing a new metric, write "NEW" in the columns for FY 2024 and FY 2025.
- Identify the "measure type: will the metric measure quantity; quality; efficiency; outcome; context; or is a District wide indicator of environmental trends.

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- Please provide the previous year’s data and the current year’s target for the metric. Please also provide the anticipated targets for next year in the case that (a) the enhancement is funded and (b) the enhancement is not funded.

Performance Measure	New for FY26?	Measure Type	Which direction is desired?	FY 2024 Actual	FY 2025 Target	Anticipated FY 2026 Target	
						With enhancement funding	Without enhancement funding
Average percent on-time arrival at school AM (20-minute window) (KPI)	EXISTING	Efficiency	Up	97%	94%	94%	75%
Number of Students served through Parent Stipend Program (WM)	NEW	Quantity	Up	New	New	New	New

SECTION IV. BUDGETING FOR RACIAL EQUITY

Required for ALL requests

Is one of the goals of this enhancement to reduce or eliminate a racial equity gap?*

YES NO

Which of the four goals in the District's [Racial Equity Action Plan \(REAP\)](#) or your agency specific REAP does this enhancement request advance?* Check all that apply.

- 1. Improving DC Government staff understanding and commitment to achieving racial equity (e.g., training, capacity building, or use of racial equity tools)
- 2. Reducing or eliminating a known racial and ethnic inequity (domains include housing, health, economic opportunity, safety, education, neighborhood life, and civic engagement)
- 3. Enhancing opportunities to meaningfully engage DC residents in decision-making processes and strengthening partnerships
- 4. Improving DC government ability to be an equitable employer and engage in racially equitable hiring, promotion, and retention practices (e.g., building pipelines with HBCU/HSI, staff development funds, or community of practice on hiring)

What racial inequity or REAP sub-goal(s) does this enhancement request address?*

For example, health disparity, educational gap, disproportionality in housing, bolstering existing community resources, etc. Please be as specific as possible. For REAP goals, please list the specific action (e.g. 1B, see District's REAP for supporting actions).

Currently, the majority of eligible students receiving transportation service from OSSE-DOT reside in historically underserved communities in Wards 7 and 8. However, the most frequent bus service complaints received by OSSE are from parents who live *outside* of Wards 7 and 8. This may indicate the possibility of our residents in Wards 7 and 8 not having equitable access to information and/or resources to be able to voice their concern. If transportation services are impacted by the shortage of personnel or lack of adequate funding, the strongest impact will be felt by residents of Wards 7 and 8, which will greatly exasperate those residents' access to quality services and education. If the Parent Stipend Program were to be approved, OSSE-DOT would make dedicated community outreach efforts to ensure parents in Wards 7 and 8 become aware of the self-transportation option.

What is the rationale for addressing the inequity in this way and/or with this program?*

For example, is the enhancement in response to a legislative requirement or mandate, community engagement efforts, demographic data, or something else?

OSSE-DOT is lawfully required to provide transportation services to eligible students with disabilities under federal law (IDEA, Sec. 504, and FAPE). The objective of the federal laws associated with OSSE-DOT is to ensure equitable access to education for all students with disabilities.

In what ways have you meaningfully involved internal and external stakeholders in the development of your agency's budget request, including staff and communities of color?* See ORE's [Meaningful Community Engagement Guide](#).

Parents, education advocates, Local Education Agencies (LEAs), and other stakeholders continue to provide valuable insight to inform the agency's budget and operation process. OSSE-DOT currently has a monthly Transportation Working Group (TWG) with education advocates and LEA representatives, where members have offered numerous feedback on their support for the Parent Stipend program. The agency also runs the Transportation Advisory Council (TAC) where parents have also offered similar support and feedback.

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If this budget enhancement could potentially cause unintended benefits or burdens, please detail what racial or ethnic groups might be positively or negatively impacted.* For example, the location for a new airport could disrupt traffic patterns and create noise and air pollution that impact residents in the immediate vicinity, which could worsen racial health inequities.

This enhancement will ensure every student, regardless of age, gender, and race, receives timely transportation service or alternative options at the approval of the parent/guardian. As of current, there is no anticipated negative unintended benefit or burden.

SECTION V. EVIDENCE-BASED BUDGETING

Required for Type D & E requests. Optional for Types A, B & C.

This section is required for all Type D and E enhancement requests that would expand existing activities or launch completely new activities. This section may be completed for Type A, B and C enhancement requests to be considered for an evidence rating.

If the activities described in this enhancement are successfully implemented, what outcome(s) will improve?* OBPM expects that it will be possible for agencies to identify for almost all enhancement requests a new performance measure (Section III of this form) that aligns with the outcome measures identified in the evidence provided. If this is not feasible, please explain below.

The following outcomes will improve through the Parent Stipend Program:

1. By serving over 500 student riders with parent-initiated self-transportation (who would have otherwise needed to be transported by OSSE-DOT bus or contracted route vendor), overall route demand would immediately decrease. In addition, by not having the students on existing routes, every other student who would have ridden the bus with a Parent Stipend program student would also see reduced ride-time.
2. The Parent Stipend Program students had an astonishing daily school attendance rate of 85% last year and currently have an 89% attendance rate for this school year. As DC is combating its truancy challenges, this enhancement will also ensure more students are attending school.

What evidence supports the likelihood that this enhancement will achieve the desired outcome?*

Please describe the quantitative studies or other measures that show the outcomes of similar efforts previously undertaken in the District or in other cities (see sidebar for what OBPM will look for to review enhancements as evidence-based or supported by preliminary evidence). Provide links to cite your sources, which may include formal evaluation studies, evidence standards, or evidence clearinghouses.

Since launching the initiative of the parent stipend program in Spring of 2024, OSSE targeted to reach over 350 students for the 2023-2024 school year. LEAs have provided feedback this year that this program is growing in its popularity and that there is a market for participation growth if the city were to decide to increase its program volume. With the FY25 enhancement, we received applications for almost 750 children for the 2024-2025 school year. Students must meet an attendance requirement to be eligible for stipend payment reimbursements which also reduces any waste of funds as compared to employee and contracted route operational costs regardless of non-ridership results. As outreach becomes more available, we anticipate this program growing in FY26 with the supported enhancement request.

THE LAB@DC TEAM IS HERE TO HELP!

Have questions about the evidence? Email the.lab@dc.gov (and CC your OBPM Budget Analyst). The Lab can pre-review evidence, brainstorm future evaluation ideas, offer suggestions on where to look for evidence, and help you think through the evidence you've found.

HELPFUL TIPS TO GET STARTED:

In general, evidence ratings follow the principles listed below; the quality of the evidence provided and how well it matches the enhancement may also affect the final evidence rating:

- Experimental studies (also called randomized evaluations or randomized control trials) that show that a program or intervention *caused* an outcome may receive a **STRONG/4-star** evidence rating
- Quasi-experimental studies that suggest that a program or intervention *caused* an outcome by comparing outcomes between the group receiving the enhancement and a very similar group that doesn't receive the enhancement may receive a **MODERATE/3-star** evidence rating
- Correlational studies with appropriate statistical controls may receive a **PROMISING/2-star** evidence rating
- Before-and-after comparison studies (also called pre-post comparison studies) may receive a **SOME/1-star** evidence rating

Consider the positive impact(s) this enhancement should have on District residents or government operations. These are the outcome(s) of the enhancement. Try searching [Google Scholar](#) or a similar database for relevant existing research. Government evidence clearinghouses (like [What Works Clearinghouse](#) for education and [CrimeSolutions](#) for public safety) are also good places to search according to specialized topics.

Which parts of your enhancement are identical to the model(s) the evidence comes from?*

As applicable, your answer should describe sameness in the target population, intervention, and availability of inputs/resources needed, etc.

For the parent stipend program, OSSE-DOT modeled the program after successful programs in Chicago, IL and Philadelphia, PA. OSSE’s model closely mirrors both cities including an initial yearly application process, all IEP students with transportation eligibility being accepted into the program, and the parent having the option to exit the program and re-enroll in bus service at any time. This program also aligns with recommendation issued by the United States Department of Education where school districts may allow parents to supply their own transportation for their child if such an arrangement is mutually agreeable to the parents and the district as long as there is a proper reimbursement process in place for reasonable costs incurred by the parent.

Within our first year of the program, we have successfully been able to process payments to eligible and approved applicants, which has reduced historical operational challenges. This program has also gained interest in parents, increasing applications by 300%.

Which parts of your enhancement are different from the model(s) evaluated in the studies linked?*

Explain why deviations are necessary for success in DC.

N/A

Are you building or planning to build evidence to support this enhancement using a formal program evaluation?*

YES NO

If yes, please describe or link below to the planned evaluation design, research question(s), and timeline for results.

As of November 1, 2024, OSSE’s Division of Data, Assessment, and Research is currently conducting an analysis on the benefits of Parent Stipend Program to overall OSSE-DOT operations. By the time the BRT meeting is held in December, OSSE expects to share assessment of the effectiveness of the program.

OSSE-DOT will also continue to monitor the success of the program by reviewing outreach and approval results and obtaining additional feedback from both LEAs and parents on the success of the program.

SECTION VI. PROJECT PLAN *Optional for All Requests*

This section is optional. However, it is recommended for Type D and E enhancement requests that would expand existing activities or launch completely new activities.

This project plan can be used to show how the agency will deliver the intended results before the end of the fiscal year. Complete as best you can, knowing the plan might evolve.

PROJECT OWNER

Who is the single person who will be most responsible for this initiative? If the project owner must be hired, specify who will own the project until that time.

NAME **Raphael Park**
 TITLE **Deputy Superintendent of Operations, OSSE**
 EMAIL **raphael.park@dc.gov**
 PHONE **202-304-7857**

BUSINESS PARTNER COORDINATION

What other agencies or stakeholders would be critical to this project’s success, and what communication have you had with them?

Office of Finance and Treasury (OCFO), Office of Budget and Performance Management (OBPM), and Office of the City Administrator (OCA). OSSE has released numerous decision memos, emails as well as conducted in person meetings to discuss each of these enhancement initiatives.

PROJECT TIMELINE

Describe below anticipated implementation milestones by quarter to show how the agency will deliver the intended results. Please identify specific months or dates, if known.

PREPARATION FOR PROJECT LAUNCH (before start of fiscal year)	
FY 2025 Q4	[enter]
FISCAL YEAR STARTS, FUNDS DISBURSED	
FY 2026 Q1	[enter]
FY 2026 Q2	[enter]
FY 2026 Q3	[enter]
FY 2026 Q4	[enter]