

Summary of LEA Responses to Items in Session Law 2015-241, Section 8.39(d)

Local boards of education shall report to the State Board of Education no later than December 15, 2015, on the following related to driver education programs offered by and through the local school administrative unit for the 2012-13, 2013-14, 2014-15, and 2015-16 school years, by year:

1. How driver education is provided. The local board of education shall provide detailed information regarding whether the driver education program is offered by the local school administrative unit or whether it contracts with an outside provider. If the local administrative unit contracts with an outside provider to provide any portion of the driver education program, such as instruction, materials, or the fleet used for driver training, the unit shall provide a detailed summary of information as to the terms of the contract, what the unit is responsible for providing, and what the outside provider has contracted to provide, and a copy of all contracts related to driver education.

DPI has electronic files of all contracts submitted by LEAs and a data file that includes the LEA summary of the contract.

LEAs could be divided into three groups for each year based on the answers to this question and question #3. Here are the groups for 2015-16:

Group A: LEAs that own all vehicles and provide all Driver Education services directly

Alexander County Schools	Lee County Schools
Alleghany County Schools	Macon County Schools
Anson County Schools	Martin County Schools
Avery County Schools	McDowell County Schools
Beaufort County Schools	Moore County Schools
Burke County Schools	Mooresville Graded School District
Cabarrus County Schools	Mount Airy City Schools
Caswell County Schools	New Hanover County Schools
Cherokee County Schools	Orange County Schools
Clay County Schools	Pender County Schools
Cleveland County Schools	Public Schools of Robeson County
Cumberland County Schools	Randolph County Schools
Davidson County Schools	Richmond County Schools
Davie County Schools	Roanoke Rapids City Schools
Duplin County Schools	Rockingham County Schools
Durham Public Schools	Rowan-Salisbury Schools
Graham County Schools	Sampson County Schools
Granville County Schools	Scotland County Schools
Greene County Schools	Stokes County Schools
Halifax County Schools	Surry County Schools

Harnett County Schools	Swain County Schools
Haywood County Schools	Thomasville City Schools
Hyde County Schools	Union County Public Schools
Iredell-Statesville Schools	Wayne County Public Schools
Jackson County Schools	Wilkes County Schools
Johnston County Schools	Wilson County Schools
Kannapolis City Schools	Yadkin County Schools

Group B: LEAs that own all vehicles and contract out some or all Driver Education services

Charlotte-Mecklenburg Schools
Chatham County Schools
Elizabeth City-Pasquotank Public Schools
Franklin County Schools
Lexington City Schools
Montgomery County Schools
Newton Conover City Schools
Wake County Schools
Washington County Schools
Weldon City Schools
Winston Salem/Forsyth County Schools

Group C: LEAs that lease or contract for some or all vehicles and contract out some or all services

Alamance-Burlington Schools	Hertford County Schools
Ashe County Schools	Hickory City Schools
Asheboro City Schools	Hoke County Schools
Asheville City Schools	Jones County Schools
Bertie County Schools	Lenoir County Public Schools
Bladen County Schools	Lincoln County Schools
Brunswick County Schools	Madison County Schools
Buncombe County Schools	Mitchell County Schools
Caldwell County Schools	Nash-Rocky Mount Schools
Camden County Schools	Northampton County Schools
Carteret County Public Schools	Onslow County Schools
Catawba County Schools	Pamlico County Schools
Chapel Hill-Carrboro City Schools	Perquimans County Schools
Clinton City Schools	Person County Schools
Columbus County Schools	Pitt County Schools
Craven County Schools	Polk County Schools
Currituck County Schools	Rutherford County Schools

Dare County Schools	Stanly County Schools
Edenton-Chowan Schools	Transylvania County Schools
Edgecombe County Public Schools	Tyrrell County Schools
Elkin City Schools	Vance County Schools
Gaston County Schools	Warren County Schools
Gates County Schools	Watauga County Schools
Guilford County Schools	Whiteville City Schools
Henderson County Schools	Yancey County Schools

The number of LEAs in Group A decreased from 57 in 2012-13 to 54 in 2015-16. Group B numbers decreased from 14 in 2012-13 to 11 in 2015-16. Group C increased from 44 in 2012-13 to 50 in 2015-16.

The compositions of the groups for 2012-13, 2013-14, and 2014-15 may be found in report Table 3.

2. Total cost for the driver education program and per student cost for the program. The local board shall include a detailed explanation of expenditures of all funds associated with the driver education program, written in plain English.

The total cost of Driver Education programs reported by LEAs for the year 2014-15 ranged from \$8,110 in Tyrrell County to \$2,898,097 in Wake County. The total cost for the state was \$27,436,106.

The per student costs submitted by the LEAs ranged from \$102 in Wayne County to \$455 in Clay County. The average of the per student costs submitted by the 115 LEAs was \$246.

The per student cost can also be derived by taking the total state cost of \$27,436,106 and dividing by the total North Carolina student participants (see item #4) of 115,926. This calculation yields a state per student cost of \$237.

The data file contains the total cost, per student cost, and explanation of expenditures submitted by each LEA. Complete numerical data for 2014-15 may be found in report Table 2. Data for 2012-13 and 2013-14 may be found in report Table 1.

Survey responses to the request for a “detailed explanation” ranged from very general statements to thorough descriptions. The funds allotted for driver education can use as many as 42 different object codes for tracking expenditures. Programs with contractors tend to use fewer budget codes, making it difficult to determine actual teacher personnel costs since these are lumped in together under contracted services. For some LEAs, Contracted Services was the only line item.

3. How the fleet used for driver training is provided and maintained. If the local school administrative unit maintains its own fleet, information regarding the number of vehicles in the fleet, procurement, maintenance, and fuel cost of those vehicles, replacement cycle for the vehicles, and source of funds for the fleet.

Of the 71 LEAs reporting ownership of at least one vehicle in 2014-15, the number of the vehicles ranged from one in Weldon City and the counties of Clay, Graham, Hyde, Macon, and Swain to 90 in Wake County. The average number of vehicles owned by the 71 LEAs was 13.8. The median number was 7.

The average purchase price of vehicles ranged from \$1,600 in Alexander County to \$30,000 in Clay County. The average purchase price of vehicles in the 71 LEAs was \$15,517.

The data for 2014-15 showed that 63 of the 71 LEAs had replaced vehicles in the Driver Education fleet. The average number of years reported for keeping a vehicle was 8.4.

Maintenance costs in 2014-15 ranged from \$0 reported by Catawba County to \$70,335 reported by Wake County. The average maintenance cost was \$8,988 for the 69 LEAs reporting data in this category. The median maintenance cost reported was \$4,376.

Fuel costs ranged from \$0 reported by Catawba County to \$184,137 reported by Charlotte-Mecklenburg. The average fuel cost for the 69 LEAs reporting was \$12,691. The median fuel cost reported was \$6,500.

The breakdown of sources of funds supporting vehicle fleets in the LEAs was similar for the four survey years. In 2014-15, 45% of LEAs solely used state driver education funds for vehicle expenses, 14% solely used local funds, and 32% used a combination of state driver education funds and local funds. The remaining 9% used local government funds, other funds, or some other combination of sources.

Complete data for 2014-15 may be found in report Table 9. Data for 2012-13 and 2013-14 may be found in report Tables 7 and 8, respectively.

4. Numbers of students eligible to participate in the driver education program, number of students participating in the program, and numbers of students successfully completing the program.

LEAs are responsible for delivering driver education services to incoming 9th graders, upper classmen and transfers who have not previously completed driver education, and students from area private schools, charter schools, and home schools. LEAs estimated the numbers of students eligible for driver education services for each survey year. Statewide, these estimated numbers of students eligible were 15% to 20% higher than the number of participants.

The numbers of students across the state eligible to participate in the driver education program, participating in the program, and completing the program increased each year of the survey.

In 2014-15, the number of program participants ranged from 39 students in Tyrrell County to 14,629 students in Wake County. There were 115,926 total participants in 2014-15, which was an increase of 2.7% from 2013-14. 108,881 students completed the program in 2014-15, an increase of 2.8% from 2013-14.

Complete data for 2014-15 may be found in report Table 11. Data for 2012-13 and 2013-14 may be found in report Table 10.

5. Materials used for instruction of the standardized driver education curriculum.

Materials used for instruction were consistent across the survey years. In 2014-15, the materials most frequently used were the DMV Handbook (by 95.7% of LEAs), the Drive Right textbook (by 80.9%), and teacher-made materials (by 79.1%). Other materials used were internet activities (by 40.9%), ADTSEA 3.0 (by 24.3%), Responsible Driving (by 13.9%), Costech online instruction (by 9.6%), Learn to Drive (by 5.2%), Driversed.com (by 4.3%), and ADTSEA 2.0 (by 2.6%).

Complete data for 2012-13, 2013-14, and 2014-15 may be found in report Table 19.

6. Methodology for transfer to agencies of student information related to driver education.

Currently, there is no process for the transfer of student information between agencies. The student's completion of the school Driver Education program is indicated by the issuance of a Driver Education Certificate and the Driver Eligibility Certificate. The student presents these paper certificates to DMV as proof of eligibility to take the drivers license examination.

7. Role of parents and legal guardians in driver education instruction.

Survey results indicate that LEAs have a variety of methods of educating the parents as to their role in the education process. Methods include face-to-face meetings between driver education instructors and parents and handouts with rules and expectations, some requiring signatures. Efforts are made to keep the parents informed of progress through both classroom and driving phases of the program and to transition the parents to their roles in the supervised driving that occurs after licensure.

8. Process for filing and resolving complaints related to the driver education program. If the local school administrative unit has a process, the unit shall provide information on the numbers, types, and resolutions of filed complaints.

LEAs vary in the processes for handling complaints, but typically they receive them at the school or LEA level and follow the established process for other complaints. LEAs that contract driver education

services may either have the contractor communicate the complaint to the LEA or require the contractor to resolve the issue.

Survey respondents reported that they received no complaints, although some reported that parents and students occasionally try to get the scheduled classroom or driving hours modified. The relative lack of complaints can most likely be attributed to LEAs being proactive in providing parents and students the established guidelines in a timely manner.

9. Assessments and evaluations used to determine quality and success of the driver education program.

In 2014-15, 43 LEAs reported analyzing student classroom and/or driving test scores or course completion rates as indicators of program quality. Surveys of parents or students, or both, regarding program quality were used in 29 LEAs. Formal evaluation of driver education instructors was mentioned by 22 LEAs as ways to monitor program quality. Seventeen LEAs described informal assessments of programs, including discussions between coordinators and instructors and required professional development. Some LEAs used more than one of these measures of program quality.

Eighteen LEAs indicated that there was no evaluation of any kind or did not answer the question.

10. Average and maximum length of time between classroom instruction and behind-the-wheel instruction.

In 2014-15, the state average of the average number of days between classroom instruction and behind-the-wheel instruction reported by LEAs was 41.4. The state average of the maximum number of days reported by LEAs was 87.4.

Complete data for 2012-13, 2013-14, and 2014-15 may be found in report Table 18.

11. Average and maximum number of classroom hours taught per day on regular school days and on any other day.

In 2014-15 the average number of classroom hours taught per day on a regular school day ranged from zero in four LEAs that use online instruction to 60 in three LEAs. The maximum number of classroom hours ranged from zero in four LEAs that use online instruction to 73 in Charlotte-Mecklenburg.

The average number of classroom hours taught per day on other days ranged from zero in thirteen LEAs to 120 in Wake County. The maximum number of classroom hours ranged from zero in thirteen LEAs to 124 in Charlotte Mecklenburg.

Complete data for 2014-15 may be found in report Table 17. Data for 2012-13 and 2013-14 may be found in report Tables 15 and 16, respectively.

12. Average and maximum number of behind-the-wheel hours taught per day on regular school days and on any other day.

In 2014-15 the average number of behind-the-wheel hours taught per day on a regular school day ranged from zero in four LEAs to 280 in Wake County. The maximum number of behind-the-wheel hours ranged from zero in four LEAs to 420 in Wake County.

The average number of behind-the-wheel hours taught per day on other days ranged from zero in four LEAs to 420 in Wake County. The maximum number of behind-the-wheel hours ranged from zero in four LEAs to 450 in Wake County.

Complete data for 2014-15 may be found in report Table 17. Data for 2012-13 and 2013-14 may be found in report Tables 15 and 16, respectively.

13. Process, if any, for reviewing driving records for driver education instructors.

According to the survey data, LEAs typically do not have an established method or frequency of driving record checks for instructors. LEAs that contract services are more likely to have up-to-date driving record checks via the process of annual certification renewal. LEAs that provide all services in-house are more likely to ask instructors to self-report driving convictions.

14. Tracking, if any, of student outcomes when seeking a graduated drivers license. If the local school administrative unit tracks this information, the unit shall provide data on student outcomes, including numbers of students who successfully completed or unsuccessfully completed the written and driving portions of the graduated drivers license examination, respectively.

Upon successful completion of a Driver Education program, students receive a Driver Education Certificate and a Driver Eligibility Certificate. These certificates are taken to the local DMV as proof of the student's eligibility to take the drivers license examination. LEAs and schools do not have access to the results of written tests and driving tests taken by their students at the DMV. There is no requirement for the student to report the results to the LEA, school, or Driver Education provider. However, six LEAs reported that they did track the results of students' written DMV tests.

15. If fees are charged for driver education, fee waivers or reductions, if any, provided to students. If fee waivers or reductions are provided, the local school administrative unit should provide data on

the policy for fee waivers or reductions, how many students are eligible for and use the waiver or reduction, and the amounts waived or reduced.

In 2014-15, students were charged fees for driver education in 74 of the 115 LEAs. No fees were charged in 41 LEAs. The minimum fee charged was \$20 in four LEAs. Ten LEAs charged \$65, which was the maximum allowed by state law.

Complete data for driver education student fees may be found in report Table 12.

In 2014-15, student fee waivers were available in 18 LEAs, however nine of these LEAs did not issue any waivers. The highest number of waivers was issued by Winston-Salem/Forsyth. This LEA determined that 1732 students were eligible for waivers, and 1476 waivers were issued.

Complete data for 2014-15 driver education student fee waivers may be found in report Table 14. Data for 2012-12 and 2013-14 may be found in report Table 13.