

**MINUTES OF THE
GEORGIA DRIVER'S EDUCATION COMMISSION MEETING
September 26, 2016
Department of Driver Services Headquarters, Conyers, GA**

Chairman Blackwood called the September 26, 2016 Georgia Driver's Education Commission meeting to order at 2:30 pm. Those in attendance and constituting a quorum were as follows:

Board Members in Attendance

Mr. Harris Blackwood, Chairman
Mr. Bert Brantley, Vice Chairman
Mr. Alfred Barber
Mr. Kevin Boyd
Ms. Frankie Jones
Ms. Lidell Greenway
Mr. Eddie Rish

Board Members Not in Attendance

Ms. Beth Graham

Non-members in attendance were as follows:

Mr. Josh Turner, Georgia Driver's Education Commission
Ms. Erika Sims, Georgia Driver's Education Commission
Ms. Amy Radley, Attorney General's Office
Mr. Jimmy Sumner, Georgia Driver's Education Commission
Mr. Nathan Lewit, Nathan's Driving School
Mr. Joseph Talaber, Office of Planning & Budget
Mr. Bob Haynes, AA Academy of Action Driving School and President of Georgia Association of Risk Reduction and Defensive Driving Educators
Mr. Barry Schrenk, Taggart's Driving School and registered lobbyist for Georgia Association of Risk Reduction and Defensive Driving Educators
Mr. Waleed Abdallah,
Ms. Joan Ivey, Lanier Technical College
Mr. Travis Johnson, Technical College System of Georgia
Ms. Laura Gammage, West Georgia Technical College
Ms. Pamela Farr, Technical College System of Georgia
Mr. Jim Andrews, Governor's Office of Highway Safety
Ms. Conseulo Godden, Georgia Piedmont Technical College
Ms. Rosemary Seeby, Oconee Fall Line Technical College
Ms. Kim David, Oconee Fall Line Technical College
Mr. David Yarbrough, Southeastern Technical College
Mr. Tommy Grant, Georgia Department of Driver Services
Ms. Kecia Bivins, Georgia Department of Driver Services
Mr. Spencer Moore, Georgia Department of Driver Services
Ms. Carol Jackson, North Georgia Technical College
Mr. Robert Hydrick, Governor's Office of Highway Safety

Call to Order

Chairman Harris Blackwood called the meeting to order at 2:30 p.m. and established that a quorum was present.

Swearing-in-of Commission Members

Chairman Harris Blackwood introduced two new members of the board, Mr. Alfred Barber, President of Barber's Driving School in Columbus, and Ms. Lidell Greenway, Vice President of Economic Development of Wiregrass Georgia Technical College in Valdosta. Chairman Blackwood administered the Oath of Office to Mr. Barber and Ms. Greenway. Both individuals signed the Oath of Office.

Chairman Blackwood then asked non-members in the room to identify themselves.

Adoption of Agenda

Vice Chairman Bert Brantley made a motion to adopt the agenda as proposed. Ms. Frankie Jones seconded the motion. There was no discussion. The motion passed unanimously. A copy of the agenda is attached hereto as Exhibit "A."

Approval of May 24, 2016 Public Hearing Meeting Minutes

Vice Chairman Bert Brantley made a motion to approve the May 24, 2016 Public Hearing meeting minutes. Mr. Frankie Jones seconded the motion. There was no discussion. The motion passed unanimously. A copy of the minutes are attached hereto as Exhibit "B."

Approval of May 24, 2016 Board Meeting Minutes

Vice Chairman Bert Brantley made a motion to approve the May 24, 2016 meeting minutes. Mr. Eddie Rish seconded the motion. There was no discussion. The motion passed unanimously. A copy of the minutes are attached hereto as Exhibit "C."

Adoption of Fiscal Year 2016 Annual Report

Chairman Harris Blackwood presented the Fiscal Year 2016 Annual Report for adoption. Mr. Kevin Boyd made a motion to adopt the Fiscal Year 2016 Annual Report. Ms. Frankie Jones seconded the motion. Vice Chairman Bert Brantley commented that the report was very well done. The motion passed unanimously. A copy of the report is attached hereto as Exhibit "D."

Public Comment on Student and Provider Eligibility Requirements for Grant Scholarship Program

Chairman Harris Blackwood introduced Mr. Josh Turner, Director of the Georgia's Drivers Education Commission, to present the proposal to the board. Mr. Turner requested that the board direct their attention to page 15 of the board meeting documents. Mr. Turner indicated that the staff of the Georgia Driver's Education Commission drafted the eligibility criteria (attached hereto as Exhibit "E"). The proposed criteria was then sent to a group of provider stakeholders including private and public providers for their feedback. Much of the feedback received by the staff was incorporated into the document presented for board consideration. The proposed criteria was also posted on the Governor's Office of Highway Safety website seeking public comment by email or by attending Commission today. Mr. Turner then provided a document outlining the recommendations from the Attorney General's office which was received earlier in the day (attached hereto as Exhibit "F"). Mr. Turner recommended that the Commission substitute the Attorney General's office's recommendations in place of the document in the board packet. Mr. Turner stated that there was only one public comment submitted by email. That comment was from a representative of Georgia Piedmont Technical College seeking

clarification on the third tier priority. The point of clarification was addressed in the recommendations from the Attorney General's office by inserting paragraph 5 to specify the third priority for scholarship criteria. Mr. Turner stated that he would be happy to answer any questions from the public or members of the Commission.

Chairman Blackwood then opened the floor for public comment.

This begins the transcript of the public comments.

Chairman Blackwood recognized Travis Johnson.

Travis Johnson: "Thank you, Chairman and members of the Commission. I'm Travis Johnson, I'm the Assistant Commissioner for External Affairs for the Technical College System of Georgia so I represent the technical colleges and their driver's education programs throughout the state. I would first like to thank you for allowing me a minute to speak and thank you for what you do in the way of public safety and driver's education training in Georgia. A little bit about what we do, we currently teach driver's education to fifteen through eighteen year olds through an intergovernmental agreement to award scholarships upon completion of Joshua's Law. Currently the only eligibility requirements is, one, you have to be a resident within this age group and you have to have a driver's permit. So, I would like to touch on two issues with the current proposal. First, we respectfully request that the Georgia Driver's Education Commission reduce the proposed maximum scholarship in the proposal from the current amount now which is \$500 to \$350 or a lower amount that would reasonably cover the driver's education program. At the current funding levels, if the amount were \$350.00, we would be able to provide 7,700 scholarships. If it were to be \$500.00 we would only be able to provide 5,400 scholarships for teen drivers. So, the difference would be almost 2,300 Georgia teens without this opportunity to get the driver's education training by way of scholarship. We think by lowering that would really two-fold and ultimately increase access to Georgians across the state and promote and improve public safety.. So, the second item, we feel like a driver's license is, sort of, a base line work credential for teens to get to and from jobs and expanding access to this, we think, is a good workforce developmental tool, in addition to the public safety measure. The second item we respectfully ask for the commission to consider is raising the income threshold in the proposal to 1.5 times the current level. We think the free and reduced threshold that was determined in the proposal is very low and again this would be a way to increase access to public safety and still being a needs-based scholarship measure. We feel like this would be a great opportunity to increase access to public safety across the state. Those are the two major provisions that we respectfully ask for you to consider. Again, we appreciate all of the work and effort that has gone into this. Our goal is, and I think everyone around this room's goal, is to make sure that we're providing educational opportunities for Georgians and make sure they have the skillset necessary to be safe drivers. With that, I will be happy to answer any questions, or I have folks around this room that can answer questions according to their program specifically."

Mr. Alfred Barber: "May I ask you a question, please sir? From the funding received already from the vocational technical schools for the capital expenditures for the grant money as well as the reimbursement, what was your average cost per student trained over the last twenty-four months?"

Georgia Driver's Education Commission Meeting Minutes cont'd
September 26, 2016
Department of Driver Services Headquarters, Conyers, GA

Ms. Laura Gammage: "That would depend on the size of the class. We try to find a break-even point and margin there because there is a lot of cost involved especially with the behind the wheel drive time, so the per student depends on the how big your classroom, your 30 hour classroom is."

Mr. Alfred Barber: "The total amount of money you receive from the commission, plus any outside charges to the student, which is probably nothing, with the grant you already received. Add all that money up and divide it by the successful number of completed training, what is your cost per student?"

Ms. Laura Gammage: "It would be less than \$350.00."

Mr. Alfred Barber: "Less than \$350.00? Do you have some stats to show us to or back that up? I find that hard to believe. If in fact it's less than \$350.00 this Commission has already given the votech system way too much money. Based on my calculations, you're about a thousand dollars per student to train, so I question now how you're going to suggest that we drop that amount to \$350.00. I've been doing this for 53 years. I know what the costs are involved in training someone to drive and doing a good job. You're nowhere near what it needs to be to move forward this industry. And for it to have well trained instructors and nice equipment that's not given to you and supported through the tuition base that you're receiving, there's no possible way, the national stats will show you, there is no way that can be delivered for \$350.00. That is a proposal that I will certainly reject hands down because you come here today with absolutely no proof of what your true cost of training would be. I wouldn't even consider that as a member of the board without knowing those numbers first. Secondly, by raising the income level by one and a half times percent, you're basically asking this commission to do away with any kind of financial need base. Because this level is way over the federal current level of poverty. Way over. So, basically you're asking us to take the lid off making it an open enrollment for anyone else whether than have the financial need to pay for it or not, to help support and facilitate what you say is your true part in wanting to train people. I don't see that. Basically, this money should go to kids who are deserving of the help. It does not need to go to rich people who can pay for the private tuition. We have a limited amount of funds. We don't have enough money to train everybody in the state who needs a driver's license. We have a limited amount of money. Whether there's 5,000 students or 7,000 students is really irrelative. How are we going to continue to open it up? You're deteriorating a private industry when you open it up anyway. You're taking cash payers from an industry that is well seated in the State of Georgia over 50 years and you're moving into the public system which is unprecedented. We got schools that are being subsidized. You hear about China and the government subsidizing the steel industry. You have our politicians over here and our business people saying we can't compete. How is it that we are even going to even allow that to occur in our state? Where were giving subsidy money to government agencies to charge the public a lower price than what we can deliver for? That is unfair business practice. There is no way we can deliver for \$350.00 and I'm total opposed on giving any more money to people who can pay for this service themselves. Absolutely. Thank you."

Georgia Driver's Education Commission Meeting Minutes cont'd
September 26, 2016
Department of Driver Services Headquarters, Conyers, GA

Mr. Travis Johnson: "I can totally understand and appreciate where you are coming from. I don't think that 1.5 times the amount that is in this proposal is opening it up to rich people, but I respectfully disagree with your opinion."

Ms. Laura Gammage: "I would just respond that we will be glad to provide you data. No one asked for that before we came here today. But I can tell you that I run a very successful program and I did that before this grant. We charge \$350.00. The economic development division at the colleges are not subsidized by the state. We are required to bring in enough revenue to cover all of our expenses."

Ms. Lidell Greenway: "Which includes salaries."

Mr. Laura Gammage: "It includes everything."

Mr. Alfred Barber: "Well I would like to see that from the state because I know for a fact Columbus last year, Columbus Technical College was given 285 slots for training, they completed 124 which means some 150 students did not get driver education because we decided as the Commission to deliver through the votech system. There's a 150 kids who did not receive training, yet the money was there and available."

Mr. Eddie Rish: "Which school?"

Mr. Alfred Barber: "Columbus Technical College."

Mr. Josh Tuner: "I need to clarify that data."

Mr. Alfred Barber: "In addition to that, 124 looking at the total cost, we are at about \$1,100.00 per head and at one time, half way through the program, we were at about \$8,000.00 per student trained. You have to look at the real cost involved. There's a lot of hidden expenses that can be covered by the State. Buildings, utilities and things that are not factored into that overall cost of \$350.00. But, if you're going to pay someone a decent salary, drive a good car and you're going to be responsible for refurbishing your car and maintaining your car or replacing that car without the State's assistance, strictly on the income base, or on the \$350.00, I dare to say you're probably not going to be able to do that. That's why Marietta and Cobb County are asking for \$367,000 to replace 20 vehicles. Yet they were charging \$385 a head to the general public. That's a subsidy. So, what is the true cost? We need to get to the bottom of that before we start talking about reducing the cap. As far as Columbus, my fee is not much above \$350.00 it's \$399.00, okay. But when you get to the Atlanta market when you have a little bit more expense and you get a little bit higher payroll, then the State needs that leverage and maneuvering room to go up to the \$500.00. The majority of the schools around the State will not get that cap."

Vice Chairman Bert Brantley: "Josh, how did we land on the \$500.00? Was that based on feedback from providers?"

Chairman Harris Blackwood: "That was based on the conversations with the associations, both of the associations."

Georgia Driver's Education Commission Meeting Minutes cont'd
September 26, 2016
Department of Driver Services Headquarters, Conyers, GA

Mr. Eddie Rish: "The thing about, is in South Georgia, Wiregrass services the counties in South Georgia, if they met their needs, to get their driver's license, at that price, I don't see an argument."

Mr. Alfred Barber: "Yeah, if you want to bill the state \$350.00, you're entitled to do that to help save money, but the schools are operating at a higher level of expense in Atlanta, in Columbus, then I should be able to charge up to that maximum that we talked about of \$500.00. I think the votechs should stay at \$350.00 for the reimbursement, because you do have some state subsidies. You do have the building over your head. You do have power that's being paid, some of your salaries are being paid. So in that case, I would vote that the votechs should stay at \$350.00. But, that should not limit the ability for other private school providers to go up to a level of \$500 maximum."

Mr. Kevin Boyd: "They are not limiting, this is for the scholarship."

Mr. Alfred Barber: "That's what this whole meeting is about, it's not to set prices about what I charge someone else."

Mr. Kevin Boyd: "We are setting prices for the scholarships."

Mr. Alfred Barber: "Right, we are saying that we set a cap of \$500.00. He is saying they can do it for \$350.00 so he wants to reduce the cap to \$350.00. I'm saying I agree with him, I think the votechs can do it for \$350.00 and they should only bill back to the state \$350.00, but when you talk about the private industry who does not have the government subsidy then we need to go up to \$500.00, to make the playing field level. In my case, it wouldn't go up to \$500.00, my cost is \$399.00."

Chairman Blackwood: "It would only reimburse the entities at the same price as we're charging the general public, there is no increased price. Based on my conversations and if any of you gentleman want to speak that, I'll be glad to recognize you at this time."

Mr. Barry Schrenk: "My name is Barry Schrenk, president of Taggart's Driving School. It's like déjà vu all over again. I was standing in the exact same spot in 2006 when the first driver education study committee met. Greg Dozier was the chairperson at that time and the first thing he did, and the committee did, over a series of several meetings, was to have a variety of providers, both private and public providers, provide information about their driver's education program including pricing and what it cost to operate a business. To give you a little background, approximately 1990, in the state of Texas, they had mandatory driver education and the legislature at that time looked at the amount of money that was budgeted to pay for it because it was paid in full. They did a complete study, a very reliable study in 1990 or 1991 they found out it was about \$1,100.00 per student. That's when the State of Texas got out of providing driver education. Still kept mandatory driver education but they said the private industry could do it for much less money. I think in those days, it was somewhere around \$250 per student that the average driving school would charge. We had people from DeKalb County School System testify, the guy that was in charge of the driver's education program in DeKalb County. It was a

great program. It was originally funded by the federal government as a study. You may have heard of the DeKalb County study back in the early seventies. People still refer to that as accurate, although circumstances have certainly changed. That gentleman testified that, to a question from Greg Dozier, who was with OPB for several years you may recall, he said: "What does it cost DeKalb County for a student to go through driver's education program. And the gentleman answered somewhere between \$500.00 and \$600.00. And Greg said "Gosh, that's surprising because OPB did a study three or four years ago and we thought it was somewhere between \$900.00 and \$1,000.00." To be honest with you, I will take OPB's estimate over the gentleman's estimate. During the last term with Sonny Perdue, as you know, the state was in a financial crisis and the Governor had to cut and cut and cut billions of dollars from the budget. One area where he cut was from public education. There were three cuts. The last cut was almost more severe although it wasn't much money because the cumulative effect of the millions of dollars that he had taken out of all the school budgets. And the last one was the amount, I believe was, twenty-five million dollars for DeKalb County. At that point, the school superintendent said he wanted to set everything on the table. I want to look at everything we do and any expense and see where we can cut because we cannot cover twenty-five million dollars. They looked at driver education and they cut driver education out, one of the last high school programs in the state. Well, after that announcement was made, I went up to a school board meeting and talked to the superintendent and told him that we have taught the program to a number of different school systems and a lot of private schools in the metropolitan Atlanta and would he be interested in Taggart's Driving School providing a service. He said, yes we would and I will have somebody call you. This was on a Tuesday night. Thursday morning the deputy superintendent called me and set up a meeting for the following week. I met with him and the assistant superintendent in charge of driver's education. I spent about an hour and explained all of our programs, a complete turnkey operation. He then asked how much would I charge for a complete turnkey operation. Thirty hours classroom and 6 hours behind wheel, textbooks, training films, classroom instructor and all the above. The only thing you would have to do is provide a room with a monitor and some AV equipment. I stated we could do it for \$425.00 per student. He said, "Wow, it's costing us \$1,800.00 a student. You can go around the country and talk to anyone in public schools and school superintendents which I have talked. Every time I talk to them about a driver's ed program they say the same thing. The cost today is still around \$455.00 for private program. We charge \$495.00 for a complete program because that's what our expenses are. The time we pay rent, heat, lights and electricity, matching social security, overtime all the things that businesses have to provide to stay in business and be legal, because everything we do is on top of the table and not under the table. We charge \$495.00. When we talk to the Director, Mr. Chairman and our association, we are talking about all the details. If you want us to get involved, we have to get paid for what our expenses are. And that's how that number came up to the maximum of \$500. That's the background. I'll be glad to answer any questions you might have."

Chairman Harris Blackwood: "Any questions from the board?"

Ms. Lidell Greenway: "I totally understand where you are coming from as far as your expenses, and I think we have been given some good information to consider, so if it's more expense to offer it, maybe we should focus our attention on putting more scholarship money in the hands of the students to cover up to \$500.00 if they choose you or Mr. Barber's school so they would have ample scholarship money to do that."

Mr. Barry Schrenk: "Well, I would agree and I would hope that this program that is jointly developed with the board members and the Chairman and his staff would work very well, and perhaps, if it works well enough, if the legislature is happy enough, and the Governor, we can get it changed back from 2.5% that it is now, back to 5%, and you can get more money. Now 5% doesn't guarantee it, for those who understand the legislative process, and the appropriations process, that doesn't guarantee that you're going to get it all, fifteen, twenty, twenty-five, thirty million dollars because you still have to go through appropriations. As you well know this committee did not meet for several years because you got zero appropriation from the legislature because of tough times. It was the right thing to do because there wasn't any money. I would agree with you. But the cost is cost. If you take somebody and public education and I have talked to superintendents, as I had mentioned. If they really understand the budget and what the expenses are and they don't want to hide those expenses for a variety of reasons. I'll let you guess what those reasons are, which could be job creation or that sort of thing. If they admit to what the expenses are, when I was standing in this room stood up there and was 195.00 a student. After he finished his presentation, I go up there and say "there's a lot of people in this room that have a lot of business experience, could you please explain to me how you can charge \$195.00 and pay for all of your expenses because we want to follow your business model." I can tell you it was silence, he was embarrassed because he couldn't answer the question because there is no answer to it. It's been buried. In 1999, Marietta City Schools and Cobb County Schools decided to go into full blown driver education program. They took driver education out of the school system, day school, a QBE funded course and put it in after school and went into the driving business, driving school business. They were teaching adults, they were teaching teenagers. They were advertising it in the newspapers all over metropolitan Atlanta. They were providing every single service that we were providing. I retained legislative council and we tried to negotiate it and we filed suit. The reason we filed suit is under Section A of the Georgia constitution. This section appears in a lot of state constitutions around the country, it says that a person of a certain age is entitled to a free, public education. And our premise was that if the QBE funded course, you can't take it out of the day school and teach it the after school and charge kids for it. Well I lost it at the Superior Court, Judge Staley, there were forty people from the Marietta City Schools sitting in the courtroom on this side, I was sitting over here alone with just my two attorneys and the judge was running for election in two weeks. So my attorney says, and it was obvious, I got home-cooked and she turned it down. Said there is no law against it, well there is no law against it, specifically, but the State Constitution says a free public education, so today, based on appeals court ruling that I lost, school systems can take 9th grade algebra out of the school system and say you have to take it after school or where going to charge you for it. That's what the ruling said. The reason I tell you that is because we deposed several folks who are responsible for the driver's ed program at the Marietta City Schools and we had a set of answers. Then we deposed some folks in the Marietta City School System in the finance department and other departments, that didn't have a dog to fight, so to speak. We got completely different answers. It went to where they were making a profit at \$300.00 or \$325.00, or whatever it was in those days of students. Where it was costing at least \$500.00 or \$600.00, at least on top of that, so maybe a \$1,000.00 or \$1,100.00. There's no magic way to handle it. Expenses are expenses. And unfortunately in government, with all due respect to my friends in government it's very easy to hide expenses that's in somebody else's budget. That's exactly what

Georgia Driver's Education Commission Meeting Minutes cont'd
September 26, 2016
Department of Driver Services Headquarters, Conyers, GA

they did in DeKalb County. It was hidden in somebody else's budget. So, that's my information."

Chairman Harris Blackwood: "Thank you sir, thank you, Mr. Schrenk."

Mr. Kevin Boyd: "Let's not lose track about what we're talking about here. Alright, we're talking about kids that need scholarships. I can pay, whatever price you want to educate my son. There are some that can't."

Mr. Alfred Barber: "I agree, 100%."

Mr. Kevin Boyd: "So, personally, I really don't care at this particular moment, and I'm a business man myself, I don't care what you charge or what you charge, at this moment. What I care about is how many kids because that is the mission statement of this commission, to maximize the participation in driver's education, look at it. That's what we're going to do here, today."

Mr. Alfred Barber: "Well, let me ask you a question, do we have any stats showing where the number of participants received driver's education, because of the program?"

Mr. Kevin Boyd: "Sir?"

Mr. Alfred Barber: "Does anyone have it here?"

Ms. Laura Gammage: "At my college alone, we have averaged between 150 and 200 per year, and now we are at 500, and we've had a program since 2007."

Mr. Lidell Greenway: "In the prior year, we did 153, last year we did 696."

Mr. Alfred Barber: "In my school, we do about 1,100 a year and now I'm down to about 900. The votech is up 124 on a negative impact, so I think we need to compare all people providing driver education before we say that value is increased. Sometimes we have a negative effect, we just moved people from one place to the other."

Ms. Lidell Greenway: "And I respect where you are coming from, but I come from Wiregrass Georgia Technical College and I serve eleven counties in the Southeast along the Valdosta area. There was nowhere before, I didn't take anything away from anybody. And so we've had kids who were highly unserved in rural areas where it would never be economically feasible for a private school to exist."

Mr. Alfred Barber: "There are cases where I agree, like I told you, Mr. Chairman, I have no problem with the votechs being in this business, in fact there are areas like what you are talking about, where private school cannot go in because the number is so small. In that case, obviously, we appreciate everything that you've done. Because, like you said, there was no service there being provided. But in previous years, there was no consideration where there was previous

Georgia Driver's Education Commission Meeting Minutes cont'd
September 26, 2016
Department of Driver Services Headquarters, Conyers, GA

service ongoing that had been ongoing in that community before this board elected to create new funding and create competition. That's the problem most of us have here today."

Mr. Eddie Rish: "That's where the technical colleges reach out. You're in a metropolitan area and we're in a rural area. What rules apply to you don't necessary apply to us. I don't mean to be ugly."

Mr. Alfred Barber: "Now wait a minute, if we look at the populous areas of the state, about 80% of the population hovers around ports, and in those ports, we have private schools. We have them all around the metropolitan areas. In fact in some of those counties, we have three or four schools that have been around for many years providing services. It is true, for instance, in Columbus, where I service Harris County, Chattahoochee County, Talbot County, and Marion County. And even go across the river into Lee and Russell County so there are cases where there are schools that do extend that service when it is feasible. Obviously, there are some counties, like in your situation where there was nothing, that's always been the problem with the private driving structure, the network is not that big, not that strong. However, where it is strong, we certainly don't want to diminish it."

Ms. Lidell Greenway: "Well, let me ask this for consideration. When the funding was originally put out and issued out the to the Technical colleges and there was no access to that funding from the private driving schools."

Mr. Alfred Barber: "Right."

Ms. Lidell Greenway: "Now it's the intent of the commission for this to go to a voucher system so now you are entitled..."

Mr. Alfred Barber: "Right."

Ms. Lidell Greenway: "... to keep your customers and they can bring you a voucher and pay you for your services. So that does level the playing field somewhat, according to..."

Mr. Alfred Barber: "I think it more than levels it. If the customer has the right to choose, the market force will drive the customer. We're all about free enterprise, we've agreed to that from, the beginning, Mr. Chairman, just level the playing field, give the student a voucher. If Columbus Technical School does a better job than Barber's Driving School in Muscogee County, I suspect that they'll get the business. However; they will have to get up and compete, it won't be a lay down. I've never had a problem with that. The problem that I have is that we're giving the money, Kevin, we're giving the money to people who can pay for driver training. As you mentioned, the purpose of this commission was to expand the base of people taking driver education who would not normally get the funds. Now I have an 8 year track record of dealing with scholarships. I brought y'all a copy for the board. I give away 25-30 free scholarships every year. So I have a little bit of experience with setting criteria. Making sure the correct people get the money. One of the biggest problems we had last year was it was an open, everybody come. If you have a kid between the ages of 15-17. Come on and get some free driver ed. It was advertised that way. What that does to the private sector, when you say free driver ed, come and

get it, now the private sector has to wait. Because now everybody's sitting on the side lines waiting to see if they can get the free driver's ed. Last year was the first year in 53 years that my company reported an operating loss of \$53,000 directly related to the advertisement of free drivers training. So you wonder why I'm so boisterous. My company had a million dollar value before the free give away started. My company is not worth spit when the state is giving away money to compete directly with private business. So if you think I'm upset, absolutely. And that's why Mr. Chairman agreed to listen to the issues, we came to an agreement, we leveled the playing field and he kept his word and I respect you for that."

Chairman Harris Blackwood: "Thank you, sir."

Mr. Alfred Barber: "Now we need to strengthen the criteria to make sure that money gets to the people who need it, so we can truly expand the base. We always talk about numbers, numbers. We need to be talking about quality and who can benefit from the program. We don't want to be training people to drive a car that is going to come and steal a car and rob a bank, okay who's demonstrated no family support and will have no value when owning a car. The votechs will have the same problem if we don't, if you just, and that's his problem, he wants to up the allotment, because you know the drop rate is going to be through the roof if you make this a straight-up poor economic situation. It won't get a school. The votechs will probably not go out and pick them up. The privates will have to. The votechs won't because there not staffed to do that. Now, I take that back, maybe some will, I don't know. I spoke out of line. But I can say we need to tighten up who gets the money. Let's make sure the single mothers with kids who are working, who need the help, get the money. Let's make sure we have a criteria that makes sense, not just a free giveaway, an entitlement program."

Chairman Blackwood: "Well, a couple of things. First of all, I know that, in Georgia, for example, the PeachCare program which is above Medicaid has a 1.5 percent, 1.5 times poverty level. That would put us on the same playing field with them. I mean, I think that's a, and we're not talking about going from an increase, you know, of a family of three would be an increase about 42, 43,000 dollars, something like that, if my numbers are right."

Mr. Alfred Barber: "Mr. Chairman, under that proposal, we are opening this thing up to the same level of people people participating as we had in the previous year, people who could afford to pay for their own kids to go to driving school. There is no way. You use, the free lunch program, you use the 1.5 times whatever. We know there is a tremendous amount of fraud already going on in the free lunch program. We also know that some schools just round it up to 100% so no one feels bad about getting the free lunch ticket. So there's one indicator that we can use the free lunch program. But if we use this other criteria, single parent households getting first tier, we know based on the charts you'll see on the second page of what I just handed out. The national center for children in poverty shows that 65% of children in poverty live in a single-parent household. That needs to be one of the financial drivers in the calculation as to who gets this money."

Chairman Harris Blackwood: "Well, let me say this, and I appreciate your perspective on that. But, we do not have the staff nor can we afford to verify, I mean, you know, if we go to 7,500 scholarships and if by chances it increases, I don't know how we could go in and verify, and on

top of everything else, we will do, we will verify some of this in an audit process. We will pick these and we will go back and we will audit, but we are very limited with what we are able to do with the State staff of essentially three folks.”

Mr. Alfred Barber: “Mr. Chairman isn't it true that most of the burden has been placed on the high school counselors, anyway, to produce the certificate of attendance, to produce ADAP certification. One more sheet of paper, in our county they have to have an attendance record, and ADAP certificate to go get their driver's license, I don't know how it is in others.”

Chairman Harris Blackwood: “You have to have that. That shows that they are a student somewhere.”

Mr. Alfred Barber: “In other words, we're talking about one more sheet of paper for this verification. We don't have, we're gonna have to add more people. My understanding is that we're going to have this sophisticated software that's going. Now, I've talked to some software people down in Columbus. This is some pretty simple, mathematical form the database pulled where we have these tier levels, and the application has a single-parent, kids with a 3.0 average, first criteria. And I didn't eliminate everybody. If you look at the HOPE Scholarship, and look at the problems they've had over time and you compare it to where we are at and we know when HOPE came out, it had a 3.0 average, right, and they had a cap of \$66,000, or so, per household. Well, that didn't fly. So, overtime, they increased to \$100,000 per household. Then two years after that, guess what they had to do, they had eliminate the amount of money altogether to get enough participants. But what they failed to do initially, rather than just eliminating the cap on the money, they should've dropped the bottom like the eventually did. Now they have what is called a scholarship program for 3.0 and up and they have the HOPE grant program for 2.0. So the scholarship is a merit based program and the grant is a free give a way.”

Chairman Harris Blackwood: “What is the, in the technical college system, what is the, is there a grade point requirement in order to get the initial grant.”

Ms. Laura Gammage: “For drivers ed or HOPE grant?”

Chairman Harris Blackwood: “For HOPE.”

Ms. Laura Gammage: “Yes, the HOPE grant is completely different from the HOPE scholarship. That was there from day one. When HOPE was created it was meant to be a workforce development component of HOPE. It's been there from day one. It wasn't designed to be merit-based. It was designed to help people who were maybe 50 years old, out of work, unemployed or underemployed, that's always been there. There was a couple of years when it got bumped up to 3.0. But now they've lowered it back to 2.0. There's been very successful people who's been through the program with the 2.0 and get out and get a job.”

Mr. Alfred Barber: “That's why my proposal has the 2.0. We divided these funds up to a merit based scholarship with 3.0 and up and then to a grant recipient, which would have your first call of the deceased or the children of deceased officers and the military personnel who have been killed in the line of duty served. They shouldn't have criteria other than they meet the basic core.

Georgia Driver's Education Commission Meeting Minutes cont'd
September 26, 2016
Department of Driver Services Headquarters, Conyers, GA

Fifteen to seventeen years of age, has a permit, no academic requirement. Absolutely no requirement, it's a grant. The next tier level should be go to kids who have earned the right and have demonstrated academic success with 3.0 and up. In that first tier, single-parent households along with the free lunch should be coupled together to make the first distribution of the money. Then married couples, the second tier, with 3.0 and up. This is a very simple mathematical program to do in a database. And then second tier would be the grant program with the bottom line would be 2.0 just like the HOPE scholarship has been set up."

Chairman Harris Blackwood: "Ms. Greenway."

Ms. Lidell Greenway: "Yes, I do want to address one thing so that everybody in here understands that while HOPE is not a grant, it is grant based. There is a checkpoint in there. If you don't maintain a certain grade point average, you no longer stay qualified, so that corrects itself. I do want to clarify that. As far as the grade point average, there are some good students out there that aren't academically capable of doing more than 2.0 but they make great employees for people. They may bag peanuts, they may sweep streets and they may wash your car for you and they may not be the most intelligent people in the world. We talk about this being a baseline work credential. Why would you preclude them from having this when this might be there only way to get to work and get a job?"

Mr. Alfred Barber: "I do know the Department of Labor furnishes certain funds when it is job related for driver training. There are other agencies with private funding sources can meet some of that need. A bigger question with votechs is if there are people ages eighteen to twenty-five who's in the votech who have no license. We don't have anything for them. We can't provide it for everybody is my point. There's got to be a cut off level."

Ms. Lidell Greenway: "The only other thing I wanted to say about the teen driver too, is that a fifteen year old has no dictation over how their parents chose to spend their money. They're pretty much helpless in that regard."

Mr. Alfred Barber: "Spending trends show today that teenagers have more purchasing power authority than ever before."

Mr. Kevin Boyd: "Mr. Barber, Listen. We can argue that all day long, but I'm going to tell you something. There are kids, alright, and that's who I'm supposed to represent. Alright, my constituents don't vote. I know a child that was 16, 17 years old and had two High School credits. Okay, he had two. We were able to get him into a program through Lanier Tech, okay, to learn how to weld so he could get a job..."

Mr. Alfred Barber: "Yes, sir."

Mr. Kevin Boyd: "He was riding his bicycle to and from..."

Mr. Alfred Barber: "Yes, sir."

Georgia Driver's Education Commission Meeting Minutes cont'd
September 26, 2016
Department of Driver Services Headquarters, Conyers, GA

Mr. Kevin Boyd: "...that welding program. Those are the type of kids that need to be able to get a driver's license. I'm all for, look, I'm all for having grade point averages, okay, alright, and I've said this many times. A 93 is a B in my house. I can get you two boys on the phone right now who are really upset about that. We have got to find a way to maximize what we're doing to reach the kids who need it and I understand that the GPA eliminates some of them. It dooms some of those kids who are fifteen years old, sixteen years old."

Mr. Barber commented, "This is my personal scholarship program. This is my money on the table, not the State's. I've been doing this for 8 years and I've been through multiple thousands of applications. Last year I gave 60 scholarships away and I didn't ask this Commission for one dime. Okay. I know something about what I'm talking about. I deal with the same kinds of kids. I've been in occupational training, truck driving school for 6 years. I know something about occupational training. I see the same needs that everybody sees. But, we have to be smart as a commission. We have to make sure that, however we write the criteria, it gets in the hands of the kids who most need it."

Chairman Harris Blackwood: "Absolutely."

Mr. Kevin Boyd: "I'm okay with that."

Mr. Alfred Barber: "That's where I'm at. Look, I don't care about competition and all of that. I'll compete with anybody, it's not a problem. So will these guys. But we got to make sure we get the money to the kids who need it. We got to tighten criteria up and one more thing before I be quite, I promise you."

Chairman Harris Blackwood: "Thank you, sir."

Mr. Alfred Barber: "Back to the providers, I'm serious, Harris, this is the last thing I'm going to say."

Chairman Harris Blackwood: "I know, I understand."

Mr. Alfred Barber: "Number eight of the payments to the providers, I first looked at this and had to do a double take. Just to make sure, what I did, is Friday, I called Red Lobster. I said this is Al Barber at Barber Driving School. I'd like for you to reserve 20 seats, set them aside for me and put tape around it, and you set it aside. I'm going to send 20 people over there off the street and you're not going to know anything about them, but I'm gonna send them to you. I want you to feed all of them your biggest lobster dish you got. Now, I can't guarantee anybody is going to show up. But you go ahead and reserve those seats. Now this is a restaurant that has maybe 100 seats, but I want you to reserve 20 of them for me. Tape it off. They said ok, they did that based on my reputation and my word. I send 20 people over there and only 8 show up and I expect the restaurant to take the losses during the busy times. Now, some of them completed everything on their plate and I'll pay them for that. Some of them got half way through it and didn't finish and left. But I wanted Red Lobster to say look, 'Red Lobster, I'm not going to pay you for that because obviously, they don't like the food and you only got them half way through the meal. So unlike you do Red Lobster, even though I sent the people to you, is you go out there and see if

you can collect half of your money for that meal. That's what this proposal says. I've never seen anything more ridiculous in my life. If you send someone to me, I'm a provider for you. You're not going to get many qualified applicants based on the criteria we set. That's another reason I'm so strong about this criteria, so we have a hope that we can complete the majority of these students. Without the criteria, it's a hard thing to imagine. My program based on that criteria, I have had 100% completion rate. One hundred, not ninety-nine, one hundred. The parents have to come, they have to hear what they have to do. Let's be smart about money, let's just not throw it out there for the wolves. That's what is going to happen."

Chairman Harris Blackwood: "None of these children are going to sign up on their own because their all under age. You're going to have to have a parent with every one of them."

Mr. Alfred Barber: "That's right."

Ms. Lidell Greenway: "And we have a required meeting where every parent has to come in..."

Mr. Alfred Barber: "I've noticed that about the votechs and I think that's great. My proposal, if a scholarship or grant recipient signs up for a scheduled class with an approved provider whether it is with me, the votech, or a high school and they don't show up, now sometimes a student will sign up and do the behind the wheel before the classroom based on their schedule, and we do that quiet frequently. We don't suggest that until someone says. There's no rule that says I don't have to be in the classroom. We do that quite frequently. We don't suggest that unless the student has a little wheel time experience with the parent and there under a time frame to meet their objective. There is no rule saying that I have to get the classroom prior to the in-car instruction. So, within 30 days, if they no-show me, and I'll set a seat aside, just like that Red Lobster man, you're in my busy time in the summer, where I'm doing 200 students a month and you ask me to set aside 50 seats and 25 people don't show up. I've taken an economic loss. It's not that I've broken even, I've lost money. And for that, like anybody else I want to be compensated a no-show fee. The no-show fee should be \$100.00, or that could be negotiated."

Chairman Harris Blackwood: "Okay."

Mr. Alfred Barber: "The second thing is, if they complete part of the training and then at the end of six months if they only completed half of the training and the six month time frame has elapsed, I want to be able to bill you for the services I provided. If that's the classroom only, then the state will owe me my off the shelf classroom price. If its two hours of behind the wheel only, the state will owe me for behind the wheel. Now you understand, I'm going to do everything within my power to get them there because I want all the money, I don't want just the classroom portion. I want to complete them. And we can do that if the criteria is set correctly. I also want this commission to consider, if a school like mine, offers a Georgia road test, it should be part of this cap of \$500? Now, why? I did a thousand road test for the DDS last year. One thousand in Columbus. I was in the pilot program and it worked out great. I have nine examiners. That keeps a tremendous burden off your service center. If now your saying you're not going to pay me for it, guess where they're going to come get their license? Right back out to the service center. Which would be contradictory to what you tried to do with the third party testing set-up anyway.

Georgia Driver's Education Commission Meeting Minutes cont'd
September 26, 2016
Department of Driver Services Headquarters, Conyers, GA

My fee \$399.00, I charge \$50 for the road test and that brings it \$449.00 and its still under the \$500.00 cap. It should be part of the program. Why would you eliminate that?"

Chairman Harris Blackwood: "What happens with you with a \$500.00 cap?"

Mr. Bob Haynes: "With me, a \$500.00 cap is fine. It's up to \$500.00, okay? And I don't have any problem with what Mr. Boyd is saying. If I didn't have to pay insurance, and I didn't have to pay rent, and I didn't have to buy my cars, and if I didn't have buy all of that, I would be in high cotton at \$350.00."

Chairman Harris Blackwood: "My question is at your \$499 price..."

Mr. Bob Haynes: "\$425.00 is what I've charged for a long time. It's \$425.00 for thirty hours of classroom and six hours of behind the wheel and \$75 for the road test and if your fail, you get a free one again."

Ms. Lidell Greenway: "I don't think any of the colleges want to be in the road test business. We are not set up for that."

Chairman Harris Blackwood: "I think you're, I just don't know if we can go that route. I'm being honest."

Mr. Bob Haynes: "That's fine. Can I say something else?"

Chairman Harris Blackwood: "Sure."

Mr. Bob Haynes: "I really want to say something. The first consideration for people you're going to find are people, public servants, policeman maybe, or whatever public servants, military people that's been killed in combat. I'm a combat veteran. I spend a great deal of my life working with men dealing with PTSD and drug and alcohol addiction, active and veterans. There are many, many, many men on disability who basically don't work and trying to raise kids. They should be included in this too. They've paid the maximum price, they're just alive. They are living with it for the rest of their life. It shouldn't just be the people who are dead. It should be the people that have given their lives whether it's dead or alive. There just trying to raise kids. It's just as hard for them. I feel very strongly about that. They should be taken care of."

Chairman Harris Blackwood: "Okay."

Mr. Alfred Barber: "Do we have any kind of idea of how many, what kind of number we are talking about just for the death in this state."

Chairman Harris Blackwood: "We have averaged about nine public safety per year and I think that our total in the War on Terror is somewhere around 175-200. I believe that number to be correct. I would have to verify that."

Georgia Driver's Education Commission Meeting Minutes cont'd
September 26, 2016
Department of Driver Services Headquarters, Conyers, GA

Mr. Alfred Barber: "I have been getting checks from associations that are set up to pay for deceased children of deceased military personnel. Two different associations have written checks."

Chairman Harris Blackwood: "The other thing that is happening now, if you start looking at it, that anyone who had children in the early part of the war, their children are now too old for the program. We in a limited window, if you will. With that, is there anyone else who has not spoken who needs to speak?"

Mr. Nathan Lewit: "I do have a question and I hate to get off track, it's something you mentioned. We try to provide a quality education of a passing people to drive safely. My school picks up the student at their home, I'm sure these technical schools don't pick these students up for their lessons. But my instructor goes there and the students not there and that effects a lot of people. I have to pay the instructor, somebody else could have taken that time whether the student comes to my school or not. Somebody doesn't show up, you mention about no-show fees and stuff. If I take a voucher for \$350 or whatever and the child doesn't show up for whatever reason, doesn't give me twenty-four hour notice, which I require and put out their constantly. They don't show up, my instructor has to be paid. What do y'all propose about the no-show and a kind of analogy is if you go to a technical college and you pay tuition and don't go to class, you just fail the class. Do y'all get the money back or anything?"

Mr. Alfred Barber: "We charge a \$30 no-show fee. But it makes the program very complicated to write it in. That's why I just wrote in the one-time no-show if that don't start the program, no-show. I think it is something we might need to manage on the outside, Nathan. I think we need to be able to charge that student, their parents. Part of the orientation, Mr. Chairman, should be 'look, you no-showed us, we sent a car out there, and that's a great to service to you.' You have got to remember a lot of these kids won't have transportation, they're in a single-parent household, and their mama is at work. We are going to go out there and get them, we are going to bring them in. The other thing about the road test, and Mr. Commissioner, you can probably identify with this, so many people come up to the licensing bureau with cars that aren't fit to be road tested in. They won't have that problem if they come to us. So you have to consider "does this child have the ability to get a car that will pass muster. Does it have insurance? Does it have tires? There is a good chance that it does not."

Ms. Lidell Greenway: May I say something?

Chairman Harris Blackwood: "Please."

Ms. Lidell Greenway: "Which brings me to a point, you opened up the point, so I want to mention this. If we are talking about scholarships being available only to low income, the chances of getting a \$100 no-show fee out of those kids are slim to none. So I think I read some agreement that maybe the no-show may be more on the private side because we don't go pick up students and you do incur an additional cost in that and that does cost you money."

Georgia Driver's Education Commission Meeting Minutes cont'd
September 26, 2016
Department of Driver Services Headquarters, Conyers, GA

Mr. Alfred Barber: "Our position is this, the State would pay that \$100 no-show fee, not the participant. But you're going to send poor people in that can't buy a lunch, they're not going to pay a no-show fee."

Ms. Lidell Greenway: "This has been my concern that I thought about day in and day out. You have these kids who come from very, very low income family that you have a parent here making less than \$22,000.00 per year trying to make ends meet. That's tough. What are the chances that we are getting into a market here where these kids don't have cars and they come to us unprepared and have not done that forty hours of parent/teen driving? We can't take a kid out that is not prepared to drive..."

Mr. Alfred Barber: "Let me address this Harris, because I run into this every year with my scholarship program because these are the most needy kids with good GPAs. Before we even start the program, they have to show that they have someone, it doesn't have to be a parent, it can be an uncle, grandparent, big brother, someone who has a car and is willing to step up do this forty wheel time with them. They don't have to do the forty hours before they come to the school, in-fact, it's unlikely that will. They'll probably come and take a couple of hours and let us break them in so they're not dangerous and then start the practicing portion. But as far as economic burden on people, we cannot do it. Whatever this Commission decides to pay the provider, it needs to be payment between the State and the provider, the recipient of the award does not need to have any financial burden, whatsoever. They are already burdened enough. And we as providers, we need to do our best to get high percentage of returns and outcomes. But we can't burden them with no-show fees, although it's a burden on the schools, we have to be compensated, it has got to be part of what the Commission spends. Now how many did I have no show on me out of eight years? Maybe one or two for the behind the wheel session because they were sick. That's going to happen. Or someone in the family dies."

Chairman Harris Blackwood: "Did they call you?"

Mr. Alfred Barber: "Sometimes they do, but I never have a cancellation fee to someone who is poor, never in the history of my company, never will do it. But if a rich kid calls and says I'm going to go out on a date with Billy Bob, I don't want to go to driving instruction, well yeah, I'm going to send mama and daddy a bill. You have to use some common sense when you are dealing with folks."

Ms. Lidell Greenway: "Our hands are tied as we are a government entity. If we are going to charge one person, we have to charge everybody."

Mr. Alfred Barber: "That's right. You can't charge the people that we are trying to help, I don't think."

Ms. Lidell Greenway: "So, you're saying on the no-show fee."

Mr. Alfred Barber: "I'm saying yes on that, but not billed to the client, the student; but billed to the Commission from the fund."

Ms. Pamela Farr: "Hi, I'm Pamela Farr. A lot of the issues that you brought up with the no-shows, etc., that's all on the public comment. The Commission did a good job of getting the proposal to where it is now. We can still talk about all of those points, but I thought we were here to talk about the proposal on the table now which is the Commission's mission to generate the highest return on its investment and make driver's training accessible and affordable to Georgia's teens is why we are here. I don't know what the scholarship total amount would be beginning in January but when you use this example you can see going from \$350 to \$500 leaves out 2,200 when you have 7,000 versus 5,500 students. If you multiple that by what yours funds are next year you can see that you are already leaving out a lot of Georgia's teens through the scholarship. Of course, you have got to be fiscally prudent with your funds which is why we would like to reduce it down from \$500 to maybe \$400. And I understand about your break-even point. The thing about the income is that the poverty level is just too low for people to have access to these scholarships and you're trying to get out as many scholarships as you can to get these teens trained and that is why we want to bring that up some, bring the scholarships income level up some. Not for rich people, but we know a lot of these people at one and a half and one and a third times these levels of the households that are not rich. They're paying mortgages, health insurance, house insurance, car insurance, utilities, all of this. That is why we want to bring it up. I thought that is what we were going to talk about today. As far as the no-shows and all of that, it would be nice if the Commission did have a lot of money to take care of things like that, but I think we are going to have to use our regular refund policy or policy on charging that you may not get your money back from the parent, you could put that in your registration paperwork, but I don't think this Commission has the money to pay for charges and things like that."

Mr. Alfred Barber: "This Commission spent 1.9 million dollars in grant funding last year. We are not talking about a lot of money, we are talking about to be considered as the private sector and if this committee can give away multi-millions of dollars for cars and simulators and staffing and things that in many parts of our state was unnecessary, certainly this commission can hear the needs of the private sector and accommodate us. It was our understanding that we had an agreement of the \$500 coming in to this meeting and we came here as a private industry with that in mind that we could charge up to that point. But again, in most cases, it won't be at that point. As far as \$350, if I want all of the kids to have to come to my office and not go out in pick them up, I can charge \$350, I have to reduce my services. But that isn't going to be effective when you got kids that can't get transportation."

Mr. Harris Blackwood: "I think we have heard everyone."

The public comment was concluded. This ends the transcript of the public comments.

Adoption of Student and Provider Eligibility Requirements for Grant Scholarship Program

Mr. Bert Brantley made a motion to adopt the Student and Provider Eligibility Requirements for Grant Scholarship Program presented by the GDEC staff as amended by the Attorney General's office (Exhibit "F"). Mr. Kevin Boyd seconded the motion. Mr. Alfred Barber questioned if any type of GPA merit would be included. The Chair responded no and that Mr. Barber could move to amend the criteria. Mr. Barber moved to amend the criteria to include a GPA merit criteria so

that those with a higher GPA had first choice. General Counsel Amy Boyd notified the Chair that there was already a motion on the table that should be voted on before considering any other motions or amendments. The Chair called for the vote. Those members being present and voting for the motion was Vice Chairman Bert Brantley, Mr. Kevin Boyd, Ms. Frankie Jones, Ms. Lidell Greenway, and/ Mr. Eddie Rish. Those members present voting against the motion was Mr. Alfred Barber. The motion passed.

The chair announced that the board would have the opportunity to revisit the criteria at the next board meeting and requested that board members seeking to make changes submit their proposals to staff so that General Counsel could vet the changes for the board to consider.

Adoption of Pilot Program with the Division of Family and Children Services Resolution 2017-01

Chairman Harris Blackwood presented and explained Resolution 2017-01 to the board for consideration. The resolution would authorize the Commission to enter into an Intergovernmental Agreement with the Department of Human Services Division of Children and Family Services to conduct a pilot program between January 1, 2017 and June 30, 2017 in which the Georgia Driver's Education Commission provides financial assistance to students in foster care to obtain forty hours of supervised driving with an authorized driver's education provider. Mr. Kevin Boyd made a motion to adopt the resolution. The motion was seconded by Mr. Eddie Rish. The motion passed unanimously. A copy of the resolution is attached hereto as Exhibit "G."

Adoption of Meeting Schedule for FY 2017

Chairman Harris Blackwood presented the meeting schedule for the remainder of the fiscal year. The schedule was adopted without objection. A copy of the meeting schedule is attached hereto as Exhibit "H."

Public Comment

Chairman Blackwood called for any public comment. No additional public comment was brought before the commission.

Motion to Adjourn

Mr. Kevin Boyd made a motion to adjourn. Ms. Frankie Jones seconded the motion. The motion passed unanimously. The meeting was adjourned at 3:41 p.m.

Minutes respectfully submitted by Mr. Josh Turner.

Exhibit "A" - 9/26/16 Meeting Agenda

Georgia Driver's Education Commission
September 26, 2016, 2:30 p.m.
Georgia Department of Driver Services Headquarters
2206 East View Parkway, Conyers, Georgia 30013

PROPOSED AGDENDA

1. Call to Order
2. Swearing-in of Commission Members
3. Adoption of Agenda
4. Approval of May 24, 2016 Public Hearing Minutes
5. Approval of May 24, 2016 Meeting Minutes
6. Adoption of FY 2016 Annual Report
7. Public Comment on Student and Provider Eligibility Requirements for Grant Scholarship Program
8. Adoption of Student and Provider Eligibility Requirements for Grant Scholarship Program
9. Approval of Pilot Program with the Division of Family and Children Services: Resolution 2017-01
10. Adopt meeting schedule for FY 2017.
11. Other Business
12. Public Comment
13. Adjournment.

For more information, visit <http://www.gahighwaysafety.org/gdec/meetings/future-meetings/>.

Exhibit "B" – 5/24/16 Public Hearing Meeting Minutes

**MINUTES OF THE
GEORGIA DRIVER'S EDUCATION COMMISSION
PUBLIC HEARING ON PROPOSED RULE CHANGES
May 24, 2016
Department of Driver Services Headquarters, Conyers, GA**

Chairman Harris Blackwood called the May 24, 2016 Georgia Driver's Education Commission Public Hearing on Proposed Rule Changes of Chapter 163-1-1-.01 and Chapter 163-1-1-.02 to order at 11:00 am. Those in attendance were as follows:

Board Members in Attendance

Mr. Harris Blackwood, Chairman
Mr. Bert Brantley, Vice Chairman
Mr. Kevin Boyd (by telephone)
Ms. Frankie Jones (by telephone)

Board Members not in Attendance

Mr. Wright Edge
Ms. Beth Graham
Mr. Eddie Rish

Non-members in attendance were as follows:

Mr. Josh Turner, Georgia Driver's Education Commission
Ms. Erika Sims, Georgia Driver's Education Commission
Ms. Amy Radley, Attorney General's Office
Mr. Spencer Moore, Georgia Department of Driver Services
Mr. Robert Hydrick, Georgia Governor's Office of Highway Safety
Mr. Jimmy Sumner, Georgia Driver's Education Commission

Chairman Blackwood asked if any written comments had been submitted or requests to be heard at the hearing in response to the proposed rule changes. Mr. Josh Turner responded that the Georgia Driver's Education Commission was not in receipt of any written correspondences for or against the proposed rule changes or requests to be heard.

Chairman Blackwood asked if there was any person in the room that would like to speak in favor of or against the proposed changes in the rule. There were no responses.

The public hearing was adjourned at 11:02 am.

Minutes respectfully submitted by Ms. Erika Sims.

Exhibit "C" – 5/24/16 Meeting Minutes

**MINUTES OF THE
GEORGIA DRIVER'S EDUCATION COMMISSION
May 24, 2016 Board Meeting
Department of Driver Services Headquarters, Conyers, GA**

Chairman Harris Blackwood called the May 24, 2016 Georgia Driver's Education Commission meeting to order at 11:02 am. Those in attendance and constituting a quorum were as follows:

Board Members in Attendance

Mr. Harris Blackwood, Chairman
Mr. Bert Brantley, Vice Chairman
Mr. Kevin Boyd (by telephone)
Ms. Frankie Jones (by telephone)

Board Members not in Attendance

Mr. Wright Edge
Ms. Beth Graham
Mr. Eddie Rish

Non-members in attendance were as follows:

Mr. Josh Turner, Georgia Driver's Education Commission
Ms. Erika Sims, Georgia Driver's Education Commission
Ms. Amy Radley, Attorney General's Office
Mr. Spencer Moore, Georgia Department of Driver Services
Mr. Robert Hydrick, Georgia Governor's Office of Highway Safety
Mr. Jimmy Sumner, Georgia Driver's Education Commission

Adoption of Agenda

Mr. Bert Brantley made a motion to adopt the agenda. Ms. Frankie Jones seconded the motion. Chairman Blackwood asked if there was any discussion of the motion. There was no discussion. The motion to adopt the agenda passed unanimously.

Approval of April 20, 2016 Meeting Minutes

Mr. Bert Brantley made a motion to approve the April 20, 2016 meeting minutes. Mr. Kevin Boyd seconded the motion. Chairman Blackwood asked if there was any discussion of the motion. There was no discussion. The motion to approve the minutes passed unanimously.

Public Comment on Adoption of Proposed Rule Changes

Chairman Blackwood announced that there had been a public hearing for comments on the proposed rule changes. Chairman Blackwood inquired with General Counsel, Ms. Amy Radley, if we needed to have an additional time of comment. Ms. Radley responded that an additional time for public comment was not required.

Final Adoption of Proposed Rule Changes to Chapter 163-1-1-.01 and Chapter 163-1-1-.02

Ms. Frankie Jones made a motion to adopt the proposed changes. Mr. Kevin Boyd seconded the motion. Chairman Blackwood asked if there was any further question. General Counsel, Ms. Amy Radley, suggested that the rule chapters be stated for the record. Chairman Blackwood clarified that the motion was for the final adoption of the proposed rule changes to Chapter 163-1-1-.01 and Chapter 163-1-1-.02 which changes the physical address, mailing address, and address for regulatory changes from the Georgia Department of Driver Services to the Governor's Office of Highway Safety. Chairman Blackwood again inquired if there was further discussion. There was no further discussion. The motion for final adoption of proposed rule changes to Chapter 163-1-1-.01 and Chapter 163-1-1-.02 passed unanimously. A copy of the proposed rule changes are attached to these minutes as "Exhibit A."

Exhibit "C" – 5/24/16 Meeting Minutes Continued

Georgia Driver's Education Commission Meeting Minutes cont'd
May 24, 2016
Department of Driver Services Headquarters, Conyers, GA

Other Business

There was no other business to come before the commission.

Public Comment

There were no public comments.

Adjournment

Mr. Bert Brantley made a motion to adjourn the meeting. Mr. Kevin Boyd seconded the motion. The meeting was adjourned at 11:05 am.

Minutes respectfully submitted by Ms. Erika Sims.

Exhibit "D" - Fiscal Year 2016 Annual Report

Georgia Driver's Education Commission



Annual Report - Fiscal Year 2016

September 26, 2016

Commission Members:
Harris Blackwood, Chairman
Bert Brantley, Vice Chairman
Alfred Barber
Kevin Boyd
Beth Graham
Lidell Greenway
Frankie Jones
Eddie Rish

7 Martin Luther King, Jr., Drive
Suite 643
Atlanta, Georgia 30334
Phone: (404) 656-2769

Exhibit "D" - Fiscal Year 2016 Annual Report Continued

Georgia Driver's Education Commission Annual Report – Fiscal Year 2016

In accordance with O.C.G.A. § 15-21-181(b), the Georgia Driver's Education Commission (GDEC) submits this report to the Governor, the President of the Senate, the Speaker of the House, and the committee chairpersons for the standing committees in the Senate and House of Representatives that are assigned issues related to motor vehicles. This report contains data on the amount of funds collected from the additional penalty imposed for the previous three fiscal years, the amount of such funds appropriated to the commission for each corresponding year, and the manner and purposes for which such funds have been expended.

Mission Statement

The mission of the Georgia Driver's Education Commission is to maximize participation in driver's education and training to reduce motor vehicle crashes by making driver's training accessible and affordable to all Georgians.

Board Composition

Pursuant to O.C.G.A. § 15-21-173, The Georgia Driver's Education Commission shall consist of eight members who shall serve for terms of four years. The State Board of Education shall appoint one member of the commission and the Department of Driver Services shall appoint two members of the commission. The director of the Governor's Office of Highway Safety shall appoint one member of the commission. The remaining four members of the commission shall be appointed by the Governor, two of whom shall be public school driver's education providers and the other two shall be private driver's education providers. The Governor shall designate a chairperson of the commission from among the members.

Chairman: Harris Blackwood, appointed by the Governor's Office of Highway Safety

Vice Chairman: Bert Brantley, appointed by the Department of Driver Services

Kevin Boyd, appointed by the State Board of Education

Wright Edge, appointed by the Governor and representing a public school provider

Beth Graham, appointed by the Governor and representing a public school provider

Frankie Jones, appointed by the Department of Drivers Services

Eddie Rish, appointed by the Governor and representing a private provider

There is one vacancy on the board due to ineligibility of service due to a career change.

Problem Identification

Motor vehicle travel is the primary means of transportation in the United States and is the leading cause of death for U.S. teens. According to the Centers for Disease Control and Prevention (CDC), approximately 2,163 teens in the United States aged 16-19 were killed and over 243,000 were treated in emergency departments for injuries suffered in motor-vehicle crashes in 2013. Further, the CDC reports that even though young people between the ages of fifteen (15) and twenty four (24) only represent fourteen (14) percent of the population, they account for about thirty (30) percent of the total costs of motor vehicle injuries.

In Georgia, the CDC reports that motor vehicle crashes are the leading cause of death for

Exhibit "D" - Fiscal Year 2016 Annual Report Continued

Georgians between the ages of 1 and 34. In 2014, the last year in which complete data is available, there were 1,164 motor vehicle fatalities in the State of Georgia. In the same year, there were 117,380 motor vehicle injuries and 378,458 motor vehicle crashes. This is a 1.3% decline in roadway fatalities in comparison to the previous year and a 32% decline from 2005 roadway fatalities. Since 2005, the numbers of injuries and fatalities have decreased by 16 percent and 33 percent, respectively. The total number of motor vehicle crashes has also decreased by 9 percent from 2005. The number of roadway fatalities varied from 1994 to 2014, peaking in 2005 with 1,729 fatalities, and a rate of 1.52 fatalities per 100 million vehicle miles traveled (VMT). However, in 2014 Georgia experienced the lowest fatality rate in fifteen years, with 1.04 fatalities per every 100 million vehicle miles traveled (VMT) – a 3 percent decrease since 2013. The highest fatality rate occurred in 1996 with 1.76 fatalities per 100 million vehicle miles traveled (VMT) and 1,573 roadway fatalities.

The total number of motor vehicle crashes involving young drivers has also declined. In 2014, there were a total of 110 fatalities among young people ages 15-20 years. Of those, 62 were driving and lost their lives, 25 were passengers, 18 were pedestrians, and 4 were bicyclists. The number of young drivers under the age 21 involved in fatal crashes has unsteadily decreased since 2007. In 2007, young drivers represented 12% of all drivers involved in fatal crashes (284 young drivers). However, in 2014, young drivers represented 9% of all drivers involved in fatal crashes (149 young drivers). In 2014, the number of young drivers involved in fatal crashes decreased by 49% (135 less drivers) in comparison to the peak in 2007.

Incomplete data from 2015 shows that overall fatalities in Georgia has risen. In 2015, there were 1,430 fatalities on Georgia roadways including 165 fatalities involving drivers between the ages of 15-20 years old. While the overall number of highway fatalities has increased, it appears that the percentage of teen drivers involved in fatal crashes has maintained.

The risk of motor vehicle crashes is higher among 16 to 19 year-olds than among any other age group. In fact, per mile driven, teen drivers ages 16 to 19 are nearly three times more likely than drivers aged 20 and older to be in a fatal crash. Among teen drivers, those at especially high risk for motor vehicle crashes are males, teens driving with other teen passengers and newly licensed drivers. In 2011, the motor vehicle death rate for male drivers and passengers ages 16 to 19 was almost two times that of their female counterparts. Additionally, the presence of teen passengers increases the crash risk of unsupervised teen drivers and that risk increases with the number of teen passengers. Also, the risk of crashing is the highest during the first months of licensure. Teens are more likely than older drivers to underestimate dangerous situations or unable to recognize hazardous situations. Fortunately, teen motor vehicle crashes are preventable, and proven strategies can improve the safety of young drivers on the road.

Georgia Driver's Education Commission History

On May 10, 2005, as a result of the passage of a law which became known as Joshua's Law (O.C.G.A. § 40-5-22), the Georgia Driver's Education Commission was created. The GDEC was established to recommend to the Governor and the General Assembly changes in state programs, statutes, policies, budgets and standards relating to the provision of driver education and training. Since its inception, the Georgia Driver's Education Commission has worked to identify options for teen drivers to satisfy the driver education requirements mandated under state law. Under

Exhibit "D" - Fiscal Year 2016 Annual Report Continued

Joshua's Law, the Georgia Driver's Education Commission is allowed to collect a surcharge (originally 5%, now 1.5%) of the State's traffic fines for establishing a grant to fund state approved driver education programs. The Governor's Office of Highway Safety was requested to facilitate the allocation and application of the Georgia Driver's Education funds. This grant program was authorized on April 11, 2007. The goal of this program was to generate the highest return on the Georgia Driver's Education Commission investment and thereby improve the performance of beginning licensed drivers while making driver safety training accessible and affordable. During fiscal year (FY) 2008, the Georgia Driver's Education Commission awarded 35 grants which consisted of 14 new start-up programs and 21 efforts to enhance or expand established training programs. Seven (7) new and sixteen (16) existing programs were awarded in FY 2009 along with twenty-three (23) carry-forward grantees from the previous year. Beginning with FY 2010 (the third year of funding) only carry-forward grants were permitted because of budget constraints in the State. In FY 2011, the program was suspended until further appropriations were made available. On May 6, 2013, the Governor signed Senate Bill 231, which extended the sunset provision until June 30, 2016. The legislation also reduced the amount of the surcharge collected on traffic citations from 5% to 1.5%. On April 26, 2016, Governor Deal signed HB 806 into law which formally assigned the Georgia Driver's Education Commission to the Governor's Office of Highway Safety and extended the sunset provision from June 30, 2016 until June 30, 2019. In FY 2015, the Commission awarded nine (9) grants totaling \$1,983,900.00.

Funding History

Year	Amount of Funds Collected	Amount of Funds Appropriated to the Commission
2012	\$10,655,668.04	\$0.00
2013	\$10,061,393.72	\$0.00
2014*	\$5,665,150.75	\$0.00
2015	\$3,746,817.95	\$5,665,150.00
2016	\$3,313,516.34	\$3,735,449.00
*Fine reduced from 5% to 1.5% effective May 6, 2013 upon signature of the governor. The fine percentage is determined by the date of offense, not the date of adjudication. Therefore, some fines paid in FY 2014 through FY 2016 may have resulted from citations prior to the change in statute and were assessed at 5%.		

Program Area

In a Request for Grant Proposals issued on April 30, 2015, The Georgia Driver's Education Commission sought grant applications for the disbursement of available funds to promote the development and implementation of innovative programs for purposes of providing driver education and training. The Request for Grant Proposals was sent to every public and private high school in Georgia, as well as the driver's education director representing a public or private

Exhibit "D" - Fiscal Year 2016 Annual Report Continued

high school who is licensed to operate a driver's training school registered with the Georgia Department of Drivers Services. Specifically, programs were sought that were seeking to:

- Promote, aid and encourage the successful completion of a Georgia Department of Driver Services (DDS) approved driver training course for students who desire to qualify for a Georgia Class D driver's license as required by O.C.G.A § 40-5-22, also known as "Joshua's Law" (through a 30 hour classroom instruction driver education along with 6 hours of behind the wheel driver training instruction); and
- Promote the advancement and further the missions of the GDEC with grant programs to facilitate knowledge and application of traffic safety rules, regulations, and procedures necessary for the safety of licensed beginning drivers.

Program Eligibility

The following program eligibility was instituted:

1. Potential grantees/partners include, but is not limited to: Georgia high schools (public and private), colleges and universities (public and private), state agencies, and not-for-profit organizations.
2. Potential grantee(s) must provide an organizational management plan that clearly outlines the channels of communication and responsibility and must be attached as an attachment within the application under the document attachment section of the application.
3. Full time positions will be evaluated on a case-by-case basis depending on the project objectives of the grant. (Job descriptions must be attached for each personnel position requested in the application.)
4. Potential grantee(s) must demonstrate its willingness and ability to accept and implement the planned programs by showing staffing, equipment, office space and other resources that will be dedicated to this effort.
5. Potential grantee(s) must report in the grant application whether or not its organization collects and is willing to disseminate critical data necessary to demonstrate the effectiveness of a before and after project impact. Programs planned, implemented and evaluated must be "specific" and focused on driver training and education. Evaluation tools must measure outcomes and the potential grantees must be able to show that data were decreased or increased as applicable in all emphasis areas at the end of the grant. All exceptions must be documented and explained. Potential grantees will be required to collect and report to GDEC required data on driver training programs that are supported by this grant application to demonstrate the required change.
6. Programs planned should be necessary programs that will reach the goals stated. Programs that are "nice," or "feel good," or evaluated by anecdotal comments should not be proposed. All evaluations plans must be well documented in the application.

Exhibit "D" - Fiscal Year 2016 Annual Report Continued

7. The cost for developing the proposal is the sole responsibility of the potential grantee. GDEC will not provide reimbursement for such costs.
8. Applications submitted must include letters of support/references from at least two of the following: local law enforcement, school systems, local safety advocate organizations, government subdivisions (mayor, city council, county commission, etc.), driving schools, medical organizations, etc.
9. GDEC will reimburse awarded grantees based on monthly or quarterly (whichever is applicable to the awarded grant) approved/implemented project activities and expenditures through an Automated Clearing House (ACH) payment.
10. GDEC reserves the right to reject any and all proposals submitted in response to this request.
11. Awarded grantee(s) must be willing to submit monthly or quarterly (whichever is applicable) activity reports concurrent with a monthly claim for reimbursement report utilizing eGOHS by the 20th of the following month. The claim for reimbursement report must be submitted and approved in order to be reimbursed for activities/services rendered.
12. Non-profit organizations must be willing to adhere by GDEC requirements for Non-Profit Organizations.
13. Applications must receive a rating of 70% or above to be considered for funding. Applicants receiving a rating of 69% and below will not be funded by GDEC.

Response to Request for Grants Proposal

In total, fifty four (54) organizations registered to attend a mandatory informational workshop required for grant applicants. Of those fifty four (54) organizations and schools, thirty three (33) different schools and organizations submitted an application for Fiscal Year 2016 grant funds. Of the thirty three (33) schools and organizations submitting an application, twenty six (26) were awarded grants. Any applicant requesting grant assistance who did not meet the minimum requirement of the Request for Grant Proposals were referred to a Technical College to form a partnership for driver's education funded by the Georgia Driver's Education Commission.

Funds Awarded

In compliance with the Georgia Driver's Education Commission's Request for Grants Proposals, grantees were encouraged to use grant funds to effectively deliver driver's education and training. Below is a listing of the grants awarded for Fiscal Year 2016. Additionally, the Georgia Driver's Education Commission provided scholarships issued by participating technical colleges within the Technical College System of Georgia through an intergovernmental agreement. The total number of students trained in Fiscal Year 2016 was 4,373.

Agency Name	Grant Title	Award Amount
-------------	-------------	--------------

Exhibit "D" - Fiscal Year 2016 Annual Report Continued

Albany Technical College	Albany Technical College Driver Education Program	\$ 22,390.00
Athens Technical College	Driver's Education and Training Program	\$ 16,230.00
Atlanta Technical College	Atlanta Technical College Driver's Education Program	\$ 14,190.00
Augusta Technical College	Augusta Technical College Driver's Education and Training Program	\$ 17,840.00
Calhoun City Schools	Driver's Education Grant Calhoun City Schools	\$ 22,000.00
Central Georgia Technical College	Central Georgia Technical College Driver's Education and Training Program	\$ 19,940.00
Coastal Pines Technical College	Coastal Pines Technical College Driver Education Program	\$ 19,850.00
Columbus Technical College	Columbus Technical College Driver Education Program	\$ 21,840.00
Gainesville High School	Gainesville High School Drivers Education Program	\$ 29,760.00
Georgia Northwestern Technical College	Georgia Northwestern Technical College Driver's Education and Training Program	\$ 19,940.00
Georgia Piedmont Technical College	Georgia Piedmont Technical College Driver's Education and Training	\$ 25,190.00
Georgia Vocational Rehabilitation Agency	Safety for Young Drivers with Disabilities	\$ 70,910.00
Lanier Technical College	Lanier Technical College Driver's Education and Training Program	\$ 24,340.00
North Georgia Technical College	North Georgia Technical College Driver's Education and Training Program	\$ 17,840.00
Oconee Fall Line Technical College	Oconee Fall Line Technical College Driver's Education and Training Program	\$ 22,990.00
Ogeechee Technical College	Ogeechee Technical College Driver's Education and Training Program	\$ 19,650.00
Savannah Technical College	Savannah Technical College Driver's Education and	\$ 23,090.00

Exhibit "D" - Fiscal Year 2016 Annual Report Continued

	Training Program	
South Georgia Technical College	South Georgia Technical College Driver's Education and Training Program	\$ 17,840.00
Southeastern Technical College	Southeastern Technical College Driver's Education and Training Program	\$ 18,060.00
Southern Crescent Technical College	Southern Crescent Technical College Driver's Education and Training Program	\$ 25,190.00
Southern Regional Technical College	Southern Regional Technical College Driver's Education and Training Program	\$ 23,090.00
Technical College System of Georgia	Technical College System of Georgia Driver's Education and Training Program	\$ 273,170.00
Towns County Schools	FY16 Towns County Schools Driver's Education	\$ 29,250.00
West Georgia Technical College	West Georgia Technical College Driver's Education and Training Program	\$ 25,190.00
White County Board of Education	White County Ninth Grade Academy Driver's Education	\$ 22,190.00
Wiregrass Georgia Technical College	Drivers Education and Training Program-Wiregrass Georgia Technical College	\$ 19,500.00

FY 2017 Plans

Beginning in January of 2017, the Georgia Driver's Education Commission will transition into a new scholarship program in which the student is awarded the scholarship directly and may choose the driver training provider of their choice from a list of authorized providers. Eligibility requirements and other details are in the process of being drafted.

Exhibit "E" - Original Draft of Student and Provider Eligibility Criteria

Georgia Driver's Education Commission Driver's Education Grant Scholarship Program Eligibility Requirements

Student Eligibility

1. The student must be a resident of the State of Georgia.
2. The student must be between the ages of fifteen and seventeen and possess a valid Georgia instructional driving permit.
3. First priority will be given to grant scholarship applicants who is the child or dependent of public safety professionals or members of the United States military who have been killed in the line of duty. If the child or dependent of a public safety professional killed in the line of duty, the applicant must identify the public safety professional and provide a copy of student applicant's the birth certificate or other government issued documentation proving the child was a dependent of the identified public safety professional. For purposes of this grant scholarship program, the Georgia Driver's Education Commission relies on the Georgia Public Safety Memorial Committee to identify and define public safety professionals killed in the line of duty. If the child or dependent of a United States military personnel killed in the line of duty, the applicant must identify the deceased military personnel and provide Form DD214 and DEERS (Defense Enrollment Eligibility Reporting System) records showing the military personnel's dependents.
4. Second priority will be given to scholarship applicants whose family can demonstrate a need based on income. The chart below will be a guide to determine financial hardship which is the same eligibility guidelines that are used to determine eligibility for free and reduced priced meals for the State of Georgia.

Household Size*	Maximum Income Level (Per Year)
1	\$21,978
2	\$29,637
3	\$37,296
4	\$44,955
5	\$52,614
6	\$60,273
7	\$67,950
8	\$75,646
9	\$83,342
10	\$91,038
11	\$98,734
12	\$106,430

Exhibit "E" - Original Draft of Student and Provider Eligibility Criteria Continued

13	\$114,126
14	\$121,822
15	\$129,518
*For Households with more than fifteen people, add \$7,696 per additional person.	

5. Grant scholarships will be awarded monthly. Grant scholarship applications will be due on the 5th of every month. Grant Scholarship awards and denials will be issued by the 20th of each month and will be sent by electronic mail. The number of grant scholarships available to be awarded will be determined by staff and entered into the grant scholarship management system. Grant scholarships will be awarded based on the priority levels defined above. All of the applicants in the first priority will be awarded before the second priority applicants; and all of the second priority applicants will be awarded before third priority applicants are awarded a grant scholarship. If more grant scholarship applications are submitted than grant scholarships available in each priority level, grant scholarships will be awarded using a computer generated random selection method.
6. If a student is not awarded an application due to limited resources, he/she may reapply monthly. Applicant information will be saved in the grant scholarship management system and the student will be eligible to reapply up to six times.
7. Scholarships are only valid for students who agree to complete a standard 30/6 driver's education course in which the student receives a minimum of thirty (30) hours of classroom training and six (6) hours of behind the wheel training. Additionally, the student's parent or guardian must be a co-applicant and agree to complete forty hours of supervised driving with the student.
8. Students will only be awarded one scholarship. In the event of a failure or withdrawal from the course, the student will not be eligible to apply for another scholarship. Additionally, in the event of a withdrawal from the course, the driver's education provider may charge the applicant and/or the co applicant up to half of the price of the publicly advertised price for the driver's education course.
9. Grant Scholarship awardees must identify the provider of choice from a list of authorized providers and redeem the grant scholarship with the provider within 30 days. Further, the driver's education course must be completed within 180 days of the grant scholarship award. If a scholarship is not redeemed after 30 days and the course is not completed within 180 days, the scholarship is forfeited and the student loses the scholarship and eligibility to apply again in the future. Students and providers may petition the Chairman of the Georgia Driver's Education Commission, or his designee, for an extension of these deadlines based on hardship or extreme circumstances. The decision may be appealed to the Commission.

Exhibit "E" - Original Draft of Student and Provider Eligibility Criteria Continued

Provider Eligibility

1. Provider eligibility is open to the following types of providers:
 - a. Public and private high schools who are licensed by the Georgia Department of Driver Services.
 - b. Private driving schools (commercial for profit, and not for profit) who are licensed by the Georgia Department of Drivers Services and who have been licensed for a minimum of two years.
 - c. Technical Colleges, Colleges, Universities and State Agencies who are authorized to provide driver's education by its governing body and who meet the minimum standards for drivers training and driver's education set forth by said governing body.
2. In order to participate in the scholarship program, providers must submit a completed Provider Application and meet the minimum qualifications set forth in these requirements. All providers must agree to abide with the State of Georgia vendor requirements including the submission of a Form W-9, Vendor Management Form, E-Verify documents and agree to receive payments by Automated Clearing House (ACH) transfer.
3. Private driving schools must be in compliance with the Georgia Department of Revenue.
4. Government-owned driving schools must be in compliance with all Georgia Department of Audit and Accounts regulations.
5. Public and private high schools and private driving schools must be in good standing with the Georgia Department of Driver Services (DDS) and not have received a moderate or severe risk assessment within the previous year from DDS. Additionally, public and private high schools must submit a copy of the most recent audit report conducted by DDS and a corrective action plan if one was issued.
6. Technical Colleges, Colleges and Universities, and State Agencies who participate in the scholarship program must be in good standing with their governing body and the Georgia Driver's Education Commission and agree to general oversight including the enforcement of driver's education standards adopted by the governing body and annual program reviews or audits.
7. Must agree to auditing and general oversight as requested by the Georgia Driver's Education Commission.
8. Providers agree that the scholarship charges only apply to a standard 30/6 driver's education course in which the student receives a minimum of 30 hours of classroom instruction and 6 hours of behind the wheel instruction.
9. The provider agrees that the cost of the reimbursement will not exceed \$500.00.
10. The provider agrees that the cost charged to the Georgia Driver's Education Commission will be the same cost or less than that is charged to the general public for driver's education for a 30/6 driver's education course.

Exhibit "E" - Original Draft of Student and Provider Eligibility Criteria Continued

11. The provider must agree to submit an OCRA Certificate after completion of the course as documentation that the course was complete within 30 days of the certificate being issued. The provider further agrees that payments must be made after completion of the course. In the event that the student fails the driver's education course, the provider must submit a copy of the Student Log detailing the student's attendance in the course and a statement detailing the reason for failure before payment will be made to the provider.
12. The provider may not set in place additional eligibility requirements for the students in addition to those set forth by the Georgia Driver's Education Commission.

DRAFT

**Exhibit "F" - Final Draft of Student and Provider Eligibility Criteria as amended by the
Attorney General's Office**

Georgia Driver's Education Commission
Driver's Education Grant Scholarship Program
Eligibility Requirements

A. Student Eligibility

1. The student must be a resident of the State of Georgia and actively enrolled in school.
2. The student must be between the ages of fifteen and seventeen and possess a valid Georgia instructional driving permit.
3. First priority will be given to grant scholarship applicants who are a child or dependent of a public safety professional or member of the United States military killed in the line of duty. If the applicant is a child or dependent of a public safety professional killed in the line of duty, the applicant must identify said professional and provide a copy of the student applicant's birth certificate or other government issued documentation proving the student was a dependent of the identified public safety professional. For purposes of this grant scholarship program, the Georgia Driver's Education Commission will rely on the Georgia Public Safety Memorial Committee to identify and define public safety professionals killed in the line of duty. If the applicant is a child or dependent of United States military personnel killed in the line of duty, the applicant must identify the deceased military personnel and provide Form DD214 and DEERS (Defense Enrollment Eligibility Reporting System) record showing the military personnel's dependents.
4. Second priority will be given to scholarship applicants who can demonstrate a need based on family income. The chart below will be used to determine financial need eligibility; these are the same eligibility guidelines that are used to determine eligibility for free and reduced priced meals for students in the State of Georgia.

Deleted: is

Deleted: the

Deleted: s

Deleted: s

Deleted: who have been

Deleted: the public safety

Deleted: the

Deleted: child

Deleted: relies

Deleted: a

Deleted: s

Deleted: whose family

Deleted: a guide

Deleted: hardship

Deleted: which is

Household Size*	Maximum Income Level (Per Year)
1	\$21,978
2	\$29,637
3	\$37,296
4	\$44,955
5	\$52,614
6	\$60,273
7	\$67,930
8	\$75,586
9	\$83,242
10	\$90,898
11	\$98,554
12	\$106,210
13	\$113,866

**Exhibit "F" - Final Draft of Student and Provider Eligibility Criteria as amended by the
Attorney General's Office Continued**

14	\$121,822
15	\$129,518
*For Households with more than fifteen people, add \$7,696 per additional person.	

5. ~~Third priority will be given to all applicants who do not meet the criteria set forth in the first priority and second priority outlined above.~~
6. Grant scholarships will be awarded monthly. Grant scholarship applications will be due ~~by the 5th~~ of every month. Grant Scholarship awards and denials will be issued by the 20th of each month and will be sent by electronic mail. The number of grant scholarships available to be awarded will be determined by staff and entered into the grant scholarship management system. Grant scholarships will be awarded based on the priority levels defined above. All of the applicants in the first priority will be awarded before the second priority applicants; and all of the second priority applicants will be awarded before third priority applicants are awarded a grant scholarship. If more grant scholarship applications are submitted than grant scholarships available in each priority level, grant scholarships will be awarded using a computer generated random selection method ~~from the priority level applications. The grant scholarship will be awarded in the form of a voucher to the student. The student may then take said voucher to an eligible provider. The provider will then submit the voucher to the Commission for reimbursement as set forth herein.~~
7. If a student is not awarded an application due to ~~a lack of available grant scholarships,~~ he/she may reapply monthly. Applicant information will be saved in the grant scholarship management system and the student will be eligible to reapply up to six times.
8. Scholarships are only valid for students who agree to complete a standard 30/6 driver's education course in which the student receives a minimum of thirty (30) hours of classroom training and six (6) hours of behind the wheel training. Additionally, the student's parent or guardian must be a co-applicant and agree to complete forty hours of supervised driving with the student.
9. Students will only be awarded one scholarship. In the event of a failure or withdrawal from the course, the student will not be eligible to apply for another scholarship. Additionally, in the event of a withdrawal from the course, ~~the student applicant and the co-applicant parent must understand and agree that the driver's education provider may charge the applicant and the co-applicant parent directly for up to half of the price of the driver's education course charged to the Commission.~~
10. Grant Scholarship awardees must identify the provider of choice from a list of authorized providers and redeem the grant scholarship with the provider within 30 days ~~of the grant scholarship award notice.~~ Further, the driver's education course must be completed within 180 days of the grant scholarship award ~~date.~~ If a scholarship is not redeemed after 30 days ~~of notice of the award~~ and the course is not completed within 180 days ~~of notice~~

Deleted: [Third priority, all other applicants who meet criteria 1 and 2 above, ???]

Deleted: on

Deleted: .

Deleted: limited resources

Deleted: grant scholarship award will be cut in half, and the driver's education provider may charge the applicant and/or the co-applicant directly for up to half of the price of the publicly advertised price for the driver's education course.

Deleted: [redemption or notice?]

Deleted: redemption

**Exhibit "F" - Final Draft of Student and Provider Eligibility Criteria as amended by the
Attorney General's Office Continued**

- of the award of the grant scholarship by the student, the grant scholarship is forfeited and the student loses the scholarship and eligibility to apply again in the future. Students and providers may petition the Chairman of the Georgia Driver's Education Commission, or his designee, for an extension of these deadlines with a proven medical reason necessitating the extension.
- B. Provider Eligibility**
1. Provider eligibility is open to the following types of providers:
 - a. Public and private high schools that are licensed by the Georgia Department of Driver Services. Deleted: based on hardship or extreme circumstances
 - b. Private driving schools (commercial for profit, and not for profit) that are licensed by the Georgia Department of Drivers Services and that have been licensed for a minimum of two years. Deleted: The decision may be appealed to the Commission.
 - c. Technical Colleges, Colleges, Universities and State Agencies that are authorized to provide driver's education by their governing bodies and that meet the minimum standards for drivers training and driver's education set forth by said governing body. Deleted: who
Deleted: who
Deleted: who
Deleted: who
Deleted: in
Deleted: y
Deleted: who
 2. In order to participate in the scholarship program, providers must submit a completed Provider Application and meet the minimum qualifications set forth in these requirements. All providers must agree to abide by the State of Georgia vendor requirements including the submission of a Form W-9, Vendor Management Form, E-Verify documents and agree to receive payments by Automated Clearing House (ACH) transfer. Deleted: with
 3. Private driving schools must be in compliance with the Georgia Department of Revenue.
 4. Government-owned driving schools must be in compliance with all Georgia Department of Audit and Accounts regulations.
 5. Public and private high schools and private driving schools must be in good standing with the Georgia Department of Driver Services (DDS) and not have received a moderate or severe risk assessment within the previous year from DDS. Additionally, public and private high schools must submit a copy of the most recent audit report conducted by DDS and a corrective action plan if one was issued.
 6. Technical Colleges, Colleges and Universities, and State Agencies who participate in the scholarship program must be in good standing with their governing body and the Georgia Driver's Education Commission and agree to general oversight including the enforcement of driver's education standards adopted by the governing body and annual program reviews or audits.
 7. Providers must agree to auditing and general oversight as required by the Georgia Driver's Education Commission. Deleted: M
Deleted: requested

**Exhibit "F" - Final Draft of Student and Provider Eligibility Criteria as amended by the
Attorney General's Office Continued**

8. Providers must agree that the scholarship grants may only be applied toward a standard 30/6 driver's education course in which the student receives a minimum of 30 hours of classroom instruction and 6 hours of behind the wheel instruction.
9. The provider must agree that the reimbursement to the provider by the Commission based upon a scholarship grant to a student applicant for the 30/6 course will not exceed \$500.00.
10. The provider must agree that request for reimbursement of the scholarship grant submitted to the Georgia Driver's Education Commission will be the same cost or less than that cost, charged to the general public for driver's education for a 30/6 driver's education course.
11. The provider must agree to submit an OCRA Certificate to the Commission within 30 days after completion of the course by the student grantee as proof that the course was completed. The provider must further agree that reimbursement to the provider by the Commission for any scholarship grant will be made after proof has been provided to the Commission after completion of the course. In the event that the student fails the driver's education course, the provider must submit a copy of the Student Log detailing the student's attendance in the course and a statement detailing the reason for failure before payment will be made to the provider. In the event that the student grantee withdraws from the course, or fails to complete said course, the provider may charge the grant award student and co-grant award parent up to half of the price of the cost of the driver's education course ordinarily charged to the Commission.
12. The provider may not set in place additional eligibility requirements for the students in addition to those set forth by the Georgia Driver's Education Commission.
- Deleted: charges only apply
Deleted: to
- Deleted: agrees
Deleted: the cost of
- Deleted: agrees
Deleted: the cost charged
Deleted: is
- Deleted: ?
Deleted: documentation
Deleted: within 30 days of the certificate being issued.
Deleted: a
Deleted: payments must be made
- Deleted: must agree that the Commission will only reimburse the provider up to half the scholarship grant, as set out in A.9.

Exhibit "G" - Resolution 2017-01



RESOLUTION 2017-01

A Resolution by the Georgia Drivers Education Commission

Whereas, Beginning in January of 2017, the Georgia Drivers Education Commission will begin administering a scholarship program in which eligible students will choose a driver's education provider from a list of authorized providers, and

Whereas, the Department of Human Services Division of Family and Children Services, through independent living coordinators, works with children in foster care to help them obtain independence;

Whereas, a key component of becoming an independent adult is being able to safely and legally drive from home to a workplace and school;

Whereas, the Department of Human Services Division of Family and Children Services has funding to provide driver's education to satisfy Joshua's Law funding; and

Whereas, the children in foster care often find it problematic to complete the forty hours of supervised driving with an adult which often prevents them from obtaining a driving license;

Therefore, be it resolved by the Georgia Drivers Education Commission that agency staff are hereby authorized to enter into an Intergovernmental Agreement with the Department of Human Services Division of Children and Family Services to conduct a pilot program between January 1, 2017 and June 30, 2017 in which the Georgia Driver's Education Commission provides financial assistance to students in foster care to obtain forty hours of supervised driving with an authorized driver's education provider.

This 26th day of September, 2016

ATTESTED TO BY:

A handwritten signature in blue ink, appearing to read "Harris Blackwood", is written over a horizontal line.

Harris Blackwood, Chairman
Georgia Driver's Education Commission

WITNESSED BY:

A handwritten signature in blue ink, appearing to read "Josh Turner", is written over a horizontal line.

Josh Turner, Director
Georgia Driver's Education Commission

Exhibit "H" - FY 2017 Meeting Schedule

**Georgia Driver's Education Commission
Proposed Meeting Schedule***

First Quarter 2017: September 26, 2016, 2:30 p.m.
Second Quarter 2017: December 20, 2016, 1:30 p.m.
Third Quarter 2017: March 21, 2017, 1:30 p.m.
Fourth Quarter 2017: June 26, 2017, 1:30 p.m.
First Quarter 2018: September 26, 2017, 1:30 p.m.

*Additional called meetings may be necessary.