



Georgia Driver's Education Commission

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www.gahighwaysafety.org/gdec/

PUBLIC NOTICE: GEORGIA DRIVER'S EDUCATION COMMISSION

The Georgia Driver's Education Commission will conduct its regularly scheduled quarterly Commission meeting on Tuesday, September 22, 2020 at 1:30 p.m. by videoconference. The public is welcome to attend by telephone or videoconference. Access information will be posted on www.gahighwaysafety.org/gdec/ by 5:00 pm on September 21, 2020.

Proposed Agenda

1. Call to Order
2. Adoption of Agenda (Page 1)
3. Approval of June 23, 2020 Meeting Minutes (Page 2)
4. Public Comment
5. Staff Report (Page 10)
Josh Turner, Director, Georgia Driver's Education Commission
6. Update Research and Evaluation Project (Page 15)
Tina Kassebaum, Ph.D.
Partner/Principal Investigator, Strategic Research Group
7. Consider Adoption of Fiscal Year 2020 Annual Report (Page 26)
Josh Turner, Director, Georgia Driver's Education Commission
8. Other Business
9. Adjournment

MINUTES OF THE
GEORGIA DRIVER’S EDUCATION COMMISSION MEETING

June 23, 2020 at 1:30 pm

Georgia Governor’s Office of Highway Safety
7 Martin Luther King Jr., Drive, Suite 643, Atlanta, Georgia 30334.

Chairman Allen Poole called the June 23, 2020 meeting of Georgia Driver’s Education Commission meeting to order at 1:30 p.m. Those in attendance and constituting a quorum were as follows:

Board Members in Attendance	Board Members not in Attendance
Mr. Allen Poole, Chairman	
Mr. Spencer Moore, Vice Chairman	
Dr. Malika Reed Wilkins	

Non-Members in Attendance were as follows:

- Mr. Josh Turner, Georgia Driver’s Education Commission
- Ms. Kisha Bell, Georgia Driver’s Education Commission
- Ms. Pamela Farr, Georgia Driver’s Education Commission
- Mr. Jimmy Sumner, Governor’s Office of Highway Safety
- Ms. Eshon Poythress, Governor’s Office of Highway Safety
- Ms. Courtney Ruiz, Governor’s Office of Highway Safety
- Ms. Shenee Bryan, GOHS Contract Epidemiologist
- Mr. Mike Mitchell, Georgia Department of Driver’s Services
- Mr. Kyle Cain, Georgia Department of Driver’s Services
- Ms. Amy Radley, Georgia Attorney General’s Office
- Ms. Toni Owens, Georgia Department of Administrative Services
- Ms. Dana Harris, Georgia Department of Administrative Services
- Ms. Denise Yeager, Georgia Department of Public Health

Opening Remarks:

Chairman Poole thanked everyone in attendance and explained that due to the Public Health State of Emergency declared by Governor Kemp, Commission members and staff were attending by phone. Further, Mr. Poole stated for the record that the Public Notice for the meeting was published in the *Fulton Daily Report*, posted at the Governor’s Office Highway Safety and Georgia Driver’s Education Commission offices, and posted on the Georgia Driver’s Education Commission website.

Approval of Agenda

Chairman Poole presented the agenda. Vice Chairman Moore made a motion to adopt the agenda. Dr. Wilkins seconded the motion. There was no further discussion. The motion passed unanimously.

Approval of March 31, 2020 Meeting Minutes

Chairman Poole presented the March 31, 2020 meeting minutes. Vice Chairman Moore made a motion to approve the March 31, 2020 meeting minutes. Dr. Wilkins seconded the motion. There was no further discussion. The motion passed unanimously.

Public Comment

Chairman Poole offered a time for Public Comment. Mr. Pierre Maalouf, Founder and CEO of Tiny Towne was recognized. Mr. Maalouf commented on improvements to driver's education curriculum in Georgia. Chairman Poole stated that the Georgia Driver's Education Commission did not have regulatory authority over driver's education curriculum and deferred to Vice Chairman Moore, Commissioner of the Georgia Department of Driver's Services for comment. Vice Chairman Moore thanked Mr. Maalouf for evaluating the curriculum asked Mr. Maalouf to contact Mr. Michael Mitchell with the Department of Driver's Service for preliminary discussions and review of the recommendations and then schedule a meeting with Vice Chairman Moore and Chairman Poole.

Staff Report

Mr. Turner presented the staff report including the Provider Scholarship Redemption Report, Fourth Quarter Fiscal Year 2020 Customer Service Report, the Scholarship Report of April 2020, May 2020, and June 2020. Mr. Turner publicly thanked Ms. Kisha Bell and Ms. Pamela Farr for their diligent work during the pandemic to assist providers and students/parents with their needs. A copy of the report is attached to and made a part of these minutes.

Adoption of Fiscal Year 2021 Meeting Schedule

Mr. Turner presented the Commission Meeting Schedule for Fiscal Year 2021. The dates proposed were September 22, 2020, December 15, 2020, March 23, 2021, and June 22, 2021. All times at 1:30 p.m. Chairman Poole made a motion to adopt the Fiscal Year 2021 Meeting Schedule. Dr. Wilkins seconded the motion. There was no further discussion. The motion passed unanimously.

Presentation on Proposed Research/Evaluation Project

Chairman Poole thanked the review and evaluation team for doing an outstanding job to find the best supplier to conduct the Research and Evaluation project. Chairman Poole recognized the evaluation team members: David Adams, Georgia Department of Transportation, Courtney Ruiz, Governor's Office of Highway Safety, Josh Turner, Georgia Driver's Education Commission, and Denise Yeager, Georgia Department of Public Health, the procurement team with the Georgia Department of Administrative Services: Toni Owens and Dana Harris, and GOHS Contract Epidemiologist Shenee Bryan.

Chairman Poole introduced Ms. Shenee Bryan who presented on the proposed Research/Evaluation Project and Possible Issuance of Requests for Proposals.. The presentation was interactive and included detailed dialogue among the Commission. A copy of the presentation is attached and included as a part of these minutes.

Chairman Poole made a motion to consider issuing notice of intent to award presentation to the Strategic Research Group. Dr. Wilkins seconded the motion. There was no further discussion. The motion passed unanimously.

Approval of Fiscal Year 2021 Budget, subject to Appropriation

Mr. Turner presented the Fiscal Year 2021 Budget. A copy of the Fiscal Year 2021 proposed budget is included below as a part of these minutes. Dr. Wilkins made a motion to approve the Fiscal Year 2021 Budget. Vice Chairman Moore seconded the motion. There was no further discussion. The motion passed unanimously.

Georgia Driver's Education Commission Fiscal Year 2021 Budget

Budget Category	Cost Category	FY 2020	FY 2021	Difference \$	Difference %
Computer Charges	Computer Charges	\$ 2,000.00	\$ -	\$ (2,000.00)	-100.00%
Administrative Fees	Contractual Services	\$ 67,000.00	\$ 67,000.00	\$ -	0.00%
Software Support (Scholarship Program IT Support)	Contractual Services	\$ 150,000.00	\$ 80,000.00	\$ (70,000.00)	-46.67%
Temporary Labor	Contractual Services	\$ 24,800.00	\$ 37,800.00	\$ 13,000.00	52.42%
Research and Evaluation	Contractual Services		\$ 49,791.36	\$ 49,791.36	
Scholarships	Grants	\$ 2,400,000.00	\$ 2,336,758.64	\$ (63,241.36)	-2.64%
Board Member Expenses	Per Diem	\$ -	\$ 1,000.00	\$ 1,000.00	
Personnel Services	Personnel Services	\$ 220,000.00	\$ 220,000.00	\$ -	0.00%
Board Meeting Expenses	Regular Operating	\$ 150.00	\$ 500.00	\$ 350.00	233.33%
Office Supplies	Regular Operating	\$ 495.00	\$ 1,000.00	\$ 505.00	102.02%
Printing	Regular Operating	\$ -	\$ 5,000.00	\$ 5,000.00	
Shipping	Regular Operating	\$ -	\$ 500.00	\$ 500.00	
Simulator Insurance	Regular Operating	\$ -		\$ -	
Software License	Regular Operating	\$ 75,000.00	\$ 75,000.00	\$ -	0.00%
Subscriptions, Memberships and Certifications	Regular Operating	\$ 55.00	\$ 150.00	\$ 95.00	172.73%
Rent	Rent	\$ 23,000.00	\$ 23,000.00	\$ -	0.00%
Mobile Phone Service	Telecommunications	\$ 1,500.00	\$ 1,500.00	\$ -	0.00%
Staff Travel (Training and Audits)	Travel	\$ 14,000.00	\$ 14,000.00	\$ -	0.00%
Total		\$ 2,978,000.00	\$ 2,913,000.00		

Other Business

Chairman Poole addressed the commission vacancies. Chairman Poole notified the Commission that he had spoken to the Governor's Office and requested that the vacancies on the Commission be filled.

The Governor's Office is going to review the vacancies and State Committees and hopefully, the commission will soon have some new members to fill those vacancies in the month of September.

Adjournment

Vice Chairman Moore made a motion to adjourn. Dr. Wilkins seconded the motion. The motion to adjourn passed unanimously.

Respectfully submitted,
 Kisha Bell
 Business Support Analyst
 Georgia Driver's Education Commission

FY 2020 Fourth Quarter Customer Service Report

Provider Email Inquiries	3,468
Parent Email Inquiries	3,357
Voicemails Received	1,256
Invoices Processed	305

Provider Scholarship Redemption Report (3/27/2020 through 6/18/2020)

PROVIDER NAME	SCHOLARSHIPS REDEEMED (3/27/2020 – 6/18/2020)
A-1 Driving School, Inc.	206
West Metro Driving School	136
Barber's Driving School, Inc.	82
New London School of Driving Inc.	60
A+ Driving Services, Inc.	56
Advance Driving Academy	46
Coastal Pines Technical College	38
Just Driver Training	38
Savannah Technical College	37
Wiregrass Georgia Technical College	37
Dickerson Driving School, Inc.	31
South Cherokee/Jasper Driver Improvement Clinic Inc.	31
AA Academy of Action Driving School	28
Kennesaw Driving School	28
Southern Crescent Technical College	28
Taggart's Driving School	26
The Wiser Driver	25
Southern Regional Technical College	24
DriveSmart Systems, Inc.	22
Georgia Driving School, Inc.	22
A Driving Advantage	22
Brock's Driver Education School, Inc.	21
Georgia Northwestern Technical College	21
Central Georgia Technical College	20
Lanier Technical College	20
Augusta Technical College	18
Ogeechee Technical College	16
Towne Lake Driving School, LLC	15
Jones Driver Education School of Augusta, Inc.	14
Marietta City Board of Education	14
Oconee Fall Line Technical College	14
Classic VIP Driving School, LLC	13

Georgia Piedmont Technical College	12
Southern Defensive Driving School	12
Albany Technical College	11
Gordon County Board of Education	10
Oconee County Board of Education	10
Southeastern Regional Driving and Safety Academy Inc.	10
White County Board of Education	10
Duluth DUI and Driving School	8
FB Driving, Inc.	8
Nathan's Driving School, Inc.	8
South Georgia Technical College	8
North Georgia Technical College	7
All Star Driver Education, Inc.	6
Executive Results DUI & Defensive Driving School, LLC	6
Calhoun City BOE	4
Safe America Foundation, Inc.	4
Southeastern Technical College	4
AABACUS, Inc.	3
Athens Technical College	3
Columbus Technical College	3
Gwinnett County Board Of Education	3
1st United Driving & DUI School	2
Rockdale-Newton Driving School	2
Safety 1st Driver Education	2
Drive Again Driving School	2
West Georgia Technical College	2
Atlanta Technical College	1

Georgia Driver's Education Grant Scholarship Program

April 2020 Scholarship Report

Summary

Monthly Allocation	Total Applied	Total Approved
567	567	567

Applications by Tier

	Applied	Approved	Rejected
Tier 1	0	0	0
Tier 2	363	363	0
Tier 3	204	204	0
Total	567	567	0

Applications by Congressional District

District #	Applied	Approved	Rejected
1	33	33	0
2	32	32	0
3	53	53	0
4	27	27	0
5	16	16	0
6	13	13	0
7	27	27	0
8	41	41	0
9	51	51	0
10	53	53	0
11	70	70	0
12	36	36	0
13	48	48	0
14	67	67	0
Total	567	567	0

Georgia Driver's Education Grant Scholarship Program

May 2020 Scholarship Report

Summary

Monthly Allocation	Total Applied	Total Approved
309	309	309

Applications by Tier

	Applied	Approved	Rejected
Tier 1	0	0	0
Tier 2	185	185	0
Tier 3	124	124	0
Total	309	309	0

Applications by Congressional District

District #	Applied	Approved	Rejected
1	15	15	0
2	13	13	0
3	17	17	0
4	14	14	0
5	7	7	0
6	14	14	0
7	11	11	0
8	18	18	0
9	28	28	0
10	34	34	0
11	50	50	0
12	16	16	0
13	29	29	0
14	43	43	0
Total	309	309	0

Georgia Driver's Education Grant Scholarship Program

June 2020 Scholarship Report

Summary

Monthly Allocation	Total Applied	Total Approved
663	663	663

Applications by Tier

	Applied	Approved	Rejected
Tier 1	0	0	0
Tier 2	377	377	0
Tier 3	286	286	0
Total	663	663	0

Applications by Congressional District

District #	Applied	Approved	Rejected
1	36	36	0
2	34	34	0
3	58	58	0
4	30	30	0
5	11	11	0
6	37	37	0
7	37	37	0
8	38	38	0
9	52	52	0
10	67	67	0
11	111	111	0
12	43	43	0
13	46	46	0
14	63	63	0
Total	663	663	0

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Provider Scholarship Redemption Report (6/19/2020 through 9/14/2020)

PROVIDER NAME	SCHOLARSHIPS REDEEMED (6/19/2020 – 9/14/2020)
A-1 Driving School, Inc.	190
Barber's Driving School, Inc.	59
A+ Driving Services, Inc.	41
West Metro Driving School	40
New London School of Driving Inc.	33
Southern Regional Technical College	33
Advance Driving Academy	31
Taggart's Driving School	26
South Cherokee/Jasper Driver Improvement Clinic Inc.	24
Brock's Driver Education School, Inc.	23
Central Georgia Technical College	17
Georgia Driving School, Inc.	17
Wiregrass Georgia Technical College	17
AA Academy of Action Driving School	15
Just Driver Training	15
Coastal Pines Technical College	14
A Driving Advantage	14
Jones Driver Education School of Augusta, Inc.	13
Kennesaw Driving School	13
Classic VIP Driving School, LLC	12
FB Driving, Inc.	12
Southern Defensive Driving School	11
Augusta Technical College	10
Ogeechee Technical College	10
The Wiser Driver	10
Southeastern Regional Driving and Safety Academy Inc	10
AABACUS, Inc.	9
Albany Technical College	9
Savannah Technical College	9
Southern Crescent Technical College	8
Nathan's Driving School, Inc.	7
DriveSmartGeorgia.com	6

South Georgia Technical College	6
Dickerson Driving School, Inc.	5
Executive Results DUI & Defensive Driving School, LLC	5
Georgia Northwestern Technical College	5
North Georgia Technical College	5
Oconee Fall Line Technical College	5
Southeastern Technical College	5
1st United Driving & DUI School	4
Duluth DUI and Driving School	4
Lanier Technical College	4
Marietta City Board of Education	4
Oconee County Board of Education	4
Drive Again Driving School	4
West Georgia Technical College	4
Towne Lake Driving School, LLC	3
Gwinnett County Board Of Education	3
Rockdale-Newton Driving School	3
Athens Technical College	2
Atlanta Technical College	2
Columbus Technical College	2
Georgia Piedmont Technical College	2
Safe America Foundation, Inc.	2
All Star Driver Education, Inc.	1
Calhoun City BOE	1
White County Board of Education	1

FY 2021 First Quarter Customer Service Report

Provider Email Inquiries	275
Parent Email Inquiries	281
Voicemails Received	67
Invoices Processed	451

Georgia Driver's Education Grant Scholarship Program

July 2020 Scholarship Report

Summary

Monthly Allocation	Total Applied	Total Approved
350	827	350

Applications by Tier

	Applied	Approved	Rejected
Tier 1	0	0	0
Tier 2	479	350	129
Tier 3	348	0	348
Total	827	350	477

Applications by Congressional District

District #	Applied	Approved	Rejected
1	22	12	10
2	41	28	13
3	67	28	39
4	46	28	18
5	26	21	5
6	41	20	21
7	57	28	29
8	62	28	34
9	41	19	22
10	65	29	36
11	152	29	123
12	56	24	32
13	71	28	43
14	80	28	52
Total	827	350	477

Georgia Driver's Education Grant Scholarship Program

August 2020 Scholarship Report

Summary

Monthly Allocation	Total Applied	Total Approved
350	659	350

Applications by Tier

	Applied	Approved	Rejected
Tier 1	1	1	0
Tier 2	441	349	92
Tier 3	217	0	217
Total	659	350	309

Applications by Congressional District

District #	Applied	Approved	Rejected
1	15	9	6
2	39	28	11
3	44	29	15
4	52	29	23
5	16	11	5
6	33	22	11
7	36	23	13
8	54	28	26
9	36	27	9
10	50	28	22
11	108	30	78
12	36	26	10
13	77	31	46
14	63	29	34
Total	659	350	309

Georgia Driver's Education Grant Scholarship Program

September 2020 Scholarship Report

Summary

Monthly Allocation	Total Applied	Total Approved
350	625	350

Applications by Tier

	Applied	Approved	Rejected
Tier 1	0	0	0
Tier 2	431	350	81
Tier 3	194	0	194
Total	625	350	275

Applications by Congressional District

District #	Applied	Approved	Rejected
1	9	6	3
2	50	29	21
3	54	29	25
4	41	28	13
5	21	15	6
6	18	13	5
7	47	29	18
8	39	22	17
9	46	29	17
10	65	29	36
11	72	30	42
12	51	31	20
13	58	29	29
14	54	31	23
Total	625	350	275

Georgia Driver's Education Commission

Grant Scholarship Program Evaluation Comprehensive Research Design

This comprehensive research design presents the research questions and objectives for the evaluation of Georgia Driver's Education Commission's (GDEC) grant driver's education scholarship program and provides the analytic approaches, including all necessary data elements and their sources, to answer these questions and meet the project objectives.

The main goal of this analysis is to determine the effectiveness of the GDEC grant driver's education scholarship program for young drivers in Georgia and to explore program improvements. Research objectives for this analysis include:

- Describe population-based rates of licensure among 16- to 20-year-olds
- Examine the impact, if any, of delayed licensure on differences in driving incident outcomes (e.g., citations, crashes, injury crashes, and fatal crashes)
- Examine the differences in driving incident outcomes by method used to complete the Graduated Driver License (GDL) requirements
- Investigate the differences in driving incident outcomes among scholarship recipients and other young drivers
 - Compare driving outcomes of rejected applicants to those accepted to the program

Strategic Research Group (SRG), the evaluator selected for this work, conducted a literature review to examine past and current evaluation efforts of a similar nature to more fully understand the practices and approaches being used in the field. This literature review sought to validate SRG's proposed approach by ensuring that all relevant research questions are being considered and by justifying SRG's methods as best practices in the academic literature and in other states' efforts. It included a summary of the current policy approach to driver education (including both TADRA, which implemented a graduated driver licensing system, and Joshua's Law, which formalized and strengthened driver education requirements), a review of reports from other states and government agencies, and a review of academic literature relating to driver education.

The literature review focused on methodological approaches, research questions, and data elements to be considered in evaluations of driver's education programs. From the review, a few key changes were made to the research design, including an evaluation of written driver Knowledge Exam results and Road Skills Test results, comparisons of driving outcomes by the type of driver's education provider, and the consideration of "fault" in driving outcomes. The literature review also provided some insights into methods that could not be used for the evaluation at this time, but would be beneficial to future research, including the use of household income or Grade Point Average as additional matching criteria for creating comparison groups for the cohorts under investigation.

With the additional elements from the literature review incorporated into the research design, the following narrative describes the details of the planned research design for this analysis, including a description of the cohorts to be analyzed and compared and the data elements and analytical methods to be used. A list of the data elements to be used in the analyses can be found in the Appendix.

It should be noted that “method” used to complete the GDL requirement is mentioned throughout this document as a variable of interest. This refers to the four following ways a driver can meet the requirements:

- **Method 1:** 30 hours of classroom instruction, six hours behind-the-wheel training at a certified school, 40 hours of supervised driving with a parent or guardian (6 hours of the 40 hours must be at night)
- **Method 2:** 30 hours of classroom instruction at a certified school, 40 hours parent-taught behind-the-wheel training. Use the Parent/Teen Driving Guide (a 40-hour comprehensive driving course)
- **Method 3:** 30 hours of online instruction with a certified virtual program, six hours behind-the-wheel training at a certified school, 40 hours of supervised driving with a parent or guardian (6 hours of the 40 hours must be at night)
- **Method 4:** 30 hours of online instruction with a certified virtual program, 40 hours of parent-taught behind-the-wheel training. Use the Parent/Teen Driving Guide (a 40-hour comprehensive driving course)

Additionally, this document refers to “tiers” in the scholarship program. This indicates the priority level of scholarship award, with:

- **Tier 1:** Children/dependents of public safety professionals killed in the line of duty or members of the US military killed in action
- **Tier 2:** Those not in Tier 1 who qualify for need-based aid, based on 125% of the Free & Reduced-Price Lunch threshold for the State of Georgia
- **Tier 3:** All applicants who do not meet the criteria for the first two tiers

Analysis Plan

The research design will involve both descriptive analysis, which will be undertaken to provide a detailed description of the population-based rates of licensure for young people in Georgia, and inferential analysis, where samples are drawn from the population of drivers to determine differences in driving behaviors between different driver cohorts.

Data for this research will be provided from three sources: GDEC, the Georgia Department of Driver Services (DDS), and the Georgia Department of Transportation (GDOT). The matching of the data elements to allow for the utilization of all variables that are relevant to the research will be conducted by the Georgia DDS and GDEC and the creation of the cohorts necessary for comparison analysis will be conducted by SRG.

Population Description of Young Drivers in Georgia

The first component of the analysis will be the creation of a detailed description of the population-based rates of licensure for young people in Georgia. This descriptive analysis will involve the creation of frequency tables and crosstabulations of a number of data elements from the entire population of young licensed Georgia drivers in 2019. The following descriptive analyses will be requested to create a descriptive picture of young drivers in Georgia:

- Number of Class D license holders by age (16 to 20), gender, race/ethnicity, county of residence, and method of GDL requirement

- Number of Class C license holders by age (18 to 20), gender, race/ethnicity, and county of residence
- Crosstabs of age category (16-17 and 18-20) by gender, race/ethnicity, and county of residence
- Crosstabs of county residence by gender, age, and race/ethnicity
- Number of 15-year-olds with a permit
- Number of convictions (each type)
- Crosstabs of citations by license type, age (15 – 20), gender, race/ethnicity, and county of residence

These frequency tables and crosstabulations will be compared to Georgia population data obtained from Georgia’s Online Analytical Statistical Information System (OASIS), to provide additional licensure information, such as what percentage of 15-year-olds in Georgia have a permit, what percentage of 16- and 17-year-olds have a Class D license, what percentage of young rural drivers have a license, and what percentage of young male and female drivers have a license.

Cohort Comparisons and Related Analysis

Each of the remaining research objectives will be addressed by comparing a set of outcome variables related to licensure and vehicle crashes between specific cohorts and their demographically similar comparison groups (described in the “Cohorts” section later in this document). Because not all data points are available for all populations, some comparisons will be more limited in scope and examine fewer outcome variables, but all comparisons will include whether the driver was involved in a crash and number of convictions on record as outcomes. For comparisons involving only GDEC scholarship applicants or drivers involved in a crash, additional licensure outcomes will include the results on the written Knowledge Exam and Road Skills Test performed when obtaining a license and any records of citations or suspension of a license. The crash outcome data will include the number of vehicles and other individuals that were involved in the crash, if an injury or fatality occurred, the type and location of the collision, and any contributing factors or behaviors from the drivers involved in the crash.

To answer each research question SRG will analyze the difference in the prevalence of outcome variables between the two cohorts being compared. To determine if there is a difference in outcome SRG will use an independent sample t-test to compare the difference of means on each outcome variable between the two studied cohorts (i.e., the difference between the average number of times a crash or a conviction occurred within each cohort). Differences between groups will be considered statistically significant at a 95 percent confidence level, so anything with α less than 0.05 will be a significant difference, likely attributable to the effect being studied because of the demographically similar cohorts of the comparison. Using demographically similar groups allows for this comparison to better show the effects of the difference being studied because the similar composition of groups controls for potential confounding variables.

In order to answer each research question, difference of means tests will be performed for each of the outcome variables between each cohort of interest and its comparison group, and any significant differences will be identified. The cohort comparisons for each research question are presented below.

Research Question 1: Examine the impact, if any, of delayed licensure on differences in driving incident outcomes (e.g., citations, crashes, injury crashes, and fatal crashes).

Answering this research question will involve comparing the delayed licensure cohort with the control group of drivers who obtained a class D license to determine the effect of getting the class D license before a class C. The outcome variables that are available for this analysis will include whether a crash occurred (and related crash outcomes) and the number of convictions on record.

Research Question 2: Examine the differences in driving incident outcomes by method used to complete the Graduated Driver License (GDL) requirements.

Multiple comparisons will be made to address the question of how method of completing the GDL requirement for a Class D license affects driving outcomes. Comparisons will be made between sets of cohorts to answer the overall question of the effects of different methods to satisfy Joshua's Law. The Method 2 group will be compared with Method 1 matching cohort to determine the effect of driver training with a certified instructor when taking an in-person class. The Method 3 group will be compared with Method 4 matching cohort to determine the effect of driver training with a certified instructor when taking a virtual class. The Method 3 group will be compared with Method 1 matching cohort to determine the effect of an in-person class compared with virtual classroom instruction. The Method 2 group will be compared with Method 4 matching cohort to determine the effect of an in-person class compared with virtual classroom instruction. The Methods 1 and 4 matching cohorts will be compared to determine the difference in outcomes between the two most common methods for satisfying Joshua's Law.

All five of these group comparisons will help answer if any of the four methods are effective in producing more desirable driving outcomes. The outcome variables that are available for this analysis will include whether a crash occurred (and related crash outcomes) and the number of convictions on record.

Research Question 3: Investigate the differences in driving incident outcomes among scholarship recipients and other young drivers.

This research question will involve comparing the cohort that did not receive the GDEC scholarship with the cohort of scholarship recipients. A variety of outcome variables are available for this analysis, including whether a crash occurred (and related crash outcomes, including comparing the county of residence to the location of the crash), the number of convictions on record, whether a license was suspended or revoked, results of written Knowledge Exam, and results of Road Skills Test.

In addition to this analysis, SRG will also provide a general descriptive overview of GDEC scholarship applicant outcomes across all tiers and within each tier. This will provide a broad picture of the driving outcomes for all GDEC scholarship applicants to aid GDEC in assessing the program and developing changes to the program.

Research Question 4: Examine the differences in driving incident outcomes by provider type (College or University, High School, Privately Owned/Commercial Driving School).

To answer this research question, an analysis of variance (ANVOVA) will be conducted and post hoc tests will be utilized to determine if the provider type has an impact on driving outcomes. The private scholarship cohort will be compared with the high school scholarship cohort and separately both will be compared with the college/university scholarship cohort to determine the effects of provider type on driving outcomes for the scholarship recipient group. A variety of outcome variables are available for

this analysis, including whether a crash occurred (and related crash outcomes), the number of convictions on record, whether a license was suspended or revoked, results of written Knowledge Exam, and results of Road Skills Test.

Another aspect of providers that will be examined is the difference in driving outcomes based on cost of training to determine if higher training costs are associated with better driving outcomes. Multiple regression analysis will be used to determine the relationship between the cost of the driving school and crash outcomes. Demographic variables will be included as control variables to help isolate the effect of the cost of the driving school and the crash outcome of its students.

An additional area of interest is to examine whether there are group differences in what kind of provider tended to administer their Road Skills Test. The same outcomes will be examined by a cohort of drivers whose providers administered the Road Skills Test compared to a cohort whose Road Skills Test were administered by the agency.

Cohorts

To adequately answer the research objectives of interest, it is necessary to create several driver cohorts to be examined and compared. Each cohort is designed to answer a component of one of the research objectives and each will require a demographically similar comparison group. To achieve the demographically similar comparison group, SRG will use a propensity score matching technique. Individual drivers from the treatment group (e.g., delayed licensure group, a GDL method group, GDEC scholarship recipients, or driver's education provider group) will be matched on important characteristics with drivers from the control group to obtain demographically similar groups, to better measure the research question being studied (e.g., delayed licensure or not). The control variables used will differ slightly between cohorts, but will include race, county of residence, age, gender, and length of driving. These cohorts are described below.

1. Comparison Groups for Delayed Licensure Analysis (**Research Question 1**):
 - A delayed licensure group and a demographically similar comparison group, except for age, that had a class D license for at least 6 months; these groups allow for examination of differences in delayed licensure on driving incident outcomes.
2. Comparison Groups for Method to Complete the GDL Requirement Analysis (**Research Question 2**):
 - The population of drivers who used Method 2 and a demographically similar group who used Method 1 to obtain their license; these groups allow for examination of differences in outcomes between **methods involving six hours of behind-the-wheel training with a certified instructor** and **methods without this training**.
 - The population of drivers who used Method 3 and a demographically similar group who used Method 4 to obtain their license; these groups allow for examination of differences in outcomes between **methods involving six hours of behind-the-wheel training with a certified instructor** and **methods without this training**.
 - The population of drivers who used Method 3 and a demographically similar group who used Method 1 to obtain their license; these cohorts will allow for examination of differences in outcomes between **online and in-person instruction**.

- The population of drivers who used Method 2 and a demographically similar group who used Method 4 to obtain their license; these cohorts will allow for examination of differences in outcomes between **online and in-person instruction**.
 - A sample of drivers who used Method 1 and a demographically similar group who used Method 4 to obtain their license; these cohorts will allow for examination of differences between the two **most common methods used**, as well as an examination of differences in outcome based on **cost**.
3. Comparison Groups for Outcome of Scholarship Recipients to Complete the GDL Requirement Analysis (**Research Question 3**):
 - The population of scholarship recipients who would qualify as Tier 2 under the reported income and the population of applicants who did not receive a scholarship who would qualify as Tier 2 under the reported income.
 4. Comparison Groups for Provider Type Analysis (**Research Question 4**):
 - The population of scholarship recipients who used a commercial driving school compared with those that used a high school and those that used a college/university provider.
 - The population of scholarship applicants that took the road test through their driving school compared with scholarship applicants that took the road test through a licensing center.

In the creation of the driver cohorts, the goal is to ensure that the appropriate cohorts are developed to achieve the research objectives for this project, which includes ensuring comparison groups are as equivalent as possible. This allows for the analysis to estimate the effect of the treatment without the influence of other demographic factors that might also influence the outcome variable. The details of the construction of each cohort are provided below.

1. Comparison Groups for Delayed Licensure Analysis

The delayed licensure group consists of individuals whose first license is a Class C license and there is no indication they ever had a provisional license. In order to help ensure that this cohort does not include young drivers who may have obtained a class D-type equivalent license from another state, it will be necessary to look at the date of each young driver's road test to identify any drivers with a Class C license but no indication of having taken a road test. The comparison group will be demographically similar to the delayed licensure group (except in age), all of whom held a Class D license for at least six months before obtaining a Class C license.

Criteria for Delayed Licensure Comparison Groups:

Delayed	Class D
Drivers between 18-23 years old who did not have a Class D license and have a recorded Road Skills Test date between January 1, 2017 and July 1, 2019 and were 20 years old or younger when they received their license	Drivers between 16-21 years old who have had a Class D license for at least 6 months by December 31, 2019, a recorded Road Skills Test date for class D license between January 1, 2017 and July 1, 2019 that is demographically similar by gender, race/ethnicity, county, length of driving in months (Jan 2020 – License Issue Date) to the delayed group

2. Comparison Groups for Method to Complete the GDL Requirement Analysis

There are four methods for completing the Georgia Driver’s License requirements to obtain a Class D license. They differ by whether instruction is held in-class or online and whether it includes six hours of behind-the-wheel training with a certified instructor. Method 1 includes 30 hours of classroom instruction, 6 hours of behind-the-wheel training at a certified school, and 40 hours of supervised driving with a parent or guardian (6 hours of the 40 hours must be at night). Method 2 includes 30 hours of classroom instruction at a certified school and 40 hours parent-taught behind-the-wheel training. Method 3 includes 30 hours of online instruction with a certified virtual program, 6 hours behind-the-wheel training at a certified school, and 40 hours of supervised driving with a parent or guardian (6 hours of the 40 hours must be at night). Method 4 includes 30 hours of online instruction with a certified virtual program and 40 hours of parent-taught behind-the-wheel training.

Comparisons of Methods 1 & 3 and Methods 2 & 4 will examine the difference in outcomes between **online** and **in-person** instruction.

Comparisons of Methods 1 & 2 and Methods 3 & 4 will examine the difference in outcomes between methods involving **behind-the-wheel training with a certified instructor** and methods **without this training**.

Comparisons of Methods 1 & 4 will examine the extent of the potential benefit of Method 1, which is the only approved GDEC method, over the least costly method to provide insights into the **return on investment**. Also, these are the two most common methods, so a general comparison of these two methods will provide information about the effectiveness of both.

Most young drivers complete Method 1 or Method 4, with only about 4 to 5 percent completing Method 3 and 5 to 7 percent completing Method 2. Therefore, the Methods 2 and 3 cohorts will consist of all young drivers with Class D licenses who completed each method. Comparison groups for the Method 2 cohort will consist of a similarly-sized group of demographically similar drivers who completed Method 1 and Method 4 respectively. Comparison groups for the Method 3 cohort will consist of a similarly sized group of demographically similar drivers who completed Method 1 and Method 4 respectively.

Criteria for Method to Complete the GDL Requirement Groups:

Method 2	Method 1 (a)	Method 4 (a)	Method 3	Method 1 (b)	Method 4 (b)
All records with Class D license completing Method 2	Sample drawn to match Method 2 group by age, gender, race/ethnicity, county, length of driving	Sample drawn to match Method 2 group by age, gender, race/ethnicity, county, length of driving	All records with Class D license completing Method 3	Sample drawn to match Method 3 group by age, gender, race/ethnicity, county, length of driving	Sample drawn to match Method 3 group by age, gender, race/ethnicity, county, length of driving

Method 1 (c)	Method 4 (c)
Sample drawn to match Method 4 (c) sample by age, gender, race/ethnicity, county, length of driving	Sample drawn to match Method 1 (c) sample by age, gender, race/ethnicity, county, length of driving

3. Comparison Groups for Outcome of Scholarship Recipients to Complete the GDL Requirement Analysis

A rich comparative analysis can be performed by comparing GDEC scholarship recipients to those who applied but were not awarded scholarships. In order to make these cohorts comparable, it is necessary to create a non-awarded group that matches the awarded group as closely as possible. The best way to ensure this is to use the same eligibility tier for both cohorts. Since all Tier 1 applicants are automatically accepted and Tier 3 are least likely to be accepted, the cohorts will be restricted to Tier 2.

Criteria for GDEC Scholarship Recipient and non-Recipient Groups:

GDEC Award Recipients	GDEC Applicants, not Awarded
All scholarship award recipients that fit the income threshold who would qualify for Tier 2 selection	All GDEC scholarship applicants that were not awarded a scholarship who fit the income threshold that would qualify for Tier 2 selection

As mentioned in the section above, there will also be a descriptive analysis of GDEC scholarship applicant outcomes across all tiers and within each tier. While there will not be a comparison as such within that component, this descriptive analysis will allow for a general overview of the program.

4. Comparison Groups for Provider Type Analysis

Data indicating which provider young drivers utilized to complete their GDL requirements are available for all GDEC scholarship applicants. Therefore, a rich comparative analysis can be performed to examine a number of driving outcomes for young drivers who utilized each type of provider (a private company, a high school provider, a technical college or college). In addition, the effect of providers administering the road test can be studied by creating two cohorts, matching demographically where one group took their road test with the provider and the other took it at the licensing facility. Determinations on how to control for demographic differences will be made once SRG is able to examine the demographic breakdown of qualified drivers who fall into each group. It is possible that limited numbers of drivers or a demographic factor may require one cohort to be the group the others need to be matched to.

Private Company	High School Provider	Technical College/College
All GDEC approved scholarship applicants who used a private company to complete requirements and obtained a D License in 2017, 2018, or 2019	All GDEC approved scholarship applicants who used a high school provider to complete requirements and obtained a D License in 2017, 2018, or 2019	All GDEC approved scholarship applicants who used a technical college/college provider to complete requirements and obtained a D License in 2017, 2018, or 2019

Road Test with Provider	Road Test at Licensing Station
All GDEC applicants that took their road test with their driving school	GDEC applicants that took their road test at a licensing center and not with their driving school

Conclusions

The results of these analyses will be examined to provide a detailed picture of the impact of factors such as delayed licensure, method of completing the GDL requirements for a class D license, provider type, and the GDEC scholarship program on driving outcomes for young Georgia drivers. Results will be presented with all analytical and data-related restrictions and caveats to allow for accurate interpretations for what these results can and cannot tell us. It is possible that during the examination of these results, new lines of inquiry will emerge. If these questions can be answered within the scope of this project and with the data as it is currently structured, SRG will pursue these lines of inquiry. Otherwise, they will be noted in reporting as areas for future study.

Appendix: Data Elements used in the Analysis

VARIABLE	DESCRIPTION
Road Skills Test results	Scores or other information such as failures, sections/skills failed or poorly performed
Written Knowledge Exam results	Scores or other information such as failures, sections/skills failed or poorly performed
Convictions	The number of citations and their codes
License suspended or revoked	An indicator of a license being suspended or revoked, date of occurrence, and reason
Method	Method used to complete the GDL requirement (Methods 1-4)
Gender	Indicator of driver's gender
Race/ethnicity	Indicator of driver's race/ethnicity
County	Indicator of county of the driver's residence
License class	Class of license (C, D)
Birth Month and Year	Month and year of birthday
Provider type	An indicator of whether the driver education provider is a college or university, high school, privately owned/commercial driving school, or state agency)
Provider county	County of the driver education provider location
Provider name	Driver education provider name
Road skills test administered	An indicator of whether the driver education provider administered the Road Skills Test
Date of written Knowledge Exam	The date the written Knowledge Exam was administered
If provider administered the Road Skills Test	An indicator of whether the provider administered the Road Skills Test
GDEC Scholarship Applicant	An indicator of if a driver applied for a GDEC scholarship
GDEC Scholarship Recipient	An indicator of if a driver received a GDEC scholarship
GDEC Award Tier	An indicator of the tier a driver was assigned in the GDEC scholarship awarding process
Time of incident	The time at which the crash occurred
Contributing factors	Factors believed to have contributed to the crash (including alcohol, speed, other operator contributing factors, vehicle contributing factors, roadway contributing factors, weather)
Use of safety restraints in incidents	An indicator of use of safety restraints in a crash incident
Injury	The injury code for each vehicle occupant (no apparent injury, minor injury, serious injury, fatality)
Damage to Vehicle	The damage code for the crash (none, slight, moderate, extensive, fire present)
Manner of Collision	The identification in a crash of how the vehicles initially came together
Collision with pedestrian	Indication that collision was with a pedestrian
Collision with bicycle	Indication that collision was with a pedal-cycle/bicycle

VARIABLE	DESCRIPTION
Type of roadway crash occurred	Indication of what type of roadway the crash occurred on (two lane highway, interstate, local roads)
Single-vehicle crashes	Indication of a single-vehicle crash
Location of crash	The address and county of the crash
Location of provider	The address and county of the provider
Location of driver's residence	The address and county of the driver's residence

FISCAL YEAR

2020 ANNUAL REPORT

GEORGIA DRIVER'S
EDUCATION COMMISSION



Georgia Driver's Education Commission

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 on traffic citations for driver's education 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.



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Commission Composition

Pursuant to O.C.G.A § 15-21-173, the Georgia Driver's Education Commission consist of eight (8) members who can serve four years terms. 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 appointed members.



Allen Poole, Chairman

Director

Governor's Office of Highway Safety

Appointed by the Governor's Office of Highway Safety



Spencer R. Moore, Vice Chairman

Commissioner

Department of Driver Services

Appointed by the Department of Driver Services



Malika Reed Wilkins

Sr. Principal, Transportation Marketing Manager

Atlanta Regional Commission

Appointed by the Department of Driver Services

Five (5) Vacancies

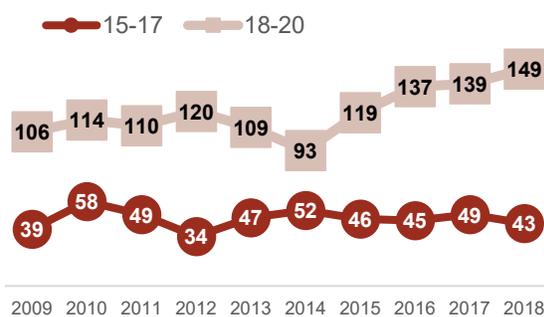
- One (1) appointed by the State Board of Education
- Two (2) appointed by the Governor representing public driver's education providers
- Two (2) appointed by the Governor representing private driver's education providers

Problem Identification

According to the Georgia Young Adult Drivers Traffic Safety Facts¹, there were 192 young drivers (18-to-20 years of age) involved in fatal crashes on Georgia roadways in 2018. This is a 32.4 percent increase (+47 young drivers) since 2014. This does not imply that young drivers caused the crash either by their actions or failure to act. In 2018, the top three contributing factors of fatal crashes involving young drivers were: (1) Failure to yield right of way; (2) Overcorrecting; and, (3) Improper lane usage.

Over the past 5-years (2014-2018), young drivers consistently represented 8.5 percent of all drivers involved in fatal crashes. Over the past decade, the majority of young drivers involved in fatal crashes were 18-to-20 years of age (Figure 1, squares icons). In 2018, 78 percent of young drivers involved in fatal crashes were between 18 and 20 years old. The number of 18 to 20 years old drivers increased by 60 percent from 93 drivers in 2014 to 149 drivers in 2018.

Figure 1. Number of Young Drivers (15-17 and 18-20 Years) Involved in Fatal Crashes, 2009–2018



Source: Fatality Analysis Reporting System (FARS) 2009–2018

In 2018, there were 74,735 crashes that involved young drivers in Georgia. The top contributing factors for all motor vehicle crashes involving young drivers were: (1) following too close; (2) operating vehicle in erratic manner (e.g., speeding); and (3) driving while distracted². According to the Centers for Disease Control and Prevention³, teens are at a higher risk of being in a motor vehicle crash compared to any other age group. This fact also holds true for Georgia where the overall rate of young drivers involved in fatal crashes was among the highest compared to other age groups. In 2018:

- 2.57 out of every 1,000 crashes involving drivers ages 15-to-20 were fatal
- 3.04 out of every 10,000 licensed drivers ages 15-to-20 were involved in a fatal crash
- 2.18 out of every 10,000 Georgia residents ages 15-to-20 were involved in a fatal crash

Fortunately, teen and young driver motor vehicle crashes, injuries, and fatalities are preventable and there are proven strategies that can improve the safety of young drivers on the road through effective driver's education. While our highway safety partners across Georgia will focus on other techniques to reduce injuries and fatalities on our highways, fostering and facilitating strong driver's education remains a paramount and effective component in the fight to reduce crash injuries and fatalities among young Georgia drivers.

¹ Crash Outcomes Data Evaluation System. (2020, May). Young Adult Drivers: 2018 data. (Georgia Traffic Safety Facts). Atlanta, GA: Governor's Office of Highway Safety.

² Distracted driving includes texting, talking on hands-free device, talking on hand-held device, other activity-mobile device, occupant distraction, other interior distraction, or other exterior distraction.

³ "Teen Drivers: Get the Facts." Centers for Disease Control and Prevention, Centers for Disease Control and Prevention, 30 Oct. 2019, www.cdc.gov/motorvehiclesafety/teen_drivers/teendrivers_factsheet.html.

Young Driver Licensing

The Teenage and Adult Driver Responsibility Act (TADRA) was enacted on July 1, 1997. TADRA established a Graduated Driver's License program for young drivers ages 15 to 18 in Georgia. The law significantly changed the way young motorists earn and maintain the driving privileges (Provisional License, Class D).

The methods available to young drivers to obtain their license includes a combination of 30-hour course instructions, behind-the-wheel training, supervised driving, and use of the Parent Teen Driving Guide. These methods are designed to gradually introduce young drivers to Georgia roadways and reduce high-risk driving situations. Young drivers can obtain their license using any of the four methods described below.

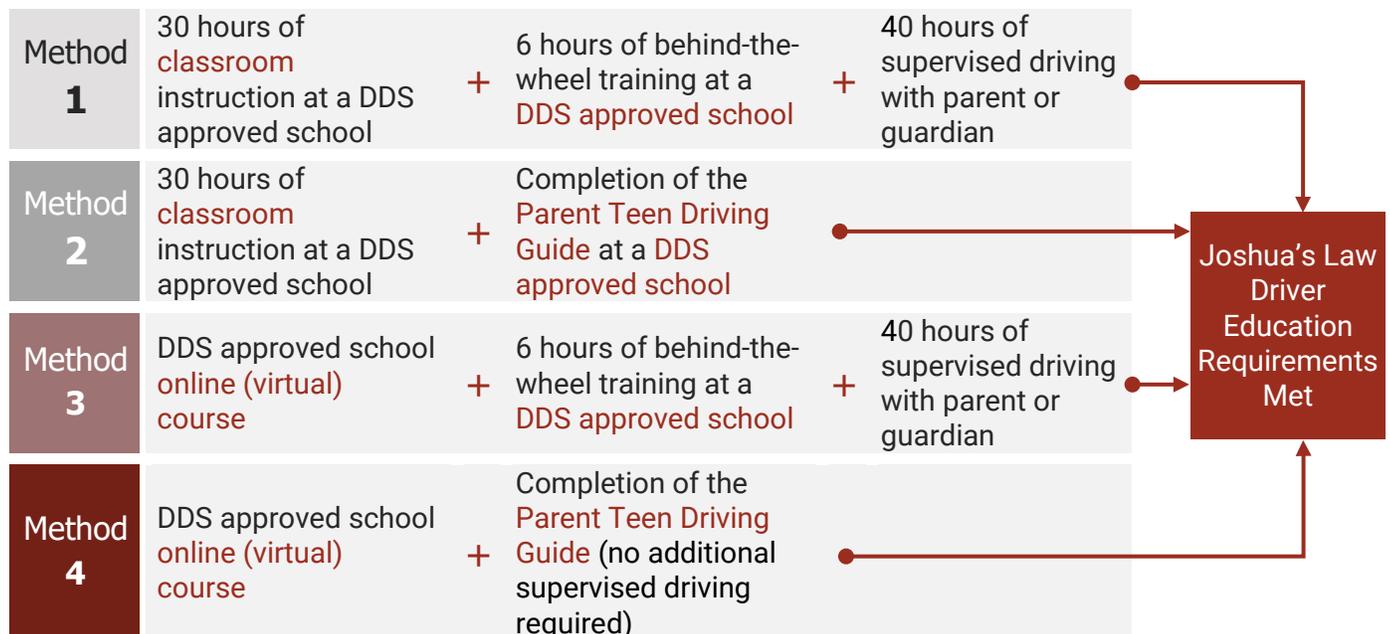


Figure 2 shows the how young drivers obtained a Provisional License (Class D) across the various methods in FY2020.

- **10.5** out of every 20 young drivers (53%) used Method 4
- **7.5** out of every 20 young drivers (37%) used Method 1
- **1** out of every 20 young drivers (5%) used Method 2
- **1** out of every 20 young drivers (5%) used Method 3

Figure 2. FY2020 Class D Licenses Issued by GDL Method (July 2019- June 2020)

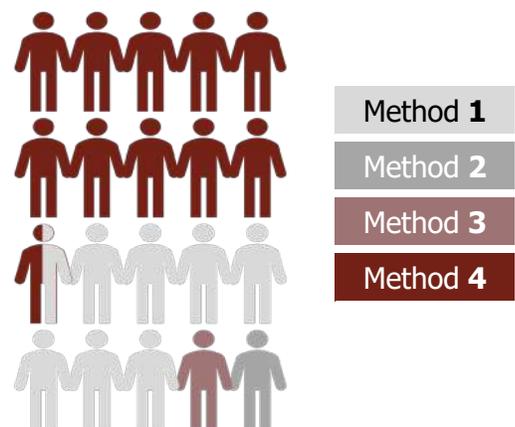


Figure 3 shows the percent of young adults (15-to-20 years old) with an instructional permit, Class D provisional license, or Class C license by county. Young drivers generally obtain their licenses for the first time under a Graduated Driver Licensing program as they learn driving skills.

- There were 8 million licensed drivers in Georgia in 2019. Young drivers (ages 15 to 20 years old) accounted for **7.9 percent (631,790)** of the all licensed drivers in 2019.
- Across the state, **71.1 percent** of all youth (ages 15 to 20 years old) held either an instructional permit or driver’s license in 2019.
- The percentage (**72 percent**) of young adults that held an instructional permit or driver’s license in 2019 was the same across all rural and urban counties⁴.

Figure 3. Percent of Young Adults (Ages 15-20) with an Instructional Permit, Class D Provisional License, or Class C License⁵ by County, 2019

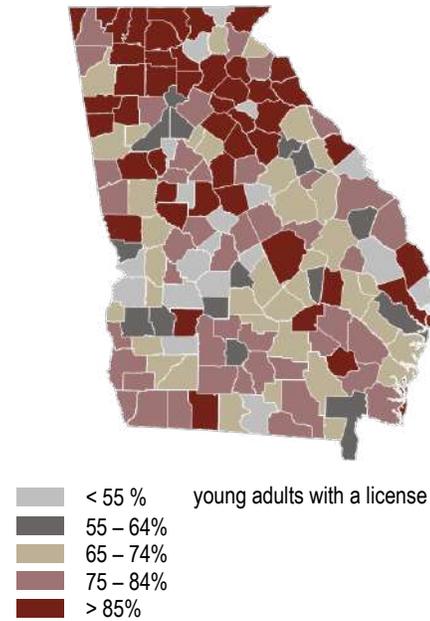


Figure 4 compares the types of licensing obtained across various age groups in FY2019 and FY2020.

- The number of teens number of teens issued an instructional permit at age 15 **decreased by 11 percent** (Figure 4a).
- The number of teens issued a Class D license under age 17 years **increased by 5 percent** (Figure 4b).
- The number of teens (16-17 years) waiting until 18 to obtain a full license (Class C) **increased 5 percent** (Figure 4c).
- The number of teens issued a Class D license at age 17 years **increased by 21 percent** (Figure 4d).

Figure 4. Young Driver Age by License Type (FY2019 and FY2020⁶)



Note: Vertical axis is drawn to scale

* Class C licenses are not required to complete driver’s education

⁴ Rural definition based on Office of Management and Budget (OMB) metro counties. A metro area includes one or more counties containing a core urban area of 50,000 or more people, together with any adjacent counties that have a high degree of social and economic integration (as measured by commuting to work) with the urban core.

⁵ Source: Drivers licenses information obtained from the Department of Driver Service (Dec 2019); Estimated young adult population obtained from Georgia’s Online Analytical Statistical Information System (OASIS)

⁶ This graphic includes the number of licenses issued within the state fiscal year (FY2020 is between July 2019 and June 2020). This data includes new teen drivers that received a Class C license without taking the road-skills test between April 23, 2020 and September 30, 2020 per Governor Kemp’s 2020 executive orders in response to the COVID-19 pandemic.

Commission History

The timeline below describes the key historical milestones and events since the creation of the Georgia Driver's Education Commission (GDEC) in 2005.

JOSHUA'S LAW CREATES GDEC (2005)

Senate Bill 225 (2005), known as Joshua's Law, created the Georgia Driver's Education Commission (GDEC) for the purpose of recommending to the Governor and General Assembly changes in state programs, statutes, policies, budgets and standards relating to the provision of driver's education and training. Since its inception, the GDEC has worked to identify options for teen drivers to satisfy the driver's education requirements mandated by state law for young Georgians. Joshua's Law created a surcharge on all traffic citations in Georgia (originally 5%, now 1.5%), to establish funding to support driver's education programs throughout Georgia.

GOHS FACILITATES ALLOCATION OF GDEC FUNDS (2007)

In April of 2007, through an agreement between the Georgia Department of Driver Services and the Governor's Office of Highway Safety (GOHS), GOHS facilitated the allocation of the GDEC funds by way of grant funding to support driver's education programs. During fiscal years 2007 through 2010, 58 programs received grant funding to create or support existing driver's education programs at public schools and libraries.

GDEC TEMPORARILY SUSPENDED (2011)

In fiscal year 2011, the grant program was suspended due to lack of budget appropriation during the economic recession. The surcharge on traffic citations continued to be collected and appropriated to the State's general fund.

SENATE BILL 231 REDUCES SURCHARGE COLLECTION (2013)

During the 2013 legislative session of the Georgia General Assembly, Senate Bill 231 extended the sunset of the GDEC until June 30, 2016 and reduced the amount of the surcharge collection from 5 percent to 1.5 percent.



BUDGET APPROPRIATIONS RESUMED (2015)

Budget appropriations resumed to the Commission in Fiscal Year 2015 and the Commission has since provided training to over 21,000 Georgia students. After budget appropriations resumed, the Commission continued support of existing driver's education programs at high schools and executed a contract with the Technical College System of Georgia to establish a scholarship program for driver's education.



HB 806 ASSIGNS GDEC TO GOHS (2016)

HB 806 during the 2016 legislative session extended the sunset to June 30, 2019 and assigned the GDEC to the GOHS for administrative purposes.



GDEC STARTS THE SCHOLARSHIP PROGRAM (2017)

In fiscal year 2017, the Commission suspended the support of driver's education programs and launched the Georgia Driver's Education Commission Grant Scholarship Program in March of 2017. The program, open to public (public high school, technical colleges, universities, and other state-owned driver education programs) and privately owned (commercial, for-profit driving schools and non-profit organizations, and private schools) awards driver's education grant scholarships to students ages 15-17 years old who seek to complete a 36 hour (30 hours of classroom instruction and 6 hours of behind the wheel instruction with an approved instructor) driver's education program (**Method 1**). The Georgia Driver's Education Grant Scholarship Program was continued in fiscal years 2018 and 2020.

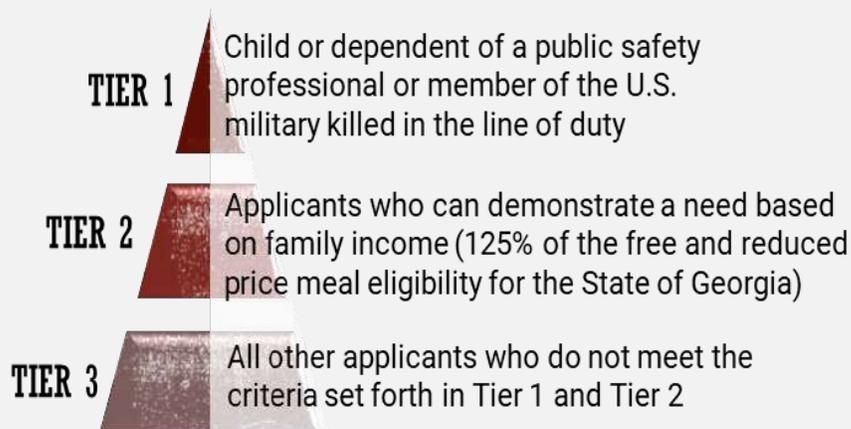


" I am thankful to have had the opportunity to get a scholarship for the Drivers Education course. I may not have been able to take the course without it and it boosted my confidence of driving on the road. Thank you!"

- Carson (Valdosta, GA)

GDEC SCHOLARSHIP PROGRAM SELECTION PROCESS

Scholarships are awarded on a tiered priority system. First priority (**Tier 1**) is 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. Second priority (**Tier 2**) is given to scholarship applicants who can demonstrate a need based on family income (financial need eligibility is based on 125% of the free and reduced priced school meal eligibility for Georgia). Third priority (**Tier 3**) is given to all applicants who do not meet the criteria set forth in Tier 1 and Tier 2 outlined above.



PRIORITY TIERS

GDEC Scholarship Program Selection Process

All of the applicants in Tier 1 are awarded before the second priority applicants; and all Tier 2 applicants are awarded before Tier 3 applicants are awarded a grant scholarship. If more grant scholarship applications are submitted than grant scholarships available in each tier, grant scholarships are awarded using a computer-generated random selection method from the priority level applications. Grant scholarships are evenly distributed among Georgia's United States congressional districts to ensure that all Georgians are considered despite geographical location.

Fiscal Year 2020 Activities

July 1, 2019 to June 30, 2020

SCHOLARSHIPS AWARDED

In fiscal year 2020, **8,315** applicants applied for the Georgia Driver's Education Grant Scholarship program and the Commission awarded **5,004** driver's education scholarships. **Six out of every ten** applicants were awarded a scholarship in fiscal year 2020. Compared to the 2019 fiscal year, the number of scholarships awarded **decreased by 11.2 percent** and appropriated funding for FY2020 decreased by less than percent. Of the 5,004 scholarships awarded, 708 students forfeited scholarships or chose not to complete driver's education through an authorized provider in the program. The remaining 4,296 students (**86 percent**) who completed driver's education represents a value of **\$1,806,167.85** paid in driver's education grant scholarships.

Due a decrease in applicants in the final quarter of the fiscal year caused by the COVID-19 pandemic and an Executive Order that waived certain requirements for students to obtain their driver's license, the Georgia Driver's Education Commission experienced a 79% decrease in applicants in final quarter of Fiscal Year 2020 than in Fiscal Year 2019. This decrease in applicants also significantly altered the number of applicants that would have been awarded scholarships.



6 out of 10 applicants
were awarded a scholarship in FY2020



Scholarships
awarded through the
GDEC Scholarship
program



Student scholarship
recipients compared
to FY19



Students redeemed
their scholarships at
an authorized
provider



Paid in driver's
education grant
scholarships

CHALLENGES IN FY2020

In March 2020, the World Health Organization declared COVID-19 a world-wide pandemic, and the first detected case of COVID-19 in the state of Georgia was on March 2, 2020. The measures taken to control the spread of the virus greatly impacted the GDEC Driver's Education Scholarship Program. Since March 2020, the number of applicants applying for the GDEC scholarship reduced, the number of awarded applicants redeeming their scholarships reduced, and the way providers are administering the driver's education curriculum and training program has changed. The full impact of COVID-19 on the GDEC Driver's Education program cannot be determined at the time of this report.

GDEC AUTHORIZED PROVIDERS AND SCHOLARSHIPS REDEEMED

In fiscal year 2020, 59 authorized GDEC providers served 4,296 scholarship recipients across 131 locations⁷. The total value of the scholarships redeemed in FY2020 valued \$1,806,167.85 and the average cost per scholarship recipient was \$420.43.

Table 1 below provides a listing of the driver's education providers participating in the program, with the number of training locations operated by each provider, the number of scholarships redeemed by each provider, the financial value of the scholarships redeemed, and the average cost per recipient for each FY2020 provider.

Table 1. Number of Scholarships Redeemed, Value of Scholarships Redeemed, and Average Cost Per Recipient by Authorized GDEC Provider, FY2020

FY2020 Authorized GDEC Provider	Number of Locations	Number of Scholarships Redeemed	Value of Scholarships Redeemed	Average Cost Per Recipient
A-1 Driving School, Inc.	19	761	\$322,389.00	\$423.64
Barber's Driving School, Inc.	1	267	\$124,483.00	\$466.23
West Metro Driving School	1	249	\$112,050.00	\$450.00
A+ Driving Services, Inc.	7	176	\$87,120.00	\$495.00
New London School of Driving Inc.	1	166	\$82,170.00	\$495.00
Advance Driving Academy	1	118	\$44,840.00	\$380.00
Gwinnett County Board of Education	8	106	\$36,570.00	\$345.00
Savannah Technical College	4	105	\$36,750.00	\$350.00
Wiregrass Georgia Technical College	4	101	\$35,350.00	\$350.00
South Cherokee/Jasper Driver Improvement Clinic Inc.	2	92	\$41,400.00	\$450.00
Taggart's Driving School	3	91	\$45,045.00	\$495.00
DriveSmart Georgia	3	90	\$44,910.00	\$499.00
Brock's Driver Education School, Inc.	1	89	\$40,050.00	\$450.00

⁷ Since March 2020, the measures taken to prevent the spread of COVID-19 in Georgia resulted in the reduction of awarded applicants redeeming their scholarships and significant changes in when and how providers administer the driver's education curriculum and training.

FY2020 Authorized GDEC Provider	Number of Locations	Number of Scholarships Redeemed	Value of Scholarships Redeemed	Average Cost Per Recipient
Coastal Pines Technical College	5	85	\$29,750.00	\$350.00
Lanier Technical College	5	80	\$28,000.00	\$350.00
Southern Regional Technical College	3	80	\$28,000.00	\$350.00
Southern Crescent Technical College	4	78	\$27,300.00	\$350.00
Kennessaw Driving School	1	71	\$35,145.00	\$495.00
Central Georgia Technical College	2	70	\$24,500.00	\$350.00
Georgia Driving School, Inc.	1	69	\$29,325.00	\$425.00
Marietta City Board of Education	1	67	\$27,205.00	\$406.04
Dickerson Driving School, Inc.	2	66	\$32,670.00	\$495.00
Augusta Technical College	1	60	\$21,000.00	\$350.00
AA Academy of Action Driving School	1	55	\$27,500.00	\$500.00
Albany Technical College	2	55	\$19,250.00	\$350.00
Georgia Northwestern Technical College	3	55	\$19,250.00	\$350.00
Just Driver Training	1	54	\$27,000.00	\$500.00
A Driving Advantage	1	52	\$23,715.00	\$456.06
Classic VIP Driving School, LLC	1	52	\$20,592.00	\$396.00
Jones Driver Education School of Augusta, Inc.	1	52	\$22,410.00	\$430.96
Southeastern Regional Driving and Safety Academy Inc	1	51	\$20,145.00	\$395.00
The Wiser Driver	1	50	\$21,500.00	\$430.00
North Georgia Technical College	3	46	\$16,100.00	\$350.00
West Georgia Technical College	1	46	\$16,100.00	\$350.00
Georgia Piedmont Technical College	1	45	\$15,750.00	\$350.00
Ogeechee Technical College	3	45	\$15,750.00	\$350.00
Safety 1st Driver Education	1	43	\$17,157.00	\$399.00
Oconee Fall Line Technical College	3	38	\$13,300.00	\$350.00
Brownhill Enterprises Towne Lake Driving School, LLC	1	36	\$17,460.00	\$485.00
AABACUS, Inc.	2	34	\$17,000.00	\$500.00
Duluth DUI and Driving School	1	32	\$14,820.00	\$463.13
Executive Results DUI & Defensive Driving School, LLC	1	28	\$11,900.00	\$425.00
FB Driving, Inc.	1	27	\$9,855.00	\$365.00
South Georgia Technical College	2	27	\$9,450.00	\$350.00
Nathan's Driving School, Inc.	2	22	\$10,958.86	\$498.13
Oconee County Board of Education	2	22	\$8,799.12	\$399.96

FY2020 Authorized GDEC Provider	Number of Locations	Number of Scholarships Redeemed	Value of Scholarships Redeemed	Average Cost Per Recipient
Southern Defensive Driving School	1	22	\$8,690.00	\$395.00
Atlanta Technical College	1	21	\$7,350.00	\$350.00
Rockdale-Newton Driving School	1	21	\$10,395.00	\$495.00
1st United Driving & DUI School	1	18	\$8,930.00	\$496.11
Athens Technical College	1	18	\$6,300.00	\$350.00
Columbus Technical College	1	16	\$5,600.00	\$350.00
Safe America Foundation, Inc.	1	16	\$7,584.00	\$474.00
All Star Driver Education, Inc.	1	13	\$4,549.87	\$349.99
Gordon County Board of Education	2	13	\$3,835.00	\$295.00
Calhoun City BOE	1	10	\$2,900.00	\$290.00
White County Board of Education	1	10	\$2,650.00	\$265.00
Drive Again Driving School	1	7	\$3,150.00	\$450.00
Southeastern Technical College	2	7	\$2,450.00	\$350.00
FY2020 TOTAL	131	4,296	\$1,806,167.85	\$420.43



“ This course helped me in many ways to become the safe and responsible driver I am today. The instructors were calm and patient which helped me overcome being nervous and unsure of myself. Also, they helped me become a safe driver by teaching step-by-step driving skills, giving me opportunities to practice, and modelling safe and legal driving. I recommend that anyone learning to drive should begin by enrolling into a driver education course to get plenty of supervised driving experience before getting their licenses.”

- J’Kira (Savannah, GA)

Funding History

According to O.C.G.A. § 15-21-181, it is the intent of the General Assembly that, subject to appropriation, an amount equal to such proceeds received from such fines in any fiscal year shall be made available during the following fiscal year to the Commission. In other words, **the amount of funds collected in any fiscal year is appropriated to the Commission for the following fiscal year.**

The amount of funding collected in FY2020, **decreased by 11.1 percent (\$329,332.37 less)** from \$2,978,971.10 in FY2019 to \$2,649,638.73 in FY2020. This equates to approximately 780 scholarships becoming unavailable in FY2021.

Table 2 shows the amount of funds (in millions) collected and appropriated to the Commission from FY2017 to FY2020.

Table 2. Amounts of Funds Collected and Amount of Funds Appropriated to the Commission by Fiscal Year

Fiscal Year	Amounts of Funds Collected	Amount of Funds Appropriated to the Commission
FY 2017	\$ 3,095,265.70	\$ 3,313,516.00
FY 2018	\$ 3,004,583.70	\$ 3,095,265.70
FY 2019	\$ 2,978,971.10	\$ 3,004,583.70
FY 2020	\$ 2,649,638.73	\$ 2,978,971.10





Georgia Driver's Education Commission

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