



Montana  
Office of Public Instruction  
Denise Juneau, State Superintendent

opi.mt.gov

STATEWIDE SUMMARY OF TRAFFIC EDUCATION FUNDS  
REIMBURSED TO MONTANA SCHOOLS FOR  
HIGH SCHOOL TRAFFIC EDUCATION PROGRAMS

| FISCAL YEAR | Dollar Amount of Reimbursement Paid | No. of Students Paid by Reimbursement | % of Eligible Students Participating | Average School Cost Per Pupil | Per Pupil Rate Paid by Reimbursement | \$ of Average Per Pupil Cost Reimbursed |
|-------------|-------------------------------------|---------------------------------------|--------------------------------------|-------------------------------|--------------------------------------|---|
| 2013-14     | \$825,000.00                        | 8,486                                 | 69%                                  | \$450.41                      | \$97.22                              | 22%                                     |
| 2012-13     | \$900,000.00                        | 8,363                                 | 70%                                  | \$471.21                      | \$107.63                             | 23%                                     |
| 2011-12     | \$875,000.00                        | 8,330                                 | 67%                                  | \$443.53                      | \$105.04                             | 24%                                     |
| 2010-11     | \$750,000.00                        | 8,467                                 | 67%                                  | \$456.64                      | \$88.49                              | 19%                                     |
| 2009-10     | \$840,000.00                        | 8,449                                 | 69%                                  | \$455.47                      | \$99.42                              | 22%                                     |
| 2008-09     | \$700,000.00                        | 9,055                                 | 72%                                  | \$418.98                      | \$77.31                              | 19%                                     |
| 2007-08     | \$800,000.00                        | 8,293                                 | 64%                                  | \$419.09                      | \$96.47                              | 23%                                     |
| 2006-07     | \$975,000.00                        | 9,437                                 | 69%                                  | \$377.62                      | \$103.32                             | 27%                                     |
| 2005-06     | \$800,000.00                        | 10,310                                | 76%                                  | \$331.38                      | \$77.59                              | 23%                                     |
| 2004-05     | \$900,000.00                        | 10,421                                | 76%                                  | \$302.86                      | \$86.36                              | 29%                                     |
| 2003-04     | \$800,000.00                        | 9,554                                 | 69%                                  | \$331.98                      | \$83.73                              | 25%                                     |
| 2002-03     | \$723,000.00                        | 9,816                                 | 74%                                  | \$355.60                      | \$73.66                              | 21%                                     |
| 2001-02     | \$750,000.00                        | 9,999                                 | 77%                                  | \$290.29                      | \$75.00                              | 26%                                     |
| 2000-01     | \$725,855.00                        | 10,471                                | 79%                                  | \$251.25                      | \$69.32                              | 28%                                     |
| 1999-2000   | \$1,000,000.00                      | 10,497                                | 78%                                  | \$248.29                      | \$95.26                              | 38%                                     |
| 1998-99     | \$999,942.80                        | 10,729                                | 78%                                  | \$249.35                      | \$93.20                              | 37%                                     |
| 1997-98     | \$999,914.16                        | 10,676                                | 78%                                  | \$246.64                      | \$93.66                              | 38%                                     |
| 1996-97     | \$999,964.14                        | 10,234                                | 73%                                  | \$251.78                      | \$97.71                              | 39%                                     |
| 1995-96     | \$961,784.95                        | 10,745                                | 77%                                  | \$240.02                      | \$89.51                              | 37%                                     |
| 1994-95     | \$790,708.26                        | 10,293                                | 77%                                  | \$190.24                      | \$76.82                              | 40%                                     |
| 1993-94     | \$1,238,580.12                      | 12,246                                | 96%                                  | \$202.85                      | \$101.14                             | 50%                                     |
| 1992-93     | \$1,240,195.00                      | 10,567                                | 87%                                  | \$189.67                      | \$117.36                             | 62%                                     |
| 1991-92     | \$1,408,540.00                      | 10,061                                | 86%                                  | \$272.34                      | \$140.00                             | 51%                                     |
| 1990-91     | \$1,386,280.00                      | 9,902                                 | 87%                                  | \$256.98                      | \$140.00                             | 54%                                     |
| 1989-90     | \$1,100,000.03                      | 10,084                                | 93%                                  | \$237.22                      | \$109.08                             | 46%                                     |
| 1988-89     | \$1,199,999.69                      | 9,909                                 | 94%                                  | \$245.25                      | \$121.10                             | 49%                                     |
| 1987-88     | \$1,224,180.49                      | 9,600                                 | 90%                                  | \$235.43                      | \$127.52                             | 54%                                     |
| 1986-87     | \$1,146,730.97                      | 10,808                                | 96%                                  | \$242.52                      | \$106.10                             | 44%                                     |
| 1985-86     | \$1,134,231.93                      | 11,040                                | 89%                                  | \$213.25                      | \$102.73                             | 48%                                     |
| 1984-85     | \$1,092,754.03                      | 10,774                                | 89%                                  | \$226.78                      | \$101.43                             | 45%                                     |
| 1983-84     | \$1,041,387.98                      | 10,459                                | 88%                                  | \$203.69                      | \$99.57                              | 49%                                     |
| 1982-83     | \$1,169,235.84                      | 10,108                                | 89%                                  | \$203.57                      | \$115.67                             | 57%                                     |
| 1981-82     | \$1,047,981.57                      | 10,320                                | 89%                                  | \$184.55                      | \$101.55                             | 55%                                     |
| 1980-81     | \$906,044.73                        | 10,655                                | 88%                                  | \$169.59                      | \$85.03                              | 50%                                     |
| 1979-80     | \$905,380.07                        | 11,784                                | 92%                                  | \$153.26                      | \$76.82                              | 50%                                     |
| 1978-79     | \$864,987.00                        | 12,130                                | 89%                                  | \$143.13                      | \$71.31                              | 50%                                     |

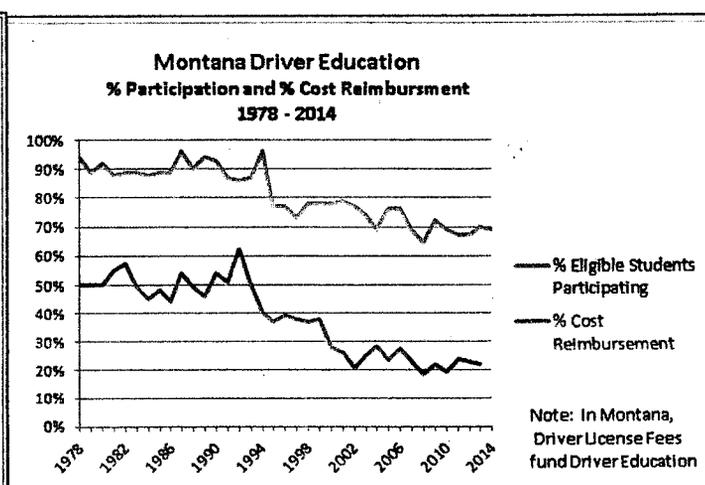
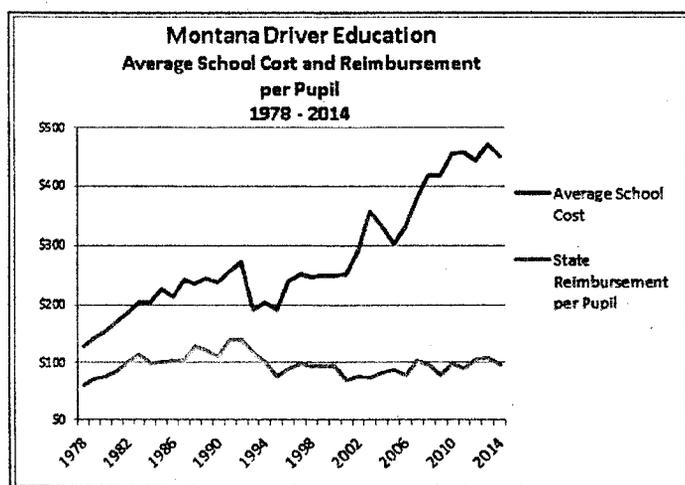
EXHIBIT

DATE Feb. 10, 2015

HB 185

## Traffic Education Funding Increase for Schools

- Since the mid-1960s state funding has not been increased for traffic education in the public schools.
- Increasing costs have shifted to parents and local communities, causing fewer and fewer students to participate in driver education and training. The statewide summary table on the back shows the gradual erosion of state funding from 50% of the program cost in 1978 to 22% in 2014.
- Each year, an average of 8,500 teens complete traffic education in 138 high school districts.
- Motor vehicle crashes are the number one cause of serious injury and death for teens.
- Research shows that teens who participate in traffic/driver education have fewer crashes and fewer citations than peers who do not.<sup>1</sup>
- HB 185 proposes increasing state support to about 40% of the total cost of traffic education, making it more affordable for families. The blue line below shows the clear trend that eligible students who participate decreases steadily as the percentage of state support decreases. Traffic Education is simply not affordable for many Montana families.



- The Cooperative Driver Testing Program (CDTP) is a partnership between the Traffic Education Program and the Department of Justice (61-5-110, MCA).
- CDTP authorizes over 300 trained and certified OPI driver education instructors to administer the written test for a learner's license and to conduct the driving skills test on behalf of the DOJ Motor Vehicle Division, thereby reducing costs for both the DOJ and families with new drivers.
- In 2014, the written and/or road tests were waived for 7,366 young drivers who did not have to re-take the tests at driver exam stations. MVD driver examiners retest 10 percent of the CDTP skills-tested students for quality and consistency.
- After driver license fees are distributed to the county general fund and the traffic education account, the balance remaining is deposited to the general fund (61-5-121, MCA).

***Thank You for Supporting Teen Driver Safety***

<sup>1</sup>D. Mayhew et.al 'Evaluation of Beginner Driver Education Programs: Studies in Manitoba and Oregon' 2014  
[www.aaafoundation.org](http://www.aaafoundation.org)

Johanna F. Tooke

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Dear Appropriations Committee:

Due to the distance of traveling to Helena I am not able to testify in person. First and foremost, I am a Republican, who wholeheartedly shares the conservative values of our party. With that said, I would like to see House Bill 185 pass. After speaking with a both our Driver's Education teacher in Rosebud County as well as the teacher from Custer County, the need for this Bill is essential. We have more students who are unable to pay for the rising cost of taking Driver's Education and single family homes who are unable to spend as much time helping educate their new drivers. Taking only those two factors (among many) into consideration, we will be seeing more uneducated drivers on the roads of Montana. Ultimately, all drivers in Montana will be effected eventually by the lack of education. Not only could we see a rise in accidents, insurance claims, but unfortunately deaths. This Bill is far reaching in the good it could do if it passes as well the consequences we could see if it does not. Please vote YES on HB 185.

Sincerely,

Johanna F. Tooke

Forsyth, Montana