



THE MOVEMENT TOWARD BROADENING  
THE PROGRAM OF DRIVER EDUCATION  
ON THE STATE LEVEL  
IN THE UNITED STATES

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## INTRODUCTION

National safety experts emphasize that one of the most effective ways to curb the much deplored "highway slaughter" could be found in compulsory driver education in the nation's schools. There are many arguments in favor of such a program--and they can all be summarized in one word: savings. Compulsory driver education, by upgrading the qualifications of the millions of drivers in the United States, carries the promise of savings in life, in property, in money. Most of the benefits of such a program suggest themselves:

1. Compulsory driver education will reduce accidents.
2. Virtually everybody drives a motor vehicle nowadays; therefore, practically everybody would benefit from a program that would tend to improve traffic conditions.
3. Better drivers, the product of a driver education program, would save money. These savings would affect the individual driver himself as well as all other drivers resulting from a reduction of accident costs and the cost of property destroyed, and automobile insurance rates.
4. Last but not least, the state might save money by reduced expenditures for highway patrol and traffic law enforcement, a reduction in the costs of highway maintenance, and also a reduction in the amount of court costs and record-keeping presently required in litigations.

Accident statistics from the state of Michigan have been cited as an outstanding example of the benefits resulting from a driver training program--benefits, that can be measured in savings in human lives. The driver training program in Michigan has already been in operation for several years, although it did not become a feature of state education until 1957. In 1955, 50 per cent of all secondary schools of the state were offering courses in driver education. In 1955, the accident rate per 100 million miles of car travel in Michigan stood at 7.1. In 1956, it had dropped to 6.1. In 1957 there was a further decline in the Michigan accident rate, so that the figure now stands at 5.3.<sup>1</sup>

To teach the skills and responsibilities involved in the operation of a motor vehicle, in much the same way as the skills and responsibilities of other crafts are taught, is not a new idea--the first public driver education course was given by the Boston Y.M.C.A. in 1903.<sup>2</sup>

Today, 55 years later, driver education has found widespread acceptance. But, although a majority of the states have driver education programs in some form, the goal of making every adult a skilled driver through compulsory driver training at high school age, is still far from being attained.

<sup>1</sup>Lynn M. Bartlett, Education for Traffic Safety, in State Government, Mar., 1958, p. 54.

<sup>2</sup>N.C. University, Institute of Government, Driver Education in High Schools, Jan. 1956, p. 4.

\*Prepared by H. Rupert Theobald, Research Assoc., Leg. Ref. Library.

While true universal driver education would be applied uniformly to people of all ages, the emphasis in this report is on the young driver. It is known that a substantial number of people do not acquire the ability to drive a motor vehicle until they reach adulthood, and provision exists for training them on a voluntary basis, this report is concerned primarily with the program of training the youth of America at the time they become eligible to operate motor vehicles.

Theoretically, there are 2 ways in which driver education of a state's youth of high school age could be achieved:

1. By making high school driver education compulsory for all children who wish to obtain a driver's license before reaching 18 years of age. This amounts to compulsory driver education in fact as a very large part of the high school students today aim to be licensed drivers before they graduate from school. Nevertheless, while this plan amounts to compulsory driver education it presents to the individual student the opportunity of taking part in the program on a voluntary basis, avoiding the onus of compulsion.
2. Driver training can be made compulsory, in the true sense of the word, by introducing it as a required subject in our high schools. Under this plan, students would take a minimum of class credit in driver education in order to qualify for graduation from high school. This, of course, assumes that every one aspires to graduate from high school.

#### THE NATIONAL PICTURE

As of December 1957, only Connecticut and Michigan utilized the first method. In both states, applicants for drivers' licenses who are not yet 18 years of age, in order to become eligible for such licenses have to prove that they successfully participated in a high school driving training course.<sup>3</sup>

In the school year of 1955-56, 10,280 of the nation's 19,886 high schools offered driver education. Wisconsin compares rather favorably with the national average: 88 per cent of the state's schools offered driver education courses that were taken by 28,594 students, whereas nationally only 52 per cent of the schools offered such courses.<sup>3</sup>

While these figures are impressive, they are also somewhat misleading since the term "driver education" is used both to denote actual behind-the-wheel training and instruction limited to classrooms only. Of the 386 Wisconsin schools that offered driver education courses in 1955-56, only 110 supplemented the classroom instruction in the theory of motor vehicle operation with behind-the-wheel training.<sup>4</sup> But, steady progress toward universal driver education in

<sup>3</sup>Racine Journal-Times, Dec. 8, 1957.

<sup>4</sup>Same, Nov. 2, 1956, cites Melvin Larson, Wis. State Commissioner of Motor Vehicles: "Only one state boasts that all its high schools offer driver education courses. That state is Delaware, with 34 schools providing both classroom instructions and practice driving for students." (California ranks second with 99%)

the Wisconsin high schools is being made. According to a letter received March 7, 1958 from the Safety Promotion Division of the Wisconsin Motor Vehicle Department, "400 Wisconsin public high schools are now teaching the approved course in Driver Education. This is over 90% of the public high schools of our state."

Since any state driver education program would involve state aid to localities, it is interesting to note that at the present time only 14 states consider driver training important enough to provide financial aid to the high schools for this purpose.<sup>5</sup> In addition to these 14 states, the 1957 Wisconsin legislature passed a law providing financial aid for driver training in high schools from the proceeds of the newly-created chauffeur's license. Under the law (secs. 20.560 (79) and 20.650 (47), Wis. Statutes 1957) the surplus of the proceeds from the chauffeurs' licenses, after the money required for the administration of chauffeurs' licenses has been withdrawn, shall be transferred to the State Superintendent of Public Instruction, to be allocated to the high schools offering drivers' training courses "in accordance with a plan to be adopted by the state superintendent."<sup>6</sup> Obviously, there exists no surplus from the chauffeur's license as yet, so that Wisconsin was not counted among the states that at this time actually support driver education programs in their public schools.

In an article entitled, Sane Dollars for Safe Drivers, which the National Safety Council reprinted from the Sept. 1957 issue of the magazine, Safety Education, state legislation concerning driver education in high schools is broken down as follows:

"Six legislative proposals would require all people under 18 years old to complete a course in driver education before a license could be issued. The bill which became law in Connecticut carries this provision. So also does the Michigan driver education law.

"In some states, the subsidy would not be paid until the students had passed the course successfully. In others, the state paid on the basis of the number of students enrolled in the course.

"Almost all the bills made the state department of education responsible for administering the program, and setting rules and regulations.

"A few states required the student to be enrolled in a course of driver education before he could take the behind-the-wheel instruction.

"One or two states limited the time the law was to be in effect, while other states made it a continuing program from a specified date.

"Many proposals provided for a coded designation for students who are licensed after a course in driver education.

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<sup>5</sup>Calif., Conn., Dela., Fla., Ill., La., Maine, Mich., N.H., N.C., Oreg., Pa., Utah, W.Va.

<sup>6</sup> Chapter 684, Laws of 1957, which repealed and recreated the provisions concerning the administration of the new chauffeur's license, originally created by Chapter 551, Laws of 1957.

"One or two states provided that driver education be required for graduation.

"A few states passed legislation regulating commercial driving schools.

"Michigan enacted legislation authorizing county driver-improvement schools.

"Connecticut's bill provides that if the fund in any year is insufficient to cover the entire driver education aid needed, the remainder shall be paid from the general fund.

"Only one state stipulated that credit be given for the course. The legislation was passed.

"Quite a few states considered legislation providing financial aid to private, public and parochial schools offering driver education. One or two signed this aid into law.

"One state passed legislation authorizing schools to purchase driver education cars."

Unfortunately, the article did not list the names of the individual states involved in each type of legislation. However, we have copied some of the more important laws in this paper to show the particular characteristics of each of the laws involved.

Safety Education goes on to state some of the reasons for the defeat of driver education bills by several state legislatures.

"Educators and their associations opposed passage because they felt it violated a fundamental principle of the state dictating subjects to be taught in schools.

"Some legislators were concerned about appropriating state funds to parochial schools, believed that the legislation would miss its goal unless all students were given an opportunity to take a course in driver education.

"Many states felt that the legislation was defeated because of the last minute rush in meeting the deadline for adjournment.

"In a few states, the bills were opposed because they 'earmarked funds' for special purposes.

"In one state, the legislation would have been too difficult to administer.

"In some states, the reason for defeat was a failure of advance publicity.

"In one or two states, the bill was so long and the language so complex that the legislative committee could not understand it."

DRIVER EDUCATION AS PREREQUISITE FOR LICENSING

In Connecticut and Michigan the law provides that teen-agers between the ages of 16 and 18 must successfully participate in a high school driver education program, as outlined by the supervisors of public instruction in the 2 states, in order to qualify for drivers' licenses. In Connecticut the law further provides that the driver's license of any person who has not yet reached 21 years of age is subject to recall by the motor vehicle commissioner, if the licensee should be found guilty of traffic violations. The Connecticut law became effective October 1, 1957; the Michigan law on driver training in high schools as a prerequisite for the licensing of teen-agers became effective on February 1, 1957. The following provisions of the Connecticut and Michigan laws provide for driver training in public schools:

Connecticut

Public Act No. 599, 1957, effective October 1, 1957

SEC. 2. "...three dollars of each operator's examination fee... shall be deposited in a separate fund. The state board of education shall annually grant to each town and regional school district in which a course of study in motor vehicle operation, prepared as provided by section 1363 of the general statutes, is taught in high school the sum of ten dollars for each pupil enrolled in such course, such sums to be paid from the fund established by this section. If in any year said fund is insufficient to cover such grants, the remainder shall be paid from the general fund..."

SEC. 3. "...no person shall cause or permit the operation of any motor vehicle by any person under 16 years of age. No license shall be issued to any person between sixteen and eighteen/twenty-one years of age until one or both of the parents, as the commissioner may require, or the legal guardian, of such applicant shall have filed a certificate with the commissioner in such form as he may prescribe, requesting or consenting to the issuance of such license. No license shall be issued to any person between sixteen and eighteen years of age unless the applicant presents to the commissioner a certificate of the successful completion of a course of study in motor vehicle operation prepared as provided by section 1363 of the general statutes, or of training of a similar nature approved by the commissioner. The commissioner may recall any license issued to a person under the age of eighteen/twenty-one years, upon violation by such person of any statute or of any regulation promulgated by said commissioner."

General Statutes of 1949

SECTION 1363 Course in Motor Vehicle Operation

The state board of education shall prepare for use in all high and other secondary schools under its supervision a course of study of motor vehicle operation.

Public Act No. 507, 1957

Entitled "An Act Concerning Driver's Schools" regulates the operation of commercial schools "giving instruction, for compensation, in the driving of motor vehicles."

Michigan

Public Act No. 215, 1957, effective February 1, 1957

Amends the law regulating operator's and chauffeur's licenses; appropriates a sum of \$25 per enrolled qualified child for driver education in high schools, payable to school districts. The text of certain sections follows:

"(d) Driver education and training courses, as used for the purposes of this act, shall include classroom instruction plus behind the wheel instruction and observation in an automobile, and shall be under the supervision of a qualified teacher.

"(e) The superintendent of public instruction is hereby authorized to determine rules and regulations, including instructional standards, teacher qualifications, reimbursement procedures, and other requirements which will further implement this legislation.

"(f) ...after the first day of February, 1957, no operator's license shall be issued to any person under 18 years of age unless such person shall have successfully passed a driver education course and examination given by the public schools or by some agency offering a course recognized by the department of public instruction as equivalent thereto...

"(g) No charge or enrollment fee for a driver education course shall be required to be paid by any student desiring to take said course as a duly enrolled student in any school of the public school system."

Proposed Rules for the Driver Education and Training Program. Mich. Dept. of Public Instruction, News of the Week, 12/30/55

"1. ...The starting date for the subsidized program on driver education shall be February 1, 1956 ...

"2. Hours of classroom instruction. The hours of classroom instruction shall not be less than 30 clock hours. Observation time in the car with an instructor may be counted as not more than two hours of classroom instruction ...

"3. Hours of practice driving. There shall be a minimum average of six hours of behind-the-wheel driving, with not more than four students in the car with an instructor, where the instruction is being carried on under traffic conditions. Observation time may not be counted as practice driving. Where multiple car programs are in operation on off-the-street areas, the hours of instruction in the car shall be made under a separate agreement with the superintendent of public instruction. All students in the multiple car program must have a minimum of one hour of driving under traffic conditions, subject to the following exceptions:

"(a) Under certain experimental programs, to be determined by the superintendent of public instruction to be the equivalent of or better than such a minimum, special agreements as to the minimum hours of driving under traffic conditions may be made with the superintendent of public instruction.

"(b) For the purpose of making adequate research on certain driver training mechanical devices, a separate agreement may be made with the superintendent of public instruction as to the number of hours of equivalent toward the hours of practice driving."

#### DRIVER EDUCATION AS A PREREQUISITE FOR HIGH SCHOOL GRADUATION

Driver education taught as a required subject in high schools is the other way proposed to achieve universal driver training, though the objection might be raised that since a certain percentage of children never have the opportunity to attend high school, much less to graduate from it, high school driver training as a requirement for graduation would fall short of the desired goal of universality.

Two steps are required, before driver education in high schools can become a prerequisite for graduation: facilities for driver education have to be available to all high school students of the state; and by either law or administrative rule the student participation in this course has to be made obligatory.

Wisconsin is well on the way to fulfill the first requirement. An article published in the Wisconsin Traffic Safety Reporter states that 88 per cent of all public high schools offered a course in driver education in the 1956-57 school term. Wisconsin also ranked high in terms of student participation in the program: of the students eligible to take driver education, 91.3 per cent received classroom instruction. According to statistics released by the state coordinator of the Wisconsin driver education program, 261,000 students of public high schools have taken the course in driver education since it was started in 1941.<sup>7</sup>

The task is not to extend the existing program to private and parochial secondary schools in the state because, as the Director of Safety Education in the Motor Vehicle Department stated: "all our young people deserve the advantages of this type of instruction, which means so much to their own future welfare and to the traffic safety program in our state." Such a step would not be in conflict with the constitutional provisions of the separation of church and state (public education), as the driver training program is primarily a part of the general measures in the interest of public safety, rather than a phase of academic education.

Both Michigan and Illinois make the driver education facilities available to all students. In Illinois the law states that all persons between the ages of 15 to 21 are eligible to enroll in the driver training program of the public schools. In similar fashion the driver education courses of the public school system of Michigan are open to the students of private secondary schools.

A bill to extend the advantages of the driver training program to the students of private and parochial schools has also been

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<sup>7</sup> Wisconsin's Driver Education Program Earns National Award for Excellence, Wisconsin Traffic Safety Reporter, Oct. 1957, pp. 1-2.

introduced in the 1958 N.Y. legislature. The bill, which won the unanimous approval of the senate, was sponsored by Senator Edward J. Speno.<sup>8</sup> The bill provides that driver training facilities are to be extended to all resident children "who attend schools other than public, at the school they legally attend, all or any of the automobile driver training services and facilities, including the training in the use and operation of motor vehicles, which are made available to children attending district schools insofar as such services and facilities may be requested by the parents of such children, and in accordance with rules and regulations adopted by the boards of regents..."

The step by step development of driver education as a compulsory subject for classroom instruction in secondary schools can well be illustrated by the California legislation on the subject. In 1947 California passed a law (Ch. 1271, 1947) stating that in schools offering driver education as a subject the course was to be compulsory for all students eligible to take it. This law was amended in 1953 to read that all secondary schools should provide driver education classes (Ch. 1274, 1953). As an addition to the existing law, the 1953 California legislature stipulated that the state was to bear 75 per cent of the excess cost over the regular cost of other classroom instruction of the driver education program, but not more than \$30 per eligible participating student; the legislature provided further that, since driver education was now a compulsory subject, students enrolled in the driver education program were to be excused from regular classes to attend the special classes in behind-the-wheel training (Ch. 1877, 1953).

This last provision was clarified in 1955 (Ch. 1407) by the clause that regular classes, for the purpose of the administration of this law, include "academic classes, physical education classes, and other approved classes" or such other time as may be determined by the governing school board of the district.

The latest amendment to the California driver training act was passed in 1957 (Ch. 2333). This amendment raised the maximal sum of government participation in the driver education program to \$35 per eligible participating student.

California is not the only state that has made driver education in its secondary schools compulsory and a prerequisite for graduation. In a recent publication on high school graduation requirements the U.S. Office of Education points out that several states have prerequisites for high school graduation outside of the units of instruction in the basic academic subjects.<sup>9</sup> The extra requirements are usually on a legal basis. A variety of such examples are enumerated in the article, and under the heading, Safety and Driver Education; the states, California, Illinois and North Dakota, are listed.

The legal basis for such extra required subjects does not have to be given in the statutes of a state, although a state might choose to enumerate all the functions and tasks of each of its branches and agencies in its statutes and codes. The elaborate code system of

<sup>8</sup>State Aid Backed in Driver Courses, N.Y. Times, Mar. 14, 1958.

<sup>9</sup>High school graduation requirements, as established by the state departments of Education, U.S. Office of Education, Circular 455, rev. Jan. 1958.

California is a good example of this type of legislation. On the other hand, a state might, by legislation, delegate the power of determining the curricula of its schools to some other agency such as the department of education. Apparently, North Dakota is an example of the latter type of arrangement. Chapter 147, N.D. Laws of 1955, provides:

"In addition to its general powers to make contracts, any school district may contract with other school districts for the joint use or employment of qualified driver education instructors, driver training cars, or equipment to be used in establishing complete driver training courses in the respective school districts."

There is no mention of a driver training program in the latest (1943) revised edition of the North Dakota statutes, nor in the 1953 addition thereto. There is also no mention of a driver education program in the North Dakota session laws from 1953 to 1957 other than the one cited here. And yet, the wording of this Chapter 147 seems to indicate that this is regulatory rather than creative legislation, that the chapter merely clarifies the powers of the local school districts in connection with the already existing program.

Illinois has also been cited as one of the states requiring credits in driver education as a prerequisite for graduation from public secondary schools. However, the wording of the 1957 Illinois Driver Education Act is permissive rather than declaratory--any school district maintaining grades 9 through 12 may offer a driver education course, but not: shall.

Examples of the wording of legislation providing for driver education programs from the standpoint of education rather than from the point of view of driver's licensing and highway safety are found in the California and Illinois acts which follow.

#### California Law

10204. (a) From and after the effective date of this amendment the governing board of each district maintaining a secondary school shall provide automobile driver education for pupils enrolled in the regular full time day secondary schools in the district. Such driver education shall be given in one of the grades 9, 10, 11, or 12 in every such secondary school but need not be given in any such secondary school which terminates with the ninth or tenth grade. Such driver education shall be given all such pupils prior to graduation from the twelfth grade except as otherwise permitted under this section.

(b) A pupil who has completed such driver education in any secondary school shall not be required to repeat such driver education in another secondary school in the same or another district.

(c) The governing board of a district may grant such exemptions as it determines to be desirable in respect to twelfth grade pupils who transfer to a school in such district in which driver education is given in a lower grade.

(d) Notwithstanding the foregoing provisions of this section the governing board of a school district may make application to the State Department of Education for a partial or total exemption during each succeeding school year in respect to one or more of the schools in the district from the requirement that the district maintain automobile driver education in the school or schools named in the application. The application may be granted by the State Department of Education only when it determines upon the basis of the application that it is not practical for good and sufficient reasons to maintain driver education in any designated school or schools.

5154.5. (a) In addition there shall be provided such sum as the Superintendent of Public Instruction shall certify as necessary to reimburse school districts for 75 percent of the excess cost of instructing pupils in the operation of motor vehicles. The amount shall not exceed thirty dollars (\$30) per pupil instructed in automobile driver training, in accordance with the rules and regulations as set forth by the State Board of Education. Such amounts as are necessary to carry out the provisions of this section are appropriated from the General Fund and shall be transferred therefrom to the State School Fund by the State Controller each fiscal year.

7106. The Superintendent of Public Instruction shall allow to each school district an amount equal to 75 percent of the excess cost, but not in excess of thirty dollars (\$30) per pupil instructed in automobile driver training, during the preceding fiscal year in accordance with regulations set forth by the State Board of Education to districts for instructing pupils in automobile driver training.

7107. No allowance shall be made under this article for the instruction of pupils in automobile driver training unless the school district has complied with the rules and regulations of the State Board of Education governing the establishment, conduct, and scope of automobile driver education and driver training.

7122.5. The Superintendent of Public Instruction shall on or before December 10th of each year apportion to each school district the total of amounts allowed to them under Article 14.5 of this chapter. This apportionment shall be part of the special purpose apportionment.

10202. The aims and purposes of automobile driver training shall be to develop the knowledge, attitudes, habits, and skills necessary for the safe operation of motor vehicles. The governing board of any district maintaining a secondary school which includes any of the grades 9 to 12, inclusive, may in its discretion establish and maintain automobile driver training for pupils enrolled in the day secondary schools in the district.

10205. "Automobile driver training" as used in this article means that type of instruction which has as its purpose the development of knowledge, attitudes, habits, and skills necessary for the safe operation of motor vehicles, including behind-the-wheel driving and observation in a dual control automobile.

10206. The governing board of the school district may prescribe regulations determining who can profit by and who shall receive instructions in automobile driver training; provided, however, that no pupil shall be permitted to enroll in automobile driver training unless such pupil is presently enrolled in a course of instruction in automobile driver education, or has satisfactorily completed such course. The regulations shall be subject to such standards for driver education and driver training as may be prescribed by the State Board of Education.

10207. The Superintendent of Public Instruction shall promote and direct the establishment and maintenance of courses of instruction in automobile driver training in the public schools. For that purpose, he shall employ such professional and other personnel as are necessary to give full effect to this article.

10208. The Superintendent of Public Instruction shall allow to each district 75 percent of the total excess cost of training each pupil in such driver training in accordance with the rules and regulations as set forth by the State Board of Education. However, there shall not be allowed a sum in excess of thirty dollars (\$30) per pupil trained. Not more than the maximum enrollment of the tenth, eleventh, or twelfth grade classes of the district shall be counted as eligible for instruction in automobile driver training each year.

10209. The governing board of each school district shall report annually to the county superintendent of schools and to the Superintendent of Public Instruction on forms provided by the Superintendent of Public Instruction, the cost of instructing such pupils, and such other information as may be required for the computation of the excess cost incurred in the instruction of the pupils in automobile driver training.

10210. The Superintendent of Public Instruction shall determine the amount of excess cost incurred by each school district during the preceding fiscal year for the establishment and maintenance of automobile driver training for pupils enrolled in the schools of the district in accordance with such regulations as he may prescribe. "Excess cost" as employed in this section includes the total current expenditures incurred for instructing pupils in automobile driver training in special classes, including, but not limited to, automobile replacement, insurance, upkeep and maintenance of automobiles used in such training. "Special classes" as employed herein includes classes providing automobile driver training for pupils who may be excused either in small numbers from regular classes or at such time as may be determined by the governing board of the district.<sup>10</sup>

#### Illinois Driver Education Act

##### Sec. 782. Definitions

As used in this Act, unless the context otherwise requires:

"Superintendent" means the Superintendent of Public Instruction;

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<sup>10</sup> Calif. Statutes and Amendments to the Code, 1953, v. 2, p. 2835, pp. 3664-66.

"Driver education course" and "course" means a course of instruction in the use and operation of cars, including instruction in the safe operation of cars and rules of the road and the laws of this State relating to motor vehicles, which meets the minimum requirements of this Act and the rules and regulations issued thereunder by the Superintendent and has been approved by the Superintendent as meeting such requirements;

"Car" means a motor vehicle of the first division as defined in the Motor Vehicle Law;

"Driver's license" means any license or permit issued by the Secretary of State under the Drivers License Act.

With reference to persons, the singular number includes the plural and vice versa, and the masculine gender includes the feminine. 1957, July 9, Laws 1957, H.B. No. 622, sec. 2.

Sec. 783. Schools permitted to offer courses--Qualifications of students

Any school district which maintains grades 9 through 12 may offer a driver education course in any such school which it operates, which course shall be open to each resident of the district who acquires or holds a currently valid driver's license during the term of the course and who has reached his fifteenth but not his twenty-first birthday without regard to whether any such person is enrolled in any other course offered in any school that the district operates. Such course may be offered throughout the calendar year and a new course may be commenced immediately after the completion of a prior course. Teachers of such courses shall meet the certification requirements of the School Code and regulations of the Superintendent as to qualifications and may be employed on a calendar year rather than a school year basis. 1957, July 9, Laws 1957, H.B. No. 622, sec. 3.

Sec. 784. Curriculum

In order for the school district to receive reimbursement from the State as hereinafter provided, the driver education course offered in its schools shall consist of at least 30 clock hours of classroom instruction and, subject to modification as hereinafter allowed, at least 6 clock hours of practice driving in a car having dual operating controls under direct individual instruction. The Superintendent may allow, in lieu of not more than 5 clock hours of practice driving in a dual control car, such practice driving instruction as he determines is the equivalent of such practice driving in a dual control car. 1957, July 9, Laws 1957, H.B. No. 622, sec. 4.

Sec. 785. Cost of course--Reimbursement by the state--Source of payment

The State shall reimburse each school district the per capita cost to the district, not to exceed the amount of \$30, for each pupil who finishes a driver education course that meets the minimum requirements of this Act. Such reimbursement is payable from the Drivers Education Fund in the State treasury. Should the sum appropriated from such fund be insufficient to pay all claims submitted

each year the amount payable to each district shall be proportionately reduced. 1957, July 9, Laws 1957, H.B. No. 622, sec. 5.

Sec. 786. Submission of claims for reimbursement--Forms--Procedure

Claims for reimbursement under this Act shall be submitted in duplicate by each district to the Superintendent prior to September first of each year on such forms and in such manner as shall be prescribed by the Superintendent. Such claim shall list the name and age of each student for whom claim is made who finished the course after July first of the preceding calendar year and prior to July first of the year in which the claim is submitted and the serial number of the driver's license held by the student during the time he was enrolled in the course.

The Superintendent shall transmit a copy of each claim for reimbursement to the Secretary of State who shall thereupon determine whether each person listed therein held or acquired a valid driver's license during the period he was a student in such course and report to the Superintendent the names of all persons listed thereon who did not so hold or acquire such a license.

The State shall not reimburse any district for any student who has repeated the course more than once or who did not hold such a valid license or did not meet the age requirements of this Act during the period that he was a student in the drivers education course. 1957, July 9, Laws 1957, H.B. No. 622, sec. 6.

Sec. 787. Certification of claims--Daily attendance records--False claims--Penalty

The school board shall require the teachers of drivers education courses to keep daily attendance records for pupils attending such courses in the same manner as is prescribed in Section 23--2 of The School Code and such records shall be used to prepare and certify claims made under this Act. Claims for reimbursement shall be made under oath or affirmation of the president or acting president of the school board for the district and the chief school administrator for the district employed by the school board.

Whoever submits a false claim under this act or makes a false record upon which a claim is based shall be fined in an amount equal to the sum falsely claimed. 1957, July 9, Laws 1957, H.B. No. 622, sec. 7.

Sec. 788. Instruction under act--Application of School Code

The provisions of the School Code not inconsistent with the provisions of this Act shall apply to the conduct of instruction offered by a school district under the provisions of this Act. 1957, July 9, Laws 1957, H.B. No. 622, sec. 8.

Sec. 789. Rules and regulations

The Superintendent may promulgate rules and regulations not inconsistent with the provisions of this Act for the administration of this Act.<sup>11</sup> 1957, July 9, Laws 1957, H.B. No. 622, sec. 9.

<sup>11</sup>Smith-Hurd Ill. Annotated Statutes, Permanent Ed., Cumulative Annual. Pocket Part, 1957. Ch. 122, Schools, pp. 346-48.

THE STATUS OF THE DRIVER EDUCATION PROGRAMS IN WISCONSIN, 1957-58

The Wisconsin program of driver education is divided 3 ways: among the public high schools, the vocational schools and the commercial agencies.

Approximately 420 of the 450 high schools of the state have an approved classroom course. Generally they are 30 class hours in length, but to this time the instructors are not required to have professional training in driver education. The course is usually given in the sophomore year just before the youngster reaches 16 years of age. Most courses are compulsory, but some are elective.

Approximately 160 schools have behind-the-wheel training. These are on an elective basis and the minimum requirement is 6-7 hours of behind-the-wheel training. A teacher must have 2 semester hours of professional training to teach such a class.

45 of Wisconsin's 64 vocational schools provide a complete classroom and behind-the-wheel driver training program. They are all on a permissive basis, and are restricted to people over 16 years of age although most of the 5,000 present students are women. Most of the courses include 20 hours of classroom work and 8 hours behind-the-wheel instruction. Instructors must be 21 years old, have had 2 semester hours of professional credit in driver education and have been free from reportable accidents for 2 years immediately preceding their assignment.

Of the 7 traffic violator schools now in operation by cities of Wisconsin, 6 are conducted by the vocational school.

In addition, the vocational schools operate a refresher driver training course which consists of 6 sessions of 2 hours each. It is a classroom course intended for people who have authority to drive but who are rusty or unfamiliar with current laws.

The vocational schools also conduct courses consisting of 6 2-hour periods for school bus drivers.

In the metropolitan area there are a few commercial driver training schools. By Chapter 396, Laws of 1957, these were licensed for the first time.

By Chapter 684, Laws of 1957, the residue of the fees collected from chauffeur licenses, after the cost of administration is deducted, is appropriated to the Department of Public Instruction to apportion among the school districts operating driver education courses. No moneys have been made available to this time, but it has been estimated that the collections may run as high as \$200,000.

LRL-IB-171 STATE FINANCIAL SUPPORT OF HIGH SCHOOL DRIVER EDUCATION<sup>12</sup>

<u>State</u>	<u>Year</u>	<u>Source of Funds</u>	<u>Distribution of Funds</u>
Pa.	1951, 1957	\$2 increase on learner's fee	Minimum of \$10 per trained pupil --Now based on fraction unit divided into \$32
Calif.	1953, 1957	Separate law provides a penalty assessment of \$1 for every \$20 of traffic fines (or fraction thereof)	75% of the excess cost not to ex- ceed \$35 per pupil
La.	1955	By general appropriation	50-50 matching with a maximum of \$15 state aid
Mo.	1955, 1957	By general appropriation	\$10 per trained pupil
Fla.	1955, 1957	25¢ added to annual driver's license fee	Distributed on basis of a unit equals 175 students trained-- \$400 for teacher's salary, \$300 for equipment
Mich.	1955	\$1 added to each driver's license fee (every 3 years) 35¢ added to the annual chauffeur's license fee	Up to \$25 per trained pupil
Dela.		State department conducts program	
Utah	1957	\$1 on every motor vehicle regis- tered	Up to \$30 per trained pupil (regardless of passing grade)
N.H.	1957	\$5 service fee for initial number plates (personal initials on li- cense plates--in addition to regular license plate fee)	Distributed to schools, public, and private including parochial on equal basis as determined by commissioner
W.Va.	1957	Specially appropriated funds	Up to \$20 per trained pupil
N.C.	1957	\$1 added to every motor vehicle registered	Proportionate share of funds based on school administrative unit's current annual enrollment of eligible pupils
Oreg.	1957	\$1 added to operator's (2 years) and chauffeur's license (1 year)	75% of the cost of conducting the course up to \$20 per pupil en- rolled
Conn.	1957	Driver's license increased from \$2 to \$5	\$10 per student enrolled in course --if payments exceed available funds, monies can be obtained from general fund
Ill.	1957	Raised driver's license fee from \$1 to \$3 (3 years)	Up to \$30 per trained pupil
Wis.	1957	Chauffeur's license fee \$2	Surplus after subtraction of administrative costs to be transferred to superintendent of public instruction

<sup>12</sup>Sane Dollars for Safe Drivers, in Safety Education, Sept. 1957, by National Safety Council; and Chapter 684, 1957 Wis. Laws.