



Public Schools of North Carolina
State Board of Education
Department of Public Instruction

Report to the North Carolina General Assembly

Charter School Transportation Grant Pilot
Program Report

SL 2018-5, Section 7.19

Date Due: 12/1/2018

Report # 54

DPI Chronological Schedule, 2018-2019

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Executive Summary

In SL 2017-57, funds of \$2,500,000.00 were appropriated to the Charter School Transportation Grant. The grant was established to reimburse transportation expenses for charter schools where 50% or more of the student population is eligible for free and reduced lunch. Although charter schools are not required by law to provide transportation to students, many charter schools still provide the service at their own expense to students who could not otherwise attend charter schools. The grant's purpose was to increase the ability of charter schools serving lower-income students to expand transportation and lunch provision offerings to that population. Receipt of grant funds would allow charter schools to provide transportation to more students who qualified for free and reduced lunch, thus increasing lunch provision and participation. Eligible charter schools could be reimbursed for up to 65% of their transportation costs with a maximum award of \$100,000.00 per school for the 2017-18 school year. The grant was not renewed for the 2018-19 school year.

Forty-three charter schools received reimbursements totaling \$2,500,00.00. Four charter schools received the maximum award of \$100,000.00 and the average award amount was \$58,140.00. As stipulated by SL 2017-57, a required reporting form with a completion deadline of June 30th, 2018 was distributed to the forty-three charter schools that received reimbursements.

A majority of schools not already providing lunch to all students reported that lunch provision and participation increased after receiving the Charter School Transportation Grant. Additionally, transportation offerings were expanded at 85% of charter schools that received reimbursement who did not already provide transportation to all students. The primary mode of transportation provided by charter schools was self-operated bus transportation.

Without a more detailed analysis, we are unable to definitively state that the grant led to an increase in lunch provision and participation for lower-income populations in eligible charter schools. The results displayed here indicate self-reported results from grant recipient schools. This data provides some evidence of the grant's effect, but a causal link cannot be established without an in-depth statistical report.

Grant Reimbursement Totals

Forty-seven schools applied in fall 2017 to receive grant funds, but only forty-one were considered eligible for disbursement. For the spring, two additional schools were deemed eligible and received funds. The total number of schools receiving funds from the grant was forty-three. The average award amount was \$58,140.00 and four schools received the maximum amount of \$100,000.00.

Fig. 1: Grant Reimbursement Totals by School

School	Total Amount Received
A.C.E. Academy	\$63,066.00
Alpha Academy	\$52,388.00
Arapahoe Charter School	\$65,196.00
Aristotle Preparatory Academy	\$24,306.00
Bridges Academy	\$24,100.00
Carter G. Woodson	\$45,176.00
Charlotte Choice Charter School	\$47,320.00
Charlotte Learning Academy	\$99,232.00
Children's Village Academy	\$44,920.00
CIS Academy	\$55,206.00
Dillard Academy	\$56,707.00
Douglass Academy	\$5,647.00
Emereau: Bladen	\$28,546.00
Girls Leadership Academy of Wilmington	\$65,389.00
Global Scholars Academy	\$15,576.00
Haliwa Saponi Tribal School	\$17,859.00
Healthy Start Academy	\$95,952.00
Henderson Collegiate	\$28,674.00
Hope Charter Leadership Academy	\$31,031.00
The Institute for the Development of Young Leaders	\$95,725.00
Ignite Innovation: Pitt	\$72,639.00
Iredell Charter Academy	\$29,044.00
KIPP Charlotte	\$100,000.00
KIPP Durham College Preparatory	\$32,128.00
KIPP Gaston College Preparatory	\$100,000.00
KIPP Halifax College Preparatory	\$92,106.00
Lake Lure Classical Academy	\$58,171.00
Maureen Joy Charter School	\$55,663.00
Movement Charter School	\$90,976.00
North East Carolina Preparatory Academy	\$53,616.00
Paul R. Brown Leadership Academy	\$94,736.00
PAVE Southeast Raleigh	\$94,668.00
Quality Education Academy	\$29,387.00

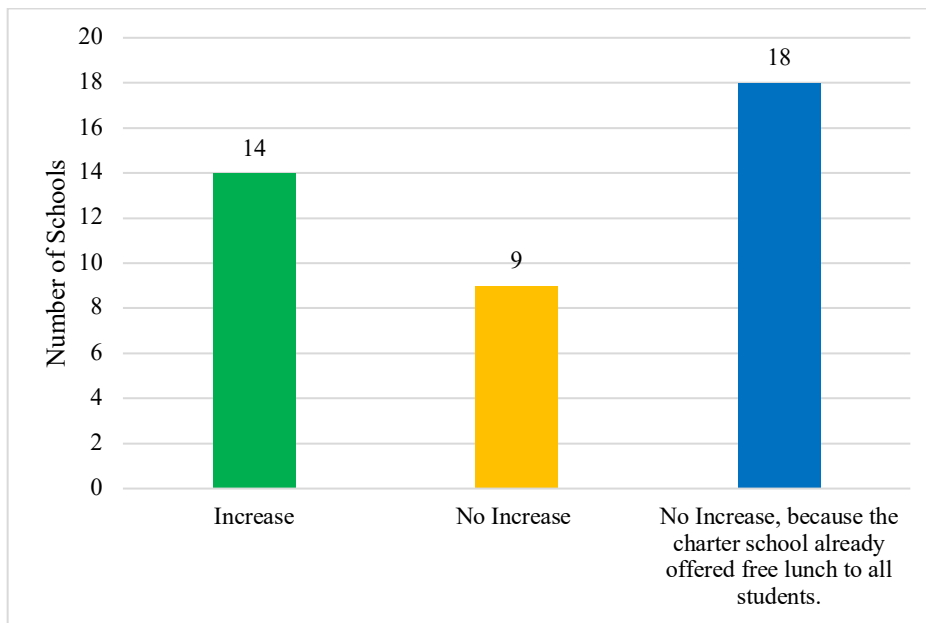
Reaching All Minds Academy	\$95,930.00
Rocky Mount Preparatory	\$87,974.00
Sallie B. Howard School	\$81,271.00
Sugar Creek Charter School	\$96,417.00
The College Prep. and Leadership Academy of High Point	\$100,000.00
Thomas Academy	\$10,030.00
Torchlight Academy	\$100,000.00
UpROAR Leadership Academy	\$20,524.00
VERITAS Community School	\$34,459.00
Z.E.C.A. School of Arts and Technology	\$8,245.00
Total Disbursed	\$2,500,000.00

Required Reporting Results

A required reporting form was distributed to schools receiving funds with a due date of June 30th, 2018. Forty-one out of the forty-three schools completed required reporting.

Charter School Lunch Provision

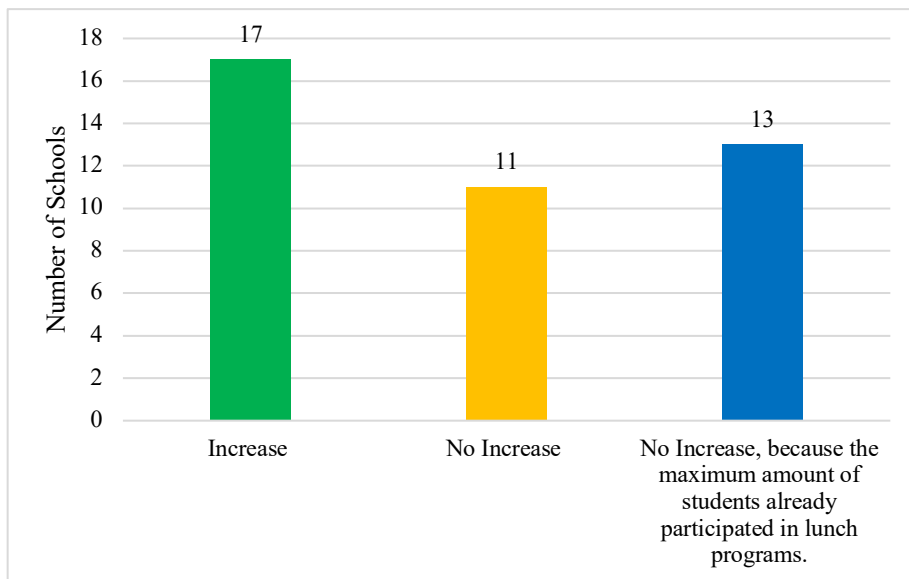
Fig. 2: Effect of Grant Receipt on Charter School Lunch Provision



Almost half of all grant eligible schools already provided free lunch to all students. In grant eligible schools that did not fall into this category, grant receipt led to an increase in lunch provision in 61% of schools. Schools reported that the grant allowed them to increase fresh fruit and vegetable provision and implement the provision of lunch for summer school programs.

Charter School Lunch Participation

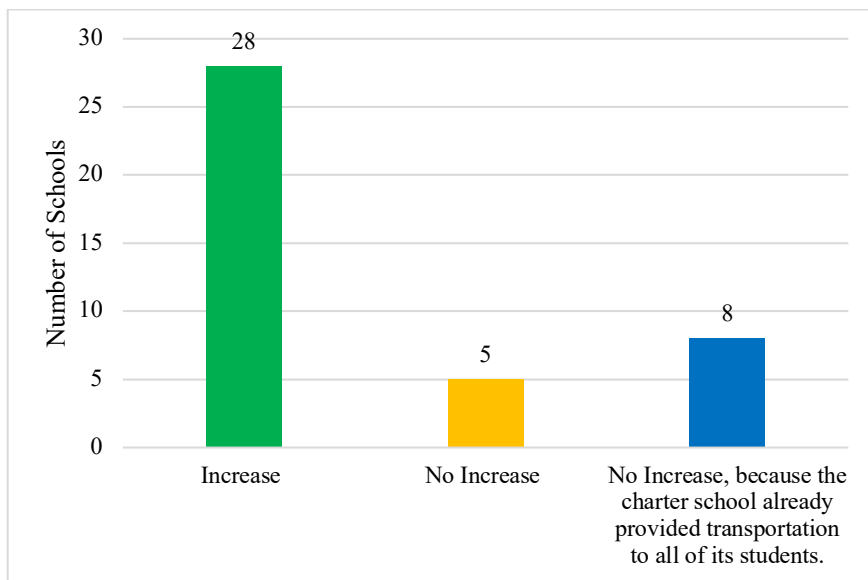
Fig. 3: Effect of Grant Receipt on Charter School Lunch Participation



About a third of grant recipient schools already had maximum lunch participation rates. In the grant recipient schools not in this category, 61% observed increased lunch participation as a result of the grant. Schools reported that the new offerings, such as healthier options and more opportunities to partake, led to students increasing their consumption of school provided lunch.

Charter School Transportation Provision

Fig. 4: Effect of Grant Receipt on Transportation Provision

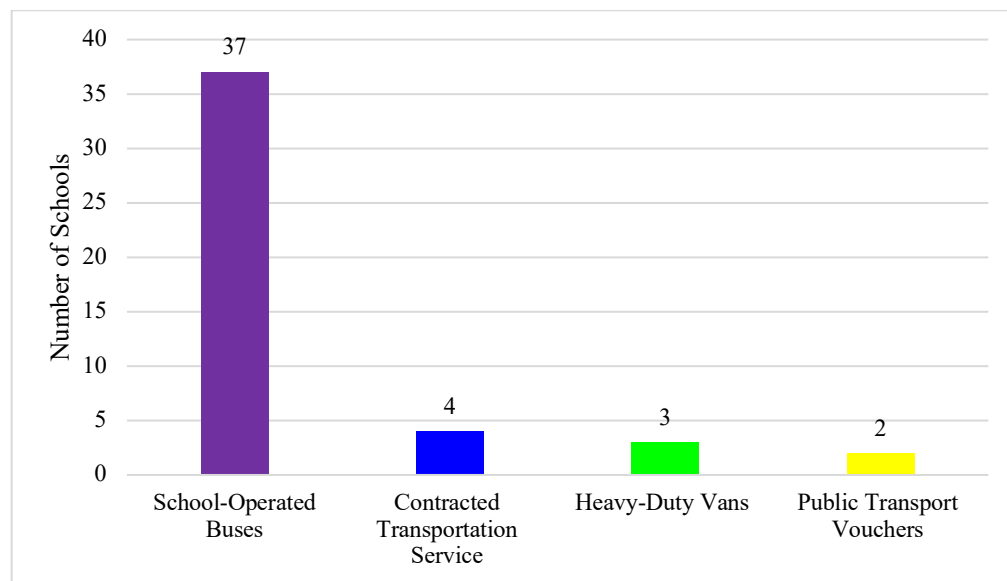


Transportation provision was the most impacted outcome as a result of the grant. Out of the schools that did not already provide transportation to all students, 85% increased their transportation provision as a

result of the grant. Multiple schools reported using the reimbursement to invest in long term assets such as buses and to expand existing busing routes, and two schools reported using the funds to purchase specialized Exceptional Children's (EC) transportation equipment. Schools also used the funds to increase extra transportation such as field trip transport, activity buses, afterschool transportation, and summer school transportation. Two schools increased student enrollment because the grant allowed them to transport and feed more students. Grant receipt enabled charter schools to offer a more diverse array of transportation services in addition to increasing overall transportation provision.

Charter School Modes of Transportation

*Fig. 5 Modes of Transportation Provided by Charter Schools**



*Charter schools offering more than one mode are represented twice in this figure.

The majority of grant recipient charter schools offer school-operated busing systems. A few schools transport students in school-operated vans in conjunction with buses. Bus maintenance, purchase, and expanding bus offerings were the most common uses of grant funds.

CHARTER SCHOOL TRANSPORTATION GRANT PILOT PROGRAM REPORT

SECTION 7.19. The Department of Public Instruction shall provide a report by December 1, 2018, to the Fiscal Research Division, the Joint Legislative Transportation Oversight Committee, and the Joint Legislative Education Oversight Committee on the results of the Charter School Transportation Grant Pilot Program (Program) established pursuant to Section 7.35 of S.L. 2017-57 for the 2017-2018 fiscal year. The report shall include (i) the number of charter schools that received grant funds, (ii) the amount of grant funds awarded to those charter schools, (iii) whether implementing the Program led to an increase in charter schools offering lunch, (iv) whether implementing the Program led to an increase in student lunch participation at charter schools offering lunch, (v) whether implementing the Program increased or expanded the offering of student transportation by charter schools, and (vi) the modes of student transportation offered by charter schools that received grant funds.