Career and Technical Education System Initial Information

Relating to the Transportation Regions of the

2012 Regulations of the Board of Regents Governing Career and Technical Education in Rhode Island

The 2012 Regulations of the Board of Regents Governing Career and Technical Education in Rhode Island (CTE Regulations) provide for increased student access to statewide RIDE-approved career preparation programs. The 2012 CTE Regulations require LEAs provide to all eligible students the opportunity to enroll in a RIDE-approved career preparation program.

Grandfathering Protections

The 2012 CTE Regulations went into effect upon promulgation. However, a grandfathering protection covers all students that enrolled (and have maintained uninterrupted enrollment) in a career preparation program prior to September 2, 2012. For these students, the resident LEA must continue to support the costs of their transportation and enrollment in accordance with the 1990 CTE Regulations and RIDE-managed program cost benchmarking. This grandfathering protection will hold for all eligible students until program completion or school change. A voluntary change in program will result in an interruption of continuous enrollment and, at that point, the grandfathering protections for the student will be suspended.

LEAs are responsible for the costs of providing students full access to career preparation programs as set forth in the March 2012 Regulations for all students enrolling on September 2, 2012 and thereafter.*

Changes in Transportation Regions

The 2012 CTE Regulations introduce the use of the statewide student transportation regions established in RIGL Chapter 16-21. These transportations regions will serve to define resident LEA responsibility for the costs of transportation for students enrolling on September 2, 2012 or after. Resident LEAs are responsible for the costs of transporting students to RIDE-approved career preparation programs within their transportation region. Students enrolling in a RIDE-approved career preparation program *outside* their resident LEA transportation region are responsible for arranging and covering their costs of transportation.**

*Exception: Effective FY2011, the William M. Davies and Metropolitan Career and Technical Education High Schools are responsible for all costs associated with benchmarked program costs and transportation.

** Without limiting student opportunities and access to RIDE-approved CTE preparation programs, LEAs may seek Commissioner authorization to implement cost/time efficient transportation alternatives.

Attachment 1 of this document is a flowchart that clearly describes the requirements set forth in the 2012 Regulations regarding responsibility for benchmarked program and transportation costs for students enrolling in and attending RIDE-approved career preparation programs effective September 2, 2012.

Attachment 2 of this document is a map of the Rhode Island Transportation Regions. Although these transportation regions establish a minimum set of requirements for resident LEA responsibility, nothing shall prevent either resident or receiving LEAs from *exceeding* these minimum requirements.

Explanatory Scenarios
The following scenarios are meant to provide examples of student enrollment in career preparation programs and the resulting responsibilities for benchmarked program and transportation costs. These scenarios are included to provide further clarification and are not meant to be exhaustive. In addition, they do not limit or supersede the right of students and their families or LEAs to request further clarification or to appeal decisions.

Scenario 1
During the 2011-12 academic year, was the student enrolled at the center/school as a career preparation program student? Is the student still enrolled at the career center/school as a career preparation program student for academic year 2012-13?
If yes, then by virtue of Section 5.1 of the 2012 Career and Technical Education Regulations, a student may continue their enrollment at the same career center/school through graduation or program completion. The student is "grandfathered" into the career center/school and the resident district continues to be responsible for covering RIDE-managed benchmarked program costs and for the transportation costs as described in the 1990 Regulations.

Scenario 2
Was the student recruited and accepted as a CTE student in a career preparation program at the career center/school on or before September 1, 2012?
If yes, then based on the student's acceptance date, the student is NOT impacted by the transportation regions as defined in Section 5.1 of the 2012 CTE Regulations. The student's acceptance and enrollment choice is "grandfathered" into the career center/school. The resident district is responsible for the RIDE-managed benchmarked program costs and for the transportation costs as described in the 1991 CTE Regulations.

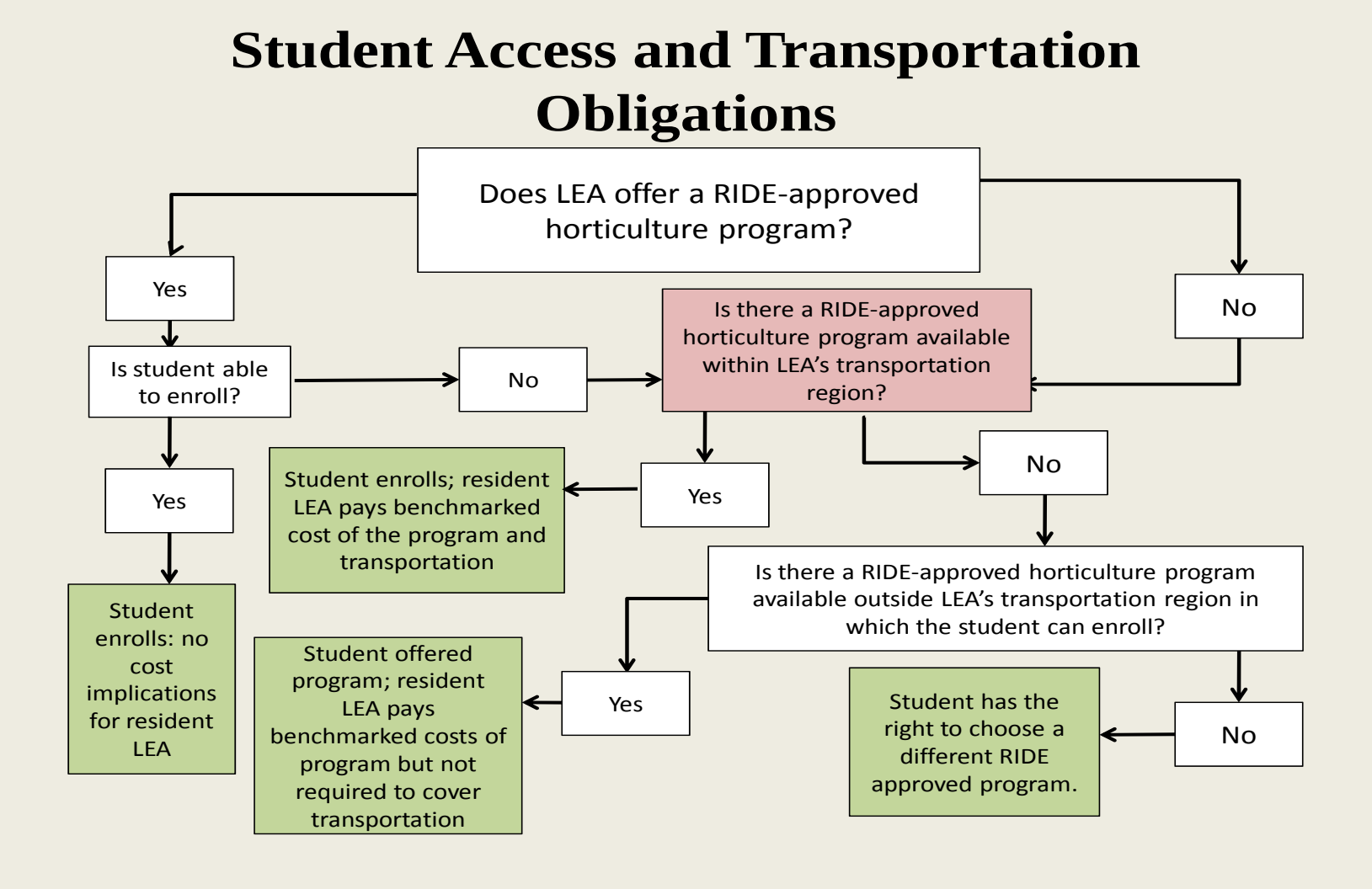
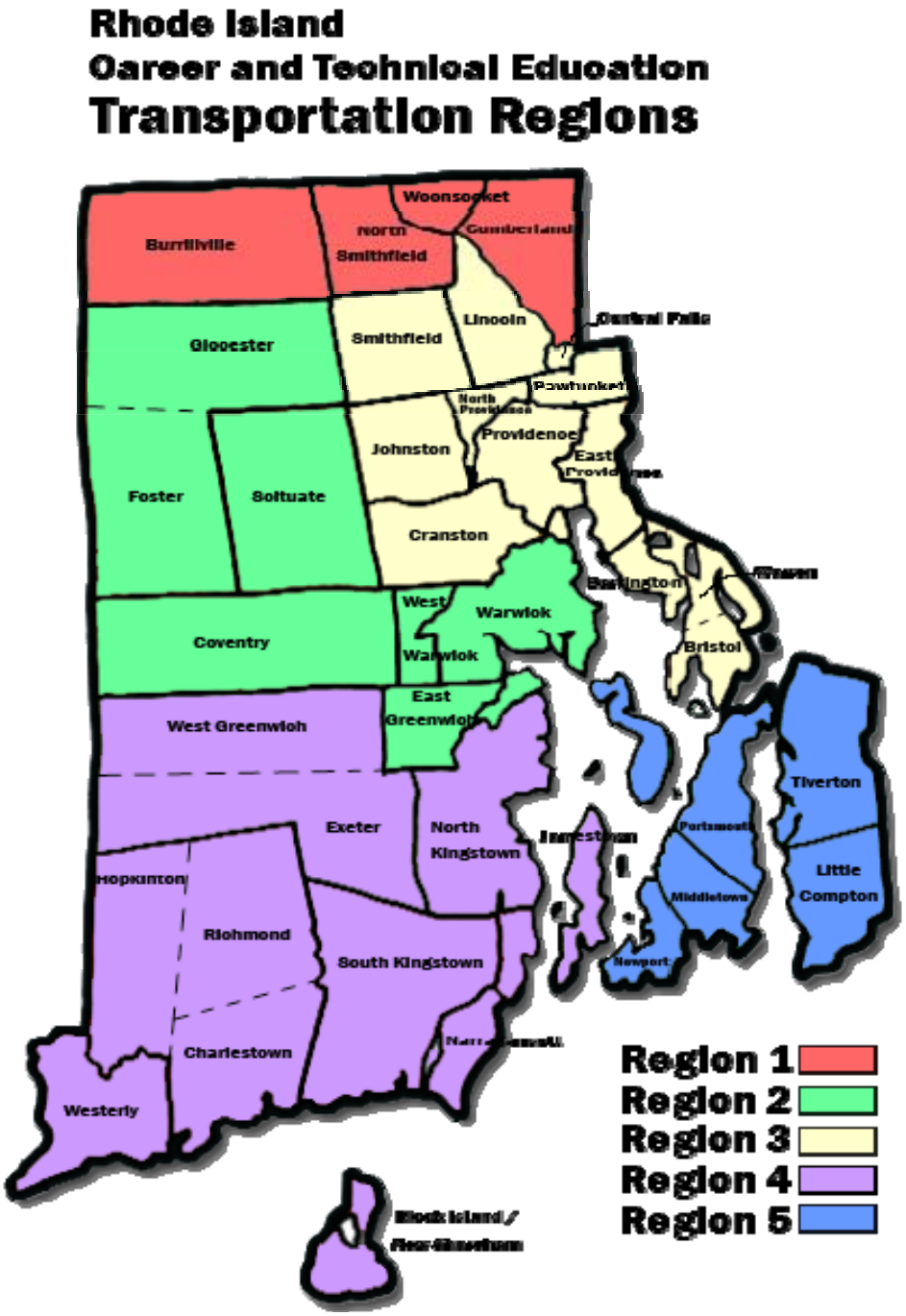
Scenario 3

Was the student accepted into a RIDE-approved career preparation program after September 1, 2012?

If yes, then based on the student's acceptance date, the student is impacted by the transportation regions as defined in Section 5.1 of the 2012 CTE Regulations. The acceptance must adhere to the student access responsibilities, benchmarked program and transportation costs contained in the 2012 CTE Regulations.

These regulations establish the minimum requirements for resident LEAs for providing students with access to career preparation programs as defined under the 2012 CTE regulations.

Attachment 1: Flowchart Describing Student Access and Resident LEA Responsibilities



Attachment 2: Transportation Regions as Set Forth in the 2012 CTE Regulations