

CASE Newsletter

California Association for Safety Education Volume XIX, Number 2 - June 2009

Teen Driver Legislation Update

by Jerry Gaines, CASE Governmental Relations Representative

The 2009 legislative year has been busy with proposed legislation focusing on novice teen driver issues. Currently there are three bills under review by the California State Assembly. They include AB 508 – Torlakson (D), AB 959 – Garrick (R), and AB 1220 – Huffman (D).

AB 508 by Assemblyman Tom Torlakson is in effect the same bill introduced last year when he was a State Senator (SB 1114). It calls for the formation of a task force to study driver education and novice teen licensing issues with recommendations to be presented to the Legislature by 2013. The Department of Motor Vehicles and the Department of Education would jointly oversee the task force.

The bill also makes provision for a limited grants program for selected high schools with low income family enrollment where free driver education classes could be offered. With only about one-third of the high schools currently offering driver education, and significant numbers of low income students unable to pay for private instruction, the grants program would enable up to some 22,000 low income students to enroll in free driver education.

CASE supports this bill and President Shannon Woods testified for the bill at the Assembly Transportation hearing. The bill passed the policy committee on a 9 to 4 vote and now moves to the Assembly Appropriations Committee. The funding for AB 508 comes from a \$10 per provisional license application (added to the current \$27 fee). It is also supported by CTA, PTA, and the Los Angeles Unified School District.

AB 959 by Assemblyman Mark Garrick is in effect a spot bill, awaiting language being drafted by the SHSIP working group. It is expected to be converted to a two-year bill where it would be heard as amended next January 2010. The intent of the bill is to address the lack of authority DMV has over driver education providers other than commercial driving schools. Graduates of internet schools, private secondary schools, and public schools currently submit completion certificates to the DMV, and the DMV cannot challenge the merits of the quality of instruction represented by the certificates.

Language is being crafted that revises vehicle code and education code provisions so that DMV is the sole judge of the merits of completion certificates, regardless of where they are obtained by a driver license applicant. The rules for course structure and curriculum content required for the DMV completion certificate would be written through DMV regulations rather than statute. This would include hours of instruction (Classroom and BTW) as well as other requirements including how old a teen must be (15) to start driver



Continued on page 2, column 1

NHTSA Endorses Novice Teen Driver Administrative Standards

by Jerry Gaines, Past CASE President

The National Highway Traffic Safety Administration is endorsing the just issued *Novice Teen Driver Education and Training Administrative Standards (NTDETAS)* now being distributed throughout the country. This document, along with attachments that include *Curriculum Standards* published by the American Driver and Traffic Safety Education Association (ADTSEA) and the Driving School Association of America (DSAA), is to be posted on the NHTSA website in the near future.

The NTDETAS were developed over a two-year period by a working group of driver education stakeholders working with Eureka Technologies, a contractor selected by NHTSA. This work culminated at a national conference of invited traffic safety professionals, researchers, and other stakeholders in February this year in Phoenix, Arizona. CASE members Shannon Woods and Jerry Gaines participated in this conference.

States can now refer to these driver education administrative standards and two attached published national curriculum standards documents in addressing the current needs associated with their respective driver education and training programs. California in conducting implementation activities through its *Strategic Highway Safety Improvement Plan (SHSIP)* will now study the NTDETAS as it makes recommendations on improving driver education and driver training in the state. Dr. Bill Cole and Jerry Gaines serve on the *SHSIP Challenge Area 6*, which is focusing on reducing young driver fatalities.

NHTSA is encouraging feedback
Continued on page 2, column 2

Teen Driver Legislation Update

(Continued from page 1)

education, and what parents are required to do in regard to supervised hours under GDL. Bill Cole and Jerry Gaines are working with SHSIP on this bill. CASE may support this bill in its final form.

The DOE could continue to support curriculum development (through federal grants) for public schools and (if AB 508 became law) administer grants associated with driver education. DOE states that it has only an advisory role in regard to education codes applying to driver education and training. Local school districts are responsible to follow code directives.

AB 1220 by Assemblyman Jared Huffman (D) is a result of a "there ought to be a law" contest held in his Assembly District. The bill focuses on the 18 to 25 year-old first time driver who does not have to complete any driver education or be subject to any of the GDL provisions of younger novice teen drivers. It calls for a supervision plan where a licensed driver with a minimum of one-year of experience or more can serve as a supervisor for a driver license applicant, meeting the 50 hours (10 hours at night) practice requirement (like that included in GDL). Certification of the hours must be made to DMV before a written and road test is given, and a first time license issued.

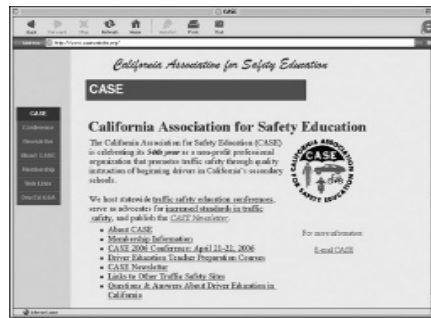
The bill was heard in the Assembly Transportation Committee recently and passed with an 8 to 5 vote. CASE has contacted the author with concerns about the experience and age background of the adult serving as the supervisor. We are recommending this bill be amended so that an adult serving in this role has at least five years of driving experience and be at least 25 years of age. Our concern is that peer to peer relationships would compromise the effectiveness of the merits of requiring supervised driving experience prior to licensing. AB 959 includes this experience and age feature in its recommended DMV regulations.

NHTSA Endorses Novice Teen Driver Administrative Standards

(Continued from page 1)

from the community of driver education stakeholders in regard to the NTSETAS. Jim Wright, NHTSA Driver Education Administrator can be contacted by e-mail at jimwright@nhtsa.us.gov. The intent of the standards is to foster a degree of uniformity in administrative oversight of driver education. Hopefully, improvements can be made to driver education so that the program can be demonstrated as an effective countermeasure in reducing young driver fatalities.

Visit the CASE Website:
www.casewebsite.com



CASE Calendar

March 19-20, 2010 - 58th Annual CASE Conference, Ayres Hotel & Suites Ontario Convention Center, 1945 East Holt Blvd., Ontario, CA. See more information included in this newsletter.

July 25-30, 2009 - 53rd ADTSEA Conference, Hilton Hotel, Charlotte University Place, Charlotte, North Carolina. Contact: ADTSEA, 1-800 896-7703 or adtsea.iup.edu

CASE Newsletter

Published by the California Association
for Safety Education

Richard Mikulik, Editor

25 Shelbourne Place
San Mateo, CA 94402

E-mail: casemembership@sbcglobal.net

CASE Web Site:
www.casewebsite.org

CASE Officers

Shannon Woods, President

309 Alameda Blvd.
West Sacramento, CA 95691
(916) 375-7800
e-mail: lienchingai@hotmail.com

Barbara Shiffermiller, Past President

P.O. Box 3736
Riverside, CA 92519
(909) 621-6781
e-mail: barb@shiffermiller.net

James Lewis, 1st Vice President

2303 Teasley St.
La Crescenta, CA 91214
(818) 957-5264
e-mail: jlewis1118@aol.com

Trina Bega, 2nd Vice President

4555 Grover Ct.
Fremont, CA 94536
(510) 742-5465
e-mail: driversedtrina@yahoo.com

Kevin Tucker, North Region Rep.

637 Tammy Lane
Lemoore, CA 93245
(559) 924-8735
e-mail: wally1063@sbcglobal.net

Larry Woodruff, South Region Rep.

3608 York Circle
La Verne, CA 91750
(909) 593-0563
e-mail: law561@aol.com

2010 CASE Conference will be in Ontario March 19-20

Plan now to attend the 58th Annual CASE Conference in Ontario March 19 and 20 from 8:30 am - 4:30 pm at the Ayres Hotel & Suites. The hotel is located at 1945 E. Holt Blvd. near the Ontario Airport, and a shuttle service is provided.

The Ayres Hotel & Suites room rate for attendees is \$119 plus tax, single or double occupancy. Call for reservations Toll-Free (800) 248-4661, and state that you wish to make a reservation at the CASE Conference rate.

The Conference Registration fee will be \$145 for CASE members or \$185 for non-members. The fee will include a continental breakfast both days, a Friday night reception, and a banquet-style luncheon on Saturday.

A registration form will be included in the September issue of the CASE Newsletter.

Teens in the Driver Seat

The highly successful *Teens in the Driver Seat*[®] program was presented at the CASE Conference by Russell Henk of the Texas Transportation Institute. TDS is the first program to involve young drivers in developing and delivering safety messages to their peers. Teens help shape the program and are responsible for implementing it at their individual high schools. The Texas Transportation Institute provides the science, guidance and project resources.



Russell Henk
TDS Program Director

Through TTI's partnership with the Texas Department of Transportation and State Farm Insurance, the program is available to schools and youth groups at no cost in Texas. More than 110 schools in the state now have active TDS programs.

The Teens in the Driver Seat website (located at t-driver.com) has a library of excellent teen-made videos and other materials that can be downloaded.

New Jersey Law to Require Young Drivers to Display Decals on their Vehicles

A first-in-the-nation law in New Jersey will require drivers 21 and younger to display decals on their vehicles. The law has been signed by the New Jersey governor and will take effect next year.

The decals will probably be a small reflective rectangle attached to the front and rear license plates to help police enforce restrictions on probationary drivers.

Impact Teen Driving

Kathy Browning presented the Impact Teen Driver program at the Sacramento CASE Conference.

Impact Teen Drivers was founded in late 2007 by the California Association of Highway Patrolmen, the California Teachers Association, and California Casualty Insurance.

Organized as a non-profit organization, its purpose is to save teen lives through education and awareness among teenagers, their parents, and others about all facets of responsible driving.



The Impact Teen Driving website impactteendrivers.org offers photo and video galleries, tips for teens and parents, teacher resources, and much more. Everything is free and reproducible, including posters and videos.

Classroom Resources

Liberty Mutual StreetSmart Website:

Designed to help teens and parents make smarter, safer driving decisions, this website includes road safety videos, practice traffic law quizzes, parallel parking procedure animations, and a lot more.
www.libertymutualteendriving.com

USAA Educational Foundation

An excellent resource website with information about driver and vehicle safety.

www.usaaedfoundation.org

On The Road is a DVD that communicates the importance of safe-driving habits for teen drivers. The DVD may be ordered at no cost from the USAA Educational Foundation:

www.usaaedfoundation.org/default.asp

Ford Driving Skills for Life

Another excellent resource website. Teens can go online for training and become eligible for prizes, parents can gain valuable tips in guiding their teens, and educators can download materials - available in English and Spanish - for lesson plans.

www.drivingskillsforlife.com

Source: MTEA News, Spring 2009

57th Annual CASE Conference

Delta King Hotel, Sacramento, March 20-21, 2009



CASE Board of Directors meeting prior to the conference



Participants in the Friday morning Cecil Zaun Forum: Merry Banks, CSAA; Kathy Moffett, California PTA; Maracella Obregon, CDE; Kathy Kelly, DMV; and Dr. Bill Cole, CASE



State Senator Robert Huff spoke about support for Driver Education



Special Thanks to Our Conference Sponsors and Exhibitors

California State Automobile Association
Doron Precision Systems, Inc.
Glencoe/McGraw-Hill Publishing
Impact Teen Driving
Teens in the Driver's Seat
Texas Transportation Institute
U. C. Berkeley Traffic Safety Center
U-Haul
United Parcel Service

Theme: "Passion....Pass It On"



CASE President Shannon Woods



Jerry Gaines presented the Cecil Zaun Memorial Award to Jim Lewis for outstanding leadership and service to CASE



ADTSEA President Roger Voigt



John Knippel during his presentation on visual awareness



Seat Belt Use Hits Record Level in 2008

More Americans are buckling up than ever before, with 83 percent of vehicle occupants using seatbelts during daylight hours, according to a report by the National Highway Traffic Safety Administration. In 2007, 82 percent used seat belts.



NHTSA estimates that approximately 270 lives are saved for every one percent increase in belt use. According to the report, 84 percent of passenger car occupants are buckling up. Even more people, 86 percent, are buckling up in vans and SUVs while pickup truck occupants buckled up 74 percent of the time.

The report finds that safety belt use increased or remained level in every region of the country, with the highest use being reported in the West (93 percent), and the lowest in the Midwest and Northeast (79 percent). The South reported 81 percent.

The report reveals that states with primary belt laws are averaging about 13 percentage points higher for seat belt use (88 percent) than states with secondary laws (75 percent). In primary belt law states, officers can issue a citation for a seat-belt violation alone. In secondary law states, seat belt citations are allowed only after a stop for another violation.

The report also notes that belt use on expressways is now at an estimated 90 percent while belt use on lower-speed "surface" streets remains at 80 percent.

Seat belt use and other data are collected annually by NHTSA as part of the National Occupant Protection Use Survey (NOPUS). The latest survey, conducted in June of 2008, involved daylight observations of vehicle occupant behavior at more than 1800 sites nationwide.

National Highway Traffic Safety Administration

Teacher Preparation Courses

For information on Driver Education teacher prep courses in the Northern California and Riverside areas, contact Anna Maria Toma at UC Riverside School of Extended Education (951) 827-1661.

National Road Safety Foundation Website

Carol Hardin, Past President of ADTSEA, recommended the website of the National Road Safety Foundation (nationalroadsafety.org) during her "Shake and Bake" conference presentation. This website is a resource treasure trove for print and media materials.

Some examples of what is available for free downloading:

- **PowerPoint presentations** on Speed and Aggression, and Drowsy Driving — (You don't need MicroSoft PowerPoint to view these; just download the free PowerPoint Viewer).

- **Videos that may be downloaded** — (You need the free Windows Media Player to view these). Drowsy driver titles include: *A Father's Loss* and *Breakin' Nite*; Drinking and driving titles include: *The Aftermath* and *Sex, Lies, and Profits* (with discussion guides). Driver proficiency program video clips can also be downloaded along with discussion guides. Titles in this series include: *It Wasn't My Fault*, *Backing Up*, *Let Him Pass*, *Baby Seat*, *Planning a Trip*, *Rain, Snow, Windshield, Fog*, and *Ice*.



California Receives Highest Marks for Traffic Safety Laws in IIHS Survey

California was the only state in the nation to receive consistently top marks across the board on a recent ranking of traffic safety laws conducted by the Insurance Institute for Highway Safety (IIHS). The study examined the strength of traffic safety laws in six key areas, including: DUI/DWI, young driver licensing, safety belt use, child restraint use, motorcycle helmet use and red light cameras.

The State's 2008 adult seat belt use rate was 95.7 percent, with teens buckling up at a rate of 89.6 percent and child safety seat use at 94.4 percent. Total traffic fatalities are projected to be down over 13 percent from 2007, translating into well over 500 lives saved in just one year. Although 2008 figures for alcohol impaired fatalities are not yet available, the 2007 fatality total was down 9.5 percent from the previous year.

California was the only state to receive 'good' ratings in all six categories, the highest rating possible. Only Delaware, the District of Columbia, Oregon and Washington received five out of six 'good' scores.

The IIHS comparisons of state laws is available at www.iihs.org/laws/measureup.aspx

IIHS Study: Teen Car Monitoring Devices can be Effective

When parents are watching, their teenage children drive differently than when they're alone or with friends. Unsupervised teens take more risks behind the wheel. A new Insurance Institute for Highway Safety study summarized in the May 7 *IIHS Status Report* indicates that equipping the cars teens drive with in-vehicle monitoring devices can help reduce these risks by giving feedback about driving behavior to both teenagers and their parents. Yet the devices may turn out to be tough sells not only to the beginning drivers but even to their parents, and over time the teens may become less cautious if they think their parents aren't paying attention.

Variety of Gadgets Rides Shotgun With Teenagers

When it comes to selecting a monitoring device for their young drivers, parents have several to pick from, depending on how much they want to know — or in some cases, see — what their teenagers are doing on the road. These devices record data about specific actions such as quick starts and stops, abrupt lane changes and cornering, speed, and safety belt use. Some have global positioning system (GPS) capabilities so parents can pinpoint in real time where their teenagers are driving and even limit where they travel. Others provide feedback, letting drivers know through beeps, buzzes, lights, or verbal warnings if driving should be corrected.

Basic systems: These use a vehicle's electronic onboard diagnostics recorder to store trip information for downloading later. For example, Davis Instruments' CarChip plugs into the diagnostics port that's in most 1996 and later vehicles, usually near the steering wheel, and retrieves speed, mileage, and other data from the vehicle control sensors. CarChip can be set to beep if a driver exceeds certain speed thresholds or takes other risks. Road Safety International markets a similar system.

GPS-based systems: These store data on vehicle location, speed, and direction. Some give teens feedback on their driving. Real-time systems automatically can call, email, or text alerts to parents about their teenagers' driving performance.

Inthinc's Tiwi has real-time GPS capabilities. Parents decide what events will trigger alerts and driving reports. They can monitor their teens' real-time habits and location via a website and receive instant phone, text, or email notifications. They can even phone their children directly through the system. When teenagers are at the wheel, they get feedback through audible alerts, either beeps or verbal warnings like "Unsafe acceleration. Ease off gas pedal." The system gives a driver a chance to correct a behavior before parents find out. The unit can compare a vehicle's speed against a proprietary database of posted speed limits.

Video systems: DriveCam is a camera system without GPS tracking. Mounted below the rearview mirror, the camera captures sound inside a vehicle and views of the interior and of the road ahead. DriveCam saves the images if a crash or other specific event occurs. Teenagers know they've triggered a recording if they see the device's green light blink red. Data, including 10 seconds of audio and video before and after an event, are transmitted to a center where analysts review the video and assign a score to the driver (the higher the score, the worse the infraction). Analysts

also recommend tips for safer driving. Everything is uploaded to a website where parents and teens can view the video and suggestions. Driving reports that show teenagers how they stack up against peers are mailed to parents each week.

Smart keys: Starting with some 2010 models, Ford is rolling out MyKey, designed to help parents set limits on teenagers' driving. The computer-coded key allows parents to limit maximum speed to 80 mph. A sound chimes and stereo volume mutes if belts aren't buckled. Parents can specify alerts when teens reach 45, 55, or 65 mph. Parents also can specify limits on maximum stereo volume. This system will be standard on the 2010 Focus.

Insurers Take High-Tech Approach to Teen Drivers

Recognizing that teen drivers are a special group, many auto insurers have programs that feature contracts between beginners and their parents, educational videos, online surveys, and practice driving logs to encourage safe habits. A few insurers provide free or discounted monitoring devices to policyholders with teen drivers. Interested parents should check what's available, including these 5 programs:

Safeco Insurance, a unit of Liberty Mutual, uses a GPS monitoring device called safety beacon in the Teensurance program it launched in 2007. The system and online programs allow parents to monitor teens' driving habits and locations in real time. You don't have to be a Safeco customer to enroll, but policyholders get premium discounts.

21st Century uses the MobileTEEN real-time tracking system to help parents keep tabs on their teen drivers. Parents get email or text alerts if their child's car exceeds predefined speed limits or is driven beyond certain boundaries or past curfew. The GPS device is free to 21st Century customers.

American Family Insurance offers DriveCam to policyholders through the Teen Safe Driver Program. DriveCam is a camera system without GPS tracking. Parents and teens can go online to review audio and video footage of risky driving actions that triggered the camera. Weekly report cards help teens see how their driving rates against their peers. Use is free to policyholders for the first year.

Progressive's MyRate program is marketed for all drivers, not just teens. A black box records things like speed, braking, time of day, and miles driven and then wirelessly transmits the information to a processing center. A website allows drivers to review trip data. The system doesn't have GPS, so it can't keep tabs on where a vehicle is driven. Safe drivers get discounts.

GMAC's Low Mileage Discount Program with OnStar gives drivers of General Motors vehicles incentives to limit their car trips. OnStar just records odometer readings, not speed or other driving data. It doesn't continuously track a vehicle's whereabouts. That only happens if there's a crash or the vehicle is stolen. The program is for drivers of all ages.

Please help us increase our membership!

Our Membership Committee is requesting that each member do his/her part to bring in new members. Please check with the driver education professionals at your school or district to see if they are members of CASE. If not, provide them with the membership application below and discuss the importance of belonging to their professional association.



Make check payable to:
CASE
25 Shelbourne Place
San Mateo, CA 94402

Membership Application (please type or print)

Professional Memberships are **\$40.00**. New memberships are valid for one year from date of receipt.

Name _____

Address _____

City _____ State _____ Zip _____

School: _____ District _____

County: _____

Phone: School or office () _____ - _____ Evenings: () _____ - _____

Referred by (optional): _____