

CASE Newsletter

California Association for Safety Education Volume XIX, Number 3 - Sept. 2009

Driver Education State Regulations Under Legislative Review

by Jerry Gaines, Past CASE President

California is studying the overall driver education program regulations currently in existence. These efforts are supported by recent National Highway Safety Administration (NHTSA) action where they published administrative standards for driver education/training upon which individual states can make reference to in revising their statewide driver education regulations. The American Driver and Traffic Safety Education Association (CASE is affiliated with ADTSEA) endorsed the NHTSA standards at its Charlotte, North Carolina National Conference this summer.

An implementation state task force (*Strategic Highway Safety Improvement Plan—SHSIP*) has been meeting during the past several months to address identified needs for ways to reduce teen deaths and injuries. Efforts by this task force, along with the recent publication of NHTSA administrative standards have led to the drafting of proposed legislation that would revise state regulations for driver education in California.

Assembly Bill 959 authored by Mark Garrack (R) of Carlsbad, California is pending in the Assembly Transportation Committee. The bill has been amended to help address identified concerns related to the current state of driver education oversight in California. The amended bill will be heard in January 2010.

Driver education program oversight is a critical issue to address. Currently there is no single state authority that regulates driver education programs offered by public secondary schools, private secondary schools, or licensed driving schools. The proposed legislation (supported by the NHTSA standards) would establish *single authority* for all programs seeking licensing approval of their students with the Department of Motor Vehicles.

The current course regulations in statute law (classroom, behind-the-wheel, etc.) would be replaced by DMV approved regulations drafted by administrative procedures rather than specific legislation. Course content, hours of instruction, instructor qualifications, and related matters would be defined in DMV administrative regulations. Modifications could be made to improve course regulations through administrative hearing procedures rather than the cumbersome legislation process.

In other words, regardless of the agency sponsoring a driver education program (public secondary school, private secondary school, or licensed driving school), to have DMV approval for accepting course completion certificates, that agency must demonstrate that it has complied with specific DMV approved regulations regarding course offerings
(continued on page 2, column 1)

President's Message

by Shannon Woods

Welcome Back to School and another year of Driver Education/Training. We have been witnessing the tragic budget shortfall for this school year. It means fewer teachers, more students, fewer offerings, and more stress. Hopefully you are in a school that did not move driver education to the back burner on the program selection list.

In these frantic times I am reminded of a story:
As the story goes, three bricklayers were working side by side.
When asked, "What are you doing?", the first bricklayer replied:
"I'm laying bricks."
The second bricklayer was asked the same question. He answered,
"Feeding my family."
When the third bricklayer was asked, "What are you doing?", he responded,
"I'm building a cathedral."

Keeping our eye on the bigger picture allows us to have a different perspective. A perspective that can see the end result for what it is even if it is being laid brick by brick.

We have exciting news from the Feds and compelling new legislation propositions at the state level. Brick by brick we are building a safer highway system and protecting our teen drivers.

We also have exciting changes for our 2010 state conference. The format will change to a Friday night reception and all day Saturday conference. We hope that these changes will allow for more participation from more of our members. We look forward to providing you with the best speakers and information available to keep you updated.



Driver Education State Regulations Under Legislative Review

(continued from page 1)

being used to obtain completion certificates. The amendments being proposed cite the need for an agency to demonstrate that its course offerings are at least equivalent to the DMV adopted curriculum required to be used by licensed driving schools. Nothing prohibits efforts being made to improve driver education curriculum by an agency beyond the current adopted DMV curriculum. The NHTSA administrative standards note three curriculum models that individual states may review (AAA Foundation Curriculum, ADTSEA Model Curriculum, and DSAA Model Curriculum).

Other AB 959 amendments include requiring that a teenager be at least 15 years of age to enroll in driver education, requiring that an adult accompanying a driver using a *Learners Permit*, be at least 25 years old, and requiring a teen to have completed at least two hours of behind-the-wheel driver training before the *Learners Permit* becomes valid (signed by the instructor). Also, in addition to existing regulations applying to parents/guardians in meeting the 50 practice hour's requirement, the parents/guardians would be required to meet with the driving instructor during the time period being used to complete driver training.

Readers are urged to comment on this proposed legislation (See www.leginfo.ca.gov) to this author (jgaines852@aol.com). CASE is studying the bill and will weigh in on it prior to the hearings in January.

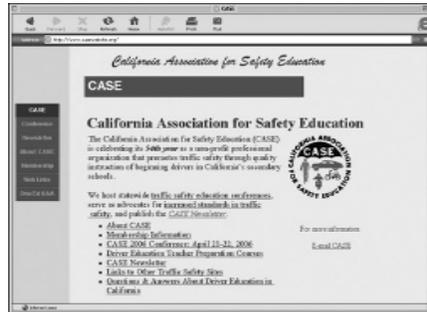
California DMV Statistics (As of 1/1/2009)

1. **Licensed Drivers:** 23,718,992
2. **Licensed Teen Drivers:** 934,015
3. **Registered Vehicles:** 31,916,865
4. **Registered Motorcycles:** 824,244

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.

Visit the CASE Website:
www.casewebsite.com



CASE Calendar

September 12-18, 2009 - National Child Passenger Safety Week. Contact: NHTSA, www.nhtsa.dot.gov/childps/planner2009

October 18-24, 2009 - National Teen Driver Safety Week. Contact: <http://stokes.chop.edu/programs/youngdriver/ntdsw2009.php>

December 2009 - National Drunk and Drugged Driving Month. Contact: www.nhtsa.dot.gov/people/injury/alcohol/stopImpaired/HolidayPlanner/index.htm

March 19-20, 2010 - 58th Annual CASE Conference, Ayres Hotel & Suites Ontario Convention Center, 1945 East Holt Blvd., Ontario, CA. See information and registration form on page 3 of this newsletter.

May 2010 - National Youth Traffic Safety Month. Contact: www.noys.org

CASE Newsletter

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California Association for Safety Education
58th Annual CASE Conference
Ayres Hotel & Suites Ontario Convention Center
1945 E. Holt Blvd, Ontario, CA 91761

Friday, March 19, 6:00 pm-10:00 pm & Saturday, March 20, 2010, 8:00 am - 3:00 pm

Join us in Ontario for an outstanding traffic safety education conference! We are again planning a stimulating and interesting program with presentations from top educators and experienced professionals in traffic safety education. The hotel is located 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. You are urged to reserve your room early as availability is limited. **Rooms must be reserved by February 12, 2010** to receive the Conference Rate. The hotel is located at 1945 E. Holt Blvd, Ontario, CA 91761.
- Conference Registration Fee: \$145 for CASE members or \$185 for non-CASE members. The \$185 fee includes a one-year CASE membership. Make checks payable to **CASE Conference** (Registration Form below). Fee includes a Friday night reception and a banquet-style luncheon on Saturday. **Conference registration fee must be received by February 27, 2010 to guarantee Saturday banquet meal.** Registrations received after February 27 are \$185 (\$225 for non-members).

----- REGISTRATION FORM -----

Registration must be received no later than February 27, 2010

Mail check to: CASE Conference, 25 Shelbourne Place, San Mateo, CA 94402

Name: _____ School District/Business _____

Address: _____ Evening Phone () _____

City _____ State _____ Zip _____ E-mail: _____

Registration Fee Enclosed: \$ _____ (\$145 CASE members, \$185 non-members*) if received by February 27, 2010

School District Purchase Orders not accepted (if your school district is paying for registration, a district check must be sent with this registration form attached).

* \$185 fee includes one-year CASE membership

CASE Volunteer Award

Howard Hough, Larry Woodruff, Jim Lewis and Jerry Gaines traveled to Riverside July 12 to present CASE's first Volunteer Award to Ted Blake and Agnes Blake. These two CASE members volunteered for many years at numerous CASE conferences with audio-visual, raffle ticket sales, and photography.

It was hoped that these volunteer awards could have been presented at the CASE 2009 State Conference. However, health issues prevented both Ted and Agnes from attending the March conference (the first one missed in many years).

There was an award prepared for each of them for the presentation. When the CASE representatives arrived to present the awards, Ted shared the sad news that Agnes had passed away the day before in a nearby hospital. Ted was honored for receiving his award and arrangements were made to display Agnes' award at her memorial service held July 30 in Riverside.



Ted Blake received the first CASE Volunteer Award from Jim Lewis, Jerry Gaines, Larry Woodruff, and Howard Hough

NHTSA Reports an Increase in Women Driving Under the Influence

The National Highway Transportation Administration has released a new study that shows an increasing trend among women driving under the influence of alcohol. The new analysis is based on an increase in the number of alcohol-impaired female drivers involved in fatal crashes in 2008 compared to the 2007 statistics.

FBI statistics also show arrests for women driving under the influence increased by nearly 30 percent from 1998 to 2007. In contrast, DUI arrests of men during that same period showed a decline of -7.5%.

NHTSA, August 19, 2009

Engage Parents for National Teen Driver Safety Week October 18-24, 2009

National Teen Driver Safety Week (NTDSW) has been designated by Congress as a time for communities, schools and families to raise awareness and provide solutions to teen driver crashes, the leading cause of death for teens in the U.S.

Start planning now for National Teen Driver Safety Week 2009 to help prevent teen crashes and injuries in your community. Get parents involved. Talk to them about teen driver safety to increase their awareness of this important issue. Then give them information that is backed by science to help keep their teens safe. Research is showing that parents can play a large part to ensure teens stay safe on the road.

Among 16-17 year olds, the main cause of teen driver crashes is inexperience mixed with either distractions (75%), speeding (40%) or drunk driving (17%), or some combination of these factors. Each community is a little different. The main factor connected to dying in a teen driver crash is the non-use of seat belts. These are good topics to consider for action in your community.

Parents Matter

No matter what teen driver topic you focus on, remember to engage parents in your community. Parents play a crucial role in helping teens become experienced and safe drivers. Include parents in your conversation because teens need parental support throughout their driving journey.

To help with parent engagement and education, check <http://stokes.chop.edu/programs/youngdriver/ntdsw2009.php> on October 5, 2009 or after to tap into research-based resources you can use during NTDSW. Several research papers from the Young Driver Research Alliance (a research alliance of Children's Hospital of Philadelphia and State Farm Insurance Companies®) will be published in early October that will support your efforts to include parents in the teen driver safety conversation.

Do Your Local Research

When you participate in NTDSW, you become part of the solution. Find out what your community needs to address most. It may be speeding, driving after drinking, distracted driving due to passengers or cell phones, or basic rookie mistakes caused by inexperience. Contact your local law enforcement agencies or state highway safety agencies to determine what is causing teen crashes where you live and drive.

Through your efforts to engage parents in this important initiative, you can help save teen lives all year long.

<http://stokes.chop.edu/programs/youngdriver/ntdsw2009.php>

10 Things People Don't Know About Teen Driving

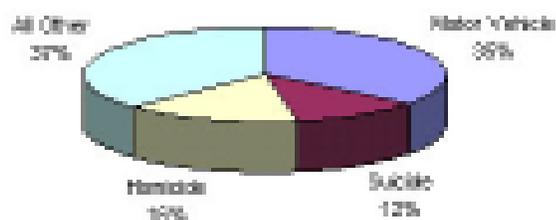
Everyone knows drinking and driving is a primary cause of teen crashes and teen deaths.

But many people don't know:

1. Sixteen-year-olds are three times more likely to die in a car crash than other drivers.
2. Simple driver error is a factor in two-thirds of fatal teen crashes.
3. Two-thirds of teen occupants killed in crashes are not wearing seat belts
4. In 2005, 12 percent of high school males reported driving after drinking.
5. Two or more teen passengers make fatal teen crash risk five times more likely.
6. Two-thirds of teens who die in car crashes are passengers of teen drivers.
7. Speeding is a factor in 40 percent of all teen driver fatalities.
8. Being awake for 18 hours equals a blood alcohol concentration (BAC) level of 0.08, which is legally drunk.
9. Inexperience combined with distractions is lethal.
10. The distractions proven to kill teens: teen passengers and cell phones.

Source: *The Children's Hospital of Philadelphia*
www.chop.edu/youngdrivers

Leading Causes of Death for Teens



■ Motor Vehicle ■ Suicide ■ Homicide ■ All Other

“Wildly Successful” Cash for Clunkers Wraps Up with Nearly 700,000 Car Sales

The CARS program closed with nearly 700,000 clunkers taken off the roads, replaced by far more fuel-efficient vehicles. Rebate applications worth \$2.877 billion were submitted by the Aug. 25 deadline, under the \$3 billion provided by Congress. Cars made in America topped the most-purchased list, from the Ford Focus to the Toyota Corolla to the Honda Civic.

The program also was good for the environment. Eighty-four percent of consumers traded in trucks and 59% purchased passenger cars. The average fuel economy of trade-in vehicles was 15.8 mpg and the average of purchased vehicles is 24.9 mpg — a 58% improvement.



“American consumers and workers were the clear winners thanks to the cash for clunkers program,” said Transportation Secretary Ray LaHood. “Manufacturing plants have added shifts and recalled workers. Moribund showrooms were brought back to life and consumers bought fuel efficient cars that will save them money and improve the environment.”

NHTSA, August 26, 2009

Overall Traffic Fatalities Reach Record Low

The U.S. Department of Transportation announced in July that the number of overall traffic fatalities reported in 2008 hit their lowest level since 1961 and that fatalities in the first three months of 2009 continue to decrease. The fatality rate, which accounts for variables like fewer miles traveled, also reached the lowest level ever recorded.

The fatality data for 2008 placed the highway death count at 37,261, a drop of 9.7 percent from 2007. The fatality rate for 2008 was 1.27 persons per 100 million VMT, about 7 percent below the rate of 1.36 recorded for 2007.

Substantial declines occurred in virtually every major category, led by declines in passenger car occupant fatalities which dropped for the sixth year in a row, reaching the lowest level since DOT began keeping records. Alcohol-impaired fatalities also declined by more than 9 percent over 2007.

Continuing this trend, the January-March 2009 estimate of 7,689 deaths represents a nine percent decline from a year ago. It was the twelfth consecutive quarterly decline. The fatality rate for the first quarter of 2009 reached 1.12 fatalities per 100 million vehicle miles traveled. Preliminary data collected by the Federal Highway Administration showed that vehicle miles traveled (VMT) during the first three months of 2009 declined by about 11.7 billion miles.

The 2008 annual statistics did report, however, that motorcycle deaths increased for the 11th straight year and now account for 14 percent of all highway fatalities.

Free or Low-Cost Driver Education Classroom Resource Materials

Crash Scene

Crash Scene is an interactive computer activity that engages students in the dynamics of a crash. It is provided free and is very easy to use.

Log on to www.edheads.org and try your hand at reconstructing a crash scene utilizing physics and math. This is a good challenge for students and teachers alike wanting to understand more about how law enforcement reconstructs a crash scene. A Teacher's Guide is also available at the web site.

Driven to Distraction DVD

This video shows students a scenario where they are asked to remember specific details that can only be found by concentrating on a cell phone, GPS, or combination of distracting items. While they are focused on the distracting activity, a hazardous situation develops in plain view. Most students will not see the hazard, and the teacher will have to replay the video to convince them that it was really there.

Demo videos can be viewed at the Drivigil website: www.driver-distraction.com The *Driven to Distraction* DVD may be ordered online for \$19.95 or downloaded in MPEG-2 format for \$9.95.

Ford Driving Skills for Life

An 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 for lesson plans in English and Spanish: www.drivingskillsforlife.com

Impact Teen 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.

Liberty Mutual StreetSmart

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

National Road Safety Foundation

nationalroadsafety.org is a resource treasure trove for print and media materials. There are PowerPoint presentations on Speed and Aggression, and Drowsy Driving. *Note that you don't need Microsoft's PowerPoint software to view these; just download the free PowerPoint Viewer.*

Videos may also be downloaded from this website, but you need the free Windows Media Player to view them. 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*.

R U Up 2 Speed

AAA has created a free, 10-15 minute "*R U Up 2 Speed*" classroom mini-module lesson to address the dangers of text messaging while driving.

Although instructors can use the mini-module in conjunction with any curriculum, it includes information on how to best integrate it when using *Responsible Driving*, *How to Drive*, or *Licensed To Learn* curriculums.

AAA is making the text messaging mini-module available to instructors free of charge. To receive an electronic copy, e-mail: aaatprograms@national.aaa.com

Smashed: Toxic Tales of Teens and Alcohol

Produced in collaboration with HBO Family, this hard-hitting documentary DVD about the importance of not driving impaired includes an accompanying community kit.

To order the DVD or video versions of *Smashed*, call the National Clearinghouse for Alcohol and Drug Information at the toll free number, 1-800-729-6686. Please request DVD190 or VHS198. Both the Kit and shipping are free of charge to the public.

Teens in the Driver Seat

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.

Understanding Car Crashes: When Physics Meets Biology

The Insurance Institute for Highway Safety (IIHS) has produced an updated video about car crashes. If you have used the first video by IIHS (*Understanding Car Crashes: It's Basic Physics*, 2000), then you will find this follow-up video to be just as valuable a teaching tool as the original.

The new video, titled *Understanding Car Crashes: When Physics Meets Biology*, provides an updated study into the physics of a crash and its effects on human occupants. The video is available online at www.iihs.org/videos for \$35.00 or can be ordered via regular mail. The original video, as well as other teaching resources, are also available at the web site.

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

Updated Driver Education Frequently Asked Questions

reprinted from the California Department of Education website: www.cde.ca.gov/ci/cr/dr/drvedufaqs.asp

Driver Education

1.. What are the relevant Education Code sections pertaining to Driver Education and how may I access them?

The key Education Code sections are 51220(j), 51220.1, and 51850-51854. These sections may be accessed at www.leginfo.ca.gov/calaw.html

2. What is the difference between driver education and driver training?

Education and Vehicle Codes make distinctions between driver education and driver training. Driver education refers to the 30 or more hours of classroom instruction a student must complete with a qualified instructor (EC Section 51851). Driver training refers to the minimum of 6 hours of behind-the-wheel training a student must complete with a qualified instructor in an approved vehicle (Vehicle Code 12814.6)

3. Is Driver Education required to be offered by school districts?

Yes. EC Section 51220(j) states in part that: "The adopted course of study for grades 7-12, inclusive, shall offer courses in the following areas of study . . . (j) Automobile driver education."

4. Is Driver Education required for high school graduation?

While driver education is required to be offered, the local school district governing board may, pursuant to EC Section 51225.3, determine if it is a required course for graduation. A driver education elective course may be applied toward meeting minimum graduation credits without requiring driver education for graduation.

5. May a student be charged for Driver Education classes?

No. A student in a public school setting may not be charged for driver education that is required to be offered by the school district regardless of when and where it is offered (California Constitution Article IX, Section 5).

6. When may Driver Education be scheduled?

Driver education should be offered as a 10th grade course since this usually matches most students' licensing age. Many districts are offering driver education instruction along with health education, since some course topics, such as alcohol, drugs, and driver fatigue, are discussed in both courses. Understanding this interrelationship is important since the leading health and safety issue among teens is associated with traffic collisions, the number one killer of teens in the state. The EC has several sections providing guidance.

Education Code Section 51851 states: "A course of instruction in automobile driver education shall . . . (B) Provide the opportunity for students to take driver education within the regular school day . . . Additional classes may be offered... to accommodate those who have failed or those who cannot enroll in the regular school day program."

Education Code Section 41912 states in part: "The express purpose of the Legislature is that . . . this instruction properly belongs in the high school curriculum on a basis having comparable standards of instruction, quality, teacher-pupil ratio and class scheduling as in other courses in the regular curriculum in the regular academic program."

7. What are the required classroom hours for Driver Education?

EC section 51851 states that the course of instruction in automobile driver education shall be at least two and one-half semester periods, which equals approximately 30 hours of instruction pursuant to California Code of Regulations, Title 5, Section 1600, subdivision (a) (2).

Driver Training

1. How many hours of driver training "behind the wheel" instruction are required?

Vehicle Code 12814.6 states that a student must satisfactorily complete six hours or more of behind-the-wheel instruction with a qualified driving school or an independent driving instructor licensed under Chapter 1 of Division 5 and either an accredited course in automobile driver education in any secondary school of California pursuant to provisions of the EC or satisfactory completion of equivalent professional instruction courses acceptable to the Department of Motor Vehicles.

In addition, students shall complete 50 hours of supervised driving practice prior to the issuance of a provisional license, which is in addition to any other driver training instruction required by law (Vehicle Code, Section 12814.6 (4)). Not less than 10 of the required practice hours shall include driving during darkness as defined by Vehicle Code Section 280.

Teacher Qualifications

1. According to EC Section 41907 "A qualified instructor is one who has passed an approved driver's instruction examination and holds a designated subjects credential or who holds a valid prior credential authorizing instruction in automobile driver education and driver training."

2. What is required to obtain a Driver Education credential?

A public school teacher must have a certificate to teach driver education or in lieu of a certificate, a waiver issued by the Commission on Teacher Credentialing (CTC) pursuant to EC sections 41907-41907.5. The certificate course work is 18 quarter units. Only UC Riverside Extension currently offers the certificate program in driver education. As a consequence, teachers seeking to teach driver education may obtain a waiver on a case-by-case basis from CTC. For further information, contact CTC. Out-of-state "long distance" college or university programs for driver education certification are not acceptable. It is highly recommended the CTC be consulted before embarking on a certification program.

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): _____