



Members

Rep. Phil Hinkle, Chairperson
Rep. Kevin Mahan
Rep. Douglas Gutwein
Rep. Charles Moseley
Rep. Mary Ann Sullivan
Rep. Gail Riecken
Sen. Travis Holdman, Vice-Chairperson
Sen. Michael Delph
Sen. James Tomes
Sen. James Arnold
Sen. Timothy Skinner
Sen. Greg Taylor

INTERIM STUDY COMMITTEE ON DRIVER EDUCATION

Legislative Services Agency
200 West Washington Street, Suite 301
Indianapolis, Indiana 46204-2789
Tel: (317) 233-0696 Fax: (317) 232-2554

LSA Staff:

Susan Montgomery, Attorney for the Committee
Bill Brumbach, Fiscal Analyst for the Committee

Authority: P.L. 101-2009

MEETING MINUTES¹

Meeting Date: August 8, 2011
Meeting Time: 1:30 P.M.
Meeting Place: State House, 200 W. Washington
St., Room 130
Meeting City: Indianapolis, Indiana
Meeting Number: 1

Members Present: Rep. Phil Hinkle, Chairperson; Rep. Kevin Mahan; Rep. Douglas Gutwein; Rep. Charles Moseley; Rep. Mary Ann Sullivan; Rep. Gail Riecken; Sen. Travis Holdman, Vice-Chairperson; Sen. Michael Delph; Sen. James Tomes; Sen. Greg Taylor.

Members Absent: Sen. James Arnold; Sen. Timothy Skinner.

Chairperson Hinkle called the meeting to order at 1:33 p.m. The members of the Committee introduced themselves. It was decided that the next meeting of the Committee would be September 8, 2011 at 1:30 p.m. at the State House. Attorney for the Committee Susan Montgomery read the charges to the Committee from P.L. 101-2009 (Exhibit A), and discussed pertinent sections of Legislative Council Resolution 11-02 (Exhibit B).

(1) Amending the Age for First Application for an Operator's License

Ms. Montgomery gave the Committee copies of IC 9-24-3-3 and 140 IAC 4-2-1 (Exhibit C). Chairperson Hinkle hypothesized, for purposes of discussion, whether the earliest age of

¹ These minutes, exhibits, and other materials referenced in the minutes can be viewed electronically at <http://www.in.gov/legislative>. Hard copies can be obtained in the Legislative Information Center in Room 230 of the State House in Indianapolis, Indiana. Requests for hard copies may be mailed to the Legislative Information Center, Legislative Services Agency, West Washington Street, Indianapolis, IN 46204-2789. A fee of \$0.15 per page and mailing costs will be charged for hard copies.

application for an operator's license should be raised to 17 for individuals who had not taken driver education. Chairperson Hinkle believes in giving incentives to persons to take driver education. Senator Delph wondered if there is any data to show whether children taught by parents are safer drivers.

Representative Riecken asked what additional factors might be included in the administrative rules of the Bureau of Motor Vehicles (BMV) (Exhibit C) concerning waivers of age and experience for the issuance of an operator's license. Chairperson Hinkle thinks employment for which the applicant needs transportation might be one factor of consideration. Both Rep. Gutwein and Senator Tomes feel that a move upwards to age 17 will not be popular with their constituents. Representative Mahan wondered, as he is new to the Committee, what the historical perspective might be with attempting to raise the driving age to 17 for some children. Senator Holdman stated that he would amend the age of first application upwards only on a showing of empirical data; he supported legislation to lower the age that one could receive a learner's permit after having taken driver education to allow more practice driving with a parent.

Representative Moseley reminded the Committee that changes to the law could place a hardship on parents and any change by administrative rule to the waiver requirements for hardship would be made by the BMV, not by the legislature. Senator Taylor was concerned about the consequences of making a program required in order to secure a privilege and wondered why the Committee is discussing legislative or administrative changes when necessary data on which to base a decision has not yet been accumulated. Senator Taylor believes that if the incentive of an earlier driving age is offered, when the cost is an issue to some families, then it must be shown that driver education is providing a benefit. Senator Tomes voiced concern that some children would be driving without a license if the first age to drive without having taken driver education was raised to 17.

Representative Gutwein asked whether sending persons for classes to IVY Tech would lower the cost of providing driver education. Senator Holdman replied that currently only Indiana State University offers college driver education training, and persons from all around the state have to go to Terre Haute for the classes. IVY Tech can provide training for about half the cost of ISU and can give classes all around the state. The pool of instructors has been dropping. Representative Mahan asked if the insurance industry has offered lowered rates for those who have taken driver education; Senator Holdman replied that the industry's response has been that it needs empirical data before it will lower rates.

2. Comments From the Public

Tom Zachary furnished the Committee with four documents (Exhibit D) and stated that the Indiana Graduated Drivers' Licensing Coalition is fighting for the safety of teen drivers. He believes that parental involvement is the key for safety. Mr. Zachary pointed to the example of Oregon, which improved driver safety through a graduated license law with a strong driver education component. He stated that Indiana BMV records show that the number of students who have taken driver education has dropped in the last few years. Discussion among the Committee ensued after Mr. Zachary pointed out that Indiana has only 90 days difference in the age when one may secure an operator's license if the individual has not taken driver education; almost all other states have a much greater gap (Exhibit D).

Senator Delph asked Mr. Zachary if he thought that parents were incapable of teaching their children driver education. Mr. Zachary replied that parents are not incapable, but that driver education teachers have the techniques and experience for teaching proper driving nuances. He believes that parental involvement in driver education is good, and reminded

the Committee that if only one hour of supervised driving was provided to the student per week, that it would take a year to accumulate the 50 hours of supervised driving necessary to secure an operator's license. Senator Tomes asked where the driver education instructors can be trained. Mr. Zachary told him that current instructors are trained at Indiana State University or had been trained at IUPUI when it offered courses; nine credit hours are required to be an instructor. Senator Holdman stated that he did not think that IVY Tech would compete with private schools in offering instruction. Representative Mahan added that State Farm Insurance has a "Steer Clear" package that offers a discount on insurance when the driver learns safe driving tips and keeps a log of driving, but it is not required to take driver education to take advantage of the package.

3. Statistics for Moving Violations Accrued by Certain Individuals Less Than 18 Years of Age

Sarah Meyer of the BMV said that the information (Exhibit G) provided to the Committee at the August 19, 2010 meeting did not take into account any other extenuating circumstances; it was data from a snapshot of time from the BMV records. At this time the BMV cannot collect data on how many hours have been driven before an accident. Senator Delph realizes that numbers contained in Exhibit G (August 19, 2010 meeting of the Committee) submitted to the Committee last year cannot be taken back, but the BMV may wish to qualify the circumstances that caused the numbers of citations to be higher for those individuals who had taken driver education over those who had not. Senator Holdman added that neither the number of hours that the drivers had spent on the road or the age of the driver were known. Ms. Meyer stated that the BMV is not able to do statistical analyses but is able to provide raw data. The Indiana Criminal Justice Institute (ICJI) works with the IU Center for Urban Policy and the Environment to do traffic studies. Chairperson Hinkle asked Ms. Meyer to coordinate with the ICJI or another agency to collect statistics for moving violations and cost factors; Ms. Meyer agreed.

Responding to Representative Mosely, Ms. Meyer stated that about ten waivers per week are granted by the BMV for various reasons. The concern of the BMV is whether the driver who is seeking a waiver will be safe on the road. Representative Moseley asked whether raising the first age of driving to 17 for certain persons will create a burden on the BMV to grant more waivers. If that legislation is enacted, Ms. Meyer believed that the BMV will be able to handle the extra waiver requests. Further, Ms. Meyer reminded the Committee that not all persons applying for a learner's permit have taken driver education. Responding to Chairperson Hinkle, Ms. Meyer stated that when the age that one may apply for a driver's license changes, the BMV uses postcards, websites, schools, and the American Automobile Association and the Insurance Institute to publicize the statutory changes.

4. Penalties for Instructional Providers that Fail to Follow the Standards for Instructional Driving Experience

Ms. Meyer stated that the rules concerning instructional providers that were adopted by the ICJI when the ICJI took over jurisdiction over instructional providers still reference the BMV. Ms. Meyer stated that the BMV is having internal discussions regarding the penalties for transgressor instructional providers and discussions with private schools. The ICJI is making the BMV aware of transgressor instructors in this current transition period. Ms. Meyer believes that it is premature to set penalties for instructional providers at this time. Responding to Senator Holdman, Ms. Meyer stated that the required log of the minimum 50 hours supervised driving required by recent statute has not been a problem, and the log is retained by the BMV as a part of the application process.

Karen Burkhardt, American Driving Academy, reminded the Committee that not all learner

permits are given at the time that the student begins his or her formal driver education. Some students attempt to learn with parental assistance and then end up at a driver education school.

5. Other Business

Senator Holdman requested a report from the ICJI at the next meeting showing the effect of the graduated driver's licenses on crash rates and fatality rates, with an opinion as to whether more needs to be done in this area. He would like the Committee to be provided with handouts on this issue, to be distributed to the Committee in advance of the meeting.

Senator Tomes requested that the BMV supply data on accident reports of all ages and gender at the next meeting, with the understanding that it would be raw data.

There being no more business before the Committee, Chairperson Hinkle adjourned the meeting at 3:05 p.m.

a violation constituting a Class D infraction.

(e) Subject to section ~~†(g)~~ 1(i) of this chapter, a judgment:

- (1) up to the amount requested in the complaint; and
- (2) not exceeding any limitation under IC 36-1-3-8;

may be entered for an ordinance violation.

SECTION 19. [EFFECTIVE UPON PASSAGE] (a) Notwithstanding IC 5-2-6.5-9(e), as added by this act, the Indiana criminal justice institute established by IC 5-2-6-3 shall, under interim written guidelines approved by the executive director of the Indiana criminal justice institute, provide that after June 30, 2010, the classroom training provided by licensed commercial driver training schools may not be provided to a child less than fifteen (15) years and one hundred eighty (180) days of age.

(b) This SECTION expires on the earlier of the following:

- (1) The date rules are adopted under IC 5-2-6.5-9(e), as added by this act.
- (2) December 31, 2011.

SECTION 20. [EFFECTIVE UPON PASSAGE] (a) Notwithstanding IC 20-19-2-8(a)(4), as amended by this act, the Indiana state board of education shall, under interim written guidelines approved by the state superintendent of public instruction, provide that after June 30, 2010, the classroom training provided by public schools and private schools under the authority of the department of education may not be provided to a child less than fifteen (15) years and one hundred eighty (180) days of age.

(b) This SECTION expires on the earlier of the following:

- (1) The date rules are adopted under IC 20-19-2-8(a)(4), as amended by this act.
- (2) December 31, 2011.

SECTION 21. [EFFECTIVE UPON PASSAGE] (a) As used in this section, "committee" refers to the interim study committee on driver education established by this SECTION.

(b) There is established the interim study committee on driver education. The committee shall study:

- (1) the administration of driver education by the bureau of motor vehicles and the department of education;
- (2) standards for an Internet component of driver instruction;
- (3) standards for a classroom component of driver instruction;
- (4) penalties for instructional providers that fail to follow the standards for instruction driving experience;

COPY

*Interim Study Committee
on Driver Education
August 8, 2011
Exhibit A*



(5) statistics for moving violations accrued by individuals less than eighteen (18) years of age who had:

- (A) taken driver education with a classroom component of driver instruction;**
 - (B) taken an Internet component of driver instruction; and**
 - (C) no formal driver education;**
- (6) the effectiveness of driver education courses on the accident rates of young drivers; and**
- (7) the standards and curriculum content for an effective driver education program.**

(c) Not later than November 1 in the years 2009 through 2014, the state police department shall make a written report to the:

- (1) legislative council; and**
- (2) governor;**

concerning motor vehicle accidents and fatalities resulting from motor vehicle accidents in the preceding year involving operators of a motor vehicle who were at least fifteen (15) years and one hundred eighty (180) days of age and less than twenty (20) years of age. The report to the legislative council must be in an electronic format under IC 5-14-6.

(d) The committee shall operate under the policies governing study committees adopted by the legislative council.

(e) The affirmative votes of a majority of the voting members appointed to the committee are required for the committee to take action on any measure, including final reports.

(f) This SECTION expires December 31, 2014.

SECTION 22. An emergency is declared for this act.

**C
O
P
Y**



LEGISLATIVE COUNCIL RESOLUTION 11-02
(As Adopted June 7, 2011).

BE IT RESOLVED BY THE INDIANA LEGISLATIVE COUNCIL:

POLICIES GOVERNING STUDY COMMITTEES

SECTION 1. DEFINITIONS. For the purposes of this resolution, "study committee" means a committee or commission which has been established by the Legislative Council or statute and:

- (1) is chaired by a member of the General Assembly and has members of the General Assembly serving as at least one-half of its voting membership;
- (2) is required by law to be staffed by the Legislative Services Agency (LSA) or to operate under procedures or policies established by the Legislative Council;
- (3) whose chairman by law must be selected by the Chairman of the Legislative Council, the Speaker of the House, or the President Pro Tempore of the Senate; or
- (4) is comprised of standing committees of both the House and Senate.

SECTION 2. APPLICATION AND INTERPRETATION OF RESOLUTION. (a) Study committees as defined in SECTION 1 of this resolution are under the jurisdiction of the Legislative Council. The LSA shall provide staff support to those committees as directed by the Legislative Council.

(b) In the event of a conflict between a statute governing a study committee and a provision of this resolution, that statute supersedes such a provision only to the extent of the conflict. If the statute in question is silent with regard to a provision of this resolution, this resolution prevails.

SECTION 3. TERMS OF CERTAIN COMMITTEE CHAIRMANSHIPS. Unless otherwise provided by a statute or by Council resolution, the appointment of a chairman of a statutory or Council-created study committee expires on December 31 of the year in which the chairman is appointed.

SECTION 4. CREATION OF SUBCOMMITTEES PROHIBITED. (a) As used in this section, "subcommittee" refers to any entity consisting wholly or partially of a subset of members of a study committee.

(b) Unless required or specifically authorized by statute, or authorized by the Legislative Council, a study committee chairman may not create subcommittees. The chairman of a subcommittee must be a legislator member of the study committee whose members form all or part of the subcommittee.

*Interim Study Committee
on Driver Education
August 8, 2011
Exhibit B*

(c) Notwithstanding subsection (b), a study committee chair may establish informal work groups made up of study committee members so long as the work groups operate as follows:

- (1) No official action will be taken by a work group but the work group may report on its activities to the full study committee;
- (2) The LSA will not staff or take minutes during a work group meeting;
- (3) A lay member of a study committee is not entitled to a per diem or any expense reimbursement for activities related to the work group; and
- (4) A legislative member of a study committee may request the Senate or House to receive a per diem and other expense reimbursement for activities related to the work group.

SECTION 5. PER DIEM AND MILEAGE AUTHORIZATION. (a) The LSA is authorized to pay per diem and mileage or travel allowances, in the amounts provided by law, to:

- (1) any member of the General Assembly who is appointed by the Governor, Speaker of the House, President or President Pro Tempore of the Senate, House or Senate Minority Leader, or Legislative Council, to serve on any board or commission or on any research, study, or survey committee and who attends a meeting of that body;
- (2) any member of the General Assembly who attends an out-of-state meeting as authorized by the Speaker of the House of Representatives or the President Pro Tempore of the Senate, as the case may be; and
- (3) any person who is not a member of the General Assembly, but who is appointed by the Governor, Speaker of the House of Representatives, President or President Pro Tempore of the Senate, House or Senate Minority Leader, or Legislative Council to serve on any study committee under the jurisdiction of the Legislative Council and who attends a meeting of that committee.

(b) In addition to per diem and mileage, a lay member may request lodging reimbursement not to exceed a total of \$85 per night (inclusive of all applicable hotel taxes) for in-state committee meetings held outside of Marion County.

SECTION 6. STUDY COMMITTEE MEETING DEADLINE. (a) Per diem and mileage or travel allowances may be paid for attendance at a meeting of a study committee only if the meeting is held before November 1, 2011. This subsection does not apply to the Legislative Council or to a study committee created by statute or resolution of the legislative council, if that statute or resolution specifically requires or permits meetings during other times of the year or over multiple years (a statutory provision stating that a study committee shall meet upon the call of the chairman is not specific authority for meetings after October 31, 2011).

(b) The Executive Director of the LSA may withdraw staff support from committees which propose to meet after organization day for the 2012 Regular Session, if, in the Executive Director's opinion, staff resources cannot reasonably be diverted from legislative session work.

SECTION 7. FUNDING FOR STUDY COMMITTEES. (a) The budget of a study committee is \$9,500, unless a greater amount is authorized in writing by the Legislative Council Chairman and Vice-Chairman.

(b) Notwithstanding subsection (a), the budget of the Legislative Council and any study committee consisting of at least 16 members is \$16,500, unless a greater amount is authorized in writing by the Chairman and Vice-Chairman.

(c) The Legislative Council is committed to limiting study committee spending to the budgeted amounts specified in (a) and (b) above and authorization for greater amounts will only be approved in extraordinary circumstances. However, the Legislative Council authorizes the Criminal Code Evaluation Commission to meet up to ten (10) times during the 2011 interim and recognizes that additional amounts will most likely be needed by said commission.

(d) Payments for the following are chargeable against the budgets of study committees:

- (1) Payment of per diem, mileage, or travel allowances as permitted by SECTION 5 of this resolution;
- (2) Payment of per diem, mileage, and travel allowances to Legislative Services Agency committee staff when a committee meets outside Indianapolis;
- (3) Payment of any expert witness or outside staff compensation or expenses approved under SECTION 9 of this resolution;
- (4) Payment for any special materials or publications purchased specifically for use by a study committee; and
- (5) If approved by the chairman, payments for other necessary expenses of a committee.

(e) Unless provided otherwise by the Legislative Council, the budget of a study committee created by the Legislative Council takes effect on adoption of this resolution and expires on November 30, 2011.

(f) The budgets of any study committees created by statute during the 2011 regular legislative session take effect on the adoption of this resolution, and expire June 30, 2012. However, the budgets of study committees previously created by statute take effect on July 1, 2011, and expire June 30, 2012.

SECTION 8. STUDY COMMITTEE REPORT DEADLINES. (a) Each study committee created by the Legislative Council shall submit a final report to the Council within 10 working days after the final meeting of the study committee; however, the Council Chairman and Vice-Chairman may jointly extend the due date for a committee's final report beyond that 10-day period. The final report shall set forth, in separate sections, background information, the committee's findings, and its recommendations concerning the topics identified in its work program.

(b) Study committees created by statute shall submit final reports at such times and

contain such information as the Council directs.

(c) Study committees created by statute to which topics have been referred by the Council are requested to report their findings and recommendations on those topics to the Council within 10 working days after their final meeting for the interim. Requests for any minority reports on those topics must follow the procedures outlined in SECTION 12 of this resolution.

SECTION 9. EXPERT WITNESS COMPENSATION. If a study committee wishes to compensate an expert witness or outside staff for his or her services, the chairman must obtain the prior written approval of the Chairman of the Legislative Council.

Requests for expert witness or outside staff compensation must be submitted to the Chairman in writing, and must indicate the amount of honorarium (if any) and the estimated amount of expense reimbursement (travel and lodging) that is desired. Once approved, the honorarium (if any) and reimbursement will be paid from funds appropriated to the Legislative Council and the LSA and allocated to that committee, unless a study committee has its own appropriation.

SECTION 10. STUDY COMMITTEE POLICY RECOMMENDATIONS. A study committee may not direct a public policy recommendation (except in its final report) to any public or private entity (except the Indiana House of Representatives, the Indiana Senate, or the Legislative Council) unless that committee has first obtained the written approval of the Personnel Subcommittee of the Legislative Council to do so.

SECTION 11. TAKING ACTION BY STUDY COMMITTEES. (a) Unless there are specific contrary provisions in a statute, a study committee may not recommend a final bill draft, or a final report, unless that draft or report has been approved by a majority of the voting members appointed to serve on that committee. All such votes taken by a study committee must be taken at a public meeting of the committee and shall be recorded in the committee's final report.

(b) A member of a study committee must be present at a meeting of the study committee to cast a vote. Proxy votes are never in order at a study committee meeting.

(c) Absence from one or more meetings of a study committee does not disqualify a member of the study committee from casting votes at a subsequent meeting.

SECTION 12. STUDY COMMITTEE MINORITY REPORTS. LSA study committee staff may not prepare a "minority report" for members of a study committee unless at least 4 legislator members of that committee jointly make such a request in writing to the Executive Director of the LSA. The request must be made within 5 working days after adoption of a final report, and the minority report must be completed by not later than 10 working days after the date the request is made. No more than 1 minority report may be prepared for any study

committee.

SECTION 13. LOCATION OF STUDY COMMITTEE MEETINGS HELD OUTSIDE OF THE STATE HOUSE. If a study committee meeting is to be held at a site other than the State House, the chairman of the study committee should select a site that accommodates the needs of individuals with disabilities. However, this SECTION does not apply to any part of a meeting that consists of an on-site inspection of a project or program.

SECTION 14. ISSUANCE OF SUBPOENA. A study committee does not have the power to subpoena or otherwise compel the production of testimony or documents except to the extent such power is specifically granted to the study committee by the Legislative Council under IC 2-5-1.1.

SECTION 15. DURATION OF THIS RESOLUTION. This resolution, as amended from time to time, remains in force until specifically repealed or superseded.

9-24-3-3

Sec. 3. (a) The bureau may waive up to six (6) months of the age and experience requirements for an individual making an application for the individual's initial operator's license due to hardship conditions.

(b) The bureau shall adopt rules under IC 4-22-2 to state the conditions under which the age requirement may be waived under subsection (a).

As added by P.L.2-1991, SEC.12.

Interim Study Committee
on Driver Education
August 8, 2011
Exhibit C

140 IAC 4-2-1 Waiver of age and experience requirements

Authority: IC 9-14-2-2; IC 9-24-3-3; IC 9-24-4-2

Affected: IC 9-24-3; IC 9-24-4

Sec. 1. (a) To obtain a hardship waiver of the age and experience requirements for an initial operator's license, a waiver applicant must show proof that:

- (1) the applicant would be the only licensed driver in the applicant's household, a household member owns or leases a properly registered motor vehicle, and a household member needs the individual to operate the motor vehicle to enable a household member to receive regularly required medical care; or
- (2) the applicant must be the primary means of financial support for the family and no alternative means of transportation exists from another family member or from public transportation to get and from the applicant's place of employment; and
- (3) an applicant under sixteen (16) years of age satisfactorily completed an approved driver education course; and
- (4) the applicant's driving privileges have never been suspended, revoked, invalidated, canceled, or the subject of any other similar action.

(b) To obtain a hardship waiver of the age and experience requirements for an initial chauffeur's license, a waiver applicant must show proof that:

- (1) the applicant has employment as a chauffeur with an entity that is legally authorized to provide chauffeur services; and
- (2) the applicant's driving privileges have not been suspended, revoked, invalidated, canceled, or the subject of any other similar action.

(c) Each applicant must follow the following procedures for obtaining a waiver:

- (1) Submit a written request to the commissioner for a waiver application.
- (2) After the bureau forwards a waiver application to the requesting party, the applicant must return the completed application to the bureau for its review and investigation.
- (3) If approved, the applicant will receive a written waiver that may be presented to any branch at the time of application for an initial operator or chauffeur's driver's license.
- (4) This waiver does not effect any requirement as to the written, vision, and driving tests.

(d) The commissioner within his or her discretion may alter any of the foregoing procedures when in his or her opinion an extreme emergency exists. (*Bureau of Motor Vehicles; Driver Examiner Rule 15; filed Jan 14, 1980, 11:50 a.m.: 3 IR 160; readopted filed Jul 30, 2001, 10:27 a.m.: 24 IR 4230; readopted filed Nov 14, 2007, 1:31 p.m.: 20071212-IR-140070562RFA; filed Oct 7, 2008, 10:23 a.m.: 20081105-IR-140080215FRA*)

Data Obtained from the Insurance Institute for Highway Safety

Time Delay (DAYS) of Licensing without Driver Education

Wyoming	365		
Wisconsin		730	
West Virginia	365		
Washington		730	
Virginia			900
Vermont		730	
Utah	365		
Texas		730	
Tennessee	365		
South Dakota	90		
South Carolina			912
Rhode Island		547	
Pennsylvania		547	
Oregon		730	
Oklahoma	182		
Ohio		730	
North Dakota		547	
North Carolina		730	
New York		547	
New Mexico			
New Jersey	365		
New Hampshire		730	
Nevada		730	
Nebraska	365		
Montana	365		
Missouri		730	
Mississippi	365		
Minnesota		730	
Michigan		730	
Massachusetts		547	
Maryland		547	
Maine		730	
Louisiana	365		
Kentucky		547	
Kansas	365		
Iowa		730	
Indiana	90		
Illinois		730	
Idaho		730	
Hawaii		730	
Georgia	365		
Florida		730	
Dist. Columbia	0		
Delaware	182		
Connecticut		600	
Colorado		730	
California		730	
Arkansas	182		
Arizona	182		
Alaska	182		
Alabama	182		

Number of States	Difference in Days
3	>900
20	730
1	600
7	547
11	365
6	182
2	90
Average	542

0 200 400 600 800 1000 1200

*Interim Study Committee
on Driver Education
August 8, 2011
Exhibit D*

Indiana
GDL
Coalition



Indiana Graduated Driver's Licensing Coalition

*Working Together to Save Lives and Reduce Injuries of
Teen Drivers on Indiana Roadways*

Supporting Members

A.A.I.D. – Advocates Against Impaired Driving
AA Indiana Driving School
AAA Hoosier Motor Club
American Academy of Pediatrics – Indiana Chapter
American College of Emergency Physicians
American Driving Academy
CIESC – Central IN Educational Service Center
Clarian Health
Drive Rite Driving School – Mishawaka
Drive Rite - Elkhart County
Drive Zone
Driving Academy
EverSafe Driving School
Indiana Chapter of the International Association of Forensic Nurses
Indiana ENA – Emergency Nurses Association
Indiana Farm Bureau Insurance
IDSA – IN Driving School Association
INDEA - IN Driver's Education Association
Indiana Students Against Destructive Decisions (SADD)
IN Troopers Association
Insurance Institute of Indiana
MADD Indiana - Mothers Against Drunk Driving
Marion Co. Traffic Safety Partnership
Northeast Indiana Driving Academy
Porter Co. DUI Task Force
Safe Kids Fulton County
SNAP Coalition of Hamilton County
State Farm Insurance
The Driving Center - Anderson
Think First - Indiana
Top Driver

*Interim Study Committee
on Driver Education
August 8, 2011
Exhibit D*

For more information contact:
AAA Hoosier Motor Club
Sherry Deane – 317-923-1500 ext. 380
sdeane@aaaahoosier.com

www.aaa.com/teensdrive

The Indiana Graduated Driver's Licensing (GDL) Coalition is a partnership of public health agencies, public safety advocacy groups, insurance agencies, driver's education professionals, community-based organizations, and concerned parents who are dedicated to protecting and preserving the lives of young drivers on Indiana's roadways through public awareness campaigns, motorist education programs, and legislative support initiatives.

21st Century Vision for Driver Education

Mission of the Indiana Driving Schools Association: To create 21st Century driver education programs for teens and families of Indiana that incorporate the latest national research findings and technology leading to safer teen drivers and greater safety for all roadway users.

Goals:

1. To create uniform standards for the delivery of high quality driver education programs to teens and families of Indiana. These standards should include the development of classroom and in-car curriculum guides as well as consistent guidelines that assure families of the quality of programs everywhere.
(Examples include: Ohio and Michigan)
2. To establish One State Agency Oversight of all driver education programs to ensure the effective application of uniform standards and the sharing of available resources.
(Examples include: Ohio and Michigan)
3. To create additional instructor certification programs, that lower the cost, provide more availability and flexibility, and will meet the growing need for training and licensing of talented new instructors.
4. To create a two-part driver education course that would stretch the learning curve and allow for greater parental and professional involvement without significant increases in the cost of driver education programs. (Example: Michigan)
5. To support and coordinate training efforts with Indiana's new GDL proposal (Driver Education should be viewed as one component of a strong GDL System)

Concluding remarks:

Indiana Driving School Association "IDSA" members are leaders in the driver education community of Indiana, and realize that the future of driver education and the improvement of teen driver safety is a cause for all traffic safety educators. Providing quality driver education programs with uniform standards that are regulated by one agency will create a greater sense of value to parents and teens through consistent delivery of programs statewide. Addressing the need for new and enthusiastic instructors is also paramount to the future success of the driver education industry. It is time to reflect on the real purpose of driver education and to make a strong commitment to move forward to create "World Class" driver education programs for teens and families of Indiana.

Prepared by: Thomas Zachary
Past President of the Indiana Driving Schools Association
President of the Indiana Driver Education Association

10-29-2008

*Interim Study Committee
on Driver Education
August 8, 2011
Exhibit D*



ADTSEA
Highway Safety Services, LLC
1434 Trim Tree Rd
Indiana, PA 15701

Tel: 724-801-8246
Toll-free: 877-485-7172
Fax: 724-349-5042
office@adtsea.org

Dear Representative Hinkle,

As the CEO of the American Driver and Traffic Safety Education Association (ADTSEA), it has been an honor to spend much of my time working to improve and make driver education available to novice drivers in all states.

Under a cooperative agreement with the National Highway Traffic Safety Administration (NHTSA), I provide consulting services to states initiating improvements in driver education programs and to support state efforts for graduated driver licensing.

Through ADTSEA, I participated in the research and development of the National Driver Education Standards Project. This project was a collaborative effort by the National Highway Traffic Safety Administration, AAA Foundation for Traffic Safety, the Driving School Association of the Americas, and many traffic safety advocates from many different states. The final 2009 report provides guidance that will enhance both the uniformity and professionalism of driver education across the Nation.

The National Highway Traffic Safety Administration (NHTSA) and the American Driver and Traffic Safety Association (ADTSEA) both support improved driver education as a component of strong graduated licensing systems.

- One of the standards in the Project is to put all driver education programs under one agency
 - SB127 in Indiana meets that standard
- The Project identifies driver education as a component of a strong graduated driver licensing system
 - SB101 created a time incentive of 180 days for students taking driver education, which allowed licensing at 16 years and 3 months with driver education and 16 years 9 months without driver education
 - This would incentivize driver education without mandating it, thereby strengthening the GDL System

Legislators, driver education providers and traffic safety advocates are working to improve and standardize programs. Improved driver education programs combined with strong GDL Systems provide the best hope for reducing crashes, injuries and deaths to new drivers and others that share the roads.

*Interim Study Committee
on Driver Education
August 8, 2011
Exhibit D*



ADTSEA
Highway Safety Services, LLC
1434 Trim Tree Rd
Indiana, PA 15701

Tel: 724-801-8246
Toll-free: 877-485-7172
Fax: 724-349-5042
office@adtsea.org

I look forward to working with legislators, driver education providers and traffic safety advocates to promote the Project standards and support efforts to maintain, upgrade and expand driver education in Indiana.

Sincerely,

Allen Robinson

Dr. Allen Robinson, CEO

American Driver and Traffic Safety Education Association