



DTSE JOURNAL

New York State Education Department Driver & Traffic Safety Education

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A National Review Of The New York State Driver & Traffic Safety Education Program

Motor vehicle crashes are the leading cause of unintentional injury and death in the United States. Nationwide, the economic cost of motor vehicle traffic crashes exceeds \$230 billion annually. Motor vehicle crashes are the leading cause of teen (ages 15-20) death in the United States.

The Novice Teen Driver Education and Training Administrative Standards (NTDETAS) were finalized in 2009 to assist in improving the administration of driver education programs nationally. These standards are broken down into five major topic areas which are:

- Program Administration, Education/Training, Instructor Qualification, Parent Involvement, and Coordination with Driver Licensing.

An association of major stakeholders was created to maintain and, when necessary, upgrade the Standards and to provide oversight in implementation activities. This volunteer group of stakeholders, consisting of:

- The Driver Education and Training Administrators (DETA),

- The Driving School Association of the Americas (DSAA),
- The American Driver and Traffic Safety Education Association (ADTSEA),
- The Governor's Highway Safety Association (GHSA),
- The Transportation Research Board (TRB),
- The American Automobile Association (AAA),
- The AAA Foundation for Traffic Safety (AAAFTS) and
- The American Association of Motor Vehicle Administrators (AAMVA)

was established in 2010 and titled the Association of National Stakeholders in Traffic Safety Education (ANSTSE).

On May 19th and 20th of 2014 ANSTSE sent a team of representatives to the New York State Department of Education to provide technical assistance in the form of a review of the State's Driver & Traffic Safety Education program, and how well its implementation aligns with the NTDETAS. The representatives who performed this technical assistance were:

- Troy E. Costales, Director, Oregon Transportation Safety Division and ANSTSE Representative for the Governors Highway Safety Association (GHSA),

Allen Robinson, Ph.D., National Expert on Driver Education and CEO of the American Driver and Traffic Safety Education Association (ADTSEA), and

Brett Robinson, Vice President, Highway Safety Services and ANSTSE Secretariat.

The ANSTSE team's two day visit consisted of a review of all documents related to the DTSE program as well as a series of interviews with individuals from the New York State Education Department (NYSED), the New York State Department of Motor Vehicles (NYSDMV), the New York State Department of Health (NYSDOH), the Governor's Traffic Safety Committee (GTSC), and the Driver Education Research and Innovation Center (DERIC) who are charged with the implementation of the State's DTSE program.

This effort culminated in a final report delivered to the State Education Department (SED) on July 8th, 2014. The report is being reviewed for the purpose of offering insight as to what areas of the State's DTSE program can be improved upon.



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Driver Education Research & Innovation Center (DERIC) Update

The main goal of DERIC is to develop a driver education program that includes a standardized curriculum that increases safe driving behaviors and is sought after by parents, students and instructors. This

standardized curriculum is currently being developed via a modular approach using the Understanding by Design curriculum development process.

The first curriculum module,

Distracted Driving/Driver Inattention, was completed in September 2013. Pilot-testing of the module was completed in three schools across New York State (NYS). The pilot test measured the short-term chang-

DTSE Data As Of September 27, 2014

DTSE Current Program Counts

Did You Know...

Previous DTSE Journals can be downloaded at

www.p12.nysed.gov/cte/de/news.html

Did You Know...

DTSE data as well as a list of approved program throughout New York State can be found at

www.p12.nysed.gov/cte/de/dtse-data.html

Public School Building				
	Summer	Fall	Spring	Total
Credit Bearing	84	81	79	244
Non Credit Bearing	297	235	240	772
Total	381	316	319	1016

Contracts with Commercial Driving Schools	165
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Private School				
	Summer	Fall	Spring	Total
Credit Bearing	2	4	5	11
Non Credit Bearing	80	124	127	331
Total	82	128	132	342

Contracts with Commercial Driving Schools	117
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Public School District Record				
	Summer	Fall	Spring	Total
Credit Bearing	0	0	0	0
Non Credit Bearing	1	2	2	5
Total	1	2	2	5

Contracts with Commercial Driving Schools	1
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BOCES				
	Summer	Fall	Spring	Total
Credit Bearing	3	0	0	3
Non Credit Bearing	9	7	7	23
Total	16	11	11	26

Contracts with Commercial Driving Schools	4
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College				
	Summer	Fall	Spring	Total
Credit Bearing	0	0	0	0
Non Credit Bearing	20	19	20	59
Total	20	19	20	59

Contracts with Commercial Driving Schools	19
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Grand Total				
	Summer	Fall	Spring	Total
Credit Bearing	89	85	84	258
Non Credit Bearing	411	391	400	1,202
Total	500	476	484	1,460

Contracts with Commercial Driving Schools	311
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MV-283 Card Holders	MV-524 Card Holders	Estimated Amount Spent Driver Ed Programs
739	496	\$28,087,879

DERIC Update: continued from page 1

es in students' knowledge and attitudes through a series of pre- and post-tests. The results are currently being analyzed, after which the module will be changed, if necessary, and distributed to NYS driver education programs.

There are currently three modules under development: Occupant Protection; Unsafe Speed; and Signs, Signals and Markings. These modules will be completed by September 2014, and will be pilot-tested during

the 2014-2015 school year.

The next set of modules to be developed are: Sharing the Road; Driving in Different Environments and Conditions; and Getting Familiar with your Vehicle. The development of these modules will begin in October 2014, and will be complete by September 2015. Pilot testing for these modules will occur during the 2015-2016 school year. To assist in the curriculum development process, DERIC has recently ob-

tained funding from Ford Driving Skills for Life (FDSL) to support subcommittee travel to in-person curriculum development meetings. This will allow for broader participation from subject area experts, both in NYS and across the country.

If you are interested in pilot testing any of the modules or participating in a curriculum development subcommittee, please contact Betsy Rees at 518-473-1143 or elizabeth.rees@health.ny.gov.



Commercial Driving Schools: What Is Their Role In DTSE?

Driver & Traffic Safety Education (DTSE) in New York State has been implemented via a long standing partnership between the DMV and the State Education Department. This partnership is rooted in Vehicle and Traffic Law 507. The law addresses several components of the DTSE program: the most prominent of which is the issuance of a senior license to 17 years olds who complete a State Education Department driver education course.

Driver education. Notwithstanding any other provisions of this article, a class D or class M license, whichever is appropriate, may be issued to a minor 17 years of age who has successfully completed a driver education course approved by the state education department and the commissioner in a high school or college.

What makes this statement so important is that it empowers and requires the State

Education Department to approve the driver education course, yet the course culminates in a legal document issued by the DMV (e.g. a class D or class M license). This is the root of the SED/DMV Driver & Traffic Safety Education (DTSE) partnership.

The next part of the law addresses the approval of the classroom teachers and in-car instructors.

No such driver education course may be approved unless classroom training is provided by a person approved by the state education department and the commissioner.

However, a school district may contract with one or more licensed drivers' schools to provide behind the wheel training, pursuant to regulations promulgated by the commissioner.

Note that on page #2 the number of classroom teachers (MV-283 card holders) in DTSE programs is 739, and the number of in-car instructors (MV-524 card holders) is 496.

Once again, the law is written in such a way as to bring two agencies together. In this case, the classroom teacher (MV-283 card holder) is approved by the State Education Department; however, the behind the wheel training **may** be delivered via a contracted commercial driving school (MV-524 card holders). It is important to note that the law never suggests that a commercial driving school run a DTSE program. This has been interpreted at a policy level via the Driver & Traffic Safety Education Guidelines section XII, item 1.

All NYS-DTSE courses must be under the direct organization, administration, and supervision of the public or nonpublic school, college, or BOCES administration.

Did You Know...

The DERIC is pilot testing DTSE curricular modules and they need your help.

If your DTSE program would like to participate in piloting new curriculum, please contact Betsy at elizabeth.rees@health.ny.gov

Commercial Driving Schools: continued from page 3

Did you know

A support document outlining required components of any contract between a school and a commercial driving school is located at:

www.p12.nysed.gov/cte/de/Tools.html



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In casual terms this means that the school seeking DTSE approval from the State Education Department must perform all administrative duties of their DTSE program. Administrative duties include such things as filling out and submitting program approval forms, collecting tuition, coordinating class times, storing attendance records, communicating to parents, issuing grades, requesting MV-285 course completion forms, drawing up contracts, etc.

The law continues with an interesting statement about students being able to drive without holding a driver's license or a learner's permit.

A student enrolled in such an approved driver education course may operate a motor vehicle without holding a driver's license or a learner's permit while under the immediate supervision of an instructor in such a course or a driver's school instructor providing behind the wheel training in such a course, provided such operation is in accordance with the rules established by the commissioner.

It is important to note that although a student doesn't need to have their permit if driving under the direct supervision of an appropriately licensed MV-283 or MV-524

card holder, a school may impose their own (local) requirement to secure a permit (or drivers' license) in order to enroll in the class. This is supported by DTSE Guideline section VIII, item 6:

Schools may establish local policy which requires students to obtain a Permit or Junior Permit as a condition of enrollment.

The final statement about the "operation of the vehicle being in accordance with the rules established by the commissioner" is an indirect way or saying the student must be 16.

One might argue that this only means the student must be 16 to perform the in-car portion of an approved DTSE course; however, DTSE Guideline section VIII, item 1, states *Students must be sixteen (16) years of age on or before the first day or class, No waivers will be granted, and section III, item 3 states All classroom and laboratory instruction shall be provided concurrently;* therefore, the student must be 16 to participate in any and all portions of an approved DTSE course.

Finally, it is important to note that an MV-524 card holder may only perform the duties of a commercial driving school instructor while under

the direct employment of the commercial driving school listed on their MV-524 card. This is supported via Vehicle and Traffic Law, section 394.8 which states:

An application for an instructor's certificate must identify the driving school or schools in which the applicant is to act as an instructor ... and shall be limited to use in connection with the business of the specified driving school or schools.

In other words, a commercial driving school instructor's MV-524 card is only valid while they are performing duties under the direct employment of the commercial driving school listed on their MV-524 card. This prohibits MV-524 card holders from offering private lessons, or working for a commercial driving school not listed on their MV-524 card.

Vehicle and Traffic Law 507 was written in such a way as to create a partnership between the DMV and SED. It may be a bit tricky, at times, to navigate these linked laws, regulations, guidelines, and policies, but without this partnership Driver & Traffic Safety Education would not be as strong a program as it is today.

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