

move



Risky Business

The majority of fatal crashes involving 16-year-olds happen before midnight. How GDL laws are working to save lives.

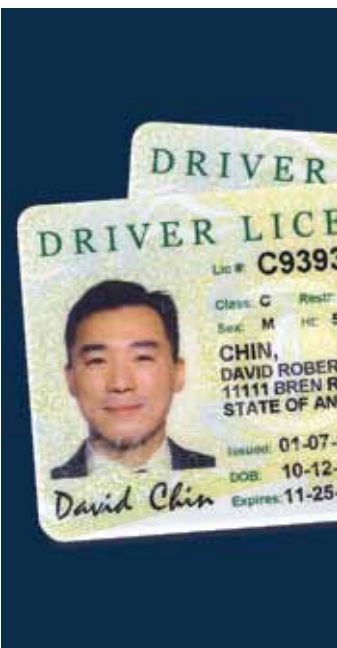
Safety Zone

A look at FMCSA's medical certificate program

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Notice anything different? Our new cover design for MOVE Magazine is just the beginning of a revamped and improved publication, written and designed to keep you engaged and entertained. With our unique members in mind, AAMVA has overhauled MOVE to keep up with our fast-paced industry. As you flip through this exciting new issue, we hope you'll enjoy the new design, graphics and editorial content that combine into a dynamic, educational magazine. And that's just the print edition!

MOVE is also introducing a new, interactive way to keep up with your motor vehicle and law enforcement news with the click of a mouse. The new MOVE website at www.movemag.org will replace our current internet flipbook and turn this quarterly publication into an up-to-date online magazine for members.



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MOVE is written, designed and published for you—our members. With you in mind, we tailor each edition to highlight the topics and issues that are most important to the AAMVA community. Have an idea for an article or interested in contributing on a future story? Members are encouraged to introduce new ideas and topics. Please tell us what's important in your jurisdiction or industry and continue the conversation on our new MOVE website.

Enjoy flipping through these pages and clicking through www.movemag.org to discover what's new.

Sincerely,

Neil D. Schuster
AAMVA President & CEO



move

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COVER STORY

The GDL Era



18 Hundreds of lives have been saved—but many are still at risk.

—BY BRAD CAUSEY

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FMCSA's medical certificate program is evolving to bring greater safety to the nation's roadways. —BY PETER FRETTEY

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Move to a better tomorrow at the Annual International Conference in Charlotte.





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Q: How have your jurisdictions' Driver's Education programs changed over the years to accommodate GDL programs?

■ **TOM JACOBS**, Chief Public Information Officer, Nevada Department of Motor Vehicles

"In 2005, new laws went into effect in Nevada that essentially created a graduated license for teens. The new laws require teens to log 50 hours of behind-the-wheel experience in addition to driver's training. The new laws also require a teen to hold a permit for a minimum of six months, be at least 16, and restricts passengers under 18 after licensing to immediate family members for the first three months. It also restricts driving from 10 p.m. to 5 a.m. until the teen is 18 unless the teen is driving to a scheduled event like school or work."

■ **DON HOECHST**, Driver Education Coordinator, Minnesota Driver & Vehicle Services

"Minnesota's first GDL was implemented in 1999. It only added the six-month instruction permit time and 30 hours (10 at night) of practice driving time before taking the road test."

On August 1, 2008, the GDL was enhanced to include passenger restrictions for the first year, nighttime restrictions, and no cell phone use. Driver education programs have added much more information in their classroom instruction to include how dangerous distracted driving can be for teens. Many programs have implemented parent seminars so parents are familiar with the new laws and the importance of enforcing those laws and having their teens practice driving as much as they can. Hang up and drive. Talk/Txt L8R."

■ **DOUG MACEWEN**, Safety Coordinator, Highway Safety Division, Department of Transportation & Infrastructure Renewal, Canada

"The Province implemented the GDL Program in the spring of 2007. The Driver Education Schools were advised and educated on the components of the GDL Program and this aspect was immediately included in the classroom training portion. The driving schools were very supportive of the GDL Program which led to a comprehensive approach to educate students on this system. The implementation of the Graduated Driver Licensing Program included a public education component that was cost-shared between the Department of Transportation and Infrastructure Renewal and the Insurance Bureau of Canada."

■ **CARYN COYLE**, Manager of Communications, Maryland Motor Vehicle Administration

"One of the first in the country to require graduated licensing for new drivers, Maryland's Rookie Driver Program has reduced the number of teen crashes since it was introduced in 1999. Maryland continues to strengthen its program and was the first to complete a driver education assessment, supported by the National Highway Traffic Safety Administration. Before the Rookie Driver Program was enacted, a Maryland learner's permit was only needed for two weeks and driver's education was not required for anyone older than 18 years of age. In 2005, Maryland lengthened the learning periods for new drivers, restricted cell phones and limited the number of passengers that drivers with learner's permits could carry. In 2009, Maryland again lengthened the time for practice driving; learner's permits are now held for nine months. A Marylander must now be 18 years of age before he or she can obtain a full driver's license and this past year, Maryland completely changed its testing and screening of new drivers, requiring 'on-the-road' tests."

ASK US!

Have a question you want answered? Email us at move@aamva.org.



For more information on GDL, see "The GDL Era" on page 18.





For more information on IDEC, visit aamva.org/Education/Training/Programs or email Denise Hanchulak at dhanchulak@aamva.org.

SPOTLIGHT ON IDEC

The International Driver Examiner (IDEC) Program came to life from the growing responsibilities being placed on driver licensing personnel. In 1980, AAMVA and NHTSA began the development of an examiner certification program, and in 1982, the IDEC Program was released and ready for jurisdictions to adopt.

The IDEC Program encompasses three distinct areas: certified driver examiners (CDE), certified motorcycle examiners (CME) and certified commercial examiners (CCE). The final component, the certified third-party tester (CTT), was established to help upgrade the level of training and to provide an avenue for third-party testers to meet the same level of qualifications as jurisdictional personnel.

This program benefits jurisdictions and their examiners as well as third-party tester/examiners by providing established, uniform training standards in driver licensing and examination throughout the United States and Canada. Jurisdictions who wish to participate in the IDEC program must apply for accreditation. After the IDEC Board approves the training program, the jurisdiction is then able to certify its examiners in that area.

Examiners who become certified are proud to be recognized as professionals, and it promotes a higher standard of performance amongst employees.

As jurisdictions budgets are limited yet there is a need to continue to strive for consistency and uniformity amongst driver licensing personnel and third parties, AAMVA's IDEC program can accelerate this by providing already established best practices.

"Our Board is here to support you and provide the tools you need to have your jurisdiction accredited and examiners certified. When our jurisdiction moved to third-party testing we were able to retain accreditation by reusing the already established training standards. Having our third-party testers/examiners certified provides the jurisdiction the opportunity to oversee that uniform standards are being applied," says Linda Dunstall, AAMVA IDEC Board Chair and Director, Modernization Project, Road User Safety Division.



MARK YOUR CALENDARS



AAMVA EVENTS

:: Annual Region II Conference

Charleston Marriott Town Center
Charleston, W. Va.
June 10-14

:: Annual Region IV Conference

Hyatt Regency Albuquerque
Albuquerque, N.M.
June 18-21

:: Annual Region I Conference

MGM Grand at Foxwoods
Mashantucket, Conn.
July 16-20

:: Annual International Conference

The Westin Charlotte
Charlotte, N.C.
August 20-22

For more information on upcoming events, visit aamva.org/events.

UPCOMING WEBINARS

MEDICAL CERTIFICATION ISSUES: WHAT IS A JURISDICTION TO DO?

Wednesday, May 23, 2012 2:00pm – 3:00pm

SPEAKER: Bill Quade, Associate Administrator for Enforcement, FMCSA

HOST: Kevin Lewis, Director of Driver Programs, AAMVA

For more information on upcoming webinars, visit [aamva.org/events/Committees Webinar](http://aamva.org/events/Committees/ Webinar).



HOUSE SURFACE TRANSPORTATION MEASURE FAILS

Just a few months ago, when Congress was considering surface transportation reauthorization measures, the rhetoric unabashedly focused on moving a bipartisan measure before the current resolution that expires in March. For those watching this unorthodox gesture of collegiality, it seemed likely that the two sides would come together as a signal to the general population that Congress, when pressed, could get the job done in an election year. Then the bills came out—what began as policy for the general good had devolved to the lesser of two evils.

While it is easy to remark in retrospect that House bill HR 7 was doomed from the beginning, a brief look at each proposal shows why the two measures were destined to clash and rile their sponsors in the opposing chamber. While ambitious, the House measure seemed to ignore many of the safety aspects considered essential in the Senate. The majority of safety funding in the bill would be directly apportioned to the states for inclusion in the accompanying state safety plans submitted to the federal Department of Transportation. While this flexibility in providing for state assistance is a welcome change to having the states apply directly for dedicated project funds, the scope of availability needs to be considered as well. The House was pushing for a five- to six-year measure that would essentially require the states to identify the problems, determine applicable outcomes and delineate a plan to accomplish these outcomes with proven data systems *in place* to back them up.

With all of these details in a bill that dropped the same week as it narrowly passed out of the House

Transportation and Infrastructure Committee, it was conceivable that this new direction could cause states to define these goals a year after enactment. This could severely limit a state's ability to begin serious implementation of the plans and provide the appropriate supporting data until 2014 or beyond.

But it was not the wholesale changes to the state grant programs that ultimately defeated the measure; funding mechanisms for providing solvency to the Highway Trust Fund fell through. The Congressional Budget Office released a report indicating that the House proposal fell far short of its funding requirements. The House scrambled to include expanded drilling resource taxes as revenue offsets to the Highway Trust Fund. This divisive policy measure met with serious opposition—even from within the House's own leadership. And while House Democrats were up in arms about having such limited time to digest the entire House proposal prior to a Committee vote the next morning, House Speaker John Boehner found himself under fire to procure the necessary votes among his own party to move the measure to the House floor. After a series of delays intended to get Republicans to toe the partisan line, Speaker Boehner finally admitted defeat for the long-term proposal and indicated that their chamber would tailor a new measure along the lines of the Senate's in terms of scope and range. What exactly that will entail remains to be seen, but for all its ambition the proposal was shaped too drastically as a jobs bill and left too much to be desired from a safety policy standpoint.

SOME GOOD IN THE SENATE

The two-year Senate version (S 1813) of the surface transportation measure shows promise along a more traditional path. Consistency in dedicated funding for worthy programs remains intact without the requirement for a new approach to grant applications. The bill provides for a modified definition of an "odometer" and further directs the DOT to initiate rulemaking towards the allowance of electronic disclosures for odometer information. For those jurisdictions that have been grappling with the ability to move toward electronic titling procedures but were not sure how to satisfy the requirements of the Truth in Mileage Act, this will be welcome news. Once completed, the new regulations should preclude the need to petition the National Highway Traffic Safety Administration for approval in electronic disclosures.

The bill also touches on the theme of this issue of MOVE—graduated driver licensing systems. In its initial draft, the legislation details the requirements for a qualifying state graduated driver licensing law (under Section 31112) and provides incentive grants to states with qualifying programs. Among the hundreds of amendments filed in accompaniment to the bill, Senator Kirsten Gillibrand (D-NY) filed SA 1649, which would sanction states if they do not enact a graduated driver licensing law that complies with requirements set forth in S 1813.



NEXT STEPS UNCLEAR

The next steps toward conference of the measures remain unclear. The House has indicated that they would like to approach a proposal more aligned with the Senate in terms of duration, but have not indicated how they could rewrite something so drastically different to be palatable to their colleagues in the other chamber. AAMVA will continue to keep a sharp eye on both proposals and notify its membership of the opportunities and obstacles that await our collective interests.



For more information, visit aamva.org.

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LICENSE TO DRIVE

License plates began appearing in North America around 1901 and since that time have experienced many changes in format, construction and regulation. Many surveys have been conducted by jurisdictions over the last few years related to license plates. One of the most recent surveys was conducted by the Automated License Plate Reader (ALPR) Working Group.

In partnership with the Department of Homeland Security, Customs and Border Protection, AAMVA formed the working group to address issues of effectiveness of license plate reader technology. In the future, the working group will be producing a best practice for improving the effectiveness of ALPR through uniform license plate design and manufacture. The recently released License Plate Configuration Design Booklet is the first step toward that best practice and provides comparative information on license plate design. Here is a sample of the data collected from 58 jurisdictions.



Maximum number of alpha-numeric characters?

4 to 6: 1 jurisdiction
6: 10 jurisdictions
7: 29 jurisdictions
8: 3 jurisdictions

Stacked numbers on plates?

YES: 32 jurisdictions

NO: 22 jurisdictions

NO WITH EXCEPTIONS: 4 jurisdictions (exceptions include government vehicles, specialty plates or old permanent plates. (Please see the full report for details.)

15 jurisdictions allow different numbers of characters ranging from 4 to 8 based upon a variety of circumstances including type of vehicle, stacked and non-stacked letters, etc. Please see the booklet for details.



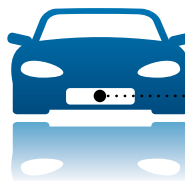
PERSONALIZED PLATES

Will your state issue a personalized license plate that consists of one alpha or one numeric only? Of the 28 jurisdictions that responded:

YES: 23 jurisdictions

NO: 5 jurisdictions

January 2012



NUMBER OF PLATES

What is the number of license plates required on passenger vehicles in your jurisdiction? Of the 38 jurisdictions that responded:

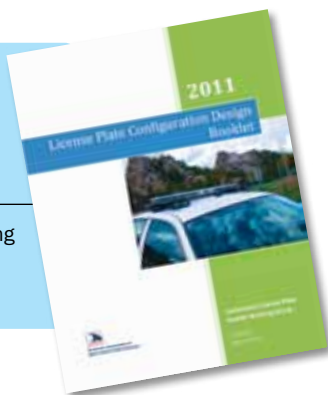
ONE: 8 jurisdictions

TWO: 30 jurisdictions

January 2010

The License Plate Configuration Design Booklet contains additional information on the use of non-alpha-numeric characters and sample plate designs.

SOURCE: For more information, visit the working group at aamva.org/MembershipLeadership/Committees/WorkingGroups/LPRWG.htm.



For additional details on these statistics and other surveys, please visit, aamva.org/surveys.

If you are looking for data or information and cannot find what you need, contact Janice Dluzynski at jdлуzynski@aamva.org or 703-908-5842.





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New Hampshire House: Let Teens Take Online Driving Course

The New Hampshire House has voted to let teen drivers take online driver education courses instead of attending driving school to get their driver's licenses. The House voted 240–74 Thursday to send the bill to the Senate that also requires teens under age 18 to receive a total of 60 hours of supervise, behind-the-wheel training. Parents must provide 20 of the 60 hours of training in the vehicle. The parents also must complete an online course to prepare them to teach their children how to drive. Teens who fail their written or road test and want to try again before turning 18 must complete a driving school course.



Connecticut Advances RFID License Plate Legislation

A lobbyist for the Radio Frequency Identification (RFID) industry has convinced Connecticut legislators to consider implanting chips on the state's license plates. Last Wednesday, the Senate Transportation Committee voted unanimously to pass a bill asking the DMV to create a report on the implementation of RFID for motor vehicle registration by January 1. Implanting the chips on license plates would enable real-time monitoring of all vehicles by positioning tracking stations at key points throughout the state. The main interest behind the bill is to generate an automated ticket for drivers whose vehicle registration, emissions or insurance certification may have lapsed for a day or two. RFID makes photo enforcement systems far more accurate. Instead of having optical character recognition software identify vehicles from a picture of a license plate—often guessing when images are unclear—the chips would broadcast vehicle identity to nearby stations under all weather conditions. A rep from an RFID company testified that this approach would provide considerable income to the state by identifying vehicles that are violating the existing laws of Connecticut. He said the state would collect \$29,619,500 per year or \$79,858,500 in the same three-year period compared to the \$594,000 it was able to collect. The financial estimates were based on the number of uninsured drivers the system could hit with \$100 tickets. The system also would increase the profitability of red-light cameras, which the Legislature is currently considering authorizing.



Virginia to Require Ignition Interlock Device on First DUI Offense

Beginning July 1, 2012, every first-time drunk-driving offender in Virginia will be required to install an ignition interlock device in his or her vehicle as a condition of further driving. In Virginia, the ignition interlock device's breath test is set to fail if the reading is above the trace amount of 0.02 percent blood alcohol content. The bill was approved by more than 80 percent of legislators in both houses. With its passage, the bill makes Virginia the 15th state to require mandatory interlock devices as part of the punishment for all first-time drunk-driving offenders. In the past few years, there has been a persistent movement to toughen the commonwealth's drunk-driving laws. Driving-under-the-influence statistics in Virginia are sobering. According to the DMV, in 2010, alcohol-related crashes were about 7 percent of total accidents but accounted for 37 percent of total accident fatalities. In the same year, there were almost 30,000 DUI convictions in the commonwealth with a shocking average BAC of 0.1425. Offenders must drive with the interlock device for at least six consecutive months without failing its breath test and may not drive any vehicle without with the device. The bill also mandates that after a second DUI, every car owned or registered to the offender must be outfitted with an ignition interlock. Presently, only repeat drunk-driving offenders and first-time offenders with high blood alcohol content readings must install ignition interlock devices on their cars.



North Carolina DMV Plans 3-D Licenses, Shorter Wait Times

North Carolina DMV plans to introduce a new electronic system for renewing and issuing licenses with features that include a laser-engraved 3-D photo of the driver. An annual agency review presented to legislators Tuesday said the state's Next Generation Secure Driver License System will be introduced early next year. The new DMV computer system that will track driver information and generate the new licenses has been under development since 2010, paid for with the aid of federal grants. The new system will improve security by taking customer photos first, then tracking motorists through each part of the licensing process. The biggest change customers will see is the 3-D images on their licenses. Though the new photos will be black and white, they will capture much more detail. The new system should reduce average wait times for most transactions at the state's 112 DMV offices to less than 30 minutes. Current wait times average about 34 minutes.



Iowa—New Bill: Move Over or Face Driver's License Suspension

A bill moving through the Iowa Legislatures will increase penalties on drivers who refuse to give extra room to emergency vehicles on highways and interstates. The bill puts tougher penalties on drivers who don't move over for emergency vehicles or slow down at least 10 mph if they're unable to move over. Failure to do this means an immediate driver's license suspension for up to a year and possible fines. The bill has already passed the Senate. There is no opposition and it is expected to become law very soon. Legislators are also working with the Iowa Departments of Transportation and Public Safety to create public awareness programs to let people know that they need to move over for emergency vehicles.



Minnesota Deer River DMV Clerk Pleads Guilty to Stealing \$100,000

A former Deer River city employee pleaded guilty Monday, March 19, to stealing approximately \$100,000 while working as the city's deputy motor vehicle clerk. Sheila Marie Jerry, 51, pleaded guilty to a single felony count of theft of public funds. She gave the court \$112,734 in restitution. She is scheduled to be sentenced on April 30. Jerry had been Deer River's deputy motor vehicle clerk for 16 years. According to the criminal complaint, Jerry told investigators in the fall of 2011 that she had stolen money for the past five years by keeping the paperwork and fees for titles on new automobiles. She stamped the title paperwork but not the original copies later sent to the state, keeping the cash from the title transfer. The theft ended when another woman noticed discrepancies in Deer River paperwork. The woman confronted Jerry, who admitted stealing the money. Officials searched Jerry's motor vehicle and residence, recovering 73 vehicle titles and associated fees valued at \$99,671.



Colorado State Rolls Out Online-Reservation System for DMV as a Way to Cut Down Wait Times


That long line at the DMV may get a little shorter thanks to a new online-reservation system from the state of Colorado. The DMV calls it the "Wait Less" program, and similar programs are used in other states including California, Wisconsin and Florida. This service is designed to save time by letting people schedule their appointments online before coming to the DMV. Once they arrive at the DMV office, there's a check-in kiosk station to speed things along. Additional services will be available at the kiosks and include address changes, voter registration and renewals. The DMV hopes to add customer text-message notifications, so people can avoid waiting on-site and be called back just in time to be at the front of the line. Right now, the service is available only at the DMV's Lakewood office, though the agency plans to extend that to the Denver Central office by the spring. By the end of the year, the state hopes to roll out the service to 11 additional offices.



Study: California Cell Phone Restrictions Reduce Deaths

California's nearly four-year-old ban on drivers using handheld cell phones is saving lives, according to a University of California–Berkeley study. The study found that overall traffic deaths dropped 22 percent, while deaths blamed on drivers using handheld cell phones were down 4 percent. Deaths among drivers who use hands-free phones dropped at a similar rate. The university's Safe Transportation Research and Education Center examined deaths for two years before and two years after the cell phone ban took effect in July 2008. It found a similar drop in injuries attributed to drivers' cell phone use. The number of deaths among drivers using handheld phones fell from 100 to 53 during that period, while the number of injuries dropped from 7,720 to 3,862. An unrelated survey commissioned by the state last summer found 40 percent of drivers say they talk less while driving since the ban took effect, even if they have a legal, hands-free device.





→ **When a charter bus carrying 55 passengers crashed in New Orleans on May 9, 1999, it not only resulted in 22 fatalities, it put a spotlight on the glaring need to evolve the medical certificate program.**

While inclement weather and poor road conditions often play a part in such deadly accidents, neither was to blame for this one. Simply put, the driver—employed by Custom Bus Charters—should not have been behind the wheel. Despite suffering from potentially incapacitating medical conditions, the driver obtained a medical certificate by falsifying and omitting crucial health history information from the examination form. And although the medical practitioner was concerned about the driver's heart disease and possible kidney disease, she still issued a medical certificate.

"The horrific nature of the incident not only prompted an NTSB investigation, it ultimately prompted Congress to pass a series of laws (in 1999 and 2004) including the implementation of a national registry for certified medical examiners," says Bill Quade, Associate Administrator for Enforcement and Program Delivery at the Federal Motor Carrier Safety Administration (FMCSA).

In response to the laws, FMCSA developed and unveiled a phased approach in 2010 to rectify the medical certification issue. While FMCSA's program is a national program, each state accepts certificates through differing methods (in person, mail, fax and email) and each has its own set of restrictions, punishments and recertification processes if a certified driver's license holder doesn't comply.


PHASE ONE

The first and current phase is a rule requiring drivers to submit their medical certificates to their issuing state for inclusion on their Commercial Driver License (CDL). The goal of this phase is to put the framework in place to merge the medical certificate with the CDL. This merge is significant because it is a crucial step toward consistently certifying that the CDL holder is medically fit to drive.

Maryland, for example, has made several modifications to its licensing application system, driver record system and Commercial Driver License Information System (CDLIS) communication process in order to comply with the requirements of CDLIS 5 and medical certification.

"We have also established an automated workflow system to aid with the management of medical

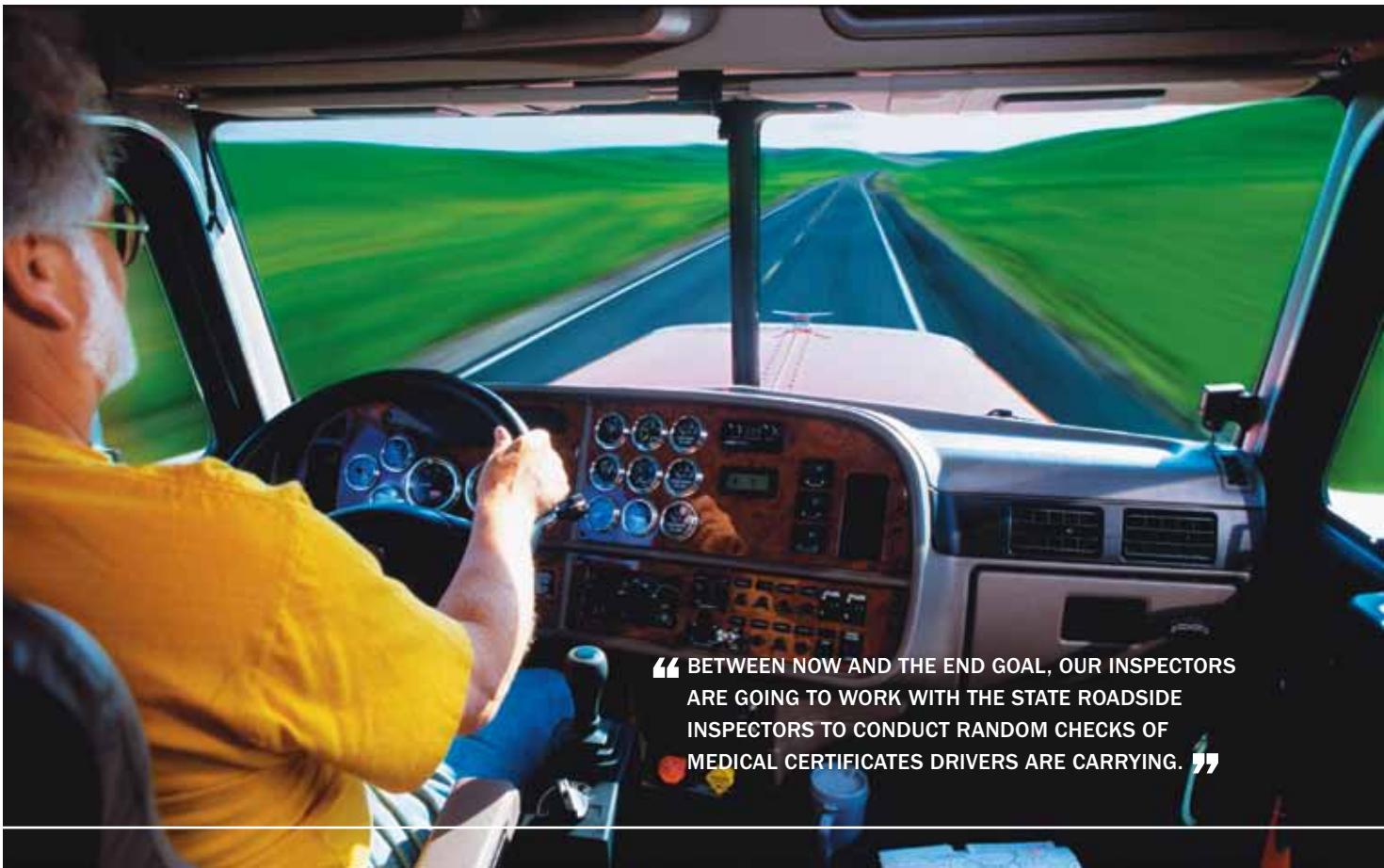
BY PETER FRETTEY



A photograph of a blue semi-truck and a yellow school bus on a highway. The truck is in the foreground, and the bus is behind it. The background is blurred, suggesting motion.

FMCSA's medical
certificate program
is evolving to bring
greater safety to the
nation's roadways.

Prescription for **SAFETY**



“ BETWEEN NOW AND THE END GOAL, OUR INSPECTORS ARE GOING TO WORK WITH THE STATE ROADSIDE INSPECTORS TO CONDUCT RANDOM CHECKS OF MEDICAL CERTIFICATES DRIVERS ARE CARRYING. ”

certification data and to coordinate communications with commercial license holders,” says Maryland Motor Vehicle Administration Director of Driver Programs Thomas Liberatore. “Additional modifications have been made to allow for the presentation of medical certification information on driving records (accessed in person or electronically) as permitted under the Driver Privacy Protection Act (DDPA) and FMCSA requirements.”

In addition to the technology changes put in place, Liberatore’s team has also instituted a public information campaign to communicate medical certification requirements to the CDL community, established a web page containing information on the certification process, and updated Maryland’s interfaces to allow local law enforcement agencies access to medical certification information.


Like many other states, the challenges are the quantity of resources needed and the effort required to complete the changes for CDLIS 5 and medical certification compliance, explains Liberatore. “This also involves the coordination and interfacing of legacy systems to meet medical certification mandates,” he adds. “Outreach to CDL holders was a major challenge, and there continues to be a great deal of uncertainty and confusion regarding the changes to the medical certification process. For instance, how long does the licensee retain the DOT card? When do you need to update your information with the licensing authority? What does it mean to self-certify? And how will this impact employers and CDL holders as we progress to the 2014 deadline?”

PHASE TWO

The next phase, which is currently under development, involves publishing the national registry. This phase will allow FMCSA to train practitioners according to its rules and regulations before listing them as one of the DOT’s authorized providers—a number estimated to top 50,000. FMCSA is currently in the process of compiling the names of approved providers to include on the registry to be unveiled before the end of 2012.

Getting phase two live as soon as possible is crucial, explains Quade. “This step addresses one of the biggest concerns—whether or not the examiner knows our rules and expectations,” he says. “Just because a practitioner knows medicine does not mean they know DOT requirements. For instance, the practitioner may see 20/100 vision in one eye as acceptable, but we don’t see it that way. We just want ... consistency in the standards and minimum requirements.”

Success requires significant outreach to the physician community, explains Liberatore. “As state DLAs are taking a more active role in monitoring DOT card information, it is becoming clear that some physicians are not fully aware of FMCSA requirements,” he says. “While we address these issues when the card is presented, it would save a significant amount of time and effort if medical professionals and customers are educated regarding the requirements and medical documentation. This also relates to the need for the national medical directory proposed by FMCSA and the ability for electronic submission and verification of DOT card information.”



Drivers will no longer need to provide the certificate to the state, it will be done by the medical practitioner electronically.

50,000

The number of DOT's authorized providers expected by Phase Two.

PHASE THREE

The final phase is to have the medical practitioners electronically transmit the information directly to the states. "We ultimately want to eliminate asking the driver to provide the certificate to the state. The goal is to eliminate any opportunity for drivers to provide the state with fraudulent documents, while also eliminating the burden on both the driver and the state," says Liberatore. "When the examiner electronically transmits information, drivers no longer have to go to the DMV and no one needs to do data entry. The biggest thing is to make sure the quality of the information is as high as can be."

To enact the final phase, FMCSA needs to build a robust IT infrastructure capable of supporting accurate submittal—a process that will undoubtedly take a few years to accomplish and will require an additional FMCSA rule. "The vision is that eventually it goes to each individual jurisdiction since the state is where the driver's record resides. We believe that is where the medical certificate should reside as well," he says.

However, FMCSA understands simply putting the procedures in place is not enough. "Between now and the end goal, our inspectors are going to work with the state roadside inspectors to conduct random checks of medical certificates drivers are carrying," says Quade. "We need to make sure the doctors did the exams, cut down on fraud and increase the quality of information the states collect and maintain. This is a means of addressing state concerns." **m**

DOWN TO DETAILS

WHAT: State driver licensing agencies are required to add medical certification status and the information on the medical examiner's certificate to the commercial driver's license system (CDLIS) record. Physical qualification requirements for the driver are not changing.

WHO: CDL holders must provide information to their SDLA regarding the type of commercial motor vehicle operation they drive or expect to drive with their CDL. Drivers operating in certain types of commerce will be required to submit a current medical examiner's certificate to their SDLA to obtain a "certified" medical status as part of their driving record.

WHEN: No later than January 30, 2014.

SOURCE: fmcsa.dot.gov

Hundreds of lives have been saved—but many are still at risk.

BY BRAD CAUSEY

The GDL

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“ GDL IS WORKING, AND IT'S WORKING WELL. IT'S PROBABLY THE MOST EFFECTIVE COUNTERMEASURE WE IN THE TRAFFIC SAFETY COMMUNITY HAVE EVER PUT IN PLACE FOR TEENS.

— J. Peter Kissinger,
President and CEO,
AAA Foundation for Traffic Safety



Era

→ **THE STATISTICS DON'T LIE:** Graduated Driver Licensing (GDL)—a program that gradually phases in driving privileges for new teen drivers as they gain experience behind the wheel—saves lives. In 1995, one year before Florida enacted the first GDL law, 1,015 deaths occurred nationwide among 16- to 17-year-old drivers. In the years that followed, as one state after another passed and revised GDL laws of their own, driving fatalities among this age group fell to a historic low of 408 in 2010—a 60 percent reduction.

“GDL is working, and it’s working well,” says J. Peter Kissinger, President and CEO of the AAA Foundation for Traffic Safety. “It’s probably the most effective countermeasure we in the traffic safety community have ever put in place for teens.”

Although every state now has a GDL program, the requirements and restrictions vary from one to the next. “Many are close, but there’s not one state that has everything right,” says Karen Morton, AAMVA Program Director of Driver Licensing and author of the 2009 AAMVA Report “Graduated Driver License Best Practices.”

“When states pass laws they pass an initial version and then they go back and strengthen them,” says Barbara Harsha, Executive Director of the Governors Highway Safety Association. “That’s what is happening now—many states are currently revisiting their GDL laws.”

In fact, all but nine states have amended their original GDL laws at least once to make them more comprehensive, according to a 2011 GHSA report. Passenger restrictions, nighttime restrictions and learner period

requirements have been the most prevalent additions or changes to the laws. “Many people around the country are working to tighten and close loopholes to make these laws as effective as possible,” says Kissinger. As the laws continue to improve, one problem remains persistent.

THE CHALLENGE OF ENFORCEMENT

For all the legislative improvements to GDL laws across the country, their enforcement remains a significant challenge. “The fact of the matter is that it’s always difficult to tell how old a teen driver is,” says Harsha. Because of this, GDL laws are secondary laws. This means that a teen driver suspected to be in violation of GDL law cannot be stopped unless he or she commits a primary violation, such as speeding or not wearing a seatbelt.

Of the five general risk factors affecting teen driving—inexperience, teen passengers, nighttime driving, seat belt use, and distractions—the first three are addressed by components of GDL laws; for the latter two, many states have enacted primary laws for the mandatory use of seat belts, as well as the prohibition of cell phone use and/or texting while driving. The enforcement of these primary laws will undoubtedly snare a number of GDL-restricted drivers, but there are many in the community who would agree with Morton, “GDL violations really need to be primary violations.”

Another solution currently being explored by the state of New Jersey is to require that a special decal be affixed to the license plates of a novice driver. The decals are removable, so fully licensed drivers may drive the same



**BECAUSE THE
ENFORCEMENT
OF GDL LAWS
IS SO DIFFICULT,
PARENTS NEED
TO BECOME THE
ENFORCERS.**

– Barbara Harsha,
Executive Director,
Governors Highway
Safety Association

**IF EVERY STATE HAD
A STRONG GDL POLICY,
WE COULD SAVE 175
LIVES AND PREVENT
ABOUT 350,000 INJURIES
EACH YEAR.**

**IN 2009, EIGHT TEENS
A DAY DIED FROM MOTOR
VEHICLE CRASHES.**

**A TEEN DIES IN A CAR
CRASH EVERY 3 HOURS.**

SOURCE: cdc.gov/motorvehicle-safety/teenbrief

vehicle as a novice driver by simply removing the decals from the plates. In theory, the decals would enable law enforcement to identify and stop young drivers if they are in violation of a GDL restriction. But in practice, what's to prevent a young driver from simply removing the decals before heading out on the road at night during restricted hours, or from refusing to use them in the first place, other than a \$100 fine if they get caught?

"Because the enforcement of GDL laws is so difficult, parents need to become the enforcers," says Harsha, articulating a position held by many in the traffic safety community. "Everyone is in agreement," adds Morton. "The biggest target group for outreach is the parents."

WHAT'S A PARENT TO DO?

"There are good reasons for all of the GDL restrictions—the data shows this," says Dr. Ruth Shults, Senior Epidemiologist at the CDC Injury Center and member of the Motor Vehicle Injury Prevention Team. "Parents don't necessarily have all the tools at their fingertips to keep their teen drivers safe, so any means to inform those parents of their responsibilities, as well as the kids, is a good thing."

Because GDL laws have only been around for 15 years or less, most parents of teens today learned how to drive and received their first driver's licenses in the pre-GDL era. Educating parents and providing them with the statistical data that led to the development and implementation of GDL laws is essential. If they understand the risks faced by their teen driver, and the restrictions imposed by their state's GDL laws to help minimize these risks, they will act in accordance and do what they can to keep their teens safe.

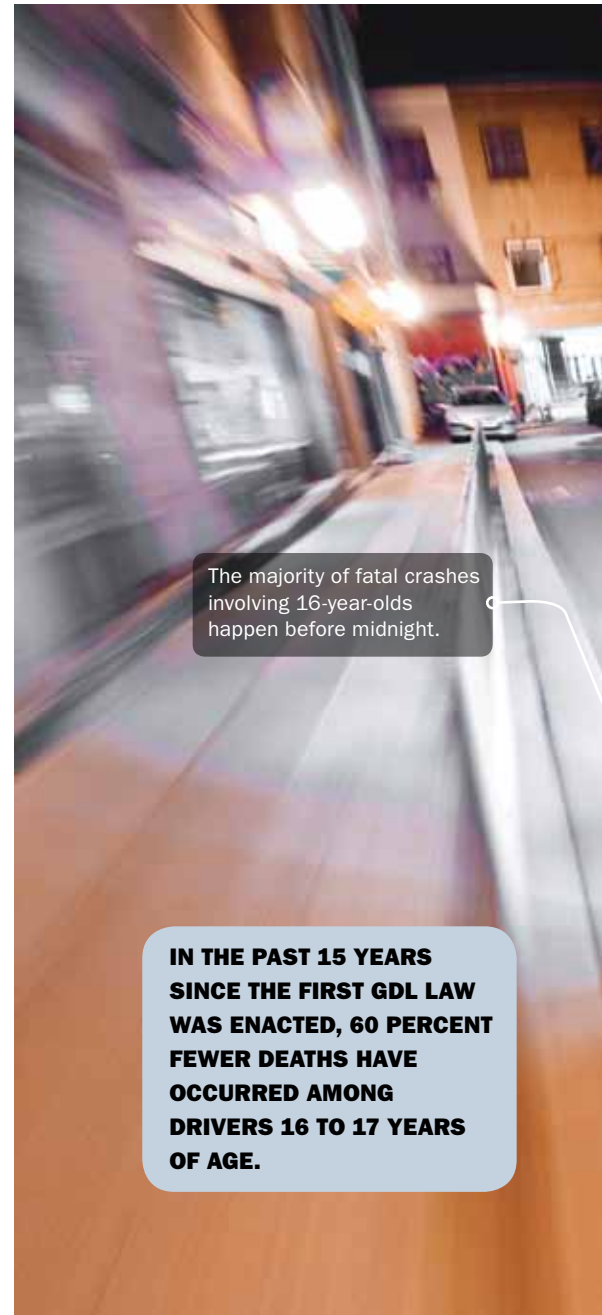
There are excellent resources and extensive toolkits available online [see Resources, page 22] for parents of teen drivers; most contain a voluntary contract or an agreement that parents can use to negotiate with their teens to establish clear rules and what the consequences are for breaking those rules. "The young driver tends to think the rules are a bit looser than the parent does, so the contract removes the possibility of misunderstanding what the rules are," says Dr. Shults.

"One thing we do see slowly getting some legs is the idea of combining GDL and driver education more closely," says Dr. Shults. "Some states are encouraging parents to come in for an orientation during their child's

driver education class time. Connecticut is now requiring that."

SPOTLIGHT ON CONNECTICUT

In 2007, the Connecticut Governor's Task Force on Teen Safe Driving was created. Made up of various safety advocates and led by the State Traffic Commissioner, an in-depth study was conducted to assess all of the risks affecting teenage drivers. Part of the study included a survey that was sent out to parents, the results of which established a baseline for



The majority of fatal crashes involving 16-year-olds happen before midnight.

**IN THE PAST 15 YEARS
SINCE THE FIRST GDL LAW
WAS ENACTED, 60 PERCENT
FEWER DEATHS HAVE
OCCURRED AMONG
DRIVERS 16 TO 17 YEARS
OF AGE.**

how strict the public was willing to allow any teen driving law changes to be.

One of the conclusions reached by the task force was that there needed to be joint education of both the new driver and the parent in order to engage the parent and provide them with necessary info, so a mandatory two-hour parental meeting became part of driver education programs. A survey of parents who had attended this mandatory meeting showed that over 85 percent found the information to be “extraordinarily beneficial,” according to

William Seymour, Director of Corporate and Public Relations for the Connecticut DMV.

Connecticut also has a first-in-the-nation policy that allows police to temporarily suspend the license of a teen for up to 48 hours upon issuance of a moving violation. The vehicle is towed and the parents are called. Studies have shown that teens tend not to tell their parents about tickets, which is why this policy is in place. “It’s hard to explain why the car is not in the driveway or why the police are calling,” says Seymour.



To watch a video with Karen Morton, AAMVA Program Director of Driver Licensing, visit [YouTube.com/AAMVACommunications](https://www.youtube.com/AAMVACommunications).



Teen motor vehicle crashes are preventable. There are proven policies to improve the safety of young drivers on the road.




Parent orientation programs have been introduced in several states. Initial research in Connecticut indicates that the programs are well received and parents report them to be useful (Chaudhary, Williams, & Casanova, 2010).

Another area of success for the state is public outreach using social media. In partnership with Travelers Insurance Company, a video contest is held each year with a new theme—for 2012 the theme is “How a Community Helps to Make Teens Safe Drivers.” The videos are posted to YouTube and an annual awards gala is held where the top five videos receive cash awards that are donated to the recipients’ schools’ teen safe driving programs. An additional award is granted to the video with the highest number of YouTube viewers.

“Social media is one of the critical ways to reach kids today,” says Seymour. “To see the teams of students involved and the creativity of their videos provides anecdotal evidence that these laws are having an impact and that they’re sticking.”

In a recent letter addressed to Teen Safety Advocates, NHTSA Administrator David L. Strickland announced the release of their latest study on driver education. The study reports that “integrating driver education more thoroughly with graduated driver licensing systems, strengthening driver testing, involving parents in the driver education process and preparing them to manage risks for their new driver, and extending the duration of young driver training may have significant safety benefits.”

While Connecticut is on the right track, in the days and years ahead, GDL programs across the country will need to follow suit. Strengthening and improving these programs through hard work, advocacy groups and community members is critical to their success and to the mission of saving lives. “Every day there are new drivers,” says Dr. Shults. “GDL is something we need to constantly work at to keep each new group of young drivers safe.” 

RESOURCES

AAMVA – aamva.org/Knowledge-Center/BestPractices

GHSA – ghsa.org/html/publications/sfteen/html

CDC – cdc.gov/ParentsAreTheKey/agreement

AAA – teendriving.aaa.com

NHTSA – nhtsa.gov/Teen-Drivers

Connecticut DMV – ct.gov/teendriving

GDL BASICS

LEARNER STAGE

- :: A minimum age of at least 16 years for gaining a learner’s permit.
- :: A requirement that the applicant pass a vision screening and knowledge test on general rules of the road. Parental consent should be required for applicants under the age of 18.
- :: A requirement to hold the learner’s permit for at least 6 months.
- :: A requirement that the driver be accompanied by a supervising licensed driver who is at least 21 years of age and who has been fully licensed for at least one year.
- :: A requirement that the parent certify at least 30–50 hours of supervised driving.

INTERMEDIATE/PROVISIONAL STAGE

- :: An intermediate stage of licensing with a minimum entry age of at least 16 years and 6 months, lasting 18 months or until at least 18 years of age.
- :: A nighttime driving restriction for intermediate license holders, beginning no later than 9 or 10 p.m.
- :: A strict teenage passenger restriction for intermediate license holders, allowing no teenage passengers or no more than one teenage passenger.
- :: A requirement for “conviction-free” driving in order to graduate to a full license.

FULL UNRESTRICTED LICENSE

- :: A minimum age of 18 years for full licensure.

SOURCE: AAMVA Report “Graduated Driver License Best Practices, Final Report,” September 2009.



For a complete copy of the AAMVA Graduated Driver License Best Practices report, visit movemag.org.

BIG SUCCESS IN THE BIG EASY

The 2012 Spring Workshop & Law Institute was a mighty success. With over 221 attendees and 24 exhibitors, members participated in a number of impactful sessions, one-on-one quick-connect meetings, and town hall discussions. If you were unable to join us in New Orleans, please visit our Spring Workshop web page to download presentations from every session. Also, check out our YouTube channel to watch videos and presentations from general sessions.



Images from the 2012 Spring Workshop & Law Institute in New Orleans.

"Excellent workshop in New Orleans! It was a wonderful two days, and the knowledge I was able to walk away with from my colleagues was so valuable."

– Jerry Valdez, New Mexico Motor Vehicle Division

"It was a great learning experience for me and I feel so much more knowledgeable about AAMVA and all the services that it provides."

– Janelle Goulet, ICBC

"Excellent conference; some great content."

– Mike Wartella, Michigan

"I found the conference to be beneficial and I appreciated the opportunity to attend."

– Jimmy Glasscock, New Mexico State Police


Download presentations at
aamva.org/2012Events/SpringWorkshop/downloads.html.

Visit the AAMVA YouTube channel at
YouTube.com/AAMVACommunications.



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Q&A WITH **BILL QUADE**

MOVE MAGAZINE GOES ONE-ON-ONE WITH BILL QUADE, ASSOCIATE ADMINISTRATOR FOR ENFORCEMENT AND PROGRAM DELIVERY AT THE FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA).

INTERVIEW BY RENE RYAN

HOW LONG HAVE YOU BEEN IN THE TRANSPORTATION BUSINESS?

Nineteen years. It will be 20 years in June. In fact, the month after I graduated with a BS in mechanical engineering from Virginia Tech, I joined the Federal Highway Administration. I was first hired as a safety investigator with the Maryland Division for the Federal Highway Administration's Office of Motor Carriers.

Between 1992–1995 I was a field investigator, so I would go out and see the trucking companies to make sure they had the proper safety procedures in place, qualified drivers, and that their vehicles were well maintained, with a special emphasis on the safe transportation of hazardous materials.

WHAT WAS THE STRANGEST THING YOU UNCOVERED?

The biggest thing we discovered was that a manufacturer of tanker trucks was not building the tankers strong enough. I figured it out thanks to my background in engineering. Within the agency, my specialty was in hazardous materials. In this particular case, we'd received a complaint about the tanker trucks, and we used structural analysis to determine that the

devices that the manufacturer was using to protect the tank and valves didn't meet the federal regulations.

It felt good to be able to rectify the problem, identify a safety issue, and take the steps necessary to avoid any serious issues.

Then, in 1995 I moved to our headquarters office in D.C. where I worked in the Hazardous Materials Division. I developed programs for our field staff—825 people out in the field—to be able to review the safety of hazardous materials being transported.

Eventually, around 2000, I became the Chief of the Hazardous Materials Division. And in 2005, I became the director of the Office of Safety Programs. In that position I was in charge of all of FMCSA's grant programs to the states as well as the Commercial Driver's License program, as well as our North American Borders Division, working with Canada and Mexico. In 2008, I took on my current position.

DESCRIBE A TYPICAL DAY ON THE JOB.

There isn't a typical day. I'm one of five associate administrators. Usually, I spend my days talking to our field staff about our programs and what

tools they need to do their jobs better. I also spend a lot of time talking with Congressional staff about what our agency needs to accomplish its safety mission. And I talk with our stakeholders, like AAMVA, about the impacts of our programs. I also am a regular guest on two radio shows on Sirius XM 106, the Road Dog Trucking Channel. It's an opportunity to talk to the drivers who are out there living it every day.

WHAT'S THE BEST PART ABOUT BEING ON THE RADIO?

I love explaining why we do what we do. A lot of times there is a method to the madness of what the government does. I also frequently explain that in FMCSA there are 1,100 people who come to work every day to save lives. That's our whole purpose.

From our point of view, the radio show is an opportunity to reach out to the drivers and explain why we're doing what we're doing.

WHAT'S YOUR PROUDEST ACCOMPLISHMENT TO DATE?

I really have to go back to the days shortly following 9/11. Obviously that experience

brought security to the forefront and as the agency that regulates the transportation of large quantities of hazardous materials, we wanted to make sure we were doing our part.

Within a number of weeks, we had developed security sensitivity visits, where we gave our field staff talking points so that they could visit each and every carrier to raise awareness that the materials they were transporting might be used as a weapon and provide them with basic steps they could take to improve security.

Shortly after, I remember going to a meeting near the White House with people from several government agencies and I was able to talk about the fact that we had already conducted 18,000 visits to raise awareness about security risks. We were already out there giving advice to people about what they could do to protect those commodities. It made me proud because we were ahead of the game. We didn't stop and wait to be told to do something; we just went out and did something. And frankly I think it was very, very good.

WHAT'S THE MOST EXCITING THING ABOUT WORKING IN THIS INDUSTRY?

It's the fact that transportation safety touches people's lives every day. Things like making sure people are licensed properly and ensuring people who are transporting materials are doing it safely and aware of the security concerns. The work that we're doing, whether

A

people on the highways know it or not, it has an impact on them. And that's cool.

Another exciting thing is when I see positive trends in our industry. In 2005, there were 5,212 people who died in large truck crashes in this country. That's when I moved into the senior ranks. In 2010, five years after that figure was released, 3,484 died. That's 1,728 people who didn't die. There are a lot of reasons for that, but I really believe that the work we're doing here and the work that the states are doing plays a large role in that.

WHAT DO YOU SEE AS THE BIGGEST CHALLENGE FACING THE INDUSTRY RIGHT NOW?

The biggest challenge is trying to find the resources to ensure safety at a time when federal and state governments and the industry have fewer resources to work with. I see this at all kinds of levels. We're trying to put in place programs that make things safer, but if the states can't implement those programs due to limited resources, then they don't happen.

HOW DO YOU BALANCE SUCH A DEMANDING JOB WITH YOUR HOME LIFE?

I tend to go to work very early in the morning, because if I put in extra time in the



Outside of work, Quade loves coaching sports and listening to XM Radio.

“ I BELIEVE THAT IF I'M GOING TO DO SOMETHING, I'M GOING TO DO IT RIGHT.

beginning of the day, I'm stealing from my sleep, but if I put it in at the end of the day, I'm stealing from my family. And I don't want to do that.

I have three children—ages 12, 10 and 8—and I coach little league, basketball, baseball and soccer.

Coaching requires a commitment on my part that I will honor. I think that helps me keep a good work/life balance. Too often it's too easy to say, "I'm going to stay a half an hour and do this," but when you've got 12–13 kids waiting for you to coach them, you've got to keep that commitment.

ONE WORD FOR HOW OTHERS MIGHT DESCRIBE YOU?

Passionate. Here at work, or even at home, I believe that if I'm going to do something, I'm going to do it right. I believe very much in what we do here and I'm willing to fight hard for what I believe in.

I don't back down because something is hard. Very few things worth happening are easy. That's why they used to

call me "Bull Dog." I wouldn't let go!

WHAT DO YOU LISTEN TO IN THE CAR?

I love my XM Radio. I love music. I also listen to audio books or podcasts. I'm hooked on the English Premier League Soccer. Everton is my favorite team.

DREAM CAR?

My dream car is the 1965 Mustang. Midnight Blue.

WHAT'S THE BEST ROAD TRIP YOU'VE EVER TAKEN?

Once I flew into Sioux City, SD, and drove across the state to the Badlands and over to the Black Hills to do some hiking. It happened to be the same weekend as the Sturgis Motorcycle Festival, so as I was driving, I was accompanied by hundreds of people on motorcycles, which made finding a hotel room quite a challenge. But it was absolutely gorgeous driving out on those open roads and experiencing a part of our country I had never seen. **m**



What's your perspective on GDL?

We get the straight story from J. Peter Kissinger, Joan Peterson and Kristine Thatcher.

Supporting a Renaissance in Driver Education

BY J. PETER KISSINGER, CEO AND PRESIDENT
OF THE AAA FOUNDATION FOR TRAFFIC SAFETY

Over the past two decades, research has failed to demonstrate that traditional, basic driver education programs produce safer drivers. These findings, coupled with state economic pressures, have brought reductions in public driver education program offerings.

While some might be tempted to conclude from this that driver education is unimportant, we believe the opposite is true. What is needed, however, is a renaissance in driver education.

As a starting point for promoting long-term reform in the industry, we joined with our safety partners for a national forum in 2009 and adopted the Novice Teen Driver Education and Training Administrative Standards. These consensus-based guidelines encourage states to upgrade the scope, quality and oversight of driver education.

These standards were created under the tenet that driver education and training should be integrated with a state's graduated driver licensing (GDL) policies and that—just as GDL laws gradually expose novice drivers to increasingly complex circumstances as they gain more experience—driver education, too, should be a phased learning process.

To that end, one of the topic areas covered in the standards is “coordination with driver licensing.” States are encouraged, for example, to establish formal communication systems between the agencies responsible for driver training and driver licensing, and to ensure that road tests reflect the standards-based driver education programs. The standards stress, however, that driver education courses cannot take the place of supervised driving practice hours.

We will be promoting these standards and the “lessons learned” from our ongoing research in collaboration with our partners. Later this year, for example, we'll be releasing findings from our groundbreaking Large Scale Evaluation of Beginner Driver Education, the most comprehensive real-world evaluation of driver education completed since the mid-'80s. Working together, we can make this a lifesaving renaissance.



Driver Education in Kansas

BY JOAN PETERSON, DIRECTOR OF DRIVER EDUCATION/MOTORCYCLE EDUCATION/COMMERCIAL DRIVING
SCHOOLS FOR THE KANSAS STATE DEPARTMENT OF EDUCATION

Driver education in Kansas is going strong. The state has 87 percent of the unified school districts offering the course; plus a consistently growing commercial field of schools. The GDL is accepted now and the schools are doing an excellent job of guiding parents and teens through the requirements. It is too early, however, to tell if there will be any hiccups in the final stages whereby teens can obtain a full license six months early at the age of sixteen and a half. The main criterion for the “early” full licensure is full compliance with the process by moving from one level to the next with an infraction-free driving record. In addition, teens must hold an instructional permit or farm permit for at least one year and have a parent or guardian sign an affidavit verifying the completion of 50 hours of practice driving.

Driver education courses offer a big advantage for beginning drivers in that a completion certificate from a state-approved course will allow the student to exchange that certificate for a license without further written or driving tests at the exam station. This incentive makes taking a driver education course very appealing. Driver education is not, however, mandated unless the teen wants to get a restricted license at the age of 15.

The GDL program has not altered driver education in Kansas. There was a fear that it might force some students out of the pool due to the one-year requirement for holding an instruction permit, however, that has yet to be the case. Since Kansas has and still does allow 14-year-olds to obtain the instruction permit, the concern was if the 14-year-old didn't get his/her permit until later in that year, the teen and/or parent might decide it would not be worth it to pay for driver education if the teen wasn't able to use the restricted license for very long. Example: If a teen gets the instruction permit at 14 and nine months and then must hold it for one year, then the student is not even eligible for a restricted license until age 15 and nine months. This would only leave three months that the teen could use the restricted license. At age 16 that teen would then move to lesser restrictions along with everyone else without a restricted license. This has not deterred Kansas teens from taking driver education. I think the reason it hasn't happened is because of the carrot at the end of the stick for teens with a driver education certificate of completion: no testing at the license bureau exam station. That all-or-none test scares teens. A course over time with their friends and a teacher they respect does not scare them.

An Update on Montana

BY KRISTINE THATCHER, BUREAU CHIEF, MONTANA MOTOR VEHICLE DIVISION

NHTSA Administrator David L. Strickland wrote, "Driver education is a key part of the comprehensive approach needed to reduce tragic young driver crashes and their toll on our economy." In Montana we believe that to increase young driver safety, traffic education programs must integrate driver education, graduated driver licensing and parent involvement.

Assisted by professional instruction through driver education and guided practice from parents/guardians, Montana's students start driving with less risk, more skill and greater potential for thousands of crash-free miles. Montana's teen driver education and training program provides this foundation for a systems approach to traffic safety through partnerships and cooperation with families and Montana's Department of Justice, Office of Public Instruction (OPI), and Department of Transportation (MDT).

The Cooperative Driver Testing Program (CDTP) is a joint program of Montana's Department of Justice, Motor Vehicle Division (MVD), and the OPI established in 1995. This program authorizes approved driver education instructors teaching an approved driver education curriculum to administer the written test for a learner's permit and to conduct the skills test on behalf of the MVD. MVD driver examiners retest 10 percent of the CDTP skills-tested students for quality and consistency. School districts providing approved traffic education programs are reimbursed with a portion of driver license fees. In 2011, the state paid 19.4 percent of the average per-pupil cost of traffic education and 67 percent of eligible teens participated.

Since 2006, Montana's Graduated Driver License (GDL) Law requires parents to provide their teens a minimum of six months and 50 hours of supervised practice driving with at least ten hours at night before they are

eligible for a first-year restricted GDL with limits on passengers and night driving. Many teenagers may require even more practice with varied road, traffic, and weather conditions. Parent meetings are required in driver education to inform parents about teen driving risks and best practices. Parents are encouraged to set limits and drive with their teens even after teens have a first-year restricted GDL.

Montana's driver examiners noted improved driving skills after GDLs were implemented. New drivers coming in to complete their licensing process are much more confident and skilled with both driving knowledge and vehicle control. Prior to implementing GDLs, the road test failure rate for new drivers was 25 percent; the current rate is less than 10 percent. The MVD and OPI worked with partners to develop a new driver brochure on The Parent Role in Teen Driving to help parents/guardians with supervising their teen drivers and logging practice hours. The Montana KEYS Parent and Teen Homework was developed based on research with a team of Montana teachers and funding from the MDT to include resources, activities, skill assessments and a parent/teen driving agreement form.

Montana has experienced a significant decrease in crashes for our youngest drivers since GDLs were implemented in 2006:

- In 2001, **1,350** 16-year-old drivers were involved in a fatal or injury crash
- In 2006, **1,205** 16-year-old drivers were involved in a fatal or injury crash
- In 2010, **only 773** 16-year-old drivers were involved in a fatal or injury crash

Montana's data and professional observations are conclusive: Experience, education, and parent involvement are paramount in achieving safe teen driving.

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TAILLIGHTS

move TO A BETTER TOMORROW

“ We need these annual get-togethers to keep up with all that is new and changing.

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It's good to be looking forward to warmer weather and AAMVA's Annual International Convention at the Uptown Charlotte Westin Hotel. I hope you have circled August 20–22, 2012, on your calendar and you have “Mapquested” or “Google-mapped” your way to Charlotte, N.C.

We need these annual get-togethers to keep up with all that is new and changing in our fields. Just remember, it wasn't that long ago that “mapping” had nothing to do with either genomes or Google!

Today, we need all the technology we can get to stay ahead of identity thieves and terrorists. What's more, we need the right technologies that will help us create licenses and ID cards that are tamper-proof, titles that protect against fictitious duplication and recordkeeping that is second-to-none.

This is why working together and sharing our expertise—as well as our successes and failures—is one of the best ways we can plan for a safer future.

I invite you to join the many experts we'll bring to Charlotte to see what's in store for tomorrow's licensing, registering and titling. We intend to learn a great deal from each other and have a fine time doing it in North Carolina.

I look forward to seeing you in August!

Mike Robertson
Chair of the Board



Watch our Welcome to Charlotte video in the “Favorite Videos” section at [YouTube.com/AAMVA Communications](http://YouTube.com/AAMVACommunications).



For more information, visit aamva.org/Events/Calendar/2012AIC.htm

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