

MDTSEA History Highlights 1919 - Present

A History of the Michigan Driver and Traffic Safety Education Association

Background

Driver education is an outgrowth of a national organized safety education movement. Out of this movement a number of events occurred over several years that ultimately led to the introduction of driver education into the high school curriculum and the establishment of state driver education teacher associations.

A milestone in the development of safety education occurred in the 1919 convention of the National Education Association. The convention was addressed by Albert W. Whitney on the topic of "Safety Education in the Public Schools." His address included the following statement:

"It cannot be given all of us to fight for freedom, but the fight for safety, the fight for real adventure, the fight for a life that shall be the measure of a purpose instead of the marred result of purposeless chance, is with the rights of us all--it should be within the right of every pupil in the United States."

This address had a great impact on delegates, as a number of states passed legislation requiring the teaching of safety education during the early 1920's. (Stack, Herbert J., History of Driver Education in the United States. Washington D.C.: National Commission on Safety Education, National Education Association, 1966.)

Another milestone occurred when the National Society for the Study of Education published its 25th Yearbook in 1926 entitled, "The Present Status of Safety Education." This volume was prepared by a number of nationally recognized educators and leaders in safety education. It included subject matter in safety education, methods of administration, and types of lessons for academic and vocational high schools. One chapter entitled, "The Fundamental Significance of Safety Education," written by A.B. Meredith and Albert W. Whitney, included their philosophy of safety education as follows:

"The part that safety and the other subjects of which it is a type will take in the reorganization seems fairly clear. Health, safety, thrift and conservation are all characterized by having an immediate relationship to life. They involve fundamental attitudes of mind that it is necessary for one to have if he is satisfactorily to look out for himself and take his place in society...Our schools can do nothing better nor more fundamental than to make our children honorable, truthful, brave, courteous, unselfish, self-reliant, able to recognize the finer values in life, and disposed to conserve, rather than waste, their health, their lives and the resources of nature; there are no more fundamental nor important objectives than these...."

(Stack, Herbert J., History of Driver Education in the United States. Washington, D.C.: National Commission on Safety Education, National Education Association, 1966.)

Early Driver Education

When instruction in traffic safety was first provided by schools, it was integrated with other subjects or taught as a classroom-only course. The first course, which included both classroom and behind-the-wheel instruction, was taught in 1933 by Amos Neyhart at the Pennsylvania State College High School. During the behind-the-wheel instruction, one student drove and three rode as observers. Mr. Neyhart reported on his program at the National Safety Council's annual conference, which led to the establishment of other courses around the country.

In 1936 a college credit course for teachers was offered at Pennsylvania State College. In addition, the American Automobile Association began teaching an intensive one-week 40-hour course for high school teachers. This was the first of many to be taught over a period of many years.

Also, during 1936, the Lane Technical High School in Chicago started its program using 30 dummy cars in the classroom to simulate driving. Adjoining the school was a small area in which several automobiles were available for practice. This program represented one of the first combinations of simulation and an off-street multiple-car range program.

During the mid and late 1930's state courses of study began to appear. By 1940, over 20 states had courses of study, and several hundred high schools had begun teaching driver education. Also, during the mid 1930's, several high school driver education textbooks were published. Included were Man and the Motor Car and the Sportsmanlike Driving Series. These textbooks were limited in scope, and the course content relied heavily on the author's experience, opinions, and "best guesses."

There were several important developments in 1937. A college professors seminar in driver education was offered at the University of Kentucky. Also, during 1937, a system-wide program in driver education was started in Cleveland Public Schools, supervised by Leslie R. Silvernale. Finally, the American Association of School Administrators initiated plans for a yearbook on Safety Education. (Stack, Herbert J. History of Driver Education in the United States. Washington, D.C.: National Commission on Safety Education, National Education Association, 1966.)

One of the most valuable contributions to the safety education movement came with the 1940 Yearbook, Safety Education, published by the American Association of School Administrators. Driver education had been making steady progress since its inception, but recognition and endorsement by school administrators was greatly needed. At the 1940 convention of the American Association of School Administrators, the Yearbook was well received and given wide distribution. This was the first time that safety education, including driver education, was recognized by the profession as an integral part of the school curriculum. Driver education was given special attention in the Yearbook, and several statements were of historical significance.

"Teaching youth to be safe and intelligent operators of motor vehicles is a responsibility of the community. Instruction in safety is an essential part of the modern school's program of producing good citizens. The time has come for educators to prepare themselves for leadership in safety education."

(Stack, Herbert J., History of Driver Education in the United States. Washington, D.C.: National Commission on Safety Education, National Education Association, 1966.)

Another significant event was the First National Conference on High School Driver Education. This conference was sponsored by the National Commission on Safety Education and was held in 1949 at Jackson's Mill, West Virginia. This conference came at a time when driver education sorely needed policies, standards, and objectives. Conference proceedings were published as High-School Driver Education: Policies and Recommendations. Recommendations covered all aspects of a driver education program. Objectives of driver education were identified as:

"Promoting the safe, efficient, and enjoyable use of equipment and environment.
Developing a strong sense of personal and social responsibility for the common welfare.
Developing pride in maintaining high standards of performance.
Promoting effective habits of cooperation in meeting and solving common problems.
Preparing people for useful vocations suited to their individual abilities."

(National Commission on Safety Education, National Education Association, High-School Driver Education: Policies and Recommendations. Washington, D.C.: The Commission, 1950.)

A second national conference was held at Michigan State University in 1953. This conference reemphasized and strengthened some of the points covered by the first conference and added several others. (National Commission on Safety Education, National Education Association, Policies and Practices for Driver Education. Washington D.C.: The Commission, 1954.)

1955 Crisis

In the fall of 1955, it appeared that Michigan was going to set a record high in the number of traffic fatalities. The legislature had already adjourned for the year, so Governor G. Mennen Williams, concerned about this problem, called the legislature back for a short special session. This session was to deal with his 14-point traffic safety

program. About half of the 14 points were ultimately adopted by the legislature. The two of most concern to driver education were the passing of the driver education law and the establishment of the Highway Traffic Safety Center at Michigan State University. Michigan was the first state to pass a driver education law and the first state to establish a Highway Traffic Safety Center.

The most salient aspects of the driver education law required that:

- All school districts make a driver education course available to all eligible students, including those attending parochial or private schools and out-of-school youth.
- All students wishing to be licensed before their 18th birthday must satisfactorily complete a high school driver education course.

The Michigan Department of Education would promulgate rules and regulations to carry out the act. (The Department of Education established the requirements to teach driver education as holding a teaching certificate and completion of a 2-semester hour credit course in driver education among its rules.)

Public schools be reimbursed up to \$25 for every student completing the driver education course. This was to be financed by assessing \$1 for each original and each renewal operator's license and \$.35 for each chauffeur's license. (The Department of Public Instruction, The Michigan Driver Education Manual. Lansing: The Department, 1956.)

The Highway Traffic Safety Center (HTSC) was established in 1956 and was patterned after a structure recommended in the publication, What Can Colleges Do about the Traffic Problem. This publication was a report on a 2-year study conducted by the Association of Land-Grant Colleges and Universities. John A. Hannah, President of Michigan State University, was also president of this association at that time. The study was conducted at Michigan State University and involved many individuals from state and national organizations, as well as faculty members from various colleges on campus. The study recommended an inter-disciplinary approach to solving the traffic problem and that the services of the center be in providing credit courses, short courses and conferences, field services, research and technical writing, and information and material service. (Michigan State College, What Can Colleges Do about the Traffic Problem. E. Lansing: The College, 1953.)

Twenty-eight staff members were hired from around the country to accomplish the objectives of the Center. Their backgrounds included law and enforcement, driver education, traffic administration, accident investigation, traffic engineering, and other phases of traffic activities. With the cooperation of other departments at Michigan State University, the entire resources of the University were brought to bear upon the traffic problem in Michigan. Attached to the Center were staff from the School of Police Administration and Public Safety, General Business, Economics, Civil Engineering, Resource Development, Sociology, Agricultural Economics, Statistics, Teacher Education, Geography, Communications Research Center, and the Audio-Visual Center. Mr. Gordon Sheehe from the School of Police Administration and Public Safety was named as the Director of the Center. (Earl, Homer, MDSEA News. Kalamazoo News: The Southwestern Michigan Driver Safety Education Association, Vol II, No. 1, 1958.)

When established in 1956, the Michigan State University HTSC began teaching a number of 3-term credit hour driver education teacher preparation courses. In addition to teaching them during the regular school year, they were also taught in the summer as a 2-week concentrated course. Four courses could be taken during the summer and were taken by many teachers throughout Michigan and nationally.

Founding of MDTSEA

The Michigan Driver and Traffic Safety Education Association began when several driver education teachers met in 1953 in Southwestern Michigan to form The Southwestern Michigan Driver Education Association (SMDEA). This was the first Association of its type in Michigan. Growth of the Association was rapid so that by 1955 the group had increased to include driver education instructors from over sixty schools in the southwestern corner of the state. It was an active group of dedicated individuals interested in learning everything they could about driver education.

At SMDEA meetings the driver education instructors compared notes on each other's driver education programs. Many questions discussed then are still being considered today such as: How many students do you teach each semester? Do you use a standard shift or an automatic transmission car? How many hours of classroom work and how many hours of behind-the-wheel do you teach? Does the school use the driver education car for purposes other than driver education? What does it cost to operate your program? What's the latest information on driver education

textbooks and tests? How do you grade students? How much weight is given to "attitude" and how do you grade it? How many of your students pass the state licensing examination? The two most prominent questions of the day which always resulted in a lot of discussion were: Which is the best type of automobile to start teaching with-- standard shift or automatic shift, and which is the best foot to use for braking--right or left?

In 1956, the SMDEA met with other driver education instructors at St. Mary's Lake camp and formed a new association known as the Michigan Driver Safety Education Association (MDSEA). The first set of officers for 1956-1957 were: President, Lawton Smith of Portage High School; Vice President, Ed Comar of Redford High School; Secretary, Elmer Rewalt of Allegan High School; and Treasurer, Russell Kelly of Muskegon Public Schools. This is the Association which exists today as the Michigan Driver and Traffic Safety Education Association (MDTSEA).

The MDSEA met twice a year on a state-wide basis. One meeting was held in the Spring and the other in the Fall. The theme of each meeting was in-service training. No one ever left a meeting without taking home a lot of good ideas to try out. They also published a newsletter beginning in 1957 titled The MDSEA News. Homer Earl of Kalamazoo served as the editor. (Earl, Homer; MDSEA News. Kalamazoo: The Southwestern Michigan Driver Safety Education Association, Vol II, No. 1, 1958.) Lawton Smith, one of the founders of the MDSEA and its first President, was elected President-Elect of the American Driver and Safety Education Association (ADSEA) for the 1958-1959 year and served as ADTSEA's third president during 1959-1960.

1958-1960 Highlights

The Association hosted the 3rd annual conference of the American Driver and Safety Education Association (which later became the American Driver and Traffic Safety Education Association) in East Lansing, Michigan.

1961 Highlights

The Executive Board held four meetings during the year. In August, the treasury had a balance of \$243.49 and by the December meeting, the balance had increased to \$382.93. The Spring meeting of the Association was held at the University of Michigan (UofM) and the Fall meeting at the G.M. Technical Center in Warren. Nearly 150 MDEA members and friends attended the meeting at the Technical Center.

The major activity of the year was a letter writing campaign to Michigan State University (MSU) President John A. Hannah, urging him to continue the courses necessary for approval to teach driver education. This was undertaken because after three years of operation, the MSU Highway Traffic Safety Center had been dissolved due to budget constraints of the State and the University. The Board also passed a resolution that the Association communicate to HTSC Director Gordon Sheehe and Assistant Director Leslie Silvernale their appreciation for all the services the HTSC had provided and their regret that the HTSC had been dissolved. A further letter was sent to the HTSC requesting that it continue serving as the Secretariat of the Association.

The Executive Board approved a motion that an attempt be made to re-establish a newsletter for the Association. The Michigan Education Association (MEA) had agreed to pay up to 1/3 of the cost, not to exceed \$200. Ken Licht volunteered to serve as the editor.

The Executive Board also approved a motion to establish two new membership categories— Maintaining Membership at \$25 and Sustaining Membership at \$50.

The Association was granted department status in the Michigan Education Association.

1962 Highlights

The Executive Board held four meetings during the year and conducted two state meetings. The spring meeting was held at the Uof M in conjunction with the University's Tenth Annual Conference for Teachers of Driver Education. Over

200 teachers attended the conference. The fall meeting was held at Michigan State University and concentrated on alcohol education.

Four issues of the MDEA MISSIVE were published and distributed to members.

The treasurer reported a balance of \$803.87 on hand in May.

The Executive Board passed a resolution and sent it to the Superintendent of Public Instruction that the driver education approval requirements be increased to a minor equivalency. This position was reaffirmed at the annual business meeting with the MDEA president directed to write a letter to the Superintendent of Public Instruction to this effect. The board also discussed the need for a broader base for driver education to insure that the Department of Public Instruction would be able to reimburse public schools at the \$25 rate.

Driver education teachers were urged to contact their legislator to voice their opposition to a bill that would allow public schools to contract with commercial schools to provide driver education for the district. Later in the year, the Attorney General issued an opinion which stated that:

"Local schools districts do not have the authority to contract with approved commercial driver education schools to provide instruction for students under 18 years of age....The attorney general ruled that the superintendent of public instruction may not distribute moneys from the driver education and training funds to school districts for the purpose of implementing such an unauthorized contract."

Two proposed amendments to the constitution were adopted at the spring meeting. The first increased the membership fees from \$2.50 to \$3. Fifty cents of the annual dues was earmarked to defray cost of the MDEA MISSIVE. The other amendment changed the name of the Association from the Michigan Driver Safety Education Association to the Michigan Driver Education Association (MDEA). This change was made so that the name would conform to the national association's name of the American Driver Education Association (ADEA).

The Executive Board approved an allowance of \$50 per person for expenses for up to three MDEA officers or board member delegates to attend the ADEA conference.

Michigan received the nation's highest award in high school driver education. The program was recognized by the President's Committee for Traffic Safety as the annual measurement of high school driver education programs throughout the country.

1963 Highlights

The Executive Board held four meetings during the year and conducted two state meetings. The Spring meeting was held at the UofM and the Fall meeting at Ferris State College. The Spring meeting was structured around a report on the activities of the State Driver Education Policy Committee and a survey conducted by Dr. Donald Huelke and Dr. Paul Gikas on the involvement of teenagers in highway accidents. The Fall meeting centered around automobile mechanics from the standpoint of preventive maintenance.

Three issues of the MDEA MISSIVE were published. With the departure of MDEA MISSIVE editor Ken Licht to the National Safety Council (NSC), Les Silvernale took over as editor.

The Association reaffirmed its stand on increasing driver education teacher preparation requirements and urged the ADEA to seek raising the requirements throughout the North Central Region.

The Executive Board gave consideration to the MDEA tying in more closely with the MEA's regional meetings. In the Fall, the MDEA did participate in ten regional meetings covering fifteen of the eighteen MEA regions. The board also voted to continue the practice of paying up to \$50 expense money for each of the four MDEA officers to attend the ADEA conference.

1964 Highlights

The Association held its Spring meeting at the UofM in conjunction with the Twelfth Annual Conference of Teachers of Driver Education. The morning session focused on automotive safety research at the G.M. proving grounds. The afternoon session was held at the proving grounds with a tour of the grounds and some of the research being conducted. Registration was limited to 225 attendees, and the fee for the meeting was \$1.00. The Executive Board voted to discontinue the Fall meeting and instead to hold a meeting in conjunction with each of the Fall MEA regional meetings.

Four issues of the MDEA MISSIVE were published and sent to Association members.

The Executive Board voted to contribute to the expenses of only two of the officers instead of four to attend the ADEA conference. The amount of the contribution was increased to \$100 per person. The board also voted to increase the number of issues of the MDEA MISSIVE from four to five per year with one issue being published in the summer. The summer issue was to be sent to all driver education teachers in the state.

The Association approved three amendments to the Constitution. One changed the address of the Association from the HTSC to the MEA. The second changed the time of the election of officers from the Fall meeting to the Spring meeting with newly elected officers taking office immediately. The third change was that officers would serve two-year terms instead of one-year terms.

The Association approved a resolution that the Association was opposed to the use of speed in automotive advertisements and that the President communicate this resolution to each of the automobile manufacturers.

At the urging of Governor George Romney, the MSU Board of Trustees voted to re-establish the HTSC, effective July 1, 1964.

1965 Highlights

The Spring meeting of the Association was held as part of the 13th Annual Conference for Teachers of Driver Education at the UofM. The program was varied dealing with signs, signals, and roadway markings; safe driving; psychology and driver behavior; and law enforcement practices. Fall meetings were also held at the MEA regional meetings.

Five issues of the MDEA MISSIVE were published with the summer issue being sent to all driver education teachers in the state.

The Association held two extra meetings, one in the Upper Peninsula and one in the Lower Peninsula, to give careful consideration to the recommendations made by Governor George Romney's Special Commission on Traffic Safety (SCOTS). The Association voted overwhelmingly to support the recommendations. Among the recommendations were increasing the licensing age to 17, increasing the age to be eligible to take driver education from 15 to 16, requiring 90 days of driving with a parent or guardian following driver education, and increasing the reimbursement for driver education up to \$40 per student, but not to exceed the cost of the program. The Association President was directed to send a letter to the Governor, Secretary of State, and the SCOTS Chairman to inform them of the Association's position.

A driver education study conducted by the HTSC was also released which included many recommendations for the improvement of driver education. Among the recommendations was increasing the licensing age to 17 years of age. This change was recommended by the majority of the school officials, law enforcement personnel, judges, and parents interviewed as part of the study. Association members Bob Gustafson and Bob Nolan of the HTSC staff were co-investigators. Several Association members joined national leaders in writing the publication *Policies and Guidelines— Teacher Preparation and Certification in Driver and Traffic Safety Education*. The booklet was the product of the National Education Association's National Commission on Safety Education. The State Board of Education raised the requirements to teach driver education from two semester hours to four semester hours beginning July 1, 1967 and to six semester hours beginning July 1, 1968.

1966 Highlights

The Association held its annual Spring meeting in conjunction with the 14th Annual Conference of Teachers of Driver Education at the UofM. The program included presentations on the University's Highway Safety Research Institute, facts about tires, the Michigan Accident Claims Fund, the status of Michigan driver education, and automobile insurance. The Honorable William G. Milliken, Lieutenant Governor, addressed the luncheon meeting. At the meeting, 69 members received Certificates of Merit for having achieved a minor or its equivalency in driver education.

At the Spring meeting, the Executive Board voted to take an active part in the series of eight regional meetings being held by the Michigan Department of Education for driver education teachers. Following the meeting, the Association President appointed a committee to develop plans for the public information program.

The Association published and distributed to Association members three issues of the MDEA MISSIVE. Approximately 190 teachers attended four regional meetings the Association conducted to discuss traffic safety legislation. Those in attendance voted in favor of all the recommendations in the SCOTS report.

The legislature enacted a bill which raised the reimbursement for driver education to \$30 per person but not to exceed the cost of the program. To cover the increased reimbursement, the licensing fees going into the Driver Education Fund were increased to \$3 for an original operator's license, \$2.50 for an operator's renewal, and \$1.35 for a chauffeur's license.

The Association held its Fall meeting as part of the MEA's regional meetings. Eight meetings were held which covered 13 of the MEA's 18 regions.

Phil O'Leary joined the staff of the State Department of Education as a consultant in driver education. Phil became a very important member of the Executive Board from that position.

Walter Eaton, an important member of the Executive Board and a prime mover in the creation of the MDEA in 1955, left Michigan to accept a position at the University of Georgia.

1967 Highlights

The State Department of Education conducted a series of eight Spring regional meetings for driver education teachers. The Association had voted previously to take an active part in these meetings. The theme of the meetings was Improvement of Driver Education in Michigan. At the meetings there were presentations on methods driver education teachers can use to acquaint people with a good driver education program, how the driver education teacher can cover the alcohol problem in the classroom, and the improvement of driver performance. The meetings were a great success as far as the program and attendance were concerned. Unfortunately, on five of the eight meeting days, there were heavy snow storms and icy roads.

Two Association members, Al Peterson, MDEA President, and Les Silvernale, represented the HTSC at a meeting called by the National Commission on Safety Education to react to tentative driver education standards developed by the National Highway Safety Bureau. This and the development of other highway traffic safety program standards were required by the Highway Safety Act of 1966.

The Association held its annual Spring meeting at the UofM as part of the 15th Annual Meeting for Teachers of Driver Education. The program consisted of a discussion on the status of Michigan traffic legislation, and presentations on recent developments in automotive safety entitled, Do We Care Enough, and A School Administrator's View. The registration fee was \$2, and the cost of the luncheon \$2.60.

At the annual meeting, Les Silvernale was presented a life membership in the Association and a beautiful bronze plaque. He was also presented the beautiful American Steering Wheel Award by the Automobile Club of Michigan. In accepting the awards Les said:

"I shall always consider my experience as executive secretary of MDEA a highlight of my career. I have seen the steady progress which the Association has made over the years and am confident that it will continue in a leadership role in the effort to improve Michigan's driver education program."

With the retirement of Les, Bob Nolan of the HTSC took over as the Association Secretariat and as editor of the MDEA MISSIVE.

Once again the Association presented certificates to members who had completed a minor equivalency in driver education. Twenty-two new certificates were issued compared to sixty-nine last year.

The Association held its Fall meeting in conjunction with the MDEA regional meetings. The programs varied at the different regional meetings.

At the December Executive Board meeting, the board discussed plans for the 1969 American Driver and Traffic Safety Education Association (ADTSEA) national conference to be held on the Eastern Michigan University campus.

The Association published and distributed to members four issues of the MDEA MISSIVE.

Membership in the Association increased substantially in the past year with approximately 500 MDEA members and 100 teacher professionals associated with ADTSEA.

1968 Highlights

The MDEA participated in a series of twelve regional meetings conducted by the Michigan Department of Education. Also cooperating in this series of meeting was the Automobile Club of Michigan and the HTSC. Drs. Pelz and Schuman gave the research results of a study of 452 young drivers in Washtenaw County; and showed two-minute trigger films designed by the researchers and used expressly to study reactions by young drivers used in their study.

The Association held its annual Spring meeting at the UofM as part of the 16th Annual Meeting for Driver Education Teachers. The program contained a discussion of the status of Michigan traffic safety legislation, a panel presentation on Michigan's Implied Consent Law, and the Breathalyzer Program, and two presentations titled What Will the Emperor Wear Next Year and Spot Lane Checks.

The Executive Board voted to support the 1968 Voluntary Vehicle Safety Check program in Michigan sponsored by the Auto Industries' Highway Safety Committee. The board also discussed ways and means of raising more money for the treasury. A committee was appointed to investigate the possibility of including commercial advertising in the MDEA MISSIVE.

The MDEA needed a new home for its Spring meeting. With the death of A. A. Vezzani the Annual Meeting for Driver Education Teachers was discontinued at the UofM. Tentative plans were made with the Boyne Mountain Lodge.

The Association published three issues of the MDEA MISSIVE during the year.

1969 Highlights

The Association hosted the ADTSEA conference in Ypsilanti, however, no records were found on MDEA preparations for this conference or on any other Association activities during the year.

1970 Highlights

The Association held its annual State meeting at the Shanty Creek Ski Lodge. About 160 persons attended. The program covered a number of topics including the role of the counselor in driver education; roadside pollution; the Portage High School driver education program for special education students; car selection, financing, insurance and operating costs; and a panel on behind-the-wheel programs. The banquet speaker was Harold Holmes who spoke on the primary mission of the Driver Education Section of the NSC.

At the meeting, six individuals were recognized for having completed a minor equivalency in driver education and were awarded certificates.

Bob Nolan was promoted to Assistant Director of the HTSC. Because of his new duties, time did not permit him to continue as Secretariat or as editor of the Newsletter. Bill Covert of the HTSC staff took over as Secretariat, and Martin Dolan became the interim editor of the MDEA MISSIVE.

Two issues of the MDEA MISSIVE were published during the year. The name of the publication was also changed to the Michigan Driver Education Association Newsletter.

1971 Highlights

This year, the MDEA hosted the North Central Regional meeting of ADTSEA. This region represented eleven states. Ninety-eight people registered for the conference but only fifty-four actually attended. Martin Dolan, President of MDEA and Phil O'Leary, President-Elect of ADTSEA gave the opening addresses.

The Association held its annual State Conference at the Shanty Creek Ski Lodge. The program included work sessions on determining the actual costs of driver education, community service programs, public relations and communications, commercial schools, evaluation of special projects, and recent developments in driver licensing.

At the conference the first Silvernale Award, MDEA's highest award, was awarded to Milburn Stone. Milburn Stone is best known for playing the part of Doc Adams the chief medical examiner on the TV program Gunsmoke. He made a great contribution to driver education by his appearance in the traffic safety film entitled, The Case of Officer Hallibrand. This film was shown in thousands of driver education classrooms throughout the nation. Also, at the conference, Awards of Excellence were given to Allen W. Merrell of Ford Motor Company, Frederick N. Rehm of the Automobile Club of Michigan, and Jack Green of Traffic Safety for Michigan.

At the conference business meeting, the Association members approved an amendment to the Constitution which changed the annual membership year to begin at the Spring conference and to continue to the next Spring conference.

Secretary of State, Richard H. Austin, and publications coordinator, Dave Shinn, enlisted Dr. Donald Smith and other members of MDTSEA to annually review and edit the Michigan Department of State booklet entitled, "What Every Driver Must Know."

Bob Cullen announced that the Automobile Club of Michigan would finance all the cost of printing and mailing the newsletter. This was a big financial savings for the Association.

At an Executive Board meeting the possibility of developing a model program for driver education was discussed. Ray Curran was given the task of outlining a slide program.

Nine issues of the MDEA Newsletter were published during the year. Ron Bradford took over as the editor.

1972 Highlights

The year began in a bad way for the Association. The treasury was empty and \$600 was owed to MSU which handled the Association's account. Membership was down to 48 members from 384 active members in September of 1971. The reason for the decrease in membership was the change in the membership year voted upon last year. Active memberships for 1971 expired in October and members were not contacted to renew their memberships. An appeal was made through the MDEA Newsletter that former members renew their memberships at a reduced rate of \$3 instead of the usual \$5.

The annual State Conference was held at the Shanty Creek Ski Lodge with the theme of How to in '72. The program featured six sessions designed to give participants How To information regarding a variety of suggestions for their own programs.

At the conference business meeting, the members approved a change in the Constitution that limited all MDEA officers to one-year terms of office.

Bill Covert was honored with a resolution recognizing his service to the Association as Secretariat. He was awarded a life membership in the Association and given a plaque of recognition for his services. Bill was leaving to accept a position at Rutgers University.

The Executive Board agreed to begin holding regional meetings again. A committee was established to plan the program and work out the details. The board also received a request from the UofM to assist it in selecting a recipient for the A.A. Vezzani Award. This award was established to honor Professor Vezzani who, until his death, taught the driver education program for the university.

Seven issues of the MDEA Newsletter were published and distributed to members during the year.

The treasury had a balance of \$614.55 at the end of the year.

1973 Highlights

At the first Executive Board meeting of the year a memo from Gordon Sheehe, Director of the HTSC was circulated that assured the Association that the HTSC had not decreased its concern or support of MDEA. This memo was the result of a meeting Association President Tod Osborne had with Mr. Sheehe regarding the relationship between the two organizations.

The Association held its annual State Conference at the Shanty Creek Ski Lodge. The program had sessions on important factors in the field of traffic safety, behavioral objectives in our field, ranges, safety coordinator K-12, school bus safety, and state driver licensing. During the business meeting, the members voted to amend the Constitution to change the name of the Association to the Michigan Driver and Traffic Safety Education Association (MDTSEA). One hundred and ten members attended the conference.

Association President Tod Osborne established the President's Award and presented it to Jane Jensen at the annual Spring Conference. The Award was to be given to the individual who, in the President's estimation, had given outstanding service to the Association and had been a key to its accomplishments.

A meeting was held with Chuck Keeling of the MEA regarding behind-the-wheel insurance coverage. The MEA insurance did not cover it so the MDEA recommended to the MEA that the teacher liability policy be expanded to include driver education teachers and any other teachers who transported students. It appeared that the MEA would do so.

The Association held its first series of regional meetings since 1968. The program consisted of a presentation on educational accountability. Several presenters talked on the alcohol problem and different methods to combat it.

The Automobile Club of Michigan offered to cover all the costs of the artwork and the printing of a letterhead, envelopes, and the newsletter bulletinhead once the Association had developed a design for them.

With the departure of Bill Covert, Jane Jensen a secretary with the HTSC, took over as Secretariat with Room 70, Kellogg Center, MSU becoming the new MDTSEA address.

The Association published and distributed six issues of the MDEA/MDTSEA Newsletter during the year.

The treasury had a balance of \$812.01 as of November 3rd.

1974 Highlights

The annual State Conference was held at the Shanty Creek Ski Lodge. The program focused on the relationship between the Curriculum Guide for Safety Education and Performance Objectives. The Department of State discussed the progress on their driver license road evaluation test, the alcohol countermeasures programs, the criteria for identifying poor drivers, and the Department's goals in relation to MDTSEA's goals.

At the conference, the members approved an amendment to the Constitution which stated that members would be dropped from the membership roles if their dues were not paid by October 1st. (The membership year ran from Spring Conference to Spring Conference.)

The Association held a series of regional workshops. Each attendee was given a copy of a filmstrip entitled, The Decision Is Yours.

The Executive Board held seven meetings during the year. At one of the board meetings, Association President Sheridan Rhodes discussed membership in other state driver education associations and noted the success they have had. A letter and questionnaire were sent to all state associations requesting information concerning their membership drive, current status, etc.. At the December board meeting, it was reported that the Association had \$1,120.24 in the treasury.

Four issues of the MDTSEA Newsletter were published and sent to members.

1975 Highlights

A series of twelve regional workshops were held to review and react to the Michigan driver education performance objectives. The results of the workshops were to be reported at the annual State Conference.

The Association held its annual State Conference at the Shanty Creek Ski Lodge. The program featured presentations entitled, Values Clarification in Driver Education, Instructional Programs for Pre-Driver Education, Instructional Objectives for Motorcycle Safety Education, The Motorcycle Accident Study, and Feedback from the Performance Objectives Workshops. "Fritz" Bennetts, Director of Public Relations for Oldsmobile, was the banquet speaker.

At the conference business meeting, several organizational changes in the Constitution were approved. A copy of the revised Constitution was sent to all Association members via the newsletter.

The Association received its order for 5,000 brochures, 4,000 return envelopes, 600 membership cards and 100 sustaining membership certificates. The total cost of this order was \$784.75.

The Executive Board held five meetings during the year. At one of the board meetings, a resolution was passed and sent to the Secretary of State and the Superintendent of Public Instruction. The resolution stated: The MDTSEA hereby resolves to encourage the State of Michigan to allow students enrolled in an approved driver education course to practice driving with a licensed parent or legal guardian. Association representatives met with both individuals to determine the procedure for implementing the resolution. An Ad Hoc committee was appointed to draft a proposed bill and the change that would be necessary in the Driver Education Rules and Regulations.

The Executive Board also began a membership contest for District Representatives with two different categories: 1. obtaining the greatest percentage of potential members in their District, and 2. obtaining the greatest percentage increase in membership over the previous year. The four winners were announced at the annual State Conference with the winners receiving a \$50.00 bond a one year subscription to the lottery and a plaque.

At the December Executive Board meeting, it was reported that there was \$1,177.81 in the treasury. Four issues of the MDTSEA Newsletter were published and sent to members. Beginning with the May-June issue, Bob Gustafson took over as editor on a one-year approval basis.

Association membership stood at 403 members as of the end of the membership year (April 30th).

1976 Highlights

The Association assisted the HTSC in carrying out a grant from the Michigan Office of Highway Safety Planning (OHSP). The purpose of the grant was to introduce and distribute to public school districts four publications: 1. A Resource Curriculum in Driver and Traffic Safety Education, 2. Policies and Guidelines for Driver and Traffic Safety

Education, 3. Policies and Guidelines for a School Safety Program, and 4. Policies and Guidelines for Preparation and Certification of School Safety Personnel.

Fifteen regional meetings were held to distribute the materials. One hundred sixty-six school districts were represented by 242 individuals at the 15 meetings.

The Association held its annual State Conference at the Shanty Creek Ski Lodge. Featured at the conference were presentations on An anatomy of an accident, a "DWI Mini Course for Driver Education, and 76 Ways to Teach. There were also eight mini sessions on a variety of topics.

With the resignation of Jane Jensen from the HTSC, Sandy Overall, a secretary with the HTSC, took over the Secretariat duties. After a short time, Sandy left because of her husband's graduation She was replaced by Deborah Mayhew, another secretary from the HTSC, who then took over the Secretariat duties.

The Executive Board held eight meetings during the year. At one of the meetings, the board took a position on five legislative bills and notified the House and Senate Committee Chairmen of its positions. The board also voted to continue the membership contest it had begun last year and approved having the Michigan centennial license plate as its logo. Masters of the logo were made and stationary and envelopes were ordered. The board also agreed to have an Association logo lapel pin made. Association President Ray Curran agreed to get cost estimates from several companies. Bob Gustafson indicated he would donate \$100 from his newsletter reimbursement to help pay for making the cast of the pin. (Bumpa-Tel agreed to do the initial pin for \$50 and the cost of each pin thereafter would be \$2.)

The Executive Board, in working with Representative Ernest Nash, was successful in getting a bill introduced that would enable driver education students to drive with a licensed parent or guardian while taking driver education. This was the Association's bill.

The Executive Board approved sending the publication, Policies and Guidelines for Trailering, to all school districts. The Michigan OHSP agreed to pay the cost of the booklets and the postage. The board also agreed to increase the dues for active and associate members from \$5 to \$7, effective October 1st.

Don Smith reported to the board the results of his committee's questionnaire and survey sent to all school districts concerning driver education vehicles. The results showed no patterns or quick solutions. Don agree to meet with Gil Haley of the Michigan Auto Dealers Association to discuss the survey results.

Five issues of the MDTSEA Newsletter were published during the year. Bob Gustafson agreed to continue as the permanent editor. The Executive Board approved an increase in pay for the newsletter editor from \$200.00 per year to \$100 per issue, up to five issues per year.

There were 560 members in the Association at the end of the membership year (April 30th).

The Association had \$1,941.82 in the treasury as of the end of November.

1977 Highlights

The annual State Conference was held at the Holiday Inn in Mt. Pleasant. The conference program consisted of presentations on The Car Loan Program, Training of Novice Motorcycle Riders, A.V. Materials, State Policies and Regulations on Driver Education, and The Michigan Driver Education Evaluation. There were also three sessions of mini sessions covering five topics. Registration for the conference cost \$3. The winners of the membership contest were announced with two individuals taking first place. They received a \$50 savings bond, a plaque and a year's subscription to the lottery. The second place winners each received a year's subscription to the lottery. (Larry Thompson one of last years contest winners won the lottery twice with his year's subscription. He received \$25 each time.) The Constitution was amended to provide that MDTSEA members unable to attend the conference can obtain an absentee ballot from the Secretariat. New officers were elected at the conference business meeting.

The Executive Board held five meetings during the year. At one of the meetings, Don Smith reported that the car loan committee had prepared a first draft of the car loan agreement form and the publications.

With \$3,161.19 in the treasury in May and with only \$354.01 in outstanding bills, Treasurer Jerry Ockert was directed to deposit, at his discretion, some of the money into a daily interest-bearing account.

In the Spring, Robin Bailey, a secretary with the HTSC, took over from Deborah Mayhew as Secretariat of the Association.

Bob Cullen of the Auto Club of Michigan informed the board that the Auto Club would no longer be able to underwrite the costs of printing and mailing the newsletter. The Auto Club had been supplying this financial aid for three and a half years.

Five issues of the MDTSEA Newsletter were published and sent to members during the year.

At the end of the membership year (April 30th), membership was 522.

The Treasury had a balance of \$2,113.63 as of December 3rd.

1978 Highlights

The annual State Conference was held at the Shanty Creek Lodge. The general sessions dealt with The Results of the Statewide Driver Education Testing Program, and Driver Education and the Future of the National Highway Safety Program. Seven different mini sessions were held on a variety of topics. There were three amendments to the Constitution that were approved. One amendment eliminated the office of Secretary since the Secretariat was doing all the work a secretary would normally do. Another changed the term of office for each of the three officers to one year with no officer permitted to succeed him/herself, and the final increased membership dues from \$7 to \$10. The dues increase was necessary to pay the costs of publishing and mailing the newsletter.

Winners of the membership contest were announced at the conference. The two first place winners received a \$50 savings bond, a plaque, and a 24-week subscription to the lottery. The two second place winners received a 24-week subscription to the lottery.

MDTSEA, in cooperation with AAA Auto Club, attended training in advanced driver education techniques at the General Motors Proving Grounds. During 1977-1978, chaired by Dr. Donald Smith, MDTSEA and AAA Auto Club conducted a series of workshops, including behind-the-wheel training, for driver education instructors throughout the state.

Bob Gustafson presented to the Association a large wall banner and a podium banner to add a little "class" to MDTSEA functions. They both featured the Association's logo in blue and red on a white background.

The Executive Board met five times during the year. The board approved producing 50 copies of the filmstrip Seat Belts--How Effective Are They? These filmstrips were the result of a study conducted by Dr. Donald Huelke of the UofM's Highway Safety Research Institute. The filmstrip had an accompanying tape cassette and lasted about 30 minutes. The sales price was set at \$20 for Association members and \$25 for non members. All profits will go to the Association.

The Executive Board approved four new award categories: 1. Outstanding Auto Dealer's Award, 2. Distinguished Achievement Award, 3. Promising New Driver Educator Award, and 4. Outstanding District Representative Award. These were in addition to the Silvernale Award, Vezzani Award and the President's Award already being awarded. The awarding of Honorary Memberships was also approved. Criteria for each of the awards and the honorary memberships were developed and approved. All seven awards and honorary memberships were given out at this year's State Conference. At the conference business meeting a new slate of officers was elected.

The Car Loan Committee held ten luncheons with an attendance of 326. Five were left to be held. The program gained national exposure through the ADTSEA Journal.

Membership totaled 603 at the end of the membership year (April 30th).

On December 16 there was \$1,770.39 in the checking account and \$12.83 in the savings account.

1979 Highlights

This year's annual State Conference was held at the Hilton Shanty Creek. The general sessions included presentations entitled, Driver Education in the Full Time Curriculum, by Representative James Barcia, It's Happening in Traffic Safety Education, by Donn Maryott, and From Where I Sit, by Dr. William Cushman of ADTSEA. Two groups of four mini sessions were held and repeated the following day. New officers were elected at the business meeting; and the award winners were announced at the conference banquet.

There were seven Executive Board meetings during the year. The board approved setting fees for advertising in the newsletter. The fees were \$125 for a 1/4 ad, \$200 for a 6 page ad, \$300 for a full page ad, and \$225 for an insert. Ads would be accepted only for the conference issue (January-February). The board also voted to provide the Association President \$150 to attend the ADTSEA conference.

The Michigan OHSP planned to conduct a driver education evaluation. The Board went on record favoring this study and notified the Secretary of State, Chairman of the State Safety Commission of its position.

After serving five years on the ADTSEA Executive Board, Dr. Donald Smith spent his final two years on the board as the 23rd ADTSEA President.

Laura Lantzy-Taylor, a secretary with the HTSC, took over the Secretariat duties from Robin Bailey in June.

The MDTSEA hosted the North Central Regional Meeting of ADTSEA in Ann Arbor. The meeting was open to all driver education teachers, not just MDTSEA or ADTSEA members.

There were 507 members in the Association as of the end of the membership year (April 30th).

On December 1, 1979 there was \$2,744.82 in the treasury.

1980 Highlights

The annual State Conference was held at McGuires in Cadillac. The pre-registration and registration fees were set at \$5.00 and \$6.00, respectively. The entire format of the conference was changed this year as were the type of speakers. No mini sessions were scheduled and all the speakers were from outside the field of driver education. Secretary of State Richard Austin was the lead-off speaker. Other presentations were on Fuel Efficient Driving, The Ford Car Loan Program, Motivation, The Air Bag, Drugs and Driving, and Alcohol Education in Driver Education. All the awards were presented at the conference banquet; and an amendment to the constitution was approved at the business meeting which clarified which organizations were sustaining members of the Executive Board. New officers were also elected at the business meeting.

The Executive Board held six meetings during the year. A special project of the board was to have a special mailing to all individuals who had been a member during the past two years but chose not to rejoin. This was hoped to stop the decrease in membership which had been occurring during the past two years. A new membership contest was also started. A free membership would be given to any member who obtained five new members before the end of the membership year.

The Association decided to take the offensive in selling driver education to the public. The Public Relations Committee designed a speaker's program that could be used to inform community leaders and decision makers about driver education. Fifteen individuals were trained to use the program. The first program was presented to the Essexville Lions Club.

Through a gift from Mrs. Richard, in memory of her late husband John, a gavel set was made by Don Callis which would be used during the "passing of the gavel" ceremony at future conferences.

The Association concluded holding a series of Energy Efficient Driving workshops.

Five issues of the MDTSEA Newsletter were published during the year. The HTSC agreed to pay all mailing costs.

Association membership was 440 as of the end of the membership year (April 30th).

The treasury had a balance of \$4,407.35 on December 6th.

1981 Highlights

The annual State Conference was held at the Hilton Shanty Creek. The pre-registration fee was set at \$10 and the registration fee at \$12. Once again, the program consisted of general sessions with no mini sessions. Dr. Philip Runkle, Superintendent of Public Instruction, opened the conference with a presentation on Michigan Driver Education in the '80s. Other presentations were Competency Based Curriculum for Driver Education, Implementation of Parent Participation, Alcohol As a Food — Alcohol As a Drug, and Teaching High School Driver Education Fuel Efficiency. In addition, four members received a free membership for one year for bringing in five new members. One District Representative was given a \$50 savings bond for being the representative from the district which brought in the most new members.

At the business meeting, a new slate of officers was elected, and the award winners were presented with their plaques at the conference banquet.

The MDTSEA was actively involved in three bills that affected driver education. Two bills passed. One raised reimbursement to \$45 per student, and the other allowed students to drive with a license parent or legal guardian while enrolled in driver education.

Several public relations presentations were made to civic organizations during the year.

The HTSC dodged a bullet during the year. Because of financial conditions the university had scheduled it for elimination, but it survived and continued teaching driver education teacher preparation courses and serving as the Secretariat.

The Executive Board held five meetings during the year. The board agreed to contribute \$800 to Don Sharp in his suit against the Huron Valley Schools. The Huron Valley Schools had threatened to drop driver education if its millage didn't pass. This action would have been illegal because, by law, all public school districts must make driver education available to all eligible students. He was challenging this threat in court.

Membership at the end of the membership year was 452 (April 30th).

On December 6th, the checking account had a balance of \$2,069.74. There was also \$3,000 in a money market account which the Association had opened.

1982 Highlights

The annual State Conference was held at the Hilton Shanty Creek. Pre-registration and registration fees were set at \$10.00 and \$15.00, respectively. The program consisted of presentations entitled, Traffic Safety Options in an Age of Dwindling Fiscal Resources, Driver Education in the '80's, Report on the DeKalb County Research Project, and Competency Based Driver Education. There was also a symposium entitled, Look to the Future. No mini sessions were held. At the business meeting, new officers were elected, and at the banquet, all award winners were recognized and presented their awards.

The Executive Board met six times during the year. The board approved giving the Association President \$200 to attend the ADTSEA conference. The board committees gave a number of reports and there was also a lot of discussions on various topics but no actions were taken.

The Association had 431 members at the end of the membership year (April 30th).

On December 4th, the balance in the checking account was \$714,41 and there was \$4,385.55 in the

money market account.

1983 Highlights

The annual State Conference was held at the Hilton Shanty Creek. Pre-registration and registration fees were again set at \$10.00 and \$15.00, respectively. The conference program consisted of presentations entitled, Michigan's Competency Based Driver Education Program, New Drunk Driving Legislation, Critical Issues Facing Driver Education, Probationary Licensing--Results of New Program, and Life Control--Affirmative Action for Safety. There was also a demonstration of roadside testing of suspected drunk drivers. No mini sessions were scheduled.

At the conference business meeting, new officers were elected, and at the conference banquet, the award winners were recognized and presented with their awards.

The Executive Board held six meetings during the year. The board approved donating \$200 to the Michigan Seat Belt Coalition to aid in its campaign to have mandatory seat belt legislation enacted. The board was informed that there was a possibility that driver education would be de-mandated.

There was much discussion on what the association might do, and an alternative solution was approved. The board approved updating the seat belt filmstrip and giving the in-coming president \$100 to cover expenses incurred during the year. No itemization was required. Finally, the board approved joining the Alliance for Traffic Safety. No fees were involved, but they did accept donations. The board donated \$50.

Don Smith reported that the Michigan Association of Insurance Companies (MAIC) was interested in having MDTSEA work with them on the development of a film, video tape, etc. on defensive driving. Several board members were appointed to meet with the MAIC.

The decline in MDTSEA membership continued. At the end of the membership year on April 30th, membership was 356.

At the end of the year (December 3rd), there was \$665 in the checking account. No report was given for the money market account.

1984 Highlights

The annual State Conference was held at the Hilton Shanty Creek. The pre-registration fee was set at \$15 and the registration fee at \$10.00. The program consisted of general sessions with no mini sessions. The general session topics included presentations entitled, Washington's Competency Based Program, How to Keep Local Districts Working, Managing Efficiently for a Safer Traffic Environment, New Motorcycle Education and Licensing Requirements, and Washtenaw County Parent Involvement Program. There was also a forum on Materials and Support for the '80's and Beyond. At the conference business meeting, new officers were elected, and at the banquet, all the award winners were presented with their plaques.

The Executive Board met seven times during the year. Rick McGrath from the MAIC was introduced to the board. The MAIC was interested in getting insurance information to students in school. He was interested in learning how effective the current comprehensive information guide was, the board's feelings about the development of a short course and a student's pamphlet to go with it, and whether the Association would endorse the short course/pamphlet idea. The board voted to endorse the program. Mr. McGrath agreed to come back with a proposal.

The Executive Board approved raising the membership fees for regular and associate members from \$10 to \$15 effective October 1st. The Board also approved on a one-year trial basis the reimbursement of board members for travel expenses if the member lived 150 or more miles (one way) from the meeting site. Reimbursement was set at 50% of documented costs but not to exceed \$50.

Three new temporary committees were established: The Performance Objective Review Committee, the Development of Classroom Lesson Plans Committee, and the Teacher's Guide for Sobering Consequences Committee. Several members were appointed for each committee.

Membership at the end of the membership year (April 30th) stood at 378.

The Treasurer reported that he had to withdraw some money from the money market account to pay outstanding bills. As of December 1st, the balance in the checking account was \$1,308.46 and \$3,059.42 in the money market account.

1985 Highlights

The Association held its annual State Conference at the Farmington Hills Holiday Inn. Pre-registration and registration fees were set at \$25 and \$30, respectively. The theme of the conference was "Blueprint for Quality." The program this year had both general sessions and mini sessions. The program began with a presentation by David E. Davis, Jr., Editor-Publisher of Car and Driver magazine, and there was a panel discussion on What Is Happening to Driver Education in Michigan. The breakfast speaker was Representative Jerry Bartnik, and the luncheon speaker was Karen Gulliver, Director of the OHSP who spoke on Past, Present and Future. The program also featured a tour of the General Motor's Proving Ground in Milford, or the Lake Orion Auto Plant. There were six different mini sessions with each topic repeated a second time. At the business meeting, new officers were elected, and at the banquet, the award winners were recognized and presented with their plaques.

There were seven Executive Board meetings during the year. The board approved sending letters of condolences to Mrs. Richard Kaywood and Mrs. Leslie Silvernale upon the death of their husbands. A special committee was formed to investigate the possibility of setting up a memorial fund in the name of Les Silvernale. A committee was also formed to meet with the MEA and the Michigan Federation of Teachers to get their support for an increase in the driver education reimbursement.

The Executive Board approved raising the annual regular and associate membership dues to \$15 effective with the 1995 membership year (This increase had already been approved during the previous year); approved purchasing 1,500 vinyl stickers with the MDTSEA logo to be sent out with memberships and two stickers to be included in the registration packets for the next year's conference; approved purchasing 2,500 notebooks with driver education and the Association logo on the front cover to also be distributed at the next year's conference and approved purchasing 5,000 membership cards. Any vinyl stickers left over would be sold at \$0.50 each or three for \$1. Finally, the board approved a letter to be sent to Darrel Sand in opposition to an article he wrote against front wheel drive vehicles.

Membership on April 30th, the end of the membership year, was 405. This was a big improvement over the past five years.

After paying bills of \$300 for additional filmstrips, \$435 for the vinyl stickers, and \$266.00 for the membership cards, there was a balance in the checking account of \$1,179.40 and \$3,314.95, plus any interest in the money market account.

1986 Highlights

The Association held its annual State Conference at the Hilton Shanty Creek. The registration fee was \$25 for pre-registration and \$30 for registration at the door. Richard Whitworth of the G.M. proving grounds gave the keynote address. The general sessions were presentations on the Impact of New Laws and Their Implications, Goals and Objectives of Driver Education, Classroom Evaluation Materials, and In-Car Skill Evaluation. There were three mini session topics and each topic was scheduled three times. At the business meeting, new officers were elected, and the association awards were presented during the conference banquet.

The Executive Board held six meetings during the year. The board approved selling the MDTSEA notebooks that were not needed for the registration packets at \$7 each. The board voted to approve sending \$50 to the Alliance for Traffic Safety and approved spending \$70 to buy a software package for use in computerizing the MDTSEA membership.

Tom Reel announced that \$300.00 scholarships, payable upon completion, were available for those interested in completing the courses required to teach driver education.

Membership at the end of the membership year (April 30th) totaled 426. This was another increase over the previous year.

As of December 6th, there was \$2,368.12 in the checking account and \$3,536.56 in the money market account. A bill from MSU in the amount of \$774.81 was forthcoming.

1987 Highlights

The annual State Conference was held at the Troy Hilton this year. The pre-registration and registration fees were increased this year to \$65 for pre-registration and \$85 for registration. Two continental breakfasts, one luncheon, and one banquet were included in the fees. The conference program was structured differently this year. There was a speaker from the American Road Team, a discussion of driver education by the Department of Education, and an overview of the Ford driver education films. Secretary of State Richard Austin was the luncheon speaker. A three-part presentation on behind-the-wheel evaluation was scheduled over three time slots.

At the conference business meeting, the members approved an amendment to the Constitution which clarified when the newly elected officers would begin their terms of office. The date was set at the first Executive Board meeting following the conference business meeting. At the conference business meeting, new officers were elected and at the banquet the award winners were honored and presented with plaques.

The Executive Board held seven meetings during the year. The board approved paying up to \$150 for a coffee break for spouses of conferees, and paying \$22 to purchase 144 trophy cups as a table favor at the banquet. Approval was given to purchase notepad holders similar in design to the MDTSEA notebooks to be included in the registration packets, and portfolios again similar in design to be included in next year's registration packets. The notepad holders cost \$8.48 each for an order of 250 and the portfolios \$4.66 each also for an order of 250. The board also approved purchasing one full-year and two half-year subscriptions to the lottery to be given as door prizes at the banquet, and donating \$100 towards Bill Cushman's retirement. Bill was the Executive Director of ADTSEA. The board decided not to renew its membership in the Highway Users Federation for Highway Safety.

Membership totaled 417 at the end of the membership year (April 30th).

The balance in the checking account on December 11th was \$3,170.87. No information on the amount of money in the money market account was available. The Association was also informed that MSU would be changing the association's account number to reflect association/organization status. Consequently, the Association must keep a balance in the account and it can not be overdrawn. There would also be a \$1 monthly service charge.

1988 Highlights

This year, the annual State Conference returned to the Hilton Shanty Creek. Pre-registration and registration fees were set at \$25 and \$30, respectively. There were three general session speakers who spoke on The Journey Is the Reward, Substance Abuse Resource Directory, and a Report of The Governor's Conference for Traffic Safety. The program included three mini session speakers with each session being repeated a second time. The conference banquet speaker was Dr. Gordon Blush who spoke on Six Things to do Before the Crazy Doctor Arrives.

At the conference business meeting, three changes in the Constitution were approved. The address of the Secretariat was changed to Room 333 Communication Arts Building; another amendment specified that if the President and President Elect were not available, the past presidents in descending order would assume the duties of the President; finally the title of Vice President was changed to President-Elect throughout the Constitution. At the business meeting, new officers were elected, and all award winners were honored and given their awards at the banquet.

The Executive Board held seven meetings during the year. The sales price of the MDTSEA portfolios was set at \$7. The board also set the price for the revised seat belt filmstrip at \$55 for members and \$65.00 for non-members.

Membership at the end of the membership year (April 30th) was 419.

It was reported that there was a balance of \$800.40 in the checking account. There was no report on the status of the money market account.

1989 Highlights

The annual State Conference was held this year at the Lansing Midway Motor Lodge. The preregistration fee was \$45, and payment at the conference was \$50. There were two general sessions with Cherry Jacobus, a member of the State Board of Education, reporting on the Report on the Driver Education Task Force. (Several board members played prominent roles on this task force.) Ms. Jacobus received her award following her presentation, as she was not able to stay for the banquet. All other awards were given at the banquet. Secretary of State Richard Austin spoke at the other general session. Mr. Austin also held a press conference to announce that the newly revised What Every Driver Must Know booklets were now available. In addition to the general sessions, there were nine different mini session topics spread over three sessions.

At the conference business meeting, one change in the Constitution was approved. This change permitted commercial school driver education teachers to be active members of the Association. Under the old wording, they would have had to be associate members. The members also voted in a new slate of officers.

There were seven Executive Board meetings during the year. The board approved granting the President or his/her representative \$200.00 to attend the ADTSEA conference. The board also approved organizing a special committee to discuss what types of projects the Association should be working on. This was the result of a concern that the Executive Board was not meeting the purposes of the Association.

The Association joined a group called the Group United Against Radar Detectors (GUARD). This was a coalition carrying out a national campaign on the need to ban radar detectors.

On April 30th, the end of the membership year, there were 387 members. This was a significant decrease from the previous year.

On December 3rd there was \$800.40 in the checking account. There was no report on the money market account.

1990 Highlights

The Association returned to the Hilton Shanty Creek for this year's annual State Conference. Conference registration was set at \$25, if paid in advance, or \$30, if paid at the conference. There was only one general session this year, which was an update of the State's driver education objectives and test. At the luncheon, the speaker spoke on Liability and the Driver Education Teacher. There were five different mini session topics and each was given three times. At the conference business meeting, new officers were elected, and at the banquet, the awards were presented to the recipients.

The Executive Board met seven times during the year. The board approved purchasing solar calculators to be placed in the registration packets. Any extra ones were to be sold at \$10 each (later reduced to \$8). The board approved giving not more than two Auto Dealer of the Year Awards this year, and approved purchasing certificates to be given to honorary members and presidents. The board also approved giving newly approved driver education teachers a free one-year membership in the Association. The board extended a bid to ADTSEA to hold the 1993 conference in Michigan.

The Association held a workshop in Grand Rapids. The meeting proved to be very successful.

The ADTSEA established a new policy on affiliated members. A fee was set at \$1 per state association member or \$50.00 whichever is greater. The board agreed to send a check to ADTSEA on the basis of \$1 per MDTSEA member minus honorary and non-dues paying members to continue the Association's affiliation.

There were 431 members at the end of the membership year (April 30th). This was a big increase from last year.

The Treasurer reported a balance in the checking account of \$1,239.47 and \$1,124.14 in the MSU account on December 1st. There was no report on the money market account, however, on September 30th, the balance was \$5,661.02.

1991 Highlights

The Ann Arbor Ramada Inn was the location for this year's annual State Conference. The preregistration and registration fees were \$50.00 and \$60.00, respectively. This year the conference fee included the cost of the banquet. There was only one general session with Dr. Steve Gold speaking on Why People Use Alcohol and Drugs. At the luncheon there was a panel that discussed After the Collision--Everyone Doesn't Die and the banquet speaker was Richie Davis, retired Colonel from the Michigan State Police who spoke on Parent Responsibility.

At the conference business meeting, new officers were elected, and an amendment to the Constitution was passed that would make all past presidents members of the Executive Board. At the banquet, all the award winners who were present were recognized and given a plaque.

The Executive Board met seven times during the year at several different locations. In addition to E. Lansing, the usual location, the board met in Troy, Bay City, Kalamazoo, and Escanaba in the Upper Peninsula. The board approved a one-year free membership in MDTSEA for anyone from Michigan who was a first-time member in ADTSEA. The board proposed having Tee shirts, polo shirts, sweatshirts, caps and mugs with the Association's logo on them to be available for sale at the conference. Sales prices were also established. It also proposed selling 50-50 raffle tickets at the conference. Tickets would cost \$1 each or six for \$5 with drawings held at the business meeting, banquet, and Saturday's meeting. The board approved the Association paying for the meals of board members at the Executive Board/Exhibitors dinner.

The Association lost approximately \$600.00 for the workshop held at the Troy Hilton. It was suggested that a checklist be developed to assist those who would be planning future workshops.

Membership at the end of the membership year (April 30th) was 441. This was a small increase over the previous year.

On December 6th the checking account balance was \$8,870.40 and the money market account had a balance of \$6,434.44.

1992 Highlights

The annual State Conference was held this year at Stouffers in Battle Creek. The conference registration fees were \$35 for pre-registration and \$45, if paid at the Conference. The days of the conference were changed for the first time. Instead of meeting Friday and Saturday morning, the conference was changed to Thursday and Friday morning.

The conference program had four general sessions and eight different mini session presentations scheduled over three time slots. Three mini sessions were scheduled twice. At the general sessions, Richard Austin, Secretary of State spoke on A Challenge Before Us, representatives from the three major automobile manufacturers held a panel discussion on Vehicle and Traffic Safety as it Relates to Driver Education Loan and Lease Programs, John Harvey, Past President of ADTSEA spoke on 70%+ by 1992; and there was a panel discussion on Sweeping New and Tougher Drunk Driving Laws. Their Impact and Ramifications chaired by William Kennedy. The luncheon speaker was Penny Morton of the Mid-Michigan Substance Abuse Commission.

At the conference business meeting, the members elected a new slate of officers and approved amendments to the Constitution which established a Secretary as a new officer position, and defined the duties of that position. At the conference banquet, all award winners were recognized and presented with their plaques.

The Executive Board held seven meetings during the year. The board again met at different locations including Livonia and Gaylord, in conjunction with a seminar held there, and Sturgis, as well as its usual location in E. Lansing. The board decided that it would charge a \$150 exhibitor fee for the conference which would include the Executive

Board/Exhibitor dinner and exhibiting throughout the conference. The board adopted a resolution opposing a bill that would take money out of the driver education fund and transferred into the State's general fund.

All committee assignments for hosting the ADTSEA conference were made. The board approved purchasing 500 buttons to be distributed in Atlanta at the ADTSEA conference to advertize the ADTSEA conference in Michigan. The board decided that it would not hold its annual Spring Conference next year at its usual time, but to hold it as part of the ADTSEA conference. The board agreed to offer a two-term credit workshop at the ADTSEA conference. The credit would be granted through St. Cloud State University of Minnesota. Two additional credits could be earned for an outside project. Bob Gustafson would be the instructor on behind-the-wheel evaluation. Several board members attended the ADTSEA conference in Atlanta to man a MDTSEA booth to answer questions and distribute materials.

The Association held one regional meeting in the Upper Peninsula during the year.

At the end of the membership year on April 30th, there was a total of 573 members, 475 of whom were dues paying members. This was a big increase in dues paying members compared to the previous year.

On December 5th, there was \$843.47 in the checking account and \$9,683.08 in the money market account. It appeared that some money from the money market account would have to be transferred to the checking account to pay for the last issue of the newsletter. At an earlier board meeting, the board had approved transferring \$4,000 from the checking account into the money market account.

1993 Highlights

This year's mini workshop held in Midland substituted for the annual State Conference. Preregistration and registration fees were set at \$15.00 and \$20.00, respectively. The conference was one day long and featured an update on driver education by the Department of Education driver education consultants. There was also a presentation by Sgt. James P. Ewers, Commanding Officer of the Underwater Recovery Unit of the Michigan State Police. The board held its annual business meeting during which new officers were elected; and the awards were presented at the Awards' Luncheon.

The Executive Board had a busy year with its preparations for hosting the ADTSEA conference in Novi. Letters were sent to organizations soliciting donations for the conference. Arrangements were made for bus transportation to the various conference outings. Board members visited many stores and companies, and a letter was sent to every state driver education association to obtain door prizes for the conference. Board members were busy filling registration packets with all kinds of information.

The host state outing which was normally held on Tuesday evenings at the ADTSEA conferences was moved to Sunday so participants could attend the Michigan International Speedway (MIS) 500 auto race. The trip included a box lunch and a steak dinner. Larry Thompson was successful in getting MIS to donate the race tickets so the participants only had to pay for the bus fare and the meals. They were set at \$30 for adults and \$20 for youth 12 and under. Three activities were planned for spouses. They included a trip to Greenfield Village and/or the Henry Ford Museum, to Frankenmuth/Bronner's and the Manufacturer's Marketplace Outlet Center or just to the Manufacturer's Marketplace Outlet Center. The only fees involved were the \$10 bus fare and \$19 for entry into Greenfield Village or the Henry Ford Museum. A spouse's breakfast was also organized. Two hundred dollars was approved to purchase 25 hand-painted plates to be given to the conference speakers. The conference program was great and all the MDTSEA responsibilities were handled without a hitch.

In other business, the board approved a motion against a bill that would permit public schools to contract out their driver education to commercial schools. The board held a mini workshop in the Detroit area. The board voted to continue its donation of \$50.00 to the Alliance for Traffic Safety and voted to approve selling the seat belt filmstrips to the Regional Education Media Centers. The board voted to increase MDTSEA dues to \$20, the first increase in a long time. The increase took effect on October 1st. At the December board meeting, a special Association meeting was called to vote on an amendment to the Constitution. The amendment read In the event of dissolution, the American Driver and Traffic Safety Education Association would receive all assets as outlined in Article XIII. This article was necessary before the Federal Government would approve non-profit status for the Association.

As of April, the end of the membership year, membership totaled 450 paid members (a total of 536 when adding in honorary and non-paying members).

In December, the checking account balance was \$982.30 and the money market account had a balance of \$11,842,89.

1994 Highlights

This was a year of many changes for the Association. With the retirements of Bob Gustafson and Don Smith from MSU, the university severed its ties with the Association. This meant that MSU would no longer serve as the Secretariat, the Association could no longer use the university's non-profit status or its bulk mailing permit, and could no longer have a financial account with the University. The Executive Board took action by hiring Greg Lantzy as the Secretariat. The board also closed its account with the university and began paying all its bills through its own checking account. Finally, Bob Gustafson, after much work and frustration, succeeded in filling in the necessary forms and providing the required documentation to secure non-profit status for the Association with the Federal Internal Revenue Service, and in working with the U.S. Postal Service, was able to obtain the Association's own bulk mailing permit number. The Association was now an independent organization and had to make it on its own.

The annual State Conference was held at McGuire's Resort in Cadillac. Pre-registration and registration fees were \$35.00 and \$45.00, respectively. The cost of the luncheon was included in the registration fees. There were two general sessions. At the first session, Sgt. James P. Ewers, ret. of the Michigan State Police presented the STARR Research Project, and at the second general session, Bill Kennedy presented the Mechanics for Implementing the Graduated License Program. There were five mini sessions with all but one being repeated a second time. Representative Dan Gustafson was the luncheon speaker who spoke on the details of The Graduated Driver's License bill he had introduced in the Michigan Legislature. (The Association worked very closely with Rep. Gustafson on the details of this bill.) The breakfast speaker was Jerry Ockert, who gave a Driver Education Update.

At the conference business meeting, several changes in the Constitution were approved. The address of the Association was changed to Greg Lantzy's home address, all Association officers would only serve a one-year term of office, the President and President-Elect could not succeed themselves for the same office, MDTSEA officers could be Associate members as well as Active members, the Association could employ a Secretariat with compensation determined by the Executive Board, and in the event of dissolution the Association's assets would go to the Bishop Fund of ADTSEA. New officers were elected for next year.

At the conference banquet, all award winners were recognized, and those in attendance received their plaques.

The Executive Board held seven meetings during the year. Two of the meetings were held in Portland and Sturgis. The board dealt with several financial matters including reimbursing the Secretariat for necessary and actual expenses to attend workshops and conferences, paying ADTSEA \$348 for its affiliation fee; updating the Association's pamphlet and getting it reprinted; getting new stationary and envelopes printed with the Association's new address; transferring \$5,000 from the checking account to the money market account; increasing the newsletter editor's pay from \$100 per issue to \$250 after Bob Gustafson steps down as the editor; raising the sustaining membership fee from \$25 to \$50 starting with the 1994-95 membership year; increasing the conference exhibitor's fees to \$125 which would include the membership dues, setup at the conference and the exhibitor's dinner; reimbursing the Association President \$200 for attending the ADTSEA conference; and donating \$100 to the ADTSEA Bishop Fund

The Association held two workshops, one in Dearborn and the other in Bridgeport.

Membership on April 30th totaled 394 (471, when non-dues paying members were included). This was a loss of over 50 dues-paying members from the previous year.

On September 30th, there was \$16,1322.35 in the money market account, and on November 22nd, there was \$2,669.27 in the checking account.

1995 Highlights

The annual State Conference was held at the Holiday Inn Crowne Plaza in Grand Rapids. The preregistration fee was \$35.00 and the registration fee \$45.00. The fees included the cost of the luncheon. At the general sessions there were presentations on Novice Driver Task Force/Michigan State Safety Commission Forum; Portrait of a Young Driver, 15-18 Years Old; and Operation Lifesaver. The luncheon speaker was Ritchie Davis, ret. Michigan State Police on Semi Conscious; and the breakfast speaker was Representative Dan Gustafson who spoke on the Graduated Driver License System. There were four mini sessions with each presentation given only once.

At the conference business meeting new officers were elected; and the award winners were recognized and presented with a plaque at the conference awards banquet.

The Executive Board held six meetings throughout the year. Bob Gustafson announced that after 20 years and 100 issues of the newsletter, he was stepping down as editor following the March-April issue. Of three people showing interest, the board selected Dale Litten. Unfortunately, this did not work out, as he failed to publish the final three issues of the year. The board then hired Greg Lantzy. The board purchased a used computer and authorized the purchase of a compatible printer. The board also approved granting 5/10/15 year recognition certificates at a cost of \$135 for the certificates. Greg Lantzy remarked that the job of Secretariat was more time consuming than he thought and requested that the stipend be increased to \$1,800. The board approved this request. The Secretariat was given authority to check with banks and credit unions on suitable interest rates and then to purchase certificates of deposit in the amounts of \$5,000 for five years, \$2,000 for four years, \$2,000 for three years, \$2,000 for two years, and \$1,000 for one year from money in the money market account. The Association President was allotted \$200 for attending the ADTSEA conference in Huntsville, AL. Two hundred-fifty frisbees were purchased with the Association logo to be distributed at the conference. Two frisbees were placed in each registration packet. The board approved a \$100 contribution to the ADTSEA Bishop Fund

Only the first two issues of the MDTSEA Newsletter were published during the year as the new appointed editor failed to publish the final three issues. Greg Lantzy took over as editor beginning with the new year.

The Association held two workshops during the year; one in Detroit and the other in Lansing.

Memberships in the Association totaled 450 at the end of the membership year (April 30th).

On November 30th, the checking account had a balance of \$5,728.89 with approximately \$1,500 in outstanding bills; the money market account had \$4,750; and there was \$12,000 plus interest in the certificates of deposit.

1996 Highlights

The annual State Conference was held at the Crystal Mountain Resort in Thompsonville. The conference pre-registration and registration fees, including the cost of the luncheon, were set at \$40 and \$50, respectively. There were two general sessions with presentations by Al Bard and William Kennedy, both from the Michigan Department of State. The luncheon speaker was Frank Kelly, Attorney General, and the breakfast speaker was Allen Robinson from ADTSEA. There were six mini sessions, three of which were repeated a second time.

At the conference business meeting, several changes in the Constitution were approved. Three new sections were added or changed to satisfy the Internal Revenue Service's requirements for non-profit status. In addition, changes were made that defined Associate Members, and spelled out the duties of the President-Elect and the Nominations Committee. A new slate of officers was also elected. At the banquet, award winners were honored and presented with a plaque.

The Executive Board met seven times during the year with one of the meetings being held in Sturgis. The board approved a donation of \$100 to the ADTSEA Bishop Fund. The Association President was reimbursed \$200 for attending the ADTSEA conference, and Robin Bordner was reimbursed \$250 for time and expenses while writing a OHSP grant. The board approved transferring \$6,000 from the checking account into a one-year certificate of deposit. The board approved on a one-year trial basis underwriting the costs of two schools in the amount of \$250 to send students to the National Student Safety Program conference. This amount would be used to pay the \$50 school

membership fee and pay the registration fee of \$100.00 to each of two students or half the registration fee of \$50 for four students to attend the conference. A flyer was sent to all schools announcing the scholarships.

The board invited Gil Payant of Propulsion International to attend a board meeting to discuss the possibility of developing a driver education textbook that is specific to Michigan. At the October meeting, Mr. Payant offered to produce a Michigan driver education textbook that would cover Michigan's state laws and performance objectives or anything else the board desired. Cost of the soft bound edition would be \$9.95 each, \$0.45 of which would be returned to the Association. The minimum order was 10,000 copies that the Association could sell and distribute to school districts. There would have to be a 20-25% down payment. The board agreed to look into this possibility.

The Association held two workshop during the year, one in Utica and the other in Kalamazoo.

Five issues of the MDTSEA Newsletter were published and sent to members.

Late in the year the Association's address changed to Greg Lantzy's new home address at 5318 Fairbanks Ave., Lansing, MI 48917.

Association membership at the end of the membership year (April 30) was 394 dues-paying members and 488 when non-dues paying members were included. This was a big decrease from the preceding year.

The finances of the Association on December 7th were \$9,927.21 in the checking account (\$6,000 of which was to be used to purchase a one-year certificate of deposit) and \$1,286.78 in the savings account.

1997 Highlights

The annual State Conference has held at the Ramada Inn in Flint. Pre-registration and registration fees including the luncheon were \$35 and \$45, respectively. There were two general sessions, one being a panel presentation by representatives from the State Legislature, Department of State, and the Department of Education on The Graduated Licensing Law, and the other was a presentation by Robin Bordner on Rx for Driver Education Parents - How We Can Help Them. Gil Payant presented his proposal for a Michigan Driver Education Textbook, and Richie Davis presented An Overview of the Truck Commission's Programs. The luncheon speaker was Allen Robinson of ADTSEA, and the breakfast speaker was Sgt. Eric Johnson of the Michigan State Police, who spoke on the video Don't Wreck Your Life. There were five mini sessions scheduled over three time periods.

At the business meeting, several amendments to the Constitution were approved and new officers were elected. At the conference banquet the award winners were recognized and presented with a plaque.

There were six Executive Board meetings held during the year. The board approved having exhibitor table cards made up for the conference, and that a flyer on conference registration be sent to all public high schools. Seventy-five notification letters were sent out to members to inform them that they would be receiving certificates or pins at the conference. Jerry Spray discussed the new video the American Automobile Association had developed. It would be sold for \$14, and \$0.25 from the sale of each video would go to MDTSEA to be used for educational purposes. The board approved donating \$100 to ADTSEA's Bishop Fund, approved spending \$1,000 towards half the cost of purchasing a computer, (Greg Lantzy would pay the other half) and approved dividing the \$200 that normally goes to the President for attending the ADTSEA conference into two for two people who attended. Finally, the board agreed to provide scholarships to schools to attend the National Student Safety Program conference on the same basis as last year.

The board's Textbook Committee reviewed and made corrections and revisions in the generic driver education textbook from Propulsion International; and then made a major decision and commitment when it approved getting into the business of selling and distributing textbooks. It entered into a verbal contract with Propulsion International to purchase 15,000 textbooks at a cost of approximately \$150,000. This was made at a time when the Association had about \$22,500 in its accounts and certificates of deposit. The cost of the books to the Association were \$9.95 each if the book was less than 300 pages or \$10.95 if over 300 pages. The contract required a 10% down payment when the contract was signed, 15% before printing of the books, 25% upon receipt of the books and 50% over the next six months. The certificates of deposits were cashed in and a down payment of \$15,000 was made. Sales prices were set by the board at \$15 per book for 1-10 cases of books, \$14.00 for 11-25 cases, and \$13 for 26 or more cases.

Each case held 30 textbooks. Finally, the board approved making a mass mailing to high school principals and commercial schools announcing the new textbook. One chapter of the text was included in the mailing.

The Association held one general information workshop in Grand Rapids.

Four issues of the MDTSEA Newsletter were published and distributed to members.

Membership on April 30th totaled 432 (662 when non-dues paying members were included).

There was not a complete Treasurers report made at the last board meeting of the year, but as of September 30th, there was a balance in the checking account of \$2,790, \$1,400 in the savings account, and \$18,500 in the various certificates of deposit.

1998 Highlights

The annual State Conference was held at Crystal Mountain Resort in Thompsonville. The preregistration and registration fees, including the luncheon, were \$45 and \$55, respectively. There were two general sessions. The first included a panel to give a Michigan Graduated Licensing Program Update, and the other was a representative from the Attorney General's office who spoke on Liability for Driver Education Teacher Third Party Road Examiners. At the luncheon, Dick Claffin spoke on Financial Options after April 1, 1998; and at the breakfast, Greg Lantzy described the National Student Safety Program. There were eight different mini sessions, one of which was repeated a second time.

At the conference business meeting, new officers were elected. No amendments to the Constitution were made. Award winners were given their plaques at the conference banquet.

Advanced orders were taken for the textbook at the conference. About 11,000 were received so the board approved increasing its initial order from the 15,000 to 20,000. This increased the amount of the order to \$242,776.00. Just before the State Conference, the Association received 22,000 texts with Propulsion International retaining an additional 3,000. The board also approved conducting a survey to determine if there was interest in having a workbook developed.

There were six Executive Board meetings during the year. The board approved renewing its affiliation with ADTSEA for \$370.00, and donating \$100.00 to ADTSEA's Bishop Fund. The Treasurer was directed to send a payment of \$25,000.00 to Propulsion International as soon as the money was available.

Dr. Allen Robinson, of ADTSEA, and Dr. Terry Kline, of Eastern Kentucky University, trained 12 MDTSEA members as instructors to teach driver education Segment II workshops. In the fall, workshops were taught in ten different locations over five consecutive weekends. The locations included Midland, Grand Rapids, Gaylord, Kalamazoo, Lansing, Ann Arbor, Dearborn, Flint, Escanaba, and Hancock. Instructors were paid \$200 per workshop; and a grant from the Michigan OHSP provided each participant with the materials that are to be used in the Segment II course. Approximately 400-450 instructors attended the ten workshops.

Association membership decreased slightly from the previous year. At the end of the membership year on April 30th, there was a total of 617 members, 419 of whom were dues-paying members.

At the December board meeting, the following amounts were deposited in the various accounts: checking account \$6,839.42, savings account \$2,299.42, textbook savings account \$21,519.21, and in certificates of deposit \$3,074.14.

1999 Highlights

The annual State Conference was held at the Northfield Hilton in Troy. Registration fees, including the luncheon, were set at \$50.00 for pre-registration and \$60.00 for registration. The conference program had only one general session with four presentations entitled, Michigan Graduated Licensing Update, Licensing, Driver Education, and the Driver Education Research Project. At the conference luncheon, Dr. Patricia Waller, Director of the UofM's Transportation Research Institute spoke on the Graduated Licensing Research Project she was directing. At the breakfast meeting,

Burr Smith of the American Automobile Association Michigan (AAA Michigan), gave a presentation on Road Rage. There were eleven different mini session topics that were scheduled over four different time periods. A Segment II workshop was also scheduled with no additional fees for those who chose to attend.

At the conference business meeting, new officers were elected; and at the awards banquet, the award winners were recognized and given a plaque.

Demonstration copies of the Teacher Resource Guide were available for review at the conference. The Executive Board had approved purchasing 150 of them, and advanced orders for 25 copies were placed at the conference. The board also turned down Propulsion International's version of a workbook. Bob Gustafson wrote a workbook that contained all fill in the blank questions with 2 to 4 pages per chapter. Propulsion International adopted it as the workbook for Michigan. The Association ordered 15,000 copies of the workbook (20,000 were actually received) and voted to sell them at \$1 above cost. Since practically all of the original order of textbooks had been sold, the Textbook Committee revised the text and another 15,000 copies were ordered (20,000 copies were actually received). The payment scheduled was the same for these two orders as it was for the original order.

The Executive Board held seven meetings during the year. The board approved supporting the My Turn to Learn decal program; and also approved spending \$1,000 to purchase polo shirts, sweatshirts and golf balls as Association sale items. The board made the final payment to Propulsion International for the original order of textbooks. The 10% down payment for the second edition of the textbook was also paid.

Robin Bordner was selected as the Association's candidate for ADTSEA's Driver Education Teacher of the Year Award. Robin won and became the first winner of the Award. The board approved sending \$500 to the Pat Waller scholarship fund, approved giving Robin Bordner \$500 if selected as a finalist for the Driver Education Teacher of the Year Award, and approved \$300 to the Association's representative at the ADTSEA conference. John Stimac was nominated to be Michigan's candidate for ADTSEA's Driver Education Teacher of the Year Award. (Nomination was later withdrawn as paperwork was not submitted in a timely fashion.)

Greg Lantzy announced his intention of stepping down as Secretariat and as editor of the newsletter. Tom Reel indicated that the Traffic Safety Association of Michigan (TSAM) would be willing to enter into a contract with MDTSEA to take over as Secretariat after an audit of the books and inventory were completed. The contract would also call for a toll-free telephone line. The board approved of entering into such a contract with TSAM.

The ADTSEA completed work on the National Driver Education Teacher Certification/Credentialing Program they had been developing. The intent was to provide a standardized series of courses that could be taught nationwide. Instructors for the courses would have to be trained by ADTSEA. Bob Gustafson, in working with the Department of Education, was able to get approval from the Department that it would accept these three courses as meeting the Michigan driver education teacher approval requirements.

The driver education Segment II teacher training curriculum was revised to shorten the workshop, and to have instructors demonstrate more of the student activities. In addition to the workshop held at the conference, Segment II instructors held two workshops during the year, one in Lansing, and the other in Kalamazoo.

The Association had a membership of 478 at the end of the membership year on April 30th.

There was no Treasurer's report on the balances in the Association's accounts given at the last board meeting of the year.

2000 Highlights

The annual State Conference was held at the Crystal Mountain Resort in Thompsonville. Preregistration and registration fees including the luncheon were \$65 and \$75, respectively. There was one general session with a presentation entitled, Be Excellent. The luncheon speaker was Elaine Charney of the Michigan Department of State who spoke about the Repeat Offender: Overview of New Laws. At the breakfast meeting, "Brad" Bradshaw of ADTSEA presented a description of the National Driver Education Teacher Certification/Credentialing Program. "Brad" announced that ADTSEA would sponsor one ADTSEA membership for a MDTSEA member, the board then agreed to sponsor two ADTSEA memberships; and Larry Thompson volunteered to sponsor an additional ADTSEA

membership. There were 15 mini session topics, four of which were repeated a second time, scheduled over five time periods.

At the business meeting, new officers were elected; and an amendment to the Constitution was approved that added a "good moral character" article. The article provided that all Executive Board members must meet prescribed moral standards to be eligible to serve on the board. At the awards banquet, award winners were honored and presented with a plaque.

Robin Bordner, the only Michigan teacher credentialed to teach ADTSEA's credentialing courses, and Craig Hill, of Sacramento, California, team-taught the first course, Driver Task Analysis of the National Driver Education Teacher Certification/Credentialing Program at the conference. The course was taught again in the Fall in Kalamazoo. The Executive Board approved the expenditure of \$2,500 for the Fall course; and approved two \$500 scholarships for distribution to two course participants. There were eight Executive Board meetings held during the year. At a special meeting in January, the board reviewed and signed a one-year contract with TSAM to provide the services of a Secretariat and other clerical and administrative services. Under the contract, the Association would pay the TSAM \$200 per month for administrative services and \$250 per issue for publishing the newsletter. Tom Reel introduced Norene Lind and stated that she had been hired by the TSAM to be the Secretariat. The agreement included the procurement of a post office box and a toll-free telephone number. The address of the Association then became the post office box number. Also approved at the special meeting was to have a financial review of MDTSEA, up to \$1,000, by Plante and Moran. At the last board meeting of the year, the Executive Board approved a two-year extension of the contract with TSAM. The contract provided for a TSAM service fee of \$12.50 per hour, but not to exceed \$200 per month; \$250 per month for the services of a Secretariat hired by TSAM; \$250 per issue for publication of the newsletter; and 2% of the 7% postage and handling fees on shipping the textbook and other educational materials. The board also approved granting Norene a \$1,000 Christmas bonus.

AAA Michigan offered to pay having 1,300 copies of the January-February issue of the MDTSEA Newsletter printed so they could be sent to Association members, public school districts, and private driving schools. The offer was accepted; and the board also approved having this issue sent to the same people on an annual basis. The board approved transferring all of its accounts into one account; approved ordering fifty more Teacher Resource Guides, and agreed to purchase 10 video sets from Propulsion International at \$650 per set that would be sold for \$750 per set. New stationary and envelopes were ordered. The board approved spending \$250 - \$300 towards the purchase of software for the development of a website.

Two levels of sustaining members were created. Individual, that would remain at \$50 per year; and Corporate, which would be \$100 per year. The board approved spending \$1,456.73 to purchase 250 first aid kits to be included in the conference registration packets, approved donating \$100 to ADTSEA's Bishop Fund, and approved paying ADTSEA \$376.00 for its annual affiliation fee. The board also approved paying the ADTSEA registration fee for all board members who attended the ADTSEA conference. Bob Gustafson was nominated for ADTSEA's Richard Kaywood Memorial Award. To encourage board members to attend board meetings the board agreed to pay the conference registration fees for all members who attended at least 50% of the board meetings. Finally, the board approved spending \$1,200 for speaker's fees and expenses to bring Del Freeman to next year's annual State Conference.

Five issues of the MDTSEA Newsletter were published and distributed to members during the year.

Norene Lind, the Association's Secretariat, developed a comprehensive Secretariat's Resource Manual which included all the information, forms, etc., to carry out the duties of the Secretariat.

Two driver education Segment II workshops were held during the year, one at the conference and the other in Kalamazoo. Both were taught by Robin Bordner and John Stimac.

There was no report on membership totals at the end of the membership year (April 30).

On December 2nd, there was \$14,595.14 in the checking account and \$42,436.48 in the money market account. \$173,488.75 had been paid to Propulsion International since February.

2001 Highlights

The annual State Conference was held at the Holiday Inn West in Kalamazoo. Conference preregistration and registration fees including the luncheon were \$60 and \$70, respectively. The conference had two general sessions. Dr. Elaine Charney of the Department of State spoke on the Department of State's New Bureau of Driver Safety; and at the second session, Del Freeman gave a presentation on liability issues entitled, Don't Be Stupid; Here's Your Sign. Tom Greenwood, a columnist from the Detroit News, spoke on Traffic Safety at the luncheon; and at the conference breakfast, Greg Lantzy gave a Driver Education Update. There were nine different mini session topics, one of which was repeated a second time, scheduled over four time periods. Robin Bordner and John Stimac also held a Segment II teacher training workshop.

At the Conference business meeting, new officers were elected; and two amendments to the Constitution were approved. One changed the location of the "good moral character" article in the By-Laws, and the other established MDTSEA's fiscal year as October 1st through September 30th.

At the banquet, the award winners were presented with a plaque. The banquet was followed by a D.J., dancing, and karaoke. The driver education Segment II curriculum was revised again so it could be offered twice a day, once in the morning and again in the afternoon. Robin Bordner and John Stimac held one driver education Segment II workshop at the conference and, two additional ones during the year. One was taught in the morning as part of a Central Michigan University driver education teacher preparation course, and the other was taught in the afternoon on the same day, and was available to all current driver education teachers.

The Executive Board held six meetings during the year. The board approved one scholarship for the NSSP conference. The scholarship was for \$730 to cover the school's \$50 membership fee, conference registration fees for two students at \$210 each, and \$260 registration fee for one chaperon. The board changed the fees paid to instructors of the Segment II workshops. The fee for a full day's workshop was \$200; but with shortening the workshop to a half day, the fee was reduced to \$100.

The board purchased an overhead transparency projector for use at workshops and conferences; a computer for exclusive MDTSEA use, a laptop computer for use by the Treasurer, and mini mag-lites for the registration packets. Tricia Lamiman was given a \$500 bonus for all the work she did computerizing the Association's financial accounts; and a Christmas bonus of \$1,000 was given to Norene Lind for all the work she did beyond that required by the contract with TSAM. A donation of \$100 was made to ADTSEA's Bishop Fund. The board approved covering travel and lodging (up to 2 nights) for out-of-state conference speakers; and an expenditure of \$2,000 to bring in Bill Sanders as a speaker at next year's conference.

The board established an e-mail address. The link was on MDTSEA's home page (mdtsea@hotmail.com). Norene Lind in working with Gaylee Simonson modified MDTSEA's web site.

In anticipation that the Association would approve a proposed amendment to the Constitution next year that would reduce the number of board meetings per year, the board approved requiring attendance at 75% of the board meetings to be eligible for a waiver of the State Conference registration fees.

Two Executive Board members were honored during the year. Bob Gustafson was the recipient of ADTSEA's Richard Kaywood Memorial Award, its highest award; and John Stimac received the newly created Richard H. Austin Long-Term Traffic Safety Award. This award was presented by the Michigan State Safety Commission.

The Textbook Committee, with a major effort by Secretariat Norene Lind, completed revising and updating Michigan's driver education textbook for the 3rd edition printing. The end of chapter tests were modified and the answers verified. Twenty thousand copies were ordered. The Association taught the national credentialing course Driver Task Analysis. It also scheduled two series of the entire sequence of three courses (Driver Task Analysis, Developing Classroom Knowledge, and Developing Vehicle Operational Skills). One was conducted and the other was cancelled due to insufficient enrollment. A check in the amount of \$200.00 was sent to one of the national instructors for lack of income because of the cancellation.

The Association held two driver education Segment II workshop, including the one taught at the conference, and one Professional Development workshop during the year.

Bob Gustafson developed lists of all past officers, all award winners, and all honorary members.

On April 30th, membership totaled 555 members.

On December 1st, there was \$38,632.26 in the checking account and \$2,992.62 in the money market account.

2002 Highlights

The annual State Conference was held at the Frankenmuth Bavarian Inn Lodge. Conference preregistration and registration fees, including the luncheon, were set at \$60 and \$70, respectively. There were four general sessions including the luncheon and breakfast sessions. At the first general session, Bill Sanders spoke on Are We Teaching or Touching Lives. At the luncheon general session, Morrall Claramunt spoke on A Review of Michigan No-Fault Law; and Paul Weber spoke on Road Rage at the breakfast general session. At the fourth general session, four speakers presented their thoughts regarding student driving after driver education. There were six mini sessions, two of which were repeated a second time, scheduled over two time periods. At the conference banquet, Louis Pesci of ADTSEA described the National Driver Education Certification and Recognition Program. A driver education Segment II workshop, taught by Robin Bordner and John Stimac, was also held.

At the conference business meeting, new officers were elected and two amendments to the Constitution were approved. One amendment changed the number of times the Executive Board would meet from six to four times a year (not including the meeting held at the conference); and the other changed the date unpaid members would be dropped from the membership role from October 1st to June 1st.

At the conference banquet, all award winners were recognized and presented with a plaque.

The Executive Board held five meetings during the year. The board approved setting advertisement rates for inclusion in the newsletter at \$100 for a full page, \$60 for a half page, \$35 for a quarter page, and \$20 for a one-sixteenth page ad. Ads would be accepted for all issues of the newsletter. The board approved granting \$200 each for board members to attend the ADTSEA conference; and \$200 to the President to represent Michigan at the 2003 ADTSEA conference. The board approved paying the \$500 fee for having an exhibitor's table at the MEA conference, contingent upon the availability of someone to "man" the table. The board also approved MDTSEA holding meetings with the Michigan Department of Education and the institutions proving teacher training in driver education to see if something could be done to provide uniformity among the institutions.

The Executive Board purchased lunch box coolers for the 2002 conference registration packets; note folios for the 2003 conference registration packets; and carrying cases with a thermos, cups, etc. to be given to the 2003 conference speakers.

The Executive Board extended a bid to ADTSEA to host the ADTSEA conference in Michigan in 2006. The bid was accepted. The board approved granting the Michigan OHSP \$2,500 to distribute the new parent orientation video to public and private schools; and also approved providing tickets to five board members to attend the North American Auto Show next year; and to have five additional tickets as door prizes at next year's annual conference. The board approved awarding scholarships to four school districts for a member of their staff to attend one of the national credentialing courses offered by MDTSEA. The scholarships were worth 50% of the tuition for one class. A drawing was held at the conference for the winners. The board also adopted the phrase, Educating for Safety, as its slogan. The slogan will be included on all MDTSEA sale items.

At mid-year, the board approved paying TSAM up to 40 hours of documented work per month for the services of the Secretariat. At year's end, the board approved a 2-year extension of its contract with TSAM. The terms were basically the same as the last contract except TSAM would be reimbursed \$250 per month for its clerical and administrative services. This was an increase of \$50 per month.

The board also agreed to purchase a door prize for the Conference banquet of approximately \$200. Each member attending the banquet would get one free ticket and could purchase additional tickets at \$1 each. Major enhancements were made to the MDTSEA's website (www.mdtsea.org) during the year. Site information now includes board member names and contact information, district representative appointments, board meeting dates/locations, the MDTSEA Constitution and By-laws, the names and addresses of key state agencies responsible for

regulating public and private driver education, links to Michigan driver education laws and administrative rules, student material order forms, driver education classroom forms, MDTSEA award winners and past officers, traffic safety organizations website links, and conference information and registration forms.

The NSSP conference was held in Michigan this year. The NSSP, in conjunction with Mothers of Drunk Driving, held a national driving contest on the day before the conference began. The MDTSEA donated \$1,000 towards scholarships for the top three winners in the amounts of \$700, \$200 and \$100. Robin Bordner, MDTSEA Past President, presented the awards in Detroit.

Two series of all three of the ADTSEA credentialing courses were taught during the year, one in Lansing, and the other in Hartland.

AAA Michigan notified the Association that it would no longer be able to print the MDTSEA Newsletter free. They began a charge of cost of \$0.025 for double-sided pages and \$0.25 per spine for each newsletter printed.

Norene Lind, in working with the Attorney General's office, obtained approval which established the Association as a Registered Charitable Trust.

Bob Gustafson wrote an extensive history of the Association, and developed a list of MDTSEA milestones.

At the end of the membership year on April 30th, 360 of 700 members, had renewed their memberships for the following membership year.

2003 Highlights

The annual State conference was held at Crystal Mountain Resort in Thompsonville, Michigan, on May 1-2, 2003. Conference pre-registration and walk-in registration fees were \$85 and \$95, respectively, and approximately 130 people attended, not including exhibitors and presenters. The presentation format was changed this year from multiple break-away sessions to a single general session format in order to allow all attendees to hear from every presenter. Comments shared on the conference evaluation were the impetus for this change.

Newly elected Secretary of State Terry Lynn Land was a presenter at the conference. The popularity of her presentation and the number of people approaching her at the conclusion of her presentation was a clear indication to her of the importance and relevance of our organization. She vowed to return in subsequent years if invited.

Understanding that MDTSEA newsletters and conference exhibits may be considered a form of MDTSEA-sanctioned advertising, MDTSEA adopted an advertising policy that allows the board to deny requests for advertising or exhibiting if:

- the advertising or product being exhibited is lewd or offensive.
- an organization advertises a product or service which does not promote MDTSEA's core goals or objectives.
- the advertising/exhibiting organization has goals or objectives which are in conflict with

MDTSEA's goals, objectives, policy/position statements, or traffic safety initiatives.

MDTSEA reported a record number of (720) memberships for 2002-2003, however the number of people renewing their 2003-2004 memberships fell to 510 people after final renewal notices were sent. The drop in the number of MDTSEA members is likely related to three factors; (1) the high number of retiring driver educators; (2) an increase in the number of public schools dropping driver education programs from their curriculum, and the resulting increase in the number of private/commercial schools providing driver education services; and (3) school budgets have been negatively impacted by the worst state budget in 25 years; as a result, it is suspected that fewer membership reimbursements are being requested by teachers.

Although textbook sales for the year were down approximately 10.5% as compared to 2002, MDTSEA not only paid off its entire inventory of textbook, workbook, teacher resource guide, and videotape inventory in 2003; it has set aside \$50,000 in a higher yield interest bearing account. This money has been reserved for reordering supplies in the coming year(s).

The cost of the newsletter has doubled since last year, so MDTSEA will utilize local alternatives to AAA printing the newsletter (on a trial basis), provided quality and service are not compromised.

Robin Bordner continues to conduct National Credentialing Courses for new and existing driver educators in conjunction with St. Cloud State University. MDTSEA has been able to assist with the program by sponsoring \$100 scholarships for class participants. The success of these courses, as well as Robin's involvement in a variety of state and national driver training and testing activities, are the main reasons she received the 2003 Silvernale Award. This prestigious award recognizes "persons throughout the country who have made outstanding contributions to traffic safety education."

MDTSEA President, Dave Van Dyke, retired MSU professor, Dr. Donald Smith, and Dr. Thomas Reel, Director of the Traffic Safety Association of Michigan, have worked with State Representative Ed Gaffney to support legislation to add a passenger restriction to the GDL license. The bill has passed the House, but must still pass the Senate and be signed by the Governor. This bill will be monitored carefully in 2004.

As of October 1, 2003, the motorcycle training program was moved from the Michigan Department of Education (MDOE) to the Michigan Department of State. Further, the off-road vehicle (ORV) program moved from MDOE to the Michigan Department of Natural Resources.

2004 Highlights

The annual state conference was held at the Bavarian Inn in Frankenmuth, Michigan, on May 6-7, 2004. The conference was attended by approximately 135 of 655 members. Featured guests included Secretary of State Land and Representative Ed Gaffney, sponsor of the GDL passenger restriction bill. (The bill, by the way, passed the House but did not pass the Senate before the end of the 2003-2004 legislative session. Representative Gaffney has stated a willingness to sponsor a similar bill during the 2005-2006 legislative session.)

All components of Michigan's driver education program are now housed in one department for the first time. On October 1, Public Acts 70 and 71 of 2004 finalized the transfer of the Michigan Department of Education (MDE) driver education program to the Department of State (MDOS). The newly formed Driver Education Section resides in the Bureau of Regulatory Services' Program Operations Division. The section's major duties include:

- Monitoring all driver education programs for compliance with state laws, rules, and regulations.
- Processing new and annual renewal applications for driver training schools and instructors.
- Processing and distributing student driver-education course certificates and parent driving permits.
- The teacher preparation and driver education curriculum development fall within the Office of Traffic Safety.

MDTSEA was asked by MDOS to complete a survey regarding the future needs of driver education. MDTSEA's 9-page response was submitted to MDOS leaders, and follow-up meetings will be held to develop strong and positive relations between the two entities.

Dr. Thomas Reel, Director of the Traffic Safety of Michigan (TSAM), announced that he will retire at the end of 2004. Therefore, in 2005, TSAM will change its name and merge with the Michigan Resource Center for Health and Safety. Cindy Agle, the Executive Director of the new MRCHS will carry the torch for traffic safety in 2005 and beyond. TSAM was founded on June 20, 1966 and was preceded by the Traffic Safety Association of Detroit (TSAD), founded in 1941. Governor George Romney first recognized the need for a statewide traffic safety organization, which would be modeled after the TSAD. It should be noted that 1966 was also the year of the first federal highway safety act ("Highway Safety Act of 1966"), which led to the establishment of the states' highway safety offices and, in Michigan, the Office of Highway Safety Planning, currently housed within the Michigan State Police. TSAM will no longer hold the contract with MDTSEA to provide Secretariat services. MDTSEA will contract directly with Norene Lind (Lind & Associates) to resume Secretariat duties in 2005.

Dr. Robert "Gus" Gustafson PhD, (retired) Professor Emeritus from Michigan State University, passed away in 2004. Dr. Gustafson was one of the "fathers" of driver education in Michigan and one of the original members of MDTSEA. In his memory, MDTSEA created the "Dr. Robert E. Gustafson" award, an award given to recognize an individual who has demonstrated long-term commitment and dedication to the field of driver education and traffic safety. Dr. Donald Smith, another retired MSU professor, received the first such award.

2005 Highlights

The annual state conference was held at the Sheraton Inn in Lansing, Michigan on April 28th and 29th. Approximately 148 of the 573 members attended at this beautiful site. The presenters and the exhibitors did a fine job. Secretary of State Terri Lynn Land spoke again, and was well received. Sgt. Lance Cook spoke again as well, and is becoming a very popular attraction by speaking on traffic law. Jeff Simpson from the Department of also gave a lively presentation on the changes that are happening with the reorganization of driver's education from the Department of Education to the Department of State.

Several award nominations were received for the various MDTSEA awards presented annually at the conference.

MDTSEA prepares to host the 2006 ADTSEA conference at the Radisson in Kalamazoo, Mi. Robin Bordner is in charge of the committee. MDTSEA members have been attending previous ADTSEA conferences in recruitment for this conference. Several donations have been secured. The golf outing will be held at Angels Crossing's in Vicksburg. Hosting the 2006 ADTSEA conference will be MDTSEA's largest task in 2006.

Textbook sales were down slightly, but remained a strong source of income. It was suggested a potential reason may be the industries shift from public schools to private training schools, with the smaller business owners just ordering on a "just in time basis." MDTSEA Moved forward and Jerry Ockert headed the textbook committee. 2005 showed the most aggressive set of updates for the classroom textbook, largely due to the effort put forth by Jerry Ockert. It is theorized that this state of the art textbook will help drive sales. This also went hand in hand with the change of ownership for the manufacturer. Gilles Payant has left Propulsion and is practicing real estate in Toronto. Further, Propulsion has changed its name to "International Traffic Safety Publishers."

Various MDTSEA Executive Board members were contacted by OHSP and will now serve on a Driver License Action Task Force.

2006 Highlights

Secretary of State Driver Education Advisory Committee 2006 marks the sunset of the GDL law that was enacted in 1997. There are many potential changes in the upcoming law. MDTSEA's expertise was called upon for suggestions:

The following issues are being discussed, researched, and voted upon:

1. Teacher prep course
 - Temporary approvals are necessary after 6 of the 8 required credits.
 - Make available a practicum of internship for future driver educators.
 - The DOS should develop a course guide.
 - Driver education instructors coming right out of teacher preparation programs do not have enough in-car experience.
 - All teacher preparation classes should be consistent in content and activities.
 - Enhancing the preparation course work for all new teen instructors could eliminate the requirement of having a Michigan teaching certificate for public school driver education instructors.
2. Driver education schools:
 - All driver education providers (public, private, licensed driver training schools) should meet the same requirements.
 - All driver education providers should be required to have liability insurance.
 - All driver education programs should be subjected to random oversight audits/inspections.
 - All programs should be required to post surety bonds.
3. Driver education teachers:
 - Instructors in all programs (public, private, licensed driving training schools) should meet the same driving record check and criminal background requirements,
 - Periodic, mandatory continuing education credits should be required for all driver education instructors.
4. Driver education programs:
 - Parent meetings should be a mandatory part of the driver education programs.

- Segment 1 and 2 should be revamped to allow for behind-the-wheel instruction and additional class time during segment 2.
 - Range time should be returned to 2:1, rather than the current 1:1 ratio.
5. Extra issues:
- Some type of mandatory driver education course work should be required for 18 to 21 year old new driver applicants.
 - Criteria for new school owners should include prior driver education experience and an instructor license.

Robin Bordner continues to run the teacher prep classes held in conjunction with St. Cloud University. The attendance has not been booming, but does remain steady. This class is not necessarily a big “money maker,” but MDTSEA feels this is the top training available for new instructors, thus improving our industry.

Jerry Ockert and Norene Lind met on three occasions to review textbook revision changes. Jerry has been working with the Canadian textbook publisher to obtain price quotes on the next revision of the manual. Previously, MDSTEA paid \$12.50 per manual. With added pages and inflation, the new manual will cost \$14 each to produce.

MDTSEA played a large part in hosting the ADTSEA conference. Robin Bordner chaired the committee. Don Smith and Robin proposed to honor the past Presidents of MDTSEA by inviting them to the outing at the Gilmore Car Museum. Each attending President would receive a small plaque/gift; the host outing would cost MDTSEA \$1,000. A motion was made by Don Smith to invite and pay for expenses for the past Presidents (meal and gift) at the ADTSEA outing host event for past Presidents.

MDTSEA played part in the advisory committee to the State of Michigan. Several suggestions for updating the driver education laws. PA 384 of 2006 accomplishes the following:

- Levels the playing field between private driving school and public school driver education providers.
- Upgrades the requirements for instructor certification.
- Requires the Department of State to develop and enforce a standard curriculum or approve an alternative curriculum that meets certain criteria.

2007 Highlights

The Driver Education Provider and Instructor Act [2006 PA 384] went into effect on October 1, 2006; however, many of the provisions of the new law included delayed effective dates to allow the Michigan Department of State to develop and roll out the new provisions in stages. The effects of the new law can be summarized as follows:

Effects on students

- Students must spend a minimum of 4 hours of mandatory in car observation.
- The maximum number of range hours is reduced from 3 to 2.
- Three hours of student driving must be completed before the last day of class; the balance of driving must be completed within three weeks of the end of the class.
- Four hours of classroom must be completed before the student may drive.
- An exit test for segment two is now required.

Effects on instructors

- Instructors are licensed individually, and are not tied to a provider. This allows an instructor to transfer easily between employers or work for multiple employers.
- Instructor fees are \$45 every two years instead of \$25 per year.
- Instructors must provide MSP/FBI fingerprints; the prints are stored electronically.
- Professional Development is required every licensing cycle (2 years).

Effects on providers

- A licensing fee is collected with range submission; layout on file at state.
- Providers must adopt state curriculum or submit for approval an alternative curriculum that meets or exceeds the requirements.

Effects on college preparatory courses

- A 4th class was added to the former 3-class program. The 4th class will focus on in-car student teaching work in conjunction with a host school.
- Preparatory courses provide ADTSEA curriculum to students.

Effects on State

- The licensing system was re-engineered to a 2-year renewal cycle.
- The state must determine a point system for awarding professional development credit to instructors.

The Act adopted the ADTSEA 2.0 curriculum, and the Department of State modified it from a 45- hour program to 30 hours, in order to meet Michigan law.

Through a one-time grant, the state provided ADTSEA curriculum materials to current schools. Additional copies can be purchased through MDTSEA.

Segment 1 and 2 tests were developed by the Department of State. The department polled providers to determine the most important learning objectives. Those learning objectives became the basis for the new electronically produced high-security web-based test.

Several MDTSEA board members were chosen to teach the state's first professional development classes. The purpose of the class was to present and review the "Michiganized" ADTSEA curriculum. As of the end of the year, over 1,600 of the 2,400 Michigan instructors have attended the classes. Although MDTSEA was not allowed to directly advertise itself at the meetings, the networking in the meetings allowed us to spread the benefits of MDTSEA membership. It appears future classes will be facilitated through other groups, with MDTSEA being a prime candidate to offer training. MDTSEA was able to advertise itself to the industry, as most of the professional development trainers were form the board; Dave Van Dyke, Robin Bordner, Jerry Ockert, Greg Brown, and Mark Kronauer. Other super trainers included Bob Boone, Steve Brieve, and Rod Martin. MDTSEA bought a bulk supply of ADTSEA curriculum packages to provide to providers. MDTSEA will sell the packages for \$195, which is cheaper than buying the packages directly from ADTSEA for \$250.

The MDTSEA conference was held at Soaring Eagle Casino and Resort in Mount Pleasant. Approximately 150 people were in attendance. Highlighted presenters included Terry Kline of Kentucky University and Adele Kristiansson, representing The National Road Safety Foundation. The Department of State gave very informative presentations, and a special presentation was made by Secretary of State Terri Lynn Land.

MDTSEA became a sustaining member of SMARTER (Skilled Motorcyclists Association - Responsible, Trained, and Educated Riders). MDTSEA Board member, Dr. Donald Smith, was instrumental in establishing this new association, whose primary purpose is to oppose any effort to repeal the motorcycle helmet law.

2008 History Highlights

A Senate bill was introduced to allow for home-school driver education. MDTSEA was quick to respond by sending letters of opposition to the legislature, the Governor's office, and various stakeholders. The opposition paper was published in the MDTSEA Newsletter and shared with our membership.

To promote meaningful committee activity, President Dave Van Dyke initiated a new committee format in which all committees will meet immediately after regularly scheduled board meetings. Such a format allows for full participation, as attendance at committee meetings that had occurred outside of board meetings was low.

The Michigan Department of State (MDOS) entered into a contract with Solutions Thru Software to implement an automated Segment I test system. To ensure test integrity and security, driver education providers would be required to generate a web-based test that would pull 80 randomly selected questions from a pool of 480 test questions. Providers would then be required to generate a new test periodically and destroy earlier versions of the test. The MDOS also began similar work on creating the Segment II test.

MDOS began conducting inspections of all driver education programs with range instruction. This activity was given priority status.

2009 History Highlights

The Michigan Department of State (MDOS) began spot-checking instructor licensees to verify that professional development requirements are being met. This activity has yielded positive results, as many instructors who self-certified they had met the requirements on their license renewal forms had not actually done so. This method of regulation keeps people honest and also helps instructors better understand what is required of them.

Having heard from MDTSEA and a multitude of instructors that the Segment 1 test contained many questions with multiple or ambiguous answers, the MDOS modified many of the test questions. The MDOS will continue to monitor the test to make sure the test questions are valid, reliable, and cover the domain of knowledge necessary for students to be successful drivers.

MDTSEA discontinued the NCC Credentialing Instructor Preparation Program. Instead, MDTSEA began developing and offering professional development courses, as well as distance learning professional development activities.

2010 Highlights

The Michigan Department of State updated the Driver Education Provider Manual. The update included revision of several required forms.

House Bill 4747, Motorcycle Helmet Repeal, was recommended to the full house.

The US Department of Transportation announced a federal rule prohibiting texting by interstate commercial truck drivers.

Governor Jennifer Granholm signed Michigan House Bill 4394 (Texting Ban) into law.

The use of all Segment I and Segment II Driver Education tests was extended to a 12-month period.

Public Act 568 of 2008 was signed into law in December 2010. It became known as the Basic Driver Improvement Course (BDIC), which allows driver to take a course to avoid points being added to the driver's record. The Michigan Secretary of State provided criteria and requirements for individuals to attend a BDIC.

PA 268, the GDL Passenger Restriction, was signed into law. Because of term limits, Secretary of State Terri Lynn Land fulfilled her final year in office. Ruth Johnson was elected as the 42nd Secretary of State in November of 2010 with her term beginning in January 2011.

2011 Highlights

UMTRI and the Michigan Dept. of Community Health teamed up with Driver Education Instructors to promote the UMTRI Checkpoints Program in Michigan.

Motorcycle Helmet Repeal bills were again introduced. MDTSEA and SMARTER continued to campaign to keep the current Michigan all-rider helmet law in effect.

The Check Points Program moved into Phase Two. It promoted new videos and an updated website.

PA 268, the GDL Passenger Restriction, went into effect on March 30, 2011 with the exemptions to the law relating to school-sanctioned events. The law was revised in July of 2011 to allow exemptions to include all authorized activities determined in the revised law.

HB 4608 and SB 291, were introduced regarding Helmet Repeal. These bills were identical with no action taken.

The Driver Education Segment II tests questions were updated by the MDOS.

2012 History Highlights

The American Driver and Traffic Safety Education Association (ADTSEA) made available for distribution an updated ADTSEA 3.0 curriculum. The binder and associated DVD's/CD's became available for distribution through MDTSEA once the Michigan Department of State adopted the 3.0 version for use in Michigan.

2013 History Highlights

Public Act of 592 of 2012, more commonly known as "Kelsey's Law", was signed into law in January. The new law banned cellphone use (with certain exceptions) for anyone driving on a Level 1 or Level 2 license in Michigan. It was named in honor of Kelsey Raffaele, 17, of Sault Ste. Marie, who died in a cellphone related automobile crash in 2010.

Michigan Department of State announced they were adopting the ADTSEA 3.0 curriculum. A revised MDOS Driver Education Curriculum Guide was issued in September.

2014 History Highlights

A panel from The National Highway Traffic Safety Administration (NHTSA) came to Lansing in the spring to review Michigan's Driver Education Program and compare it to the Driver Education National Standards. Michigan came away with high marks from the panel at the conclusion of the assessment along with a number of recommendations. These included requiring a parent to attend some sort of parent meeting / seminar, requiring documentation of the 50 hours of supervised driving practice, incrementally increasing hours of instruction, and other suggestions.

Letters from MDTSEA were sent to House & Senate members and the Governor's office opposing SB1029. This bill would have allowed home schooling of driver education in Michigan. The bill did not get out of committee.

Governor Rick Snyder signed Public Act 317 of 2014 into law. This bill was also known as "Nathan's Law" in memory of Nathan Bower, a 19-year-old motorcyclist killed in a motorcycle-vehicle crash in 2009. The new law mandated that driver education curricula must "include information concerning the laws pertaining to bicycles and motorcycles and shall emphasize awareness of their operation on the streets, roads, and highways of this state." PA 317, however, did not mandate any changes to the driver education curriculum but did bring public awareness to the issue.

It is also worth noting that this bill (HB5438), when first introduced, included language which would have allowed online / Internet-based driver education. MDTSEA worked with elected officials to remove the language from the bill which would have allowed this and basically codified current practices.

2015 History Highlights

Public Act No. 120 of 2014 became effective January 1, 2015. This Act amended 1949 PA 300 by providing authority to the Secretary of State to issue a motorcycle temporary instruction permit to applicants 16, 17, or 18 years old under certain conditions.

Public Act No. 283 of 2014 amended 1949 PA 300 to allow an individual that was assessed a Driver Responsibility Fee to engage in 10 hours of community service as an alternative to paying that fee. The community service shall be completed within 45 days.

Public Act 11 of 2015 amended 1949 PA 300 to modify Michigan law as needed to meet the new Federal Motor Carrier Safety Regulations that were published in 2011 (FMCSA-2007027659).

2016 History Highlights

The 2016 MDTSEA Conference and Annual Meeting was held on April 30th at the Soaring Eagle Casino and Resort, Mt. Pleasant, Michigan.

Beginning in early 2016, MDOS required providers and instructors to utilize the new "Driving Skills Report Card".

MDOS updated the Segment 2 Risk Awareness Fact Sheet and revised the test questions.

Public Act No. 135 of 2015 became effective on January 5, 2016. This Act amended 1949 PA 300 by amending Section 328 to permit the electronic copy of the certificate of insurance of the vehicle using an electronic device.

Public Act No. 443 of 2016 was passed to direct the State Transportation Department and the Michigan State Police to increase the speed limits on at least 600 miles of limited access freeway to 75 mph and 900 miles of trunk line highway to 65 mph after the completion of specific engineering & safety studies.

Public Act No. 23 of 2016 became effective May 23, 2016. The Act amended 1949 PA 300 by amending Sections 309 and 312b such that the Secretary of State shall waive the requirement of a written test, road sign test, and driving skills test of an applicant for an original motorcycle endorsement if the person has successfully passed a motorcycle safety course approved by the Department, as described in Sections 811a and 811b.

A new study conducted at the University of Nebraska-Lincoln followed more than 150,000 teen drivers over eight years found that driver's education significantly reduces crashes and traffic violations among new drivers. For example: 11.1 percent of the driver's education cohort was involved in a car crash, compared to 12.9 percent of those who did not take driver's education. 2.1 percent of the driver's education group was involved in an accident that caused injury or death, compared to 2.6 percent of those who did not take driver's education. 10.4 percent of students who took driver's education were ticketed for moving traffic violations, compared to 18.3 percent of those who did not take driver's education. Similar trends were seen for alcohol-related violations and for crashes and traffic violations during the second year of driving. Young drivers who have not completed driver's education are 75 percent more likely to get a traffic ticket, 24 percent more likely to be involved in a fatal or injury accident and 16 percent more likely to have an accident, the study showed. Researchers Duane Shell and Ian Newman of the Nebraska Prevention Center for Alcohol and Drug Abuse at the University of Nebraska-Lincoln conducted the study. The study appeared in the September 2015 edition of the journal of Accident Analysis and Prevention.

The Michigan Office of Highway Safety has reported that traffic deaths have increased approximately 10 percent in 2015, compared to 2014. Alcohol-involved, bicyclist, teen, and motorcyclist traffic deaths were all up more than 20 percent, according to information released from the Michigan State Police Criminal Justice Information Center.

2017 History Highlights

TheMDTSEA Conference and Annual Meeting was held on May 6th at the Soaring Eagle Casino and Resort, Mt. Pleasant, Michigan.

Senate Bill 528 was introduced to stiffen penalties for failing to stop for a school bus. Fines to be increased from \$100-\$500 for a first offense to \$250-\$500; Second offense to be increased to \$500-\$1,000. In addition, the secretary of state may suspend a person's license for up to a year for a second or subsequent offense.

Senate Bill 46 became effective on 8/21/17 and required that emergency lights be mounted on the roof of an authorized emergency vehicle.

House Bill 4215 became effective on 9/26/17 and allows for owners to leave their vehicles running unattended on private property.

Senate Bill 0332 became effective 10/25/17, requirement of examination regarding existence of certain medical conditions affecting applicant's ability to operate vehicle safely.

The coalition to regulate Marijuana like Alcohol was successful in gaining enough signatures to ensure that recreational marijuana use would be on the state-wide ballot in 2018.

The Washtenaw County Road Commission put on a roundabout simulation at Saline High School to help give students more exposure to how to properly navigate through them

Public Act 59 of 2017 became effective on July 12, 2017. The bill amended the Michigan Vehicle Code to allow for an electronic copy or a digital photograph of a vehicle registration certificate to satisfy the requirement that a registration certificate be carried in a vehicle or carried by the person driving a vehicle.

A study in the American Journal of Surgery found the following regarding the repeal of Michigan's Motorcycle Helmet Law. The amount of riders not wearing helmets rose from 7% to 29%. There was no difference in mortality rate between helmeted and nonhelmeted riders after admission; however, crash scene fatalities for nonhelmeted riders increased significantly. Intensive care unit length of stay was higher for nonhelmeted riders. Mechanical ventilation time was higher for nonhelmeted riders. Cost of stay was higher in the nonhelmeted cohort.

2018 History Highlights

The January/February MDTSEA Newsletter discusses the Myths & Facts regarding the use of a Textbook to supplement the ADTSEA Curriculum Requirement for teaching Novice students governed by the Michigan Department of State (MDOS). It also contained a letter identifying MDTSEA's position opposing Senate Bill 1029, a bill that would allow parents to provide home-schooled driver education to their children. The position was the interpreted research reporting the experiences of Texas and Oregon with parent-taught driver education to their children. The letter was sent all Michigan Legislators and Others.

MDTSEA Conference and Annual Business meeting held at Soaring Eagle Casino and Resort in Mount Pleasant, MI.

The Governor's Traffic Safety Advisory Commission (GTSAC) announced the societal costs of Traffic Crashes in Michigan and they are: 1. Alcohol-related crashes accounted for \$793 million in monetary costs and 3.9 billion in total costs, 2. Injury-crash involved unrestrained occupants accounted for \$506 million in monetary costs and \$2.6 billion in total costs, 3. Crashes involving teen drivers accounted for almost \$748 million in monetary costs and \$3.2 billion in total costs, 4. Motorcycle-involved crashes accounted for \$330 million in monetary costs and \$1.8 billion in total costs, and 5. Crashes involving large trucks accounted for \$36\$ million in monetary costs and \$1.3 billion in total costs.

The GTSAC honored Norene Lind, 20-year Secretariat of MDTSEA, with the Richard H. Austin Long-Term Traffic Safety Award at their Annual Awards presentation on March 21, 2018.

In 2012, Michigan reduced the all-rider helmet law allowing riders 21 and over, who meet certain requirements, to ride without a helmet. Ph.D. Lidia P. Kostyniuk examined 2015 data of the Michigan Traffic Crash Reporting System, concluded that "If helmets had been worn by all crash-involved motorcyclists in 2015, monetary costs of motorcycle crashes would have reduced by \$28 million – \$32 million, quality of life costs would have been reduced by \$157 million - \$169 million, and total societal costs would have been reduced by \$185 million - \$201 million. Twenty-one deaths would have been prevented and total societal costs of motorcycle crashes would have been lower by 10.5% - 11.4%"

Public Act 109 of 2018 requires a motorist to TREAT A MALFUNCTIONING TRAFFIC LIGHT AS A FOUR-WAY STOP.

The Annual Michigan Traffic Safety Summit was conducted on March 20-22, 2018. MDTSEA Board Members enjoyed a presentation and tour of Mcity.

Public Act No. 138 of 2018 permits the operation of an electric bicycle. Class 1, class 2, or class 3, on a trail, subject to specified conditions, effective January 28, 2018.

Public Act No. 139 of 2018 defines an electric bicycle and describes the method of propelling each: class 1, class 2, and class 3, January 28, 2018.

Public Act No. 276 of 2018 specifies new requirements for In-Class-Instruction for Traffic Stop Protocol, effective September 27, 2018.

Public Act No. 277 of 2018 identifies new requirements for In-Class-Instruction of Vulnerable Roadway Users, effective 91st day after adjournment of regular 2018 session

Public Act No. 280 of 2018 provides a 3 ft. Berth for Bicycles, with certain conditions, effective August 1, 2019.

The Governor's Highway Safety Association (GHSA) reports that 12 States with Autonomous Vehicle Testing: Arizona, California, Florida, Michigan, Nevada, Ohio, Pennsylvania, Texas, Virginia, and Washington.

2019 History Highlights

2020 History Highlights

2021 History Highlights

2022 History Highlights