

# STATE OF NEW JERSEY

ASSOCIATION OF NATIONAL STAKEHOLDERS IN  
TRAFFIC SAFETY EDUCATION  
**ANSTSE**

STATE ONSITE TECHNICAL ASSISTANCE  
for the  
DRIVER EDUCATION PROGRAM



January 10-11, 2017

**ANSTSE Onsite Technical Assistance Team**

Troy E. Costales

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## ACKNOWLEDGEMENTS

The Association of National Stakeholders in Traffic Safety Education (ANSTSE) Onsite Technical Assistance Team (the Team) acknowledges and thanks Mr. Gary Poedubicky, Acting Director, New Jersey Division of Highway Traffic Safety and Ms. Claudia Knezek, Kean University, for their support and assistance in making this onsite technical assistance visit possible.

The “Onsite Technical Assistance” meeting included 11 individuals representing three State agencies, two universities and five stakeholder groups. The Team acknowledges and thanks the following individuals for their participation and contributions:

- Mr. Gary Poedubicky, Acting Director, Division of Highway Safety;
- Dr. Claudia Knezek, Project Director and Biology Adjunct Faculty, Kean University;
- Mr. Brendan O’Reilly, Coordinator of Comprehensive Health and Physical Education, New Jersey Department of Education;
- Mr. Michael Hall, Business Licensing Services, New Jersey Motor Vehicle Commission;
- Mr. Arnold “Andy” Anderson, Leader of New Jersey Teen Safe Driving Coalition;
- Ms. Cathleen Lewis, Director, Public Affairs and Government Services, New Jersey AAA;
- Ms. Violet Marrero, Consumer Safety Administrator, New Jersey Manufacturers Insurance Group;
- Ms. Jacqueline Malaska, Executive Director, New Jersey Association for Health, Physical Education, Recreation & Dance;
- Dr. Shari Willis, Rowan University;
- Mr. Dan Gaskill, President Driving School Association of New Jersey; and
- Ms. Dina Giacomo, Vice President, Driving School Association of New Jersey.

Each participant played a major role in the onsite process. The Team thanks each individual for the time and energy that they invested in preparing and delivering their comments. The participant’s candor and thoroughness in discussing the status of Driver Education in the State of New Jersey greatly assisted the Team.

The National Highway Traffic Safety Administration (NHTSA), provided the funding through ANSTSE and Highway Safety Services, LLC (HSS), to make this onsite technical assistance visit possible. It is with great appreciation that the ANSTSE Team acknowledges their support.

Mr. Brett Robinson, Vice President, Highway Safety Services (HSS), LLC and ANSTSE Secretariat, along with Dr. William E. Van Tassel, Manager, Driver Training Programs AAA National Office and Past ANSTSE Chair, assisted with the facilitation of the onsite technical assistance Team visit. Their contributions and support are greatly appreciated.

The Team believes this report will contribute to the State’s efforts to enhance the effectiveness of its Driver Education program in preventing injuries, saving lives and reducing economic costs of young novice driver motor vehicle crashes on New Jersey’s roadways.

## BACKGROUND

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

The Novice Teen Driver Education and Training Administrative Standards (NTDETAS) were finalized in 2009 to assist in improving the administration of driver education programs nationally. An association of major stakeholders was created to maintain and, when necessary, upgrade the Standards and to provide oversight in implementation activities. The group was established in 2010 and titled the Association of National Stakeholders in Traffic Safety Education (ANSTSE).

This volunteer group of stakeholders, is made up of the following organizations:

- American Association of Motor Vehicle Administrators (AAMVA);
- American Automobile Association (AAA);
- AAA Foundation for Traffic Safety (AAAFTS);
- American Driver and Traffic Safety Education Association (ADTSEA);
- Driver Education and Training Administrators (DETA);
- Driving School Association of the Americas (DSAA);
- Governors Highway Safety Association (GHSA); and the
- Transportation Research Board (TRB).

ANSTSE developed a maintenance system for keeping the Standards up-to-date and developed an NTDETAS Strategic Plan for implementation of the Standards in the States. The States, ANSTSE members, and the driver education community in general, may need technical support to assist in the adoption and implementation of the NTDETAS Standards. The NTDETAS Standards document was the first step in developing and implementing a comprehensive national driver education program effort. The current effort is to provide technical support for States and organizations to adopt and implement the NTDETAS Standards.

Technical assistance may be provided prior to or following a NHTSA Driver Education State Assessment / Peer Review. Technical assistance can provide a preliminary analysis of the States driver education program. Then the State may utilize highway safety funds, or other funds, to conduct a NHTSA State Assessment / Peer Review based on the recommendations in the NTDETAS. These assessments offer States a tool to use over time to review their driver education programs, note the program's strengths and accomplishments, and note where improvements can be made. Following a NHTSA State Assessment / Peer Review, ANSTSE can provide post analysis technical assistance to assist with implementing the recommendations given in the NHTSA State Assessment / Peer Review.

Additional information on the NTDETAS, ANSTSE and Technical Assistance is available at [www.anstse.info](http://www.anstse.info).

## NHTSA STATE ASSESSMENT / PEER REVIEW

The purpose of a **State Driver Education Assessment / Peer Review** is to assist in the review of the driver education program in a State, identify the program's strengths and accomplishments, identify problem areas and offer suggestions for improvement.

The assessment can be used as a tool for planning purposes and for making decisions about how to best use available resources. This assessment tool follows the format of the *Novice Teen Driver Education and Training Administrative Standards (NTDETAS)*. The assessment process provides an organized approach for measuring the State's entire driver education program status.

NHTSA utilized the newly developed *Novice Teen Driver Education and Training Administration Standards* as the assessment framework. These standards were developed by representatives from the driver education professional community, with assistance from NHTSA. The five major topic areas in the standards are:

- Program Administration;
- Education/Training;
- Instructor Qualifications;
- Parent Involvement; and
- Coordination with Driver Licensing.

**The ANSTSE Technical Assistance** does not replace nor duplicate a full NHTSA Driver Education State Assessment/Peer Review. All States are encouraged to conduct a NHTSA State Assessment / Peer Review.

## OVERVIEW OF THE ONSITE TECHNICAL ASSISTANCE

Mr. Gary Poedubicky, Acting Director, New Jersey Division of Highway Traffic Safety, first contacted Brett Robinson of Highway Safety Services HSS, LLC (HSS) and ANSTSE Secretariat with a letter on June 1, 2016 requesting technical assistance from ANSTSE regarding assistance and guidance for New Jersey's driver education program. A revised follow-up letter was sent on August 8, 2016.

On March 21, 2016, Ms. Robin Bordner, Michigan Traffic Safety, with the financial assistance of the American Driver and Traffic Safety Education Association (ADTSEA) and coordinated by Dr. Allen Robinson, ADTSEA met with New Jersey's Driver Education stakeholders, to provide preliminary guidance and to discuss New Jersey's Driver Education program as well as to provide training in establishing a guideline curriculum document for the State.

Multiple conference calls were held between HSS/ANSTSE representatives and Mr. Poedubicky and Ms. Claudia Knezek of Kean University to discuss New Jersey's driver education needs and how to best proceed with an ANSTSE on-site technical assistance visit. Calls were held on July 6, August 8, September 8 and October 31, 2016. The State of New Jersey at this point has not held a NHTSA State Assessment/Peer Review of their driver education program.

The State then followed up with NHTSA and ANSTSE through HSS, in late 2016, requesting an ANSTSE Onsite Technical Assistance Team to come to New Jersey to work with the State and their Driver Education

Stakeholder Groups to provide guidance to help them move forward in updating and improving their driver education program.

The State requested that the Technical Assistance Team visit focus on *Program Administration* (specifically coordination and communication between State driver education stakeholder agencies and groups). They also requested that the on-site Team focus on assisting them to develop an “**Action Plan**” for how the State should move forward, as well as providing recommendations to ANSTSE on developing a comprehensive “Technical Assistance” plan which hopefully will culminate in a NHTSA State Assessment/Peer Review.

Based on this focus, ANSTSE selected Troy E. Costales, Administrator, Oregon Transportation Safety Division and a Representative for the Governors Highway Safety Association (GHSA) and Michael R. Calvin, HSS Consultant and a retired AAMVA Administrator with extensive experience in driver education, graduated driver licensing programs (GDL) and standards development/implementation. The visit and team was coordinated by Mr. Brett Robinson, HSS and ANSTSE Secretariat.

The onsite Technical Assistance visit was then scheduled for and conducted on January 10-11, 2017 in Hamilton, New Jersey at the AAA Mid Atlantic facility. The Team met with State Stakeholder Representatives on January 10 and the first part of the morning on January 11, to conduct interviews and gather additional information on the areas of focus.

On January 11, the Team participated in an exit meeting with State representatives to provide a preliminary list of recommendations based on the information provided during the onsite technical assistance visit.

This report details those recommendations and observations.

# TECHNICAL ASSISTANCE RECOMMENDATIONS and OBSERVATIONS

## 1.0 Program Administration

### **Recommendations and Observations of the Onsite Technical Assistance Team:**

A high level of interest and desire was displayed by all Driver Education Stakeholder Agencies and their key leaders, to work cooperatively to improve New Jersey's Driver Education Programs and ultimately make a difference for teen drivers in the State. Even though interest is there, currently there is a need for better communication between and among stakeholder agencies and groups as well as a need to establish some sort of formal communication and decision making process, structure and procedures that would provide periodic face-to-face exposure for the agencies and key organizations.

#### ***Recommendations:***

The following recommendations will be drawn from the "Driver Education Pyramid Structure" as provided in, Appendix # 1. The structure utilizes the "Three A's": Administration; Ambassadors and Advocacy.

**A. Administration: Establish a Driver Education Management Team (DEMT).** The TEAM was unable to find anything in law or administrative rule that appears to prohibit this type of team from forming and working together.

The *Management Team* needs to include representatives from the following New Jersey State agencies:

- Office of Attorney General (OAG), Division of Highway Traffic Safety;
- Department of Education (DOE); and the
- Motor Vehicle Commission (MVC).

A *Memorandum of Understanding* can be used to formalize the working partnerships and also create a foundation for the *Management Team* to continue into the future if there are staff changes at the agency level.

The purpose of the *Management Team* would be to:

- discuss cooperative ventures to advance driver education in the State of New Jersey;
- synchronize the delivery of curriculum for both behind-the-wheel (BTW) and classroom instruction;
- synchronize the requirements for instructor qualifications and re-certifications;
- harmonize and tie driver education to the driver license, bringing about uniformity between private and public delivered programs;
- discuss the need for a potential legislative agenda;
- sequence and plan administrative rules, using the strength of partner/stakeholder agencies to move the program forward;
- evaluate data and initiate research studies and reports;
- create a ten year plan of action, designating major milestones to be met along the way; and
- build an understanding of the delegated authority of each involved stakeholder agency.

The *Management Team* should meet on a regular basis. At the initial onset of the *Management Team*, four working groups need to be established, that have delegated authority and been given the task of establishing baseline expectations within each of their respective topic areas. The four Working Groups are:

1. Classroom;
2. Behind the Wheel;
3. Instructor Development and Certification; and
4. Administration and Operations.

Examples of “sub areas” under Working Group 4, Administration & Operations are:

- Finance;
- Auditing and Compliance;
- Third Party Providers/Ethics; and
- Linking Theory and MVC Licensing BTW Tests to the Training.

The other three Working Groups will need to establish their own similar “sub areas.” All Working Groups should consider, but not necessarily limit their work to, the following items: **current statutory authority; opportunities for rule making; establishing performance measures; and identifying consequences of non-compliance.**

Each Working Group needs to focus only on their respective topic area and not the overall program. They should tackle each item deliberately, taking small bites until the work is completed, before moving on to the next item. This approach will build momentum and trust among the partners.

Working Groups should “sunset” within 16-18 months after inception. Their work will live on within the ***Management Team*** and the overall “Driver Education Program Structure Pyramid” (see Appendix #1).

**B. Ambassadors: Establish a *Driver Education Advisory Committee (DEAC)* that is focused on the program side of Driver Education.** This team should be made up of front-line delivery partners that have been given an advisory voice on the work of the ***Management Team***. This team will act as a sounding board or virtual “test bed” for the initiatives and/or content that is created by the ***Management Team and its Working Groups***. Feedback can be immediate. This team can also help spread the word on what is expected from the State. As media campaigns are prepared, this team can provide input and a channel for delivery. In effect, they will become **Champions** for the efforts and direction of the ***Management Team*** and New Jersey Driver Education program in general.

A *Charter* style document can be crafted that establishes expectations, components and procedures for the ***Advisory Committee***. A sample of such a document is provided in (Appendix # 2).



**C. Advocacy: Utilize current advocacy organizations and groups to provide critical guidance for New Jersey’s Driver Education program.** They should include, but not be limited to, the following:

- Driving School Association of New Jersey (private sector BTW instructors);
- New Jersey Teen Safe Driving Coalition; and
- New Jersey Association for Health, Physical Education, Recreation and Dance (public sector classroom instructors).

These organizations and groups contain dedicated, committed and engaged leaders that have a wealth of expertise and the “will” to make improvements in New Jersey’s Driver Education program. They should be utilized, serving as liaisons on the **DEAC** and or the **DEMT Working Groups**, as well as providing assistance and guidance to the overall program. They are a valuable resource.

***Additional General Recommendations:***

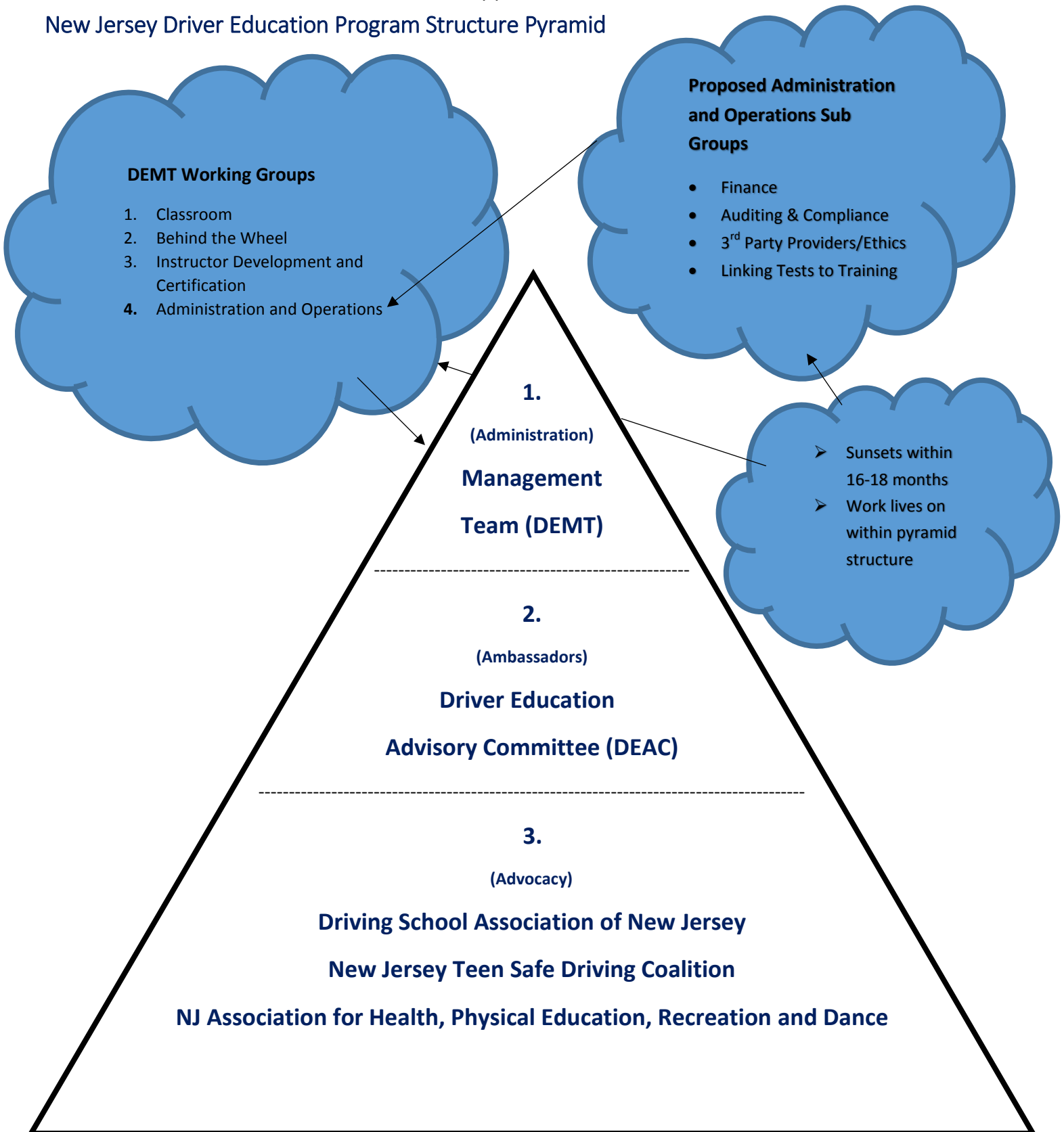
- We encourage the State of New Jersey to assemble and have available the following “Functional Data” to support the Driver Education program: driver license issuance numbers; licensing scheme; driver safety fund information; public instructor criteria; private instructor criteria; public law documents for DOE and MVC; and teen driver crash statistics.
- We would also encourage New Jersey to eventually create a New Jersey Driver Education Resource Library (NJDERL) utilizing the many active stakeholder groups, educational institutions and government agencies as sources. The NJDERL should include, but not necessarily be limited to: driver education program and curriculum information; data and statistics broken down by county; driver education research, case studies, white papers and best practices; Q & A for the most common Driver Education Program questions from the stakeholder groups, schools and parents; and select responses and commentary from Driver Education Professionals, Administration Leadership, Parents and Community Leaders – on New Jersey’s Driver Education Program.
- The “driver education program and curriculum information, data and statistics” mentioned in the bullet point above and recommended to be part of the NJDERL, can also be broken out and used as a separate “Comparative Data Document.” The document would serve as a resource for the State to compare driver education activities between counties and communities, and throughout New Jersey.
- We recommend that New Jersey continues to take full advantage of the “NHTSA Traffic Safety Fact Sheets” that pertain to “Model GDL Guidelines” and driver education in general.
- We also encourage the key players to hold discussions on how ANSTSE can continue to assist the State, in the future, through additional Onsite and Off-site Technical Assistance sessions or other viable means.

### ***Onsite Technical Assistance Team Observations:***

- The State of New Jersey currently has many solid programs pertaining to Driver Education. The Teen Safe Driving Coalition, (which includes over 200 individuals and organizations), has many such programs and initiatives in place including: GDL Game Plan for Coaches; U GOT Brains Champion Schools Program; Driver Education Partnership; Law Enforcement Education; Parent Education and Outreach; GDL Decal Thank You Program; and GDL Champions. Some programs have received national recognition such as the State's "Share the Keys" Program and "Resource Guide" as well as the New Jersey Manufacturers Insurance Group's, "Teen Driver Safety Program."
- Nationwide, a growing movement is evolving, where other groups outside of state agencies and traditional Driver Education Programs are getting involved in "Teen Driver Safety" and involving parents and other stakeholder groups in the process. Children's Hospital of Philadelphia (CHOP) is one of those groups. Government agencies, educational institutions, stakeholder groups and key individuals within the State of New Jersey seem to not only embrace this movement but endorse it.
- It's clear that government agencies, educational institutions of higher learning and key stakeholder groups are passionately involved and engaged in the Driver Education efforts within the State. They all seem to have very real ownership commitments.
- Key players seem to be cooperative and willing to work together to make changes to help improve Driver Education.
- Timing seems to be favorable for initiating changes.
- A tangible, documented, comprehensive plan to move forward to help improve Driver Education in the State of New Jersey is needed (an outline of which is spelled out in this report).
- To get the full benefits, it's clear to the ANSTSE Technical Assistance Team, that the State needs to move forward in implementing the recommendations in this report before requesting a "State Assessment/Peer Review" of New Jersey's Driver Education Program. The DEMA and the various working groups recommended in this report need the opportunity to become established and begin working towards their goals.

Appendix # 1

New Jersey Driver Education Program Structure Pyramid



Appendix # 2

Sample Driver Education Advisory Committee (DEAC)  
“Charter” Document

- A. **COMMITTEE'S OFFICIAL DESIGNATION:** Driver Education Advisory Committee.
- B. **AUTHORITY:** As recommended by the New Jersey Driver Education Management Team.
- C. **OBJECTIVES, SCOPE OF ACTIVITIES, AND DESCRIPTION OF DUTIES FOR WHICH THE COMMITTEE IS RESPONSIBLE:** The duties of the Committee are solely advisory. The Committee's responsibilities are to give advice on driver education issues. Duties of the Advisory Committee are:
  - i. Advise and confer on matters pertaining to the establishment of rules necessary to carry out duties of the driver education program;
  - ii. Work towards the goal of making driver and traffic safety education programs available to all underage drivers of New Jersey;
  - iii. Review and update guidelines for the operation of the Driver and Traffic Safety Education Program;
  - iv. Promote the Graduated Driver Licensing Program;
  - v. Promote partnerships with Driver Services, including training and driving school regulations, etc.;
  - vi. Act as a sounding board on forms and processes;
  - vii. Provide a communication channel between driver education and stakeholder groups;
  - viii. Stimulate public awareness of driver education needs and contributions;
  - ix. Serve as an advocate of driver education;
  - x. Influence driver education support through appropriate channels;
  - xi. Lend credibility and stature to driver education programs; and
  - xii. Establish sub-committees which will help accomplish the goals and objectives.

**D. OFFICIAL(S) TO WHOM THE COMMITTEE REPORTS:** The Committee shall report to the New Jersey Driver Education Management Team.

**E. MEMBERSHIP:** The New Jersey Driver Education Management Team shall appoint up to a maximum of nine voting members. Committee members shall have expertise relevant to the functions of the Committee. The New Jersey Driver Education Management Team members are not a member of the committee. The Committee shall have nine voting members from the following groups:

Public Providers	Stakeholder Groups and Coalitions	Private Driving Schools
Teacher:	Teacher:	Teacher:
Classroom: BTW:	Classroom: BTW:	Classroom: BTW:
Administrator:	Administrator:	Administrator:
Business Manager:	Business Manager:	Business Manager:
Trainer of Trainers:	Trainer of Trainers:	Trainer of Trainers:

The requirements for membership are as follows:

### **Essential**

- Commitment to attend the meetings regularly and to prepare in advance;
- Ability to grasp the details of proposals and make a positive contribution to meetings;
- Readiness to work as part of a team with other members in reaching decisions;
- Ability to “think outside the box” when considering new ideas and strategies;
- Discretion to keep the Committee's work confidential; and
- Appreciation of the political and financial context in which driver education operates and of the Committee's role as adviser and not a pressure group.

### **Liaisons**

Additionally, the following agencies and stakeholder groups may appoint one staff person to serve as an ex-officio, non-voting member to the committee:

- Office of the Attorney General, Division of Highway Safety;
- New Jersey Department of Education (DOE);
- New Jersey Motor Vehicle Commission;
- Kean and Roan Universities;
- New Jersey Teen Safe Driving Coalition;
- New Jersey Association for Health, Physical Education, Recreation & Dance;
- AAA New Jersey;
- New Jersey Manufacturers Insurance Group; and the
- Driving School Association of New Jersey.

**F. MEETING STRUCTURE, DATES AND DURATION:** The Committee meets twice a year. Meetings can coincide with the State Traffic Safety Conferences. Meetings are three to four hours in length. Meeting notices will be posted on the Driver Education webpage. Members are expected to attend meetings on a regular basis. Additional meetings shall be scheduled as needed at times and places when deemed appropriate. Agenda for the meeting shall be prepared by the Division of Highway Safety and supplied to the members not less than ten days prior to each meeting. The minutes shall be kept and furnished to all members in a timely fashion. The first item of agenda at any meeting shall be to approve and amend the last meeting's minutes.

**G. NUMBER OF MEETINGS, ATTENDANCE AND LOCATION:** Meeting shall be open to the public. Notice of all meetings shall be given to the public via Division of Highway Safety. Any member not in attendance of 50 percent or more of the scheduled committee meetings within a given twenty-four months will be replaced.

**H. AGENCY RESPONSIBLE FOR PROVIDING NECESSARY SUPPORT:** The Division of Highway Safety shall provide financial and administrative support to the Driver Education Advisory Committee.

**I. ESTIMATED ANNUAL OPERATING COSTS AND STAFF SUPPORT YEARS:** Members shall be reimbursed for travel expenses in accordance with the New Jersey Administrative Rules. The total annual costs of operations will not exceed \$5,000. Committee members may be allowed travel expenses. A member who is receiving a salary from the State shall not receive compensation other than travel expenses incurred in such service.

**J. SUBCOMMITTEES:** To facilitate functioning of the Committee, subcommittees may be formed. The objectives of the subcommittees are to provide advice and recommendations to the Committee with respect to matters related to the duties of the Committee. Subcommittees shall meet as the Committee deems appropriate.

**K. QUORUM:** A quorum shall consist of five of the nine voting members for all business transacted before the Committee.

**L. TERM OF OFFICE AND FILLING OF VACANCIES:** The term of office shall be for three years. Terms end in March of the third year. Terms shall be staggered. The New Jersey Driver Education Management Team shall appoint members of the Advisory Committee for three year terms. Members can serve a maximum 2 terms consecutively. The New Jersey Driver Education Management Team shall fill vacancies on the Committee and shall make reappointments to the Committee. Recommendations to fill vacancies or to renew term appointments may be made by the New Jersey Driver Education Management Team. Two full terms may be served after fulfilling an unexpired term.

**M. CHAIRPERSON:** The Chairperson shall serve for 2 years, with their remaining year on the committee as a mentor to the incoming Chair. The New Jersey Driver Education Management Team shall have the Driver Education Advisory Committee vote on a new Chairperson at the conclusion of the previous Chair's 2 years, thus overlapping leadership for the committee. This shall be done at that year's winter meeting. The incoming Chairperson's service shall begin at the following meeting after the first meeting of that same year.

**N. VICE-CHAIRPERSON:** The role of the Vice-Chairperson is to act as Chair when the Driver Education Advisory Committee Chairperson is unable to attend a scheduled meeting. He or she is also responsible for chairing sub and ad hoc committees as deemed necessary by the Driver Education Committee. The Vice-Chairperson shall serve for 1 year and can be re-elected to position for up to three terms. The New Jersey Driver Education Management Team shall have the Driver Education Advisory Committee vote on a new Vice-Chairperson at the conclusion of the previous Vice-Chair's 1-year term. The incoming Vice-Chairperson's service shall begin at the following meeting after the first meeting of that same year.

Being elected to Vice-Chair does not imply or infer that he or she will become the next committee Chair. The Vice-Chair retains the "position" for which they were entered into the DEAC (Public Providers, Stakeholder Groups and Coalitions, Private Schools, At Large).

## Appendix # 3

### Key Acronyms

AAA	American Automobile Association
AAAFTS	American Automobile Association Foundation for Traffic Safety
AAMVA	American Association of Motor Vehicle Administrators
ADTSEA	American Driver and Traffic Safety Education Association
ANSTSE	Association of National Stakeholders in Traffic Safety Education
BTW	Behind-the-Wheel
DEAC	Driver Education Advisory Committee
DEMT	Driver Education Management Team
DETA	Driver Education and Training Administrators
DOE	Department of Education
DSAA	Driving School Association of the Americas
GDL	Graduated Driver Licensing
GHSA	Governors Highway Safety Association
HSS	Highway Safety Services, LLC
MVC	Motor Vehicle Commission
NHTSA	National Highway Traffic Safety Administration
NJDERL	New Jersey Driver Education Resource Library
NTDETAS	Novice Teen Driver Education Training and Administrative Standards
OAG	Office of Attorney General
TRB	Transportation Research Board

Appendix # 4



New Jersey Driver Education Technical Assistance Meeting  
Agenda  
January 10 – 11, 2017

AAA Mid Atlantic  
700 Horizon Drive, Hamilton, New Jersey

Tuesday, January 10, 2017 – Room 134

**8:00 – 9:00 am**

**Welcome and Introductions**

Technical Assistance Introductions and Overview  
Gary Poedubicky, Division of Highway Traffic Safety

**9:00 – 12:00 pm**

**Meeting with State Agencies, Stakeholder Groups and ANSTSE Technical Assistance Team**  
Coordination between State Agencies and Stakeholder Groups

New Jersey Division of Highway Safety -

Mr. Poedubicky, Acting Director

New Jersey Department of Education

Mr. Brendan O'Reilly, Coordinator of Comprehensive Health and Physical Education

New Jersey Motor Vehicle Commission

Mr. Michael Hall, Business Licensing Services

New Jersey Teen Safe Driving Coalition

Mr. Arnold "Andy" Anderson, Coalition Leader

New Jersey AAA

Ms. Cathleen Lewis, Director, Public Affairs and Government Services

New Jersey Manufacturers Insurance Group

Ms. Violet Marrero, Consumer Safety Administrator

New Jersey Association for Health, Physical Education, Recreation and Dance



Ms. Jacqueline Malaska, Executive Director  
Driving School Association of New Jersey

Mr. Dan Gaskill, President

Ms. Dina Giacomo, Vice President

Rowan University

Dr. Shari Willis

Kean University

Dr. Claudia Knezek

ANSTSE Technical Assistance Team

Troy E. Costales, Administrator, Oregon Transportation Safety Division and GHSA Rep.

Michael R. Calvin, Highway Safety Services, LLC

**12:00 – 1:00 pm Lunch**

**1:00 – 3:00 pm**

**Meeting with State Agencies, Stakeholder Groups and ANSTSE Technical Assistance Team,  
Continued**

**3:00 – 5:00 pm**

**Report Preparation**

(Technical Assistance Team only)

Wednesday, January 11, 2017 – Room 134

**9:00 – 11:00 am**

**Meeting with the Division of Highway Safety and Kean University**

Summary and Debrief Session

Mr. Poedubicky

Dr. Knezek

Mr. Costales

Mr. Calvin

**11:00 am – 12:00 Noon**

Report Out and Adjournment