

HOUSE OF REPRESENTATIVES  
COMMONWEALTH OF PENNSYLVANIA

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House Bill 10

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House Transportation Committee

Main Capitol Building  
Room 60, East Wing  
Harrisburg, Pennsylvania

Monday, March 8, 1999 - 3:05 p.m.

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BEFORE:

Honorable Richard Geist, Majority Chairperson  
Honorable Ellen Bard  
Honorable Teresa Forcier  
Honorable Dick Hess  
Honorable Dennis Leh  
Honorable Ronald Marsico  
Honorable John Pippy  
Honorable Samuel Smith  
Honorable Russell Fairchild  
Honorable Joseph Battisto, Minority Chairperson  
Honorable Frank Gigliotti  
Honorable Susan Laughlin  
Honorable Joseph Markosek  
Honorable Anthony Melio  
Honorable Joseph Preston  
Honorable Lawrence Roberts  
Honorable Dante Santoni

X

ALSO PRESENT:

Eric C. Bugaile  
Majority Research Analyst

Theresa Jones  
Majority Secretary

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Steve Blackistone State & Local Liaison Coordinator National Transportation Safety Board	25
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1                   CHAIRPERSON GEIST: I want to call this  
2 meeting to order. I'll make a couple of opening remarks.  
3 Then I'll ask Joe to make a couple of remarks, and then  
4 we'll have Theresa call the roll. And then when she calls  
5 the roll, make sure you guys all wave so everybody knows  
6 who you are.

7                   The bill that we're going to talk about today,  
8 House Bill 10, is a culmination of a lot of work, hearings  
9 and input from a lot of people, both the professionals in  
10 safety, the Department of Transportation and the general  
11 public.

12                   I would first of all like to thank our staff,  
13 Eric, Paul and Dana, who have done a fantastic job on our  
14 side and Roseanne and Paul on the Democratic side of this  
15 Committee. I think that what you'll see is very much of a  
16 joint venture on this Committee on the bill.

17                   We're going to get the testimony today. We  
18 finally have a concrete piece in the bill in print, and we  
19 will move on from there. I like to run these meetings and  
20 keep them on time and save questions and answers then  
21 really until the end. That's about all I have to say. And  
22 I think that, Joe, you might want to say a few words. And  
23 we'll get started.

24                   REPRESENTATIVE BATTISTO: Thank you, Rick.  
25 Yes, just a few words. First of all, I think the display

1 to my right on the board there indicates clearly the grim  
2 reminders of the fact that we need to do something about  
3 licensing teen drivers. There's nothing magical about what  
4 we do.

5 But I think House Bill 10 is a good beginning.  
6 I think it's very appropriate, Mr. Chairman, that we start  
7 out with this bill. It focuses on training, it focuses on  
8 the importance of education, the importance about getting  
9 serious about young drivers desperate about what to do.

10 So I'm happy to participate in this hearing.  
11 Hopefully, we'll get something good from the participants  
12 in order to either improve the bill or move it along.

13 Thank you, Rick.

14 CHAIRPERSON GEIST: Theresa, would you please  
15 call the roll?

16 MS. JONES: Chairman Geist?

17 CHAIRPERSON GEIST: Present.

18 MS. JONES: Representative Argall?  
19 Representative Bard?

20 REPRESENTATIVE BARD: Here.

21 MS. JONES: Druce? Fairchild? Forcier?

22 REPRESENTATIVE FORCIER: Here.

23 MS. JONES: Hess?

24 REPRESENTATIVE HESS: Present.

25 MS. JONES: Leh?

1 REPRESENTATIVE LEH: Here.

2 MS. JONES: Maher? Marsico?

3 REPRESENTATIVE MARSICO: Here.

4 MS. JONES: Pippy?

5 REPRESENTATIVE PIPPY: Here.

6 MS. JONES: Platts? Smith?

7 REPRESENTATIVE SMITH: Here.

8 MS. JONES: Stairs? Strittmatter? Chairman  
9 Battisto?

10 REPRESENTATIVE BATTISTO: Here.

11 MS. JONES: Representative Daley? Gigliotti?

12 REPRESENTATIVE GIGLIOTTI: Here.

13 MS. JONES: Laughlin?

14 REPRESENTATIVE LAUGHLIN: Here.

15 MS. JONES: Levdansky? Markosek?

16 REPRESENTATIVE MARKOSEK: Here.

17 MS. JONES: Melio?

18 REPRESENTATIVE MELIO: Here.

19 MS. JONES: Petrarca? Preston? Roberts?

20 REPRESENTATIVE ROBERTS: Here.

21 MS. JONES: And Santoni?

22 REPRESENTATIVE SANTONI: Here.

23 CHAIRPERSON GEIST: All right. The first  
24 presenter is Allen Robinson. Dr. Robinson is President and  
25 CEO of American Drivers and Traffic Safety Education

1 Association. And if you have written remarks for the  
2 record, would you please submit those?

3 And if you could, we would really appreciate  
4 it if you could summarize your presentation verbally. I  
5 think we'd get a lot more out of that than listening to  
6 read remarks. Thank you. Dr. Robinson.

7 DR. ROBINSON: Thank you, Mr. Chairman,  
8 Committee. It's a pleasure to be here today to provide  
9 testimony on House Bill 10. My remarks have been given to  
10 your representative. I will paraphrase what's in the  
11 handout.

12 Certainly, this is a start in the right  
13 direction. We need to do something about the problems  
14 associated with young driver fatalities. However, as we do  
15 that, we need to look at obviously what is the  
16 effectiveness of all of our highway safety programs.

17 And I want to mention, too, that we don't have  
18 very substantial results. You might know that our seat  
19 belt activities have been less than successful between 1976  
20 and -- I mean 1996 and 1997. Our fatalities went up 17  
21 percent. That's 117 deaths.

22 Also, as we have continued to fight the  
23 alcohol driving problem, we have never been able to reduce  
24 highway fatalities by one percent. Yet these are very  
25 important programs, and they're programs that must continue

1 and must be improved.

2           So when people tell us that driver education  
3 doesn't work and should not be a part of graduated driver  
4 licensing, they're failing to look at what driver education  
5 can do. The often quoted De Kalb study in De Kalb, Georgia  
6 showed a 4 percent reduction in fatalities of a group of  
7 trained drivers.

8           If we could get 4 percent today, it would be  
9 phenomenal. What we do need is a comprehensive graduated  
10 driver licensing program that has incentives, it has  
11 motivation, and it has training. I believe we can do that  
12 with the initiative that you've established here. And I  
13 know it takes money.

14           A couple of suggestions. And nobody likes  
15 talking about money. I realize that. But the permit fee,  
16 as an example, could be raised to \$50. All of our kids  
17 wear shoes that are far more expensive than \$50. We could  
18 look at other revenue devices, the liquid fuel tax. But  
19 that's separate of what this issue is in many cases.

20           We need to look at, first of all, describing a  
21 comprehensive quality driver education program in  
22 conjunction with specific incentives for people to drive  
23 safely. Inexperience is a big problem, and lack of  
24 knowledge is a big problem.

25           If we combine education, restrictions on the



1 use of that license, and encourage cooperation with the  
2 parents to provide home practice, I think we can make a  
3 difference. And I encourage you to carefully consider  
4 those issues. And I certainly support your effort to make  
5 a difference. Thank you.

6 CHAIRPERSON GEIST: Just to summarize what you  
7 said in the beginning, you said the bill as written with a  
8 few exceptions. Could you state what those exceptions  
9 would be?

10 DR. ROBINSON: Yes. I made a couple of  
11 suggestions in my printed material. I believe that we need  
12 education. Kids can't learn by osmosis. They need  
13 specific training that says, This is what you're supposed  
14 to do. If you pass a legislative package that has  
15 restrictions and they don't know what they are, they don't  
16 know how to respond to them.

17 So I strongly encourage that education be a  
18 component, that it be carefully designed and it deal with  
19 what we refer to as safe driving practices. Almost  
20 everyone knows how to drive a car, but do they choose to  
21 drive it properly? And in education, we can do that.

22 We can work at the attitude areas of how  
23 people make choices, what they determine right and wrong  
24 is, and how they relate to other drivers. It might even  
25 carry over into this road rage problem that we're having.

1 I also think that there ought to be a seat belt requirement  
2 for all youth who are riding in a car with a young driver.

3           Some 67 percent of our fatalities are  
4 passengers. And I'm really concerned that when these young  
5 people are driving and other young people are in the car,  
6 if they're not properly belted, they're taking a risk that  
7 they should not take. Those would be the two primary  
8 suggestions.

9           CHAIRPERSON GEIST: I noticed in your  
10 testimony you favor zero tolerance for alcohol. But how  
11 about drugs?

12           DR. ROBINSON: Yes. Both.

13           CHAIRPERSON GEIST: All right. One other  
14 question from me. And I'll be probably asking some of the  
15 others. It's been my feeling for a long time that driver's  
16 education really should be administered by a group put  
17 together by PennDOT.

18           The curriculum should be set and designed by  
19 PennDOT, and funding should not come out of the general  
20 fund but should come out of liquid fuels. And the driver's  
21 education programs and driver's education teachers then  
22 should be treated as a profession and monitored and audited  
23 by the Department of Transportation. What are your  
24 feelings on something like that?

25           DR. ROBINSON: I'm not opposed to that. The

1 trend nationwide has been just as you've described it.  
2 Education for whatever reasons have not understood or have  
3 not supported the role of driver education. And when you  
4 look at the Department of Transportation who's been given  
5 the responsibility to license people, they have a better  
6 understanding of what licensing is.

7           They certainly have a better understanding of  
8 the statistical problems associated with young drivers.  
9 And they can do it very adequately.

10           CHAIRPERSON GEIST: Representative Battisto  
11 and I are going to be taking a very serious look at this.  
12 And we can get away with that. Now, interdepartmental and  
13 administration, they might have a tough time doing that.  
14 But I think those of us in the General Assembly can talk  
15 about things like that. Joe.

16           REPRESENTATIVE BATTISTO: Yeah, one question.  
17 In your testimony on page 2, you talk about the tremendous  
18 reduction in the number of students taking driver education  
19 courses now as opposed to the '70s, in fact from 95 percent  
20 to 50 percent. Is this because schools have dropped driver  
21 ed., or is it because of scheduling or both or what do  
22 you --

23           DR. ROBINSON: When the De Kalb study came out  
24 and the statistics said driver education doesn't work,  
25 school systems across the country began dropping it. And

1 that's why I alluded to the fact that yes, we were unable  
2 to prove a 10 percent reduction in fatalities; but there  
3 was a 4 percent reduction for what was called the  
4 pre-driver licensing group.

5 But once the federal government, because of  
6 their own study, said it doesn't work and the federal  
7 bureaucracy quit supporting it, then the states quit  
8 supporting it and the local systems quit supporting it so  
9 we had a tremendous decline in the number of young people  
10 taking driver education.

11 And you can also see that as our 16-year-old  
12 age group continues to expand, we've had a substantial  
13 increase in the number of 16-year-olds being killed.

14 REPRESENTATIVE BATTISTO: And you seem to say  
15 as a result of the fact that we have dropped driver  
16 education courses, the death rate among 16-year-olds has  
17 risen. There's a connection perhaps?

18 DR. ROBINSON: I think there's a connection.  
19 How you show direct correlation is not easy to do. But  
20 obviously, if people aren't being trained, how can we  
21 expect them to do the right thing?

22 REPRESENTATIVE BATTISTO: Thank you.

23 DR. ROBINSON: But at the same time, we  
24 haven't had the right licensing efforts which this  
25 Committee is putting forward.

1 REPRESENTATIVE BATTISTO: Thank you. Thank  
2 you, Mr. Chairman.

3 CHAIRPERSON GEIST: Questions? Joe Markosek.

4 REPRESENTATIVE MARKOSEK: Thank you, Mr.  
5 Chairman. Doctor, you mentioned the component relative to  
6 seat belts or the seat belt component with all of this. Do  
7 you have statistics that show how many of the fatalities  
8 that occur with these young people occur without seat belts  
9 as -- I mean do you see --

10 DR. ROBINSON: Not off the top of my head. I  
11 do not. I do -- I do know the percentage of 16 and  
12 17-year-olds killed as passengers, and I could find that  
13 out for you if you would like. I'm sure that statistic is  
14 available.

15 REPRESENTATIVE MARKOSEK: Yeah. Okay. I  
16 think that would be interesting. It would be interesting  
17 to see that.

18 DR. ROBINSON: I will get that for you.

19 REPRESENTATIVE MARKOSEK: Thank you.

20 CHAIRPERSON GEIST: Dennis Leh.

21 REPRESENTATIVE LEH: Yes. Thank you, Mr.  
22 Chairman. Dr. Robinson, my question is, there seems to be  
23 a growing movement out there, I believe, that children  
24 under the age of 18 are really not mature enough to learn  
25 how to drive. Do you feel that way at all?

1 DR. ROBINSON: No.

2 REPRESENTATIVE LEH: Okay. I concur with that  
3 also. I mean, I concur with you on that.

4 DR. ROBINSON: I was in a meeting --

5 REPRESENTATIVE LEH: And I'm just concerned.  
6 I think they need to be educated and have the experience,  
7 but I think they're plenty mature enough to get behind the  
8 wheel.

9 DR. ROBINSON: I was in a meeting once. And  
10 obviously, this is a little tongue in cheek. The real  
11 solution of the highway safety problem is to license people  
12 at age 25 and take the license away at 55. That's not a  
13 solution.

14 REPRESENTATIVE LEH: That only gives me three  
15 years.

16 DR. ROBINSON: I'm already out.

17 CHAIRPERSON GEIST: Representative Fairchild.

18 REPRESENTATIVE FAIRCHILD: Thank you, Dr.  
19 Robinson. Just a quick question. In a lot of these pieces  
20 of legislation, we refer to stipulations that may occur to  
21 a -- to a -- that may occur to an individual that was  
22 involved in a crash. I assume that -- well, I'm going to  
23 ask you.

24 What do you do with a -- a young driver who,  
25 through no fault of his or her own, is involved in a crash?

1 Do you think there should be any additional stipulations  
2 provided for that would be -- perhaps stop that driver from  
3 obtaining a senior license?

4 DR. ROBINSON: I don't think so. If the  
5 accident report shows that the responsible person was the  
6 other vehicle and the person -- the young person operating  
7 their car -- their car was determined to be not at fault  
8 or not the cause of the accident, I don't think that they  
9 should be -- have any additional action taken towards them.

10 REPRESENTATIVE FAIRCHILD: Thank you very  
11 much.

12 DR. ROBINSON: That did remind me of, Mr.  
13 Chairman, another suggestion I put in here. If young  
14 people are going to get experience and if they're told they  
15 have to drive crash-free, if they are determined to be at  
16 fault in a crash or have violations, they do need some kind  
17 of immediate intervention in terms of refresher programs.

18 CHAIRPERSON GEIST: Representative Forcier.

19 REPRESENTATIVE FORCIER: Thank you, Mr.  
20 Chairman. Dr. Robinson, I was curious to know if there has  
21 been any type of comparison on the exam points when these  
22 young people take their tests for their permits, if there's  
23 been any difference with the State Police giving the exams  
24 versus now that we have I believe it's PennDOT that does  
25 that?

1 Do you know if -- have you noticed any changes  
2 or differences where the State Police may be tougher on the  
3 -- on our young people or --

4 DR. ROBINSON: Not that I'm aware of.

5 REPRESENTATIVE FORCIER: Okay. Thank you very  
6 much.

7 CHAIRPERSON GEIST: Thank you. Representative  
8 Melio.

9 REPRESENTATIVE MELIO: Dr. Robinson, were  
10 there any other studies done beside the De Kalb study?

11 DR. ROBINSON: There have been a variety of  
12 studies that continue to look at the effects of driver  
13 education. And in most cases, because of the problems  
14 associated with putting people in control groups, it  
15 becomes very difficult to watch them long enough to come up  
16 with good scientific evidence one way or the other.

17 One study that has frequently been mentioned  
18 here in our state comes from Ontario, Canada in which the  
19 group taking driver education had more accidents than the  
20 group who did not. But once you take that study in control  
21 for exposure, it was determined that the driver education  
22 group did have a better record.

23 And let me try to explain that because that's  
24 a little confusing at times. Obviously, if half the front  
25 table has a license and they're driving cars for 6 to 9



1 months before the other half gets their license, this  
2 side's going to have more violations and crashes than this  
3 side.

4 But once you control for exposure and both  
5 groups have driven for a year or two years, then the  
6 trained group does have a little bit better record; but it  
7 doesn't have much of a better record. And that's the  
8 problem we run into.

9 And that's why I illustrated seat belts and  
10 alcohol. A one percent reduction is a significant  
11 reduction when we look at young driver fatalities.

12 REPRESENTATIVE MELIO: Thank you, Mr.  
13 Chairman.

14 CHAIRPERSON GEIST: Thank you. Our last  
15 questioner for this round is Representative Bard.

16 REPRESENTATIVE BARD: Your written testimony  
17 makes a suggestion that a \$50 fee could be added to the  
18 cost of a permit to cover driver's education. Now, do you  
19 -- does that mean that you believe that a good driver's  
20 ed. course couldn't be offered for less than \$50 per  
21 person? And if you were to offer it for less, what would  
22 you have to give up?

23 DR. ROBINSON: I wouldn't offer it for \$50  
24 because you cannot do it. If you really look at the real  
25 cost associated with training -- and obviously, this

1 depends on what locale you're in, a lot of variables. --  
2 you're looking at somewhere in the neighborhood of \$300 to  
3 \$400 to train a young driver.

4           The comment on the \$50 is -- in none of my  
5 testimony have I said driver education should be mandatory.  
6 It should be available for those who want the various  
7 incentives. I don't think everybody would opt to take  
8 driver education.

9           And that \$50 would probably be sufficient  
10 money to support that program. Neither do I believe that  
11 from state government you should provide 100 percent  
12 funding for such a program. I still believe that the  
13 parents and the local community has a responsibility.

14           REPRESENTATIVE BARD: Thank you.

15           CHAIRPERSON GEIST: Thank you. Dr. Robinson  
16 and other presenters, we'd ask you to stay until this is  
17 over. If any of the members of the House then want to ask  
18 you guys personal questions, that we'd like them to be able  
19 to -- have you available to do that.

20           DR. ROBINSON: That's fine.

21           CHAIRPERSON GEIST: Thank you very much. Our  
22 next presenter is Mark Hennesy, President of the Hennesy  
23 Driving School and somebody who is very interested in this  
24 legislation.

25           MR. HENNESY: Thank you, Chairman Geist and

1 members of the Committee. We welcome the opportunity to  
2 speak on House Bill 10 here. I've been involved with  
3 driver education for approximately 35 years, first as a  
4 teacher at Great Valley High School and then with Hennesy  
5 Driving School which I started in 1966.

6 In that period of time, very few, if any,  
7 educational changes have taken place as far as licensing is  
8 concerned. Right now we're talking graduated licensing.  
9 Pennsylvania's had a graduated licensing program since  
10 1960, '65.

11 Our current laws require zero tolerance for  
12 alcohol. A permit holder has to hold the permit for one  
13 month. You have to be taught by someone 18 or older. You  
14 can't drive between 12:00 midnight and 5:00 a.m. And you  
15 get your senior license if you completed a driver education  
16 course at age 17.

17 Pennsylvania is not the only state to have a  
18 graduated licensing. Recently we've had other states,  
19 California, Illinois, a number of states. In all of those  
20 states, driver education is mandated. It's part of it.  
21 You can't get a license unless you have driver education.

22 House Bill 10 does not require it, but it also  
23 doesn't reward it. I'm a believer in education. I like to  
24 see a reward taking a driver education course. Back in the  
25 '60s, Pennsylvania was a leader in driver education. I

1 think we've fallen a little bit behind.

2 Our attitude now with a lot of people is we  
3 don't need professional instruction. Practice makes  
4 perfect. That's totally wrong. Perfect practice makes  
5 perfect. I have a 15-year-old son. When he was 13, he  
6 decided he wanted to be Tiger Woods. He wanted to play  
7 golf.

8 I played golf years ago, gave it up, didn't  
9 have the time. But I started back so I could play with  
10 him. When I started, I had a slight fade. The ball broke  
11 to the right. And I kept working. I don't have a fade  
12 anymore. I have a slice, which means it really breaks to  
13 the right. Finally I went and took a golf lesson.

14 CHAIRPERSON GEIST: Dick Hess and Dennis Leh  
15 are your men.

16 MR. HENNESY: They understand the program  
17 then?

18 CHAIRPERSON GEIST: Dennis goes to the right,  
19 though.

20 MR. HENNESY: With a lesson -- very good.  
21 With a lesson, I could actually see what I was doing wrong.  
22 So professional instruction helped. Besides, parents don't  
23 make good teachers. I tried with my son, teaching him.  
24 Take lessons boy because whatever Daddy says, what could I  
25 possibly know. I'm his father.

1 My oldest daughter when she learned to drive,  
2 I had her out extensively. I finally gave her to one of  
3 the other instructors that works with us. After that first  
4 lesson with him, she came back and she said, Dad, I learned  
5 so much more from Mr. Al than from you.

6 Now Mr. Al -- we go by first names but call  
7 him mister. -- knows no more about driver education than I  
8 do. I taught him what to teach. But she listened to him.  
9 It wasn't Daddy. We all know how it was when we were 16.  
10 Moms and dads just don't know a lot.

11 Down in our end of the state recently, we had  
12 a tragic accident in Delaware County, which everyone is  
13 aware of. Five young people lost their life. Immediately,  
14 it was the highway's fault. Then it was the inexperience.  
15 And we found out apparently it was drugs. Maybe if they  
16 had driver education, maybe this wouldn't have happened.

17 I'm a big proponent of education. House Bill  
18 10 does not stress enough education for me. It's a step in  
19 the right direction. I think it's really a big help.  
20 We're getting 50 hours of practice, and that's better than  
21 nothing. But let's get 50 hours of practice of what should  
22 be taught.

23 Let us, a professional, be it a driving school  
24 or a high school driver education teacher, let us give the  
25 basics and then mom and dad reinforce it. Some of the

1 things that I would like to see added, again being big on  
2 education, no person under 18 could have a driver's license  
3 unless you are in a high school, be it public, private,  
4 parochial or in-home schooling program. Stay in school.

5 If you say we're going to take your license  
6 away from you if you don't stay in school, most of the kids  
7 will stay or stay until they graduate. A two-month  
8 restriction on passengers. With my children when they were  
9 licensed, they were not allowed to have a passenger for one  
10 month.

11 My kids drove every day. I gave them a car.  
12 They drove every day. They were quite experienced before  
13 they could have a passenger. They're not allowed to drive  
14 with anyone who has less than a month or two experience.  
15 When we get a bunch of kids in the car, that's when you  
16 start to fool around.

17 Probably about 14 years or 15 years ago, there  
18 was a young lady killed on a Monday driving to Owen J.  
19 Roberts High School. She was licensed on Thursday. She  
20 got killed on Monday driving to school. Witnesses said  
21 from behind she had her head down. There was a curve in  
22 the road.

23 The road broke to the right. It wasn't a  
24 sharp turn. The speed limit was still 55. It dropped to  
25 35 down the road a ways. It was 55 in that area. The

1 young lady had her head down. She had a passenger. I'll  
2 guarantee you they were fooling with the radio.

3 I want this station. No, I want that station.  
4 She didn't swerve left. The road broke gradually to the  
5 right. She went straight, hit a truck head-on. If she  
6 wouldn't have had the passenger, more than likely she would  
7 have had the radio station set to the station she wanted.

8 Had she managed to survive or had that  
9 accident not happened, who knows, she becomes a doctor,  
10 cure AIDS, whatever. Everything she was, everything she  
11 was going to be, gone just like that. I'd like to see an  
12 incentive to take driver education. Right now we're saying  
13 if you don't have driver education, you get your license in  
14 6 months.

15 I would like to say if you take the approved  
16 driver education course, which is 30 hours of theory and 6  
17 hours of driving, maybe you can get your license within  
18 sight of 3 months, 4 months. This encourages the  
19 youngsters to learn the proper way. I don't have anything  
20 else unless someone has some questions.

21 CHAIRPERSON GEIST: Thank you very much, Mark.  
22 Any members of the House have any questions? I think that  
23 you'll find that all of us are in agreement. And Deputy  
24 Secretary Serian is in the back. Betty, why don't you  
25 stand up so everybody can see who you are.

1 MS. SERIAN: Good afternoon. Thank you.

2 CHAIRPERSON GEIST: If your license is late,  
3 registration, anything like that, see Betty.

4 MS. SERIAN: Absolutely.

5 CHAIRPERSON GEIST: I think we all recognize  
6 -- and I've looked over and over this. We agree with you  
7 that there should be incentives for taking driver's  
8 education. I'm a firm advocate and believer in the fact  
9 that the curriculum for driver's education needs to be  
10 completely revamped.

11 And I think that that curriculum should be  
12 developed and supervised and audited by PennDOT. And I  
13 really firmly believe that that should be paid for under  
14 liquid fuels money. And this Committee -- and over and  
15 over again, you're going to hear all of us saying there's  
16 nobody, nobody on this Committee accepts the casualty  
17 losses that we have in Pennsylvania's highway and says that  
18 we're going to accept X number of deaths and maimings in  
19 this area.

20 And I think that's one of the reasons why  
21 you're seeing this bill. And we want to thank you very  
22 much for coming up. Seeing no questions, we'll move on  
23 and --

24 MR. HENNESY: Thank you.

25 CHAIRPERSON GEIST: -- call our good friend



1 Art Glatfelter. I know that Cheryl Hall is here.

2 MS. HALL: My understanding was he was on his  
3 way.

4 CHAIRPERSON GEIST: Is he going to get  
5 demerits for being late?

6 MS. HALL: I'll let you handle that.

7 CHAIRPERSON GEIST: Steve Blackistone, State  
8 and Local Liaison Coordinator, National Transportation  
9 Safety Board.

10 MR. BLACKISTONE: Thank you, Chairman Geist.  
11 And good afternoon, Committee members. It's a pleasure for  
12 me to be here in Harrisburg today to try and give you a  
13 little bit of a national perspective regarding graduated  
14 driver licensing, both the problem of teenage crashes and  
15 what's happening in states around the country.

16 For those of you that are not familiar, the  
17 National Transportation -- oh, there is a written statement  
18 which I believe is being handed out, and I will summarize  
19 it rather than read it. For those of you that are not  
20 familiar with the National Transportation Safety Board, we  
21 are the federal agency that investigates major  
22 transportation crashes.

23 You know us mostly for our investigation of  
24 aviation accidents such as the US Air Crash in Pittsburgh  
25 that the board will be making a final determination of

1 probable cause later this month on. We also investigate  
2 accidents in other modes of transportation, rail, highway,  
3 marine and hazardous materials.

4           And we have investigated a number of accidents  
5 involving young drivers of the very type that you're trying  
6 to address today. The result of our investigations and  
7 recommendations and the recommendations that arise from our  
8 investigations are our most important product.

9           We do not have any regulatory authority, and  
10 we do not have any grant money to either hand out or  
11 withhold, as the case may be. We leave that to the US  
12 Department of Transportation. Unfortunately, we hear all  
13 too often reports of car crashes involving young drivers.

14           And indeed, as was mentioned previously, we've  
15 just recently seen very tragic crashes both in the  
16 Philadelphia and the Pittsburgh areas where a number of  
17 teenagers were killed in a car crash involving  
18 newly-licensed drivers.

19           Crash rates for 16-year-olds are indeed a  
20 cause for alarm. Their rate is by far the highest in the  
21 nation followed by 17-year-olds. In my written statement,  
22 there are a number of statistics. But 16-year-olds have a  
23 rate about four times that of adult drivers.

24           You've heard some statistics. Let me share a  
25 few others from the national perspective. In 1997, there

1 were about 8,900 people killed in crashes nationwide  
2 involving 15- to 20-year-old drivers. Those drivers make  
3 up about 6.7 percent of the driving population, but they  
4 have about 14 percent of the fatalities.

5 Traffic crashes account for about 40 percent  
6 of all deaths among 15- to 20-year-olds, by far the leading  
7 cause of death among this age group. In 1997, here in  
8 Pennsylvania, 298 persons were killed in highway crashes  
9 involving these young drivers. That was more than 19  
10 percent of the total number of highway deaths in  
11 Pennsylvania that year.

12 Clearly, these statistics demonstrate that  
13 these crashes are a serious problem. And it's a problem  
14 that will only get worse over the next 10 years. There is  
15 a table attached to the testimony that you have before you  
16 that shows population trends among teenagers.

17 And for the next 10 years, we expect to see a  
18 significant increase in the number of teenagers. That's  
19 going to lead to more drivers and more crashes and  
20 unfortunately more fatalities if there's no intervention.

21 There's certain characteristics of these  
22 crashes that are fairly common. Typically, the drivers and  
23 passengers are not belted; the cars have usually a larger  
24 number of passengers; they're loaded with the driver's  
25 peers; and there's a combination of inexperience and

1 immaturity that's unique among the driving population.

2           As a result of all these factors, in 1993 the  
3 Safety Board recommended that Pennsylvania and other states  
4 enact a comprehensive provisional licensing system. And  
5 here in Pennsylvania, I would note you already have many --  
6 some parts of that system.

7           As you'll see from the maps that are attached  
8 to my testimony, Pennsylvania does have a partial licensing  
9 system now. But the problem is that our current system  
10 doesn't teach young people how to drive so much as it  
11 teaches them how to pass a test.

12           Learning to drive is a long-term experience  
13 that can only be done with on-the-job experience. Only by  
14 expending extensive amounts of time on the road do we learn  
15 how to perceive risks, identify them ahead of time, and  
16 respond to them.

17           Only through experience do we learn the  
18 maturity that enables us to prevent accidents. And  
19 oftentimes, the accidents may not be the driver's fault but  
20 may be something that the teenager could have prevented.

21           Let me cite one example of a crash that we're  
22 investigating that occurred just outside of Albuquerque,  
23 New Mexico. A carload of teenagers was on their way from  
24 an early morning bible study to school. They were driving  
25 headed east on an interstate highway driving into the sun.

1 But they were driving at about 25 or 30 miles an hour, for  
2 reasons we have not yet been able to determine, on an  
3 interstate highway.

4 A tractor trailer came up behind them going 65  
5 or 70, the speed limit, and wasn't able to see them because  
6 of the sun in his eyes, overran these -- there was two cars  
7 full of teenagers. -- overran both cars, hitting them from  
8 the rear and killing several of the people and injuring  
9 several more.

10 In this case, the crash wasn't the teenagers'  
11 fault technically. The driver from the rear was at fault,  
12 but they didn't recognize the risks that they created by  
13 driving so slowly into the sun on an interstate highway.  
14 That's the kind of thing that is very difficult to teach in  
15 a class but only is learned through experience.

16 There are a number of studies cited in my  
17 testimony regarding the effectiveness of graduated  
18 licensing, and I'll leave them there except to just mention  
19 the most recent study completed by the Insurance Institute  
20 for Highway Safety which looked at Florida's 1996 graduated  
21 law.

22 It found a 9 percent reduction in fatal and  
23 injury crashes among 15-, 16- and 17-year-olds, whereas it  
24 did not find a comparable reduction among 18-year-olds in  
25 Florida. It also looked at young drivers in Georgia as a

1 comparison state, and it did not find any similar reduction  
2 there.

3           The time has come, I think, for Pennsylvania  
4 to enact a comprehensive driver licensing system. The bill  
5 before you includes a six-month waiting period which is  
6 important. It strengthens the nighttime driving  
7 restriction, includes a minimum adult supervised driving  
8 requirement and many of the other provisions that are  
9 recommended in the Uniform Vehicle Code.

10           These crashes are going to remain a problem  
11 unless steps are taken. Too many kids are being killed and  
12 injured already. And the Safety Board believes it's time  
13 for Pennsylvania to act. This is so important to the Board  
14 that it's been made one of our 10 most wanted  
15 recommendations, and we believe it's one of the most  
16 effective actions that you can take to save the lives of  
17 our teenagers and others who are involved in these crashes.

18           As a final note, I might add that this is  
19 particularly a personal priority of our Chairman, Jim Hall,  
20 who is both the parent of teenagers and a former state  
21 official from Tennessee and something that he is very  
22 personally interested in and I'm sure would be glad to  
23 discuss with any of you if you felt it appropriate.

24           Mr. Chairman, that concludes my statement.  
25 I'll be glad to respond to any questions that you might

1 have.

2           CHAIRPERSON GEIST: Yeah, I have a couple.  
3 Thank you. When we were working with Carnegie-Mellon this  
4 past year, one of the things that impressed me the most  
5 about the microchip coming into this area of teaching was  
6 being able to use a simulator, an artificial intelligence  
7 simulator, to squeeze 20 years of driving experience into  
8 the simulator for police officers just as they can do the  
9 same for the aircraft pilots and eventually very soon for  
10 the truck drivers for the big companies.

11           The aim of this Committee and this education  
12 process is to squeeze as many years of driving experience  
13 as we can into a young driver so that they become  
14 responsible. And in doing that, one of the elements that  
15 we think that would really help us out and be beneficial to  
16 us is if we had more national dollars that came out of the  
17 Highway Act that were aimed at developing the whole  
18 teaching process.

19           And that's something like Smart Highway. We  
20 have tremendous amount of monies that have been allocated  
21 to Smart Highway and things like that. And this just isn't  
22 a Pennsylvania program. This is something that has  
23 universal appeal all over North America. So I think what  
24 I'm trying to tell you there is that we really agree with  
25 you.

1           My other question is what would you feel would  
2 be the advantage -- and we want to stimulate kids to take  
3 as much driver ed. as possible. -- is if we change the  
4 requirement from 6 months for nontrained people to four  
5 months for those who take an intensive driver education  
6 course and on top of that, to offer the same as in European  
7 countries where we tell kids who are out of the system, not  
8 in school, who choose not to and want to come back in then  
9 and take it, we charge them a fee?

10           I know in Germany, I think it's \$4,500 if a  
11 kid wants to come back in that system and get the benefit  
12 of that education.

13           MR. BLACKISTONE: Just one -- two comments  
14 about that. First, the Board has not made any specific  
15 recommendations regarding graduated -- or I'm sorry. --  
16 regarding driver education. So I don't -- can't give you a  
17 specific answer as to what would be the effect of reducing  
18 the period from 6 months to 4 months.

19           We're not aware of any studies that have shown  
20 one way or another whether that would have any effect on  
21 crashes. But the key is to make sure that they have an  
22 extended period of time. And the Uniform Vehicle Code and  
23 the traffic safety community in general recommend 6 months  
24 as the period of time, minimum period of time that's  
25 necessary to -- to provide the on-the-road experience



1 that's necessary.

2 One other aside comment is the European  
3 countries have much stronger licensing requirements than do  
4 any of the states here, including, as you mentioned, much  
5 higher both insurance fees and licensing and training fees.

6 CHAIRPERSON GEIST: And they also offer many  
7 more rewards if you take the education.

8 MR. BLACKISTONE: Yes.

9 CHAIRPERSON GEIST: It's just not punishing  
10 somebody with a club.

11 MR. BLACKISTONE: Correct.

12 CHAIRPERSON GEIST: So we're heading in that  
13 direction with a lot of the help of a lot of the folks in  
14 this room. Any questions from the House members? Joe.

15 REPRESENTATIVE BATTISTO: Mr. Blackistone, the  
16 De Kalb -- I think the De Kalb County, Georgia, that study  
17 sort of in a sense says that driver education is sort of  
18 not worth the investment put into it. It doesn't say that  
19 word for word, but it almost implies that. Do you believe  
20 that to be true or --

21 MR. BLACKISTONE: Well, as a previous witness  
22 mentioned, the problem with many of the studies that have  
23 been done is trying to normalize for exposure data to --  
24 and that may have been one of the problems there. As I  
25 said previously, the Board is not aware of any studies that

1 have shown a conclusive reduction in crashes involved -- as  
2 a result of driver education.

3 REPRESENTATIVE BATTISTO: Thank you.

4 CHAIRPERSON GEIST: Representative Markosek.

5 REPRESENTATIVE MARKOSEK: Yeah. Thank you,  
6 Mr. Chairman. I have a question on one of your graphs, the  
7 second graph that you have --

8 MR. BLACKISTONE: Yes.

9 REPRESENTATIVE MARKOSEK: -- included here,  
10 the fatalities involving drivers age 15 to 20.

11 MR. BLACKISTONE: Fifteen to 20, uh-huh.

12 REPRESENTATIVE MARKOSEK: And back in 1991  
13 when this graph started, it was pretty high. Then you have  
14 a precipitous drop-off that has trended up since that time,  
15 but it's still significantly lower than back then. What --  
16 what would you attribute was the reason for the drop-off,  
17 and why aren't we as high as we used to be?

18 MR. BLACKISTONE: We wondered about that  
19 ourselves when we saw that. There are a couple of -- and  
20 we weren't able to do any in-depth research to try and  
21 identify it. There are a couple of things that may have  
22 happened.

23 One is, that was the period during which many  
24 states were strengthening their minimum drinking age laws,  
25 properly adopting zero tolerance for youth. I don't know

1 when that was done here in Pennsylvania. But both the  
2 change in the law and the intended publicity that went with  
3 it certainly in many states led to a reduction -- a  
4 short-term reduction in fatalities.

5 But no, we weren't able to identify it. And  
6 we don't know -- since we didn't have data on previous  
7 years, we don't know if maybe 1991 was just a one-year  
8 spite for some reason. It could have -- there are many  
9 things that affect fatality numbers. For example, it has  
10 often been suggested that the state of the economy has an  
11 effect on gross levels of traffic fatalities.

12 REPRESENTATIVE MARKOSEK: Would you have the  
13 -- the data that would be pre-1991?

14 MR. BLACKISTONE: We can ask NHTSA for that.  
15 This data is based on the fatality analysis reporting  
16 system that is the definitive statistics.

17 REPRESENTATIVE MARKOSEK: Well, I was just  
18 wondering what the trend was. Is 1991 the anomaly here or  
19 is -- was there something -- you know, was that the norm  
20 until that time and --

21 MR. BLACKISTONE: Let -- let us get the data  
22 for you, and we'll take a look and see. As I said, we only  
23 have the data back to 1991.

24 REPRESENTATIVE MARKOSEK: Okay. Thank you.

25 CHAIRPERSON GEIST: Thank you. Representative

1 Hess.

2 REPRESENTATIVE HESS: Yes. Thank you, Mr.  
3 Chairman. Two quick questions and your opinion on both.  
4 The responsibility of the driver to see that the rest of  
5 the passengers do buckle up, as I looked at the chart  
6 there, I see a number of the passengers where we have  
7 teenage drivers are being killed.

8 Do you see that the responsibility of the  
9 driver -- your opinion on that -- to see that the rest of  
10 those in the car would buckle up?

11 MR. BLACKISTONE: The Board has not made any  
12 specific recommendations with regard to -- to that level of  
13 detail. But our feeling is that you need to adopt as  
14 strong as possible mandatory safety belt use law.  
15 Certainly, the driver is in the best position to see to it  
16 that others do it because he is, in essence, the captain of  
17 the ship and he is the one who's able to refrain from  
18 driving until others do put their belts on.

19 REPRESENTATIVE HESS: Buckle up before we go.  
20 That's it?

21 MR. BLACKISTONE: Exactly.

22 REPRESENTATIVE HESS: And as a follow-up,  
23 another question. Do you favor a mandatory driver's  
24 education through the schools?

25 MR. BLACKISTONE: The Safety Board has not

1 made any recommendations regarding whether driver -- driver  
2 education should be required nor how it should be  
3 implemented between schools or Department of  
4 Transportation.

5 I heard the earlier exchange. And  
6 unfortunately, we really don't have any evidence one way or  
7 another as to how that affects crashes.

8 REPRESENTATIVE HESS: Just one follow-up  
9 question. And Chairman Geist mentioned about funding from  
10 the federal government. Would you foresee any funding that  
11 could be obtained from the federal government to do  
12 driver's education to the schools? Percentage --

13 MR. BLACKISTONE: To --

14 REPRESENTATIVE HESS: -- coming from the  
15 federal government that would come to the schools if the  
16 schools were to implement a mandatory education program  
17 through the Department of Education.

18 MR. BLACKISTONE: I'm not aware that there are  
19 any specific federal programs for that. As I said, our  
20 agency does not do any fund -- have any funding programs at  
21 all. That's something you need to talk either to National  
22 Highway Traffic Safety Administration or US Department of  
23 Education.

24 But I'm not aware that they have any. What  
25 might be available is funds to do test-type programs,

1 demonstration projects. And in fact, this is an area that  
2 the Board has recommended that it puts money into it to  
3 develop, if you will, an advanced driver ed. course that  
4 addresses areas like risk perception and avoidance.

5 REPRESENTATIVE HESS: In other words, you're  
6 not aware of any funding stream that would be available?

7 MR. BLACKISTONE: No, I'm not. Again, I'll be  
8 glad to do some research and see if I can find any.

9 REPRESENTATIVE HESS: Fine. Thank you.

10 CHAIRPERSON GEIST: Steve, thank you very much  
11 for giving your testimony. I'd like to call Art Glatfelter  
12 next. Now, Art is a transportation writer and in his spare  
13 time runs a big insurance company called Glatfelter  
14 Insurance. And we'd like to call Art to the table now.

15 MR. GLATFELTER: Thank you very much. I thank  
16 you for giving me the opportunity to come before you to  
17 speak on the subject of graduated licensing. If I do not  
18 speak loud enough, please holler. I am Arthur Glatfelter,  
19 Chairman of the Board and CEO of the Glatfelter Insurance  
20 Group in York County.

21 I am pleased to be representing the  
22 independent insurance agents of Pennsylvania. I have been  
23 a licensed insurance agent for 51 years and a licensed  
24 operator for 58 years with more than 2 million miles of  
25 driving experience.

1 I am interested in this subject because I care  
2 about young people and believe that my generation and  
3 several generations before and following mine have done and  
4 are doing a very poor job of preparing young people for the  
5 very cruel world they will be inheriting.

6 When I was a child and in my early years in  
7 the insurance business, I felt that our society as a whole  
8 truly practiced common courtesy in their relationship with  
9 one another. It should be obvious to everyone who has to  
10 spend much time on our highways today that common courtesy  
11 is almost nonexistent and even looked upon as a weakness of  
12 one's character.

13 We are being brainwashed with propaganda to  
14 attempt to have us believe that speed is the cause of  
15 nearly every accident on our highways. I submit to you  
16 that speed in and of itself rarely causes vehicle  
17 accidents. It obviously has a great deal to do with the  
18 severity of every accident, but it is not the primary  
19 cause.

20 What then is the cause? Poor driving skills  
21 and driving habits, arrogance and lack of courtesy, and  
22 disregard for traffic laws. As I stated in my previous  
23 testimony on April 13th, 1998, throughout the history of  
24 this universe, each generation acquired knowledge and  
25 habits, both good and bad, from previous generations.

1           The young people learn most of their habits,  
2 both good and bad, from their parents and today a great  
3 deal from viewing the intelligent programming on TV. They  
4 can view dozens of high speed chases and fancy vehicle  
5 maneuvers every week on TV, which I believe has a decided  
6 effect on the way young people drive vehicles.

7           I also stated in my previous testimony that I  
8 sincerely feel that a great percentage of parents are the  
9 least qualified to teach their children to drive and  
10 actually have passed on many bad driving habits. What  
11 these young people need is not less driver training but  
12 much more; however, not from parents but from professionals  
13 who will not make excuses for them as I have heard hundreds  
14 of times during my career.

15           I can also tell you from 50 years of insurance  
16 experience that regardless of age, the first year of new  
17 operators driving, the accident rate is extremely high.  
18 Why? Because they lack the experience and self-confidence  
19 to operate a vehicle on our crowded highways where common  
20 courtesy is virtually nonexistent.

21           If we care about these young drivers, we  
22 should enhance the driver training, not diminish it. I  
23 have never had anyone tell me they are a poor driver, but I  
24 have had many fathers and mothers tell me how their son or  
25 daughter had an unavoidable accident.



1           If we truly care about these young people, we  
2 must do much more to prepare them before we expose them to  
3 the madness that we all witness day after day on our  
4 highways, as I just witnessed coming to Harrisburg in the  
5 last half hour.

6           We should begin in their very early years to  
7 teach them the practice of common courtesy, which they  
8 obviously are not being taught in many homes, and long  
9 before they are old enough to drive a vehicle. We should  
10 give them much more classroom and actual highway driving  
11 before we expose them to the multitude of challenges they  
12 will face daily on our poorly designed and signed and  
13 crowded highways.

14           I was privileged to have served on the ad hoc  
15 committee who advocated the proposed three-tier driver  
16 licensing system, and I am pleased with the content of  
17 House Bill 10 and Senate Bill 410 with the exception that  
18 there was no indication of any attempt to strengthen driver  
19 education.

20           My experience tells me that it is the most  
21 important element of an attempt to reduce the number of  
22 accidents on our highways because as I have said  
23 previously, it is the lack of driving skills and an  
24 aggressive attitude that account for 90-plus percent of all  
25 vehicle accidents.

1           For the safety of these young drivers and all  
2 of us who use our highways, it is essential that we make a  
3 serious effort to enhance the driving skills and habits of  
4 all licensed drivers. However, I do not feel we should  
5 place another unfunded burden on our school systems or the  
6 general public in the way of additional taxes.

7           The person seeking a driver's license, just as  
8 it is for those seeking a hunting license, should pay the  
9 cost of this education. And yes, the need is far greater.  
10 A onetime adequate fee for this education is a small price  
11 to pay but I believe over time will pay very great  
12 dividends. Respectfully submitted.

13           CHAIRPERSON GEIST: Thank you very much, Art.  
14 We want to thank you for all of the work and time that  
15 you've put in over the years on this issue. And I think  
16 the General Assembly of Pennsylvania is finally getting to  
17 where you've been for years.

18           At this time, I'd like to call Representative  
19 Hess who has a question.

20           REPRESENTATIVE HESS: Thank you, Mr. Chairman.  
21 Mr. Glatfelter, just one question. You had mentioned in  
22 your testimony about the high number of accidents of those  
23 who had their first year of license. Do you have any  
24 figures or statistics on that?

25           MR. GLATFELTER: I'm sorry. Any?

1                   REPRESENTATIVE HESS: Any figures or  
2 statistics on the number of accidents --

3                   MR. GLATFELTER: No, I just --

4                   REPRESENTATIVE HESS: -- of a teenager in  
5 their first year of license?

6                   MR. GLATFELTER: I just have 52 years of my  
7 own experience. And I can tell you that over the years,  
8 people, whether they're 16, 26 or 36, if we get them  
9 through their first year without at least a fender bender,  
10 it's a miracle.

11                   REPRESENTATIVE HESS: Thank you.

12                   CHAIRPERSON GEIST: Thank you very much.

13 Representative Melio.

14                   REPRESENTATIVE MELIO: Are the -- any  
15 insurance companies give a reduction in the insurance rate  
16 when children or new drivers have driver education? Is  
17 there any -- any amount of time if you get the driver's  
18 education? How does that work?

19                   MR. GLATFELTER: I'm not sure I heard the last  
20 part. But I think the insurance industry started out years  
21 ago because they are great followers. I don't believe they  
22 have any really statistics on the subject at all. But I --  
23 that doesn't mean it isn't a good idea.

24                   REPRESENTATIVE MELIO: No. It encourages a  
25 lot of people to take the driver education so they get a

1 reduction in their insurance rate.

2 MR. GLATFELTER: Yeah, right.

3 REPRESENTATIVE MELIO: But I wondered if there  
4 was any -- on the insurance part, is there any certain  
5 hours they have to do that?

6 MR. GLATFELTER: In all my years, I have never  
7 seen a report like that.

8 REPRESENTATIVE MELIO: You're telling me if  
9 they have driver's education, they get a reduction?

10 MR. GLATFELTER: That's it. That's what's  
11 called competition.

12 REPRESENTATIVE MELIO: Thank you.

13 CHAIRPERSON GEIST: Allen -- Mark Hennesy.

14 MR. HENNESY: I believe what the gentleman is  
15 asking is, Do you have to take driver education for a  
16 certain period of time? And you have to have 30 hours of  
17 classroom and 6 hours of driving in order to qualify for  
18 the insurance discount, if that's your question.

19 REPRESENTATIVE MELIO: Yeah, that's my  
20 question.

21 MR. HENNESY: Yes. Thirty hours of classroom  
22 and a minimum of 6 hours of driving.

23 REPRESENTATIVE MELIO: Okay. Then I just want  
24 to follow up on that. Do you think 30 hours is enough  
25 time, or do you think there should be more than 30 hours?

1 MR. HENNESY: Well, I think probably more  
2 driving. Classroom, you can cover quite a bit in 30 hours.  
3 Driving 6 hours is -- boy, you can't hardly learn to do  
4 anything in 6 hours.

5 REPRESENTATIVE MELIO: And I noticed in some  
6 classrooms that I have been in, they have these monitors  
7 where you're like driving on the road. Is that -- is that  
8 what you do in your classroom?

9 MR. HENNESY: No, no. I'm not big on let's  
10 watch -- at least from what most of them have. -- let's  
11 watch a TV screen and pretend we're driving. It's a lot  
12 better to actually get out and drive the car. The  
13 classroom part just goes over the rules of the road, shows  
14 some films on what to do, how to do it.

15 It gives the students the basic idea. But you  
16 actually have to go out and get on the road and do it.

17 REPRESENTATIVE MELIO: Thank you, Mr.  
18 Chairman.

19 CHAIRPERSON GEIST: Representative Laughlin.

20 MR. GLATFELTER: Could I add to that?

21 CHAIRPERSON GEIST: Excuse me. Go ahead, Art.

22 MR. GLATFELTER: Six hours of driving  
23 experience behind the wheel is not enough to teach anybody  
24 much. I don't think you learn to ride a bicycle in 6  
25 hours. You don't learn much of anything in 6 hours. And

1 none of it is hazardous as this.

2           You can't be -- you can't become comfortable  
3 enough behind the wheel of a car in 60 hours to really be  
4 out on these highways today. And I think that the more  
5 experience we get from behind the wheel -- and not on a  
6 parking lot but out on the highway -- they ought to have a  
7 fair amount of parking lot first.

8           And I would like -- I would've liked to have  
9 proposed that a long time ago. But I think we need much,  
10 much more than 6 hours of driving time.

11           CHAIRPERSON GEIST: Thank you. Representative  
12 Laughlin.

13           REPRESENTATIVE LAUGHLIN: Yes, I agree with  
14 you when you say that arrogance and a lack of courtesy is  
15 what causes many of the problems. I remember whenever I  
16 was going through driver training when I was 16 in school  
17 -- and we had a fantastic teacher.

18           He kept a pair of boxing gloves on the visor  
19 there. And if you made a mistake, you know, you would get  
20 a punch but -- it was a public school. But do you have any  
21 statistics on what age group is the safest drivers?

22           MR. GLATFELTER: From about 27 to 45. It  
23 certainly isn't the 21 to 26.

24           REPRESENTATIVE LAUGHLIN: That's when they  
25 become mature then, huh?

1 MR. GLATFELTER: And then they have their own  
2 automobiles and a lot of -- a lot of time and a little  
3 money on their hands I guess. I have -- I have a lot of  
4 statistics on that from every age from 16 to 65 that I  
5 could share with you.

6 CHAIRPERSON GEIST: Art, thank you very, very  
7 much. We're going to call our last young man, Brian  
8 Trueblood. And while we're doing that, is Judy Stish in  
9 the room? How about Pat Rhoads? I'd like to thank you  
10 very, very much for putting this whole thing together for  
11 today and tomorrow and let you know how much we really  
12 appreciate it. Brian, this is a tough bunch now.

13 MR. TRUEBLOOD: Yeah.

14 CHAIRPERSON GEIST: I hope you're up for this  
15 task.

16 MR. TRUEBLOOD: I'll be fine.

17 CHAIRPERSON GEIST: All right. If you can  
18 summarize for us, we would -- it's all yours.

19 MR. TRUEBLOOD: All right. Chairman Geist,  
20 Honorable Members and distinguished guests, thank you for  
21 the opportunity to speak to you today. My name is Brian  
22 Trueblood. I'm 17 years old and a junior at Baldwin High  
23 School located in Pittsburgh. I'm currently learning how  
24 to drive.

25 Today you've already heard from

1 representatives from the Traffic Safety Commission, a  
2 driving school, insurance companies, and the National  
3 Transportation Board. In these next few moments, I, a  
4 teenager with a learner's permit, would like to present my  
5 views on the proposed legislation in the presented bill,  
6 House -- House Bill 10.

7 I'd like to begin my testimony with a  
8 discussion of the 50 hours of driving time and 6-month  
9 waiting period for obtaining a junior license as proposed  
10 in House Bill 10. I recommend 60 hours of documented time  
11 and driver test availability after 60 days versus the 50  
12 hours and 6 months.

13 I further propose 10 of these 60 hours be  
14 required night driving. The current bill doesn't stipulate  
15 minimum nighttime driving requirements. Night driving is  
16 more difficult to learn as the young driver needs to learn  
17 how to drive with a significant decrease in visibility and  
18 the glare of oncoming headlights.

19 Decreasing the limit from 6 months to 60 days  
20 for taking the driver's exam is a more realistic time  
21 frame. Six months of a wait upon -- 6 months of a wait  
22 infringes upon the availability of applying for employment,  
23 especially during a time when teens are trying to earn  
24 money for college tuition.

25 This 6-month moratorium punishes the young



1 responsible driver. In many families today, both the  
2 parents work. The availability of having a parent home  
3 each day after school to accompany the junior licensee to  
4 work and after school activities has decreased throughout  
5 the United States.

6 Another example in support of the 60-day  
7 minimum would be teen drivers living on farms. Having to  
8 wait 6 months for a license could be detrimental to the  
9 family farm and other family businesses. For farmers, 6  
10 months is longer than most growing seasons. The farmer  
11 needs helping hands as soon as possible.

12 A minimum 60-day requirement is a much more  
13 reasonable time frame. If the goal is driving experience  
14 behind the wheel, whether it's 60 hours in 60 days minimum  
15 or 60 hours in 6 months, it's still 60 hours of driving  
16 experience that counts. So I believe we need restrictions  
17 on junior drivers, but these restrictions need to be  
18 reasonable and judicious.

19 The next proposed restrictions regarding  
20 excessive speeding or accumulation of 6 or more points as  
21 stated in the bill, that's not I feel strict enough. At a  
22 time when drivers are most impressionable, a stiffer  
23 penalty requiring more than 90 days suspension would have a  
24 greater impact on the junior driver.

25 I propose a 150-day suspension and a \$250 fine

1 for the first conviction, with every subsequent suspension  
2 being for 6 months. A greater suspension time coupled with  
3 a financial penalty I believe would go far in deterring the  
4 joyriding antics of young drivers.

5           If the initial consequences are not perceived  
6 as severe and restrictive, I believe there would be a  
7 tendency for young drivers to take the risk to drive  
8 irresponsibly. Furthermore, I support the bill signed by  
9 Governor Ridge that holds accountable drivers, who have  
10 driving convictions in other states, being held accountable  
11 for their actions and would face restrictions on their  
12 Pennsylvania license.

13           An important omission House Bill 10 doesn't  
14 cover is the restriction of the number of passengers riding  
15 with a young newly-licensed driver. In the Post Gazette  
16 dated November 18th, 1998, Jim Hall, Chairman of the  
17 National Transportation and Safety Board states that one of  
18 the characteristics of fatal crashes involving novice  
19 drivers is having a car loaded with peers.

20           A frightening statistic shows that two-thirds  
21 of the deaths of teenagers as passengers in cars occur in  
22 vehicles driven by teenage drivers. I would strongly  
23 suggest that this bill include restrictions on the number  
24 of passengers that beginning drivers can transport.

25           My recommendation would limit the junior

1 license holder to having, say, three passengers in the  
2 vehicle while driving. My point being that most vehicles  
3 have seat belts for at least four passengers, and seat  
4 belts are shown to increase the survivability rate of the  
5 passengers when involved in an accident.

6           Additionally, too many teenagers -- or too  
7 many passengers can become a distraction to the driver.  
8 And I also believe that more passengers proportionally  
9 increases the amount of peer pressure to show off or take  
10 risks at the wheel.

11           The proposed bill as written requires the  
12 junior licensee to have someone 21 years or older to be in  
13 the car with the driver. Not everyone over 21 years of age  
14 is qualified to teach or may have a good driving record.  
15 Individuals such as those married and between the ages of  
16 18 to 21 are eligible to own property, sign contracts and  
17 have children.

18           However, under this bill, they would not be  
19 permitted to teach someone to drive a car. At 17, you can  
20 join the military and defend our country. At 18, you  
21 possess the most important right, and that's the right to  
22 vote. If we are responsible enough to vote and elect  
23 individuals such as yourselves to make our laws and uphold  
24 our Constitution, an 18-year-old should be judged  
25 responsible to assist someone learning how to drive.

1           We must remember that an 18-year-old wants to  
2 arrive home alive just as much as the 21-year-old. The  
3 18-year-old would not put themselves or the driver at risk  
4 any more than a 21-year-old would.

5           Although not addressed in the bill is the  
6 issue of driver education classes. There appears to be two  
7 opposing views regarding the benefits of formal driving  
8 education courses. In my research, I read Representative  
9 DeLuca and Representative Bunt's belief that the  
10 Commonwealth should require driver's education classes  
11 which would be paid for by the teenager.

12           However, according to the Easton Express  
13 Times, January 17th, 1999, the Pennsylvania Department of  
14 Transportation's own report states that the driver's  
15 education does not affect the safety performance of the  
16 teenage driver. The article further states that the  
17 researchers found that those completing the courses became  
18 overconfident and this led to more crashes.

19           Based on this information, I am against  
20 mandatory driver's education. Although it is an added  
21 benefit to learning how to drive with a professional  
22 instructor, I feel that the education courses should be  
23 taken at the discretion of the driver and their family.

24           And in summary, I agree that a graduated  
25 driver's licensing program be instituted in Pennsylvania.

1 Allan Williams from the Insurance Institute of Highway  
2 Safety, in an article from the Hanover Sun dated January  
3 21st of this year, has shown that programs like that in  
4 Florida show crash reductions can be achieved with a  
5 comprehensive graduated licensing system.

6           However, unlike his recommended program, I  
7 would strongly recommend the following: That the junior  
8 license should have a minimum of 50 hours of daylight  
9 driving, accompanied with a minimum of 10 hours of  
10 nighttime driving; and a junior driver would not be  
11 eligible for testing for a minimum of 60 days after the  
12 acceptance of the learner's permit; there should be a  
13 three-passenger limit for the junior driver; and violations  
14 as determined in House Bill 10 should require a stiffer  
15 penalty, such as a 150-day suspension and a \$250 fine for  
16 the first conviction; the driving instructor's minimum age  
17 I think should remain at 18.

18           Mr. Chairman and distinguished members of the  
19 Transportation Committee, thank you for your attention and  
20 the opportunity to present my views. If you have any  
21 questions, I will do my best to answer them at this time.

22           CHAIRPERSON GEIST: Brian, I think you did a  
23 fantastic job.

24           MR. TRUEBLOOD: Thank you.

25           CHAIRPERSON GEIST: What high school do you

1 attend?

2 MR. TRUEBLOOD: Baldwin High School. It's  
3 located in Pittsburgh.

4 CHAIRPERSON GEIST: I know Baldwin. In the  
5 City of Pittsburgh, what opportunities do you have as a  
6 student to take driver's education; and how hard is it to  
7 fit it in with your curriculum?

8 MR. TRUEBLOOD: The high school I think offers  
9 a course on driver's education in the class. It's not  
10 actually going out and driving. It's just a classroom  
11 discussion. I personally don't think I could take a  
12 driver's education course outside of school or anything  
13 like that because I'm involved in other activities, and I  
14 don't really feel that I have time for -- time for that.

15 CHAIRPERSON GEIST: Representative Battisto  
16 has a question.

17 REPRESENTATIVE BATTISTO: Brian, I just want  
18 to say that I'm very impressed by your very coherent  
19 presentation by the way.

20 MR. TRUEBLOOD: Thank you.

21 REPRESENTATIVE BATTISTO: You say you're a  
22 junior in high school or a senior?

23 MR. TRUEBLOOD: I'm a junior.

24 REPRESENTATIVE BATTISTO: Junior. You write  
25 quite well.

1 CHAIRPERSON GEIST: Would you be interested in  
2 running for Representative Maher's seat?

3 REPRESENTATIVE BATTISTO: Just a couple of  
4 things. I inferred from your testimony that -- a couple of  
5 things stick out. Number one, the need for more  
6 instruction and especially at night. That sounds to be  
7 fairly convincing. And also the number of individuals in  
8 the automobile that is not covered in House Bill 10.

9 Did you say that because you know, Brian, that  
10 you hear friends of yours say, you know, let's get  
11 together, let's go for a ride and you sort of gather that  
12 people show off in front of each other and the more you  
13 have in the car, the more showing off? Is that --

14 MR. TRUEBLOOD: Yes, I agree with that  
15 statement. I think that when you have a whole bunch of  
16 teenagers in a car together --

17 CHAIRPERSON GEIST: The hormone level rises.

18 MR. TRUEBLOOD: What's that?

19 CHAIRPERSON GEIST: The hormone level rises.

20 MR. TRUEBLOOD: Yes, possibly. They have a  
21 tendency to goof off I think. Most teenagers do.

22 REPRESENTATIVE BATTISTO: Thank you very much.  
23 Thank you, Mr. Chairman.

24 CHAIRPERSON GEIST: Representative Hess.

25 REPRESENTATIVE HESS: Brian, just one

1 question. The fee that you pay for the permit today is \$5,  
2 which that fee has not been increased or -- I'm not going  
3 to -- in a long, long time. Would you feel that an  
4 increment in the fee would be a deterrent to the teenager?  
5 Do you think that would be a hardship if the fee was  
6 raised?

7 MR. TRUEBLOOD: No. I think teenagers would  
8 -- would want their license whether they had to pay \$5 or  
9 \$50. They're still going to raise enough money through a  
10 job or from their parents or anything to get a learner's  
11 permit and driving license.

12 REPRESENTATIVE HESS: Yeah. That -- that \$5  
13 fee goes for education and goes back to the school district  
14 so that people -- the Department does not get the \$5. It  
15 goes to the Department of Education, then it goes back to  
16 the school district for driver's education. Thank you.

17 CHAIRPERSON GEIST: Dennis Leh.

18 REPRESENTATIVE LEH: Yes. Thank you, Mr.  
19 Chairman. Brian, this question is not for you; although,  
20 you did raise this issue. And this question, I'm going to  
21 put it out for anybody. Brian brought up the issue of when  
22 you're 17 you can join the United States Military.

23 What's the policy now in the military with  
24 regard to driver's license? When I was in 35 years ago, I  
25 forget what it was. But what is it now; in other words, if



1 you have a license now --

2 CHAIRPERSON GEIST: General Pippy can answer  
3 that question. John.

4 REPRESENTATIVE PIPPY: Actually,  
5 Representative Leh, I can tell you very quickly. In the  
6 military, you need your -- my branch was the Army. And as  
7 a matter of fact, at 17 I was at West Point in the  
8 military.

9 You do need your local state driver's license  
10 or the driver's license of whatever state you're in. But  
11 in order to drive the military vehicles, they have their  
12 own training program which is specific to the military.

13 REPRESENTATIVE LEH: And that would supercede  
14 state law. So if you're in the military driving a state --  
15 I mean driving a military vehicle, you would be allowed on  
16 the state highways. Okay. Thank you, Mr. Chairman. Thank  
17 you, Brian.

18 REPRESENTATIVE PIPPY: Under orders.

19 CHAIRPERSON GEIST: Representative Melio.

20 REPRESENTATIVE MELIO: Yeah. Excellent  
21 testimony, Brian. Betty Serian, did the Department do a  
22 study on education, the driver education? I noticed Brian  
23 reads a lot of newspapers and quoted some newspapers.

24 MS. SERIAN: Did PennDOT do a study? No, we  
25 have not. But we have relied on many other very credible

1 and valuable studies, not just the De Kalb study but the  
2 Insurance Institute study, as well as the most recent John  
3 Hopkins study.

4 REPRESENTATIVE MELIO: And did that PennDOT  
5 study say that it wasn't effective to driver education?

6 MS. SERIAN: We have found that it does not  
7 impact the crash rate in a positive way. That means it  
8 does not reduce accidents.

9 REPRESENTATIVE MELIO: Could we have a copy of  
10 that report?

11 MS. SERIAN: We can give you a copy of all of  
12 those studies. And we'll be happy to bring those tomorrow.

13 REPRESENTATIVE MELIO: Thank you, Mr.  
14 Chairman.

15 CHAIRPERSON GEIST: Representative Pippy will  
16 ask the last question of the day before we recess this  
17 hearing.

18 REPRESENTATIVE PIPPY: Thank you, Mr.  
19 Chairman. I appreciate you not putting any pressure on me  
20 as far as time goes. First, Brian, I represent Moon  
21 Township in the western part of the county so I'm very  
22 proud and happy to see that you're up here testifying on  
23 behalf of some 17-year-olds.

24 One of the questions I had and my concern --  
25 and the Chairman brought it up earlier. -- is the -- I know

1 there are companies out there right now that are pursuing  
2 the thoughts of having the simulated training literally --  
3 I know the larger trucking companies all have it. -- but at  
4 the individual level where you could literally drive a  
5 trailer up to a school, participate in the driver's  
6 education program and drive that trailer to the next  
7 school.

8           And you said earlier you didn't have time. Is  
9 that something that would be interesting to you,  
10 understanding you would be in the same type of a  
11 computer-simulated situation that I had when I was in the  
12 tank or that an Air Force pilot would have when they're in  
13 a plane? You would be put through these different  
14 strenuous, hopefully, or stressful situations instead of  
15 being told about them.

16           Actually, you'd have the vehicle come up in  
17 front of you or the person walk in front of you. Is that  
18 something you would find interesting as a 17-year-old?

19           MR. TRUEBLOOD: Yes. I think that a computer  
20 simulation of driving would be a lot more interesting than  
21 the classroom lecturing, reading books about different  
22 situations and things of that sort.

23           REPRESENTATIVE PIPPY: Thank you, Mr.  
24 Chairman.

25           CHAIRPERSON GEIST: Thank you. Thank you,

1 Brian. At this time, I'd like to adjourn this meeting,  
2 recess it until tomorrow morning at 9:00 a.m. in this room  
3 -- excuse me. -- the Majority Caucus Room.

4 Those folks who were here who gave testimony,  
5 if you'd like to hang around for a few minutes so any  
6 members of the House that have questions, you'd be free to  
7 ask. And we'll see you all tomorrow morning. Thank you.

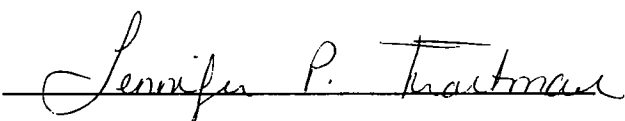
8 (Whereupon, at 4:15 p.m., the hearing  
9 adjourned.)

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I hereby certify that the proceedings and  
evidence are contained fully and accurately in the notes  
taken by me during the hearing of the within cause and that  
this is a true and correct transcript of the same.



JENNIFER P. TROUTMAN

Registered Professional Reporter

My Commission Expires:  
April 30, 2001

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