

# CASE Newsletter

California Association for Safety Education Volume XV, Number 1 - Feb. 2005

## 53rd Annual CASE Conference

Join us at Lake Tahoe for our annual traffic safety education conference. Our speakers will include ADTSEA president Beth Weaver and Mark Horowitz, creator of an innovative interactive approach to helping teens make their own decisions about driving and attitude. Some of our new credential candidates will show off their skills in working with today's youth. Our special guests are two mothers who tragically lost their sons in recent car crashes. They are deeply involved in making changes for the good in driver education.

If we are to make a difference in the lives of our students, you won't want to miss this year's conference!

### Tentative Conference Program

#### FRIDAY: Noon to 5:00 p.m.

**Noon—12:15** Pledge, Welcome, Program Corrections

**12:15—12:45** President's Message via video tape: *"Make You and Your Program Indispensable"*

**12:45—1:00** Break

**1:00—1:50** Beth Weaver, ADTSEA President: *"A Passion for the Dream"*

**1:50—2:15** Visit Exhibitors

**2:15—3:00** Mark Horowitz, CEO of Moorshire Group: *"Resurrecting the Power of Your Association"*

**3:00—3:50** Jeff Box, Apple Valley H.S. Teacher: *"Simulation With a Local Touch"*

**3:50—4:00** Break

**4:00—4:45** Angelica Boyd or Keith Merrihew, recent credential graduates: *"DVD Projects for Students"* or *"The Interactive Classroom"*

**4:45—** Hors d'oeuvres

#### SATURDAY 9:00 a.m to 4:45 p.m.

**9:00—9:50** Mark Horowitz: *"Attitude Kills: How Teens Think and How to Create Positive Attitudes"*

**9:50—10:00** Break

**10:00—10:50** Beth Weaver: *"Working the Political Scene"*

**10:50—11:15** Visit Exhibitors

**11:15—Noon** Rebecca Davis and Lisa Presley, Lives Interrupted: *"A New Kind of Driver Education: One That Works"*

**12:15—1:30** Lunch, Awards, Sponsor and Exhibitor Recognitions

**1:30—2:15** Dr. Robert Lee *"Department of Education Updates"*

**2:15—2:30** Break

**2:30—3:45** Dr. Charlie McDaniel, ADTSEA Past President

**3:45—4:45** Cecil Zaun Forum: *"What is the Future of Driver Education"* with panelists: McDaniel, Lee, Weaver, Horowitz, Davis and Presley. Jerry Gaines Presiding

## Keeping the Dream Alive

by John Knippel

Have you REALLY LISTENED to Martin Luther King's "I Have a Dream" speech lately? Have you heard the passion in his voice? Did you catch the incredible amount of involvement in the community he describes? Did you hear how he treats ALL people as equals, no one better than anyone else? Did you get burned by the fire of compassion for the children who are our future? Social and academic education is what makes America, *America*. **We must get involved or be dissolved!**

In the past 15 years I have seen driver education in California whittled down to a mere shadow of its former prominence. I have also witnessed the building up of programs in this state and in other states across the country. I have looked at the programs that have collapsed and the programs that have survived and even prospered. Good programs and good teachers have been disposed of for other offerings. Lesser programs and lesser-qualified teachers have been replaced. The great programs have survived. I have had to ask myself, "Why?"

Over the years I have been told that I live in a "fairy-land" school district because I still have a full semester program complete with simulation. I knew I was fortunate to have Tom Phelps set up the program for the Colton JUSD, but I also knew we were an impoverished area. I knew there was little money to support frivolous elective classes. I witnessed many other elective classes disappear from the curricular offerings. So, why does driver education remain?

When I looked back over the last 15 years, I became convinced that **we must get involved or be dissolved!** I discovered

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## Transportation Equity Act Renewal Slated for 2005

Congress extended the nation's surface transportation law (TEA-21) five times during the 108th Congress, pushing action on a multi-year authorization bill into the 109th Congress. We are hopeful that the proposed funding for an office of driver education and licensing within NHTSA will be included.

In the end, disagreements within Congress and between Congressional leaders and the Bush Administration over funding levels for the six-year legislation sealed the fate of TEA-21 renewal. Key leaders in Congress are promising early action in the 109th Congress, with the May 31, 2005 extension deadline forcing early decisions on the legislation.

House and Senate transportation leaders are indicating their intention to use their respective TEA-21 renewal plans that were approved by the House (H.R. 3550) and Senate (S. 1027) during the 108th Congress.

## Alert to Retiring Teachers

If you are planning to retire this year, please let us know so we may honor you at the annual CASE conference at Lake Tahoe. Contact Bill Lee, Retired Members Representative, at 29417 Enrose Ave., Rancho Palos Verdes, CA 90275.

Bill would also like to remind all retired and retiring members that they are especially invited to join our activities at the April 29-30 conference.

*The risk of crash involvement per mile driven among 16-19 year olds is 4 times the risk among older drivers. Risk is highest at age 16— three times higher than it is among 18-19 year-olds.*

*IIHS, Sept. 16, 2004 Fatality Facts*



## CASE Calendar

**March 13-15, 2005** - Lifesavers 2005 National Conference on Highway Safety Priorities, Charlotte Convention Center, North Carolina. Contact: 703-922-7944 or [www.lifesaversconference.org](http://www.lifesaversconference.org)

**April 29-30, 2005** - 53rd Annual CASE Conference, Horizon Hotel & Resort, Stateline, Lake Tahoe. See registration form on page 7 of this issue or visit [www.casewebsite.org](http://www.casewebsite.org)

**July 6-10, 2005** - National Student Safety Program Conference, Mississippi. Contact: NSSP <http://adtsea.iup.edu/nssp>

**July 31-Aug. 3, 2005** - 49th ADTSEA Conference, Renaissance Ilikai Waikiki Hotel, Honolulu, Hawaii. ADTSEA: <http://adtsea.iup.edu/adtsea>

## Teen Driving/Driver Education

Recently the *CQ Researcher* published a 24-page article on teen drivers. The article, "Teen Driving—Should States Impose Tougher Restrictions," appears in the January 7, 2005 issue of *CQ* and cites the issues, background and current situation regarding teen drivers and driver education. A downloadable version of the article has been posted by the Illinois High School and College Driver Education Association at [www.ihscodea.org](http://www.ihscodea.org). The article is in the "Newsletter" section of the IHSCDEA home page.

The article includes opposing viewpoints on the issue, "Are driver education courses for teenagers effective?" A "Yes" opinion on the issue is written by Allen Robinson, CEO, American Driver and Traffic Safety Education Association. A "No" opinion was written by Allan F. Williams, Chief Scientist, Insurance Institute for Highway Safety. The opposing arguments may be viewed on the ADTSEA website at <http://adtsea.iup.edu/adtsea>

## CASE Newsletter

Published by the California Association for Safety Education

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## Keeping the Dream Alive

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that I have been involved in some two-dozen or more ways with my school, my district, my community, my state and my nation. I am as passionate about the value of driver education as King was about social justice. I am as passionate about the future of our students as King was about racial issues. There is no class in high school that is either more life threatening or life changing than driver education—*none!* It is beyond my comprehension how we can stand by and watch districts dismantle so valuable a source of education.

The following issues will be discussed in my address to the attendees at this year's CASE 53<sup>rd</sup> Annual Conference at Lake Tahoe. We have great speakers from across the nation to corroborate my discoveries within my own district. They are ideas anyone and everyone can implement. Plan to be there for the full event. Go home excited and ready to raise the banner for traffic safety education in your district. Help educational associations and the politicians right the ship of public education.

- Do you belong to the School Site Council Committee?
- Do you attend the District School Board Meetings?
- Do you take a leadership role in the WASC review committees?
- Do you invite school board members and assistant superintendents to your class?
- Do you present teaching strategies at in-service-day meetings?
- Do you meet regularly with the Special Education Department?
- Are you a member of the site staff development committee?
- Do you sponsor any clubs on campus?
- Do you hold Parent-Information-Nights?
- Are you a member of the PTSA?

## Register to attend the 53rd Annual CASE Conference

April 29-30, 2005  
Horizon Hotel  
Lake Tahoe

Registration and hotel information may be found on page 7 of this newsletter.



- Are you a member of CTA?
- Are you a member of NEA?
- Are you a member of ADTSEA?
- Do you attend local or regional workshops, state or national conventions about traffic safety issues, or any other subjects?
- Do you attend college classes to upgrade your repertoire of teaching techniques?
- Are you on the textbook adoption committee?
- Are you a Department Chair, even if you are the only one in your special department?
- Can you explain how driver education increases ADA money?
- Can you explain how driver education reduces the drop-out rate?
- Can you explain how driver education reduces violence on campus?
- Do you involve parents in the students' homework and projects?
- Are you an advisor or consultant to the school's Academic Decathlon Team?
- Do you create interdisciplinary projects for your students?
- Do you regularly work with the counseling, secretarial, custodial, and maintenance staffs?
- Is your curriculum challenging enough for the GATE students, yet accessible enough to help the Special Needs students? (transferable concepts, life skills, practical and relevant)
- Do you write articles for the school's newspaper or the principal's monthly newsletter?
- Do you live near your school?
- Are you involved in your community's projects?

### Mini-motorcycles are Illegal on Streets

Mini-motorcycles or "pocket bikes" are not manufactured with a 17-digit vehicle identification number (VIN), indicating the manufacturers intended they be operated on private property and not for use on a highway. Without a VIN, they cannot be registered as a legal motor vehicle or as an off-highway vehicle. This makes them illegal for use on the highways or as an off-highway vehicle.

# Historical Overview of Driver Education/Training in California Public Schools

by Cecil G. Zaun

*This article is Part 2 of a history of Driver Education/Training in California Public Schools compiled by the late Cecil G. Zaun, former Director of Safety and Driver Instruction, Los Angeles City Schools. Part 1 appeared in the October issue of the CASE Newsletter.*

*We first published this article in 1994. The CASE Board of Directors has requested that we reprint the Historical Overview to provide teachers new to traffic safety education with a perspective on how it evolved in California's public schools and how it came to be in its current state.*

*Part 1 ended with Assemblyman Stanley discovering that Colorado was using a Penalty Assessment on Moving Traffic violations to finance a highway program.*

This concept provided Stanley with a source of funding that had not been touched in California. He was not asking anyone to give up a portion of a source that might affect his/her pet project. Having gained support from key legislators Stanley started his Bill through the legislative process. He asked Zaun to personally present the Bill before each committee. The Assembly Education Committee and then The Ways and Means Committee approved the Bill and sent it to the Floor where it was also approved.

The Senate Education Committee approved and sent the Bill to the Finance Committee where it looked as though there were enough votes to get it out of that Committee, but, the Chairman broke in and gruffly asked, "Mr. Zaun, what do you mean by 1/7th of an ADA? And just how much money is involved?"

When the author explained that 1/7th of an ADA meant \$30.00, the Chairman said, "Why didn't you say \$30.00?" While trying to explain that all financial matters pertaining to Education financing were stated in terms of ADA (Average Daily Attendance) the chairman became quite

provoked and stated that he never did like the ADA concept and told him to come back in two years with dollars and not ADA as the basis for payment.

The Legislature met during the odd numbered years in those days so it was 1953 before the Bill was passed, signed and became known as the Stanley Driver Training Act. The final law required the State to finance 75%, up to \$30.00, of the actual cost of providing Driver Training to eligible students with each district providing the other 25%.

In 1955, with costs increasing, the Aetna Life Affiliated Companies loaned a classroom full of simulators to the Los Angeles City High School District. These simulators were placed at Hollywood High School and Doctors Walter Patterson and Louis Bernoff were assigned to run a research program to prove or disprove the effectiveness of simulators as compared to the usual 6 hours of behind-the-wheel training.



Drs. Patterson and Bernoff laid out the study plan which was then approved by Mr. Houston, Zaun and Mr. Paul Cullen, the Aetna representative. The study revealed that there was no significant difference in the method of teaching this phase of the program.

Simulator usage was obviously the most cost effective for those districts with large numbers of students to train. A real financial

problem arose at once when school districts were asked to buy 12 simulators to be housed in 60' long trailers that could be moved from site to site.

Rockwell Corporation was making the Aetna simulators at that time. Rockwell was interested in selling rather than leasing, so their salesman Willis Rockwell, (no relation) convinced a bank in Riverside, California to handle the papers and he leased many units in California. The Department of Education (DOE) had approved the use of the simulators in 1956 following the research study.

In order for the districts to lease the simulators it was necessary to amend the Stanley Act to allow for the leasing. The leasing of automobiles was included in the new amendment which was drafted by Zaun and Mr. Randall Davis, the Transportation Director for the Los Angeles City Schools. Leasing is still available in California, however, many districts are now buying the units for installation in classrooms as well as in mobile trailers. Lease payments are a legal charge against the cost of the program (J-22 forms).

In 1962 the reimbursement from the Driver Training Penalty Assessment Fund (DTPAF) was raised to \$42.00. Since that time the Legislature has raised the reimbursement to \$50.00, \$60.00, \$80.00 and currently (1990-91) to \$97.00 per student trained.

Throughout the years, the "Program Standards" have been modified in the 50 States.

California's Standards are to be found in the Education Code.

During the 1960s, Mr. Joseph Reynolds, a consultant on the staff of the Safety and Driver Instruction Section of the Los Angeles Unified School District, who headed the program for the handicapped, prepared a draft for a bill that would reimburse districts \$200.00 for each

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## **Historical Overview**

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handicapped student trained. This draft became the basis for the current law which recognizes the additional cost to train such students. Many of these former students are now leading productive lives and are able to drive safely to work. In 1990 this figure was \$247.00 and in 1991-92 it went to \$290.00 when SB 1440 (Dills) of 1990 became effective.

Circa 1968 the Driving School Industry succeeded in getting the Stanley Act amended to permit the public schools to contract with commercial schools. This amendment allowed the public schools to collect reimbursement and pay the industry school an agreed upon amount per student trained.

From the beginning days of the Stanley Act there has been a running conflict between the schools and the Legislature regarding the financing of the program. There has never been a cost of living adjustment (COLA) applied to the financing of the program. The Legislature and the Governor were always "a day late and a dollar short" each budget year.

There was always much more money collected from traffic violators than was approved for the financing of the program. The so called "excess money" from the DTPAF was always transferred to the General Fund of the State instead of increasing the allocations to improve the program and keep pace with salary and material cost increases.

For this reason district governing boards tried to keep costs within the amount allowed in the annual State Budget. Thus, instead of improving the program, many districts sought to use "special credentialed" personnel to teach the Behind-the-Wheel (BTW) program. The teachers who had qualified themselves for the special credential above their regular teaching credentials were replaced with non college graduates who had no teaching experience.

At about this same time several school districts whose administrative personnel were tired of the hassle for funds decided to contract out the program to private industry or to cut back on the supervision within the district to the point where criticism was

justified against both approaches.

Many so-called research studies have been conducted throughout the years by some who try to prove the value of the Driver Training phase and by those who have tried to prove that the program has no value as an acceptable accident reduction program. It has always been difficult to prove the value of any educational program. In an English speaking country such as the United States the English language is taught from kindergarten through the highest of Higher Education and we still find that many of our native born cannot read, write, spell or punctuate to the satisfaction of those who wish to be critical.

In 1989-90 school districts throughout the State still provided Driver Training for their students with the understanding that the Stanley Act was a contract between the State and the schools to reimburse the districts for the expenses incurred. This was to be included in the Governor's Annual Budget.

At the time of the drafting of the 1990-91 budget, former Governor George Deukmejian left \$1,000 in the DTPAF and transferred approximately \$50 million into the General Fund to help balance the Budget. The amount needed to reimburse the districts was approximately \$21 million. At the same time he withheld \$21 million from Proposition 98 tax money which the electorate had voted to help finance the schools of the State. The Governor knew he could not use Prop. 98 money to balance the budget so he decided to shuffle some paper transfers and use DTPAF money to help balance the Budget and withhold \$21 million from the schools, specifying it for Driver Training reimbursement. The Legislature failed to approve the expenditure of the Prop. 98 money for reimbursing the schools for money spent in 1989-90 for training students in the Driver Training phase of the program.

Many, many districts dropped Driver Training in 1990-91 as they normally used the reimbursement money to finance the following year's program.

When Governor Pete Wilson took office in January of 1991 he fell heir to the deficit left by Deukmejian and no provision was made for reimbursing the districts that conducted programs in 1990-91. However

he did include \$10 million to reimburse districts for 1989-90. This \$10 million being less than half of the amount due the districts.

There were still three Bills by Senator Dills, which if passed between August 19, 1991 and the closing of the Legislative session still could have saved the Driver Training program in California high schools. They all died in Committee files because the Governor used the money to help balance his budget!

Since 1951 many interesting things have occurred which have had positive and negative effects upon the program. For instance, during the hearings before the Legislative committees in 1951 and 1953 Mr. Harry Cheshire the Legislative Advocate for the Automobile Club of Southern California (ACSC), opposed the passage of the Stanley Act because of the ACSC position to oppose any legislation which would adversely affect motorists. Mr. Cheshire commented to Zaun after the Bill had been passed by both Houses where he had tried his best to defeat it, "well Cece, you finally got yourself a Bill." From that point on the Public Safety Departments of the ACSC and the California State Automobile Association joined with the school personnel to provide teacher training and assistance wherever possible.

Circa 1962, a State-wide citizens' support group called the CALIFORNIA COMMITTEE FOR TRAFFIC SAFETY EDUCATION (CAL COMMITTEE) was formed to support the efforts of the professional educators who had formed the California Driver Education Association, which later changed its name to California Association for Safety Education (CASE).

In the early 1980's the CAL COMMITTEE disbanded as there seemed to be no need for further support as CASE was doing quite well by itself.

In the mid 1980's when the reimbursement fell far below the actual cost of the program one district after another cut back or dropped the Driver Training program for lack of support by the State.

When former Governor Deukmejian took the DTPAF money to help balance his "lame duck" budget, many of the former

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## Historical Overview

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members of the CAL COMMITTEE banded together under the name of CALIFORNIA ADVISORY COMMITTEE for TRAFFIC SAFETY EDUCATION (CAC) and gave much support to all efforts to maintain the program and the funding from the DTPAF.

When Governor Wilson followed Deukmejian he found that the State was in deep financial trouble and the economy was such that State revenues were constantly declining. Wilson dipped into several dedicated funds to help balance his first budget. The State failed to live up to its financial contract with the public schools when the reimbursement for those trained in 1989-90 failed to meet the cost expended by local districts.

The future of CAC will depend upon the need for citizen support for a STATE program within the high schools for the Driver Education/Training program.

Teacher preparation courses to meet State Department of Education credential requirements were non-existent in the early 1950's. To promote college courses, Allstate Insurance Company provided the University of Southern California (USC) with a grant of \$5,000.00 for scholarships for registration in classes leading to the Special Credential in Driver Education and Public Safety. Mr. Warren Epinette and Cecil Zaun were hired by USC to teach these classes.

These scholarships were continued for 10 years at USC and then for two more years at California State University at Los Angeles. Shortly thereafter, teacher training courses were offered at California State Universities at Long Beach, San Francisco, Sacramento and Chico.

Due to the cut-back by school districts, virtually all of the above universities have dropped the courses leading to the Special Credential. Local districts can now obtain authorization from the State Credentials Office to provide equivalent in-service training and the teachers can obtain the necessary credential to teach both the classroom and the behind-the-wheel phases. The state needs a resumption of university courses.

The Salinas School District Lawsuit decision by the lower court (which claimed it did not have the authority to require the state to pay school districts the reimbursement for programs conducted in 1989-90) was reversed by the Appellate Court. In the Spring of 1992 the State appealed that decision to the State Supreme Court.

The attorney (David Sabih) filed his response to the State's petition and urged the Supreme Court not to hear the case. (Note: In the early 1970's the Cal Committee filed suit against the State on behalf of the Driver Education/Training program and the Supreme Court refused to hear the suit!) The court also refused to hear the state's case.

## Recognition

Many people played important roles in the development and maintenance of the "California Program". The following represent a partial list of those who provided encouragement and/or special effort to or for the program: Dr. Marland K. Strasser, California State University San Jose; Mr. Eugene (Gene) Muschlitz; Dr. John Eales, and others of the DOE; "Bud" Lyons, Consultant from Santa Clara County Schools (whose first name the author cannot recall); Mr. Lawrence E. Houston; Dr. Everett Chaffey; Mr. Melvin T. (Meb) Schroeder; Dr. Harry Howell, Budget Director and Legislative Advocate; Dr. A. J. Stoddard, Superintendent of the L.A. City Schools; Mr. Dave Ellis of the Fresno City Schools; Mr. Robert Terry of the Richmond City Schools, the DOE, and Executive Director of CASE; Sgt. Frank Crewe of the L.A.P.D. Traffic Safety Unit; former Deputy Chief Harold W. Sullivan of L.A.P.D., a former Commissioner of the California Highway Patrol and Chairman of the Advisory Committee on Motor Vehicle Legislation; Senator Ralph Dills for his constant help with legislation; former Governor Pat Brown Sr., who signed the first Stanley Bill; Dr. Thomas Seals, and Mr. Stanley A. Abercrombie of the Highway Safety Administration; Dr. Richard Kaywood, and Mr. Alan Probst, both of California State University, Long Beach; Mr. Saxon Elliot, and Dr. William Cole of California State University, Los Angeles; Mr. Joseph Kaplan, President, Greater Los Angeles

Chapter, National Safety Council, Mr. Joseph Havenner, Mr. Robert Cheney and Mr. S. Dean Spence of the Public Safety Department of the ACSC and many more who are due credit for their support of and contributions to the Driver Education/Training program in the public schools.

## California's New Child Passenger Safety Law

As of January 1, 2005, children **must** be secured **in the back seat** of a vehicle until they are either 6 years old or 60 pounds. Children are at greater risk when riding in the front seat. A child's injury risk is reduced by 33% when moved from the front seat to the back seat.



### Exceptions:

- There is no rear seat.
- The rear seats are side-facing jump seats.
- The rear seats are rear-facing seats.
- The child passenger restraint system cannot be installed properly in the rear seat.
- All rear seats are already occupied by children under the age of 12 years.
- Medical reasons require that the child or ward not ride in the rear seat. The court may require satisfactory proof of the child's medical condition.

Additionally, Vehicle Code Section 27360 (a) states that a child may not ride in the front seat of a motor vehicle with an active passenger air bag if the child is: under one year of age, weighs less than 20 pounds, or riding rear-facing in a child passenger restraint system.

*Source: California Highway Patrol  
[www.chp.ca.gov](http://www.chp.ca.gov)*

*Photo: AAA Foundation for Traffic Safety*

# California Association for Safety Education 53rd Annual CASE Conference

## Horizon Hotel, Stateline, Lake Tahoe

Friday, April 29, 2005, Noon to 5 p.m.  
Saturday, April 30, 2005, 9 a.m to 5 p.m.

Join us in an environment that ranks among the most beautiful locations in the world to attend a conference—Lake Tahoe! Our conference theme this year is “*Elevating the Value of Driver Education.*” We are planning a stimulating and interesting program with presentations from top educators and experienced professionals in traffic safety education.



- The Horizon Hotel conference room rate is \$92 plus 10% room tax (single or double occupancy). Extra persons are \$10 additional. Participants are responsible for their own hotel reservations (request the special CASE Conference Rate). **Reservations must be made by April 1, 2005.** Call Toll-Free for reservations 1-800-322-7723.
- Conference Registration Fee: \$100 for CASE members or \$140 for non-CASE members. The \$140 fee includes a one-year CASE membership. Make checks payable to **CASE Conference** (Registration Form below). Fee includes banquet style luncheon on Saturday plus informal social hour Friday with hors d'oeuvres/refreshments and raffle awards. **Conference registration fee must be received by April 1 to receive the \$100 rate and to guarantee Saturday luncheon.** Registrations received after April 1 are \$140 for members and \$180 for non-members.

### ----- REGISTRATION FORM -----

**Registration must be received no later than April 1, 2005**

Mail check to: CASE Conference, 25 Shelbourne Place, San Mateo, CA 94402

Name: \_\_\_\_\_ School District/Business \_\_\_\_\_

Address: \_\_\_\_\_ Work Phone (     ) \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

**Registration Fee Enclosed:** \$ \_\_\_\_\_ (\$100 CASE members, \$140 non-members\*)

School District Purchase Orders not accepted. Registrations received after April 1: (\$140 members/\$180 non-members).

1 unit of university Professional Advancement Credit will be available for a fee payable at the Conference Registration Desk.

\* \$140 fee for non-members includes one-year CASE membership

## Please help us increase our membership!

Our Membership Committee is requesting that each member do his/her part to bring in new members. Please check with the driver education professionals at your school or district to see if they are members of CASE. If not, provide them with the membership application below and discuss the importance of belonging to their professional association.



Make check payable to:  
CASE  
25 Shelbourne Place  
San Mateo, CA 94402

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### Membership Application (please type or print)

Professional Memberships are **\$40.00**. New memberships are valid for one year from date of receipt.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

School: \_\_\_\_\_ District \_\_\_\_\_

County: \_\_\_\_\_

Phone: School or office ( ) \_\_\_\_\_ - \_\_\_\_\_ Evenings: ( ) \_\_\_\_\_ - \_\_\_\_\_

Referred by (optional): \_\_\_\_\_