



Oregon Driver Education Program Background

April 2013

About Oregon's Driver Education Program

The goal of Oregon's Driver Education (DE) program is to develop a system that results in measurably safer new drivers with fewer injuries and deaths. The program seeks to develop safe and efficient drivers who understand that all young drivers should become competent, caring, productive and responsible traffic safety citizens, committed to continually improving their driving skills.

The Driver Education program manages statewide efforts to improve driver education by:

- coordinating driver education course curriculum
- coordinating both the instructor training curriculum and the train-the-trainer curriculum;
- certifying public driver education providers and their instructors;
- certifying private driver education providers and their instructors;
- providing public information, education programs and resources;
- overseeing the student driver training fund for provider reimbursement; and
- coordinating the student certification program for completion.

In 2000, the Legislature moved the Driver Education program from the Department of Education to the Oregon Department of Transportation's Safety Division. ODOT established four task forces that conducted public forums throughout the state looking at curriculum, instructor standards, public outreach and operation. As a result, an action plan was formulated to address the task forces' major finding that the program needs established standards.

Improving the Program (The Driver Education Timeline)

- In 2005, House Bill 2112 raised the Driver Education student reimbursement from \$150 to \$210 for public driver education providers. The student reimbursement fund continues to receive \$6.00 from every license application and renewal.
- Implementing HB 2112 required changing the Oregon Administrative Rules (OAR 737-015).
- Since efforts were undertaken to update the OAR, it was determined that additional changes to the OAR were appropriate. The aim of these changes was to:
 - create consistent statewide standards and eliminate inconsistencies in language and programming in driver education providers;
 - establish standards with the onset of new driver education programs being established throughout the state;
 - respond to non-compliance issues concerning learning, teaching and student safety;
 - align state program and providers to quality standards in light of education reform and NHTSA/ADTSEA national standards for traffic safety education;
 - add language for inspection, record keeping and legal issues; and clarify language concerning instructor training requirements.
- In 2009, Senate Bill 125 added the private driver education providers to the list of those who could receive reimbursement for providing an approved program, which required changing the Oregon Administrative Rules (OAR 737-015) again.
- In 2010, the first Private Provider in Oregon's history received a reimbursement from the Student Driver Training Fund.

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- In December of 2010, Oregon invited NHTSA to conduct a statewide assessment of Oregon's driver education program, including instruction, instructors, curriculum, partnerships, and outcomes of the program.
- In 2011, House Bill 2210 added Counties to list of those entities who could deliver the approved state program for reimbursement, in an effort to increase exposure across the state.
- In 2011, House Bill 2140 failed in committee. The bill was designed to mandate driver education in a pilot program focusing on the 3 largest populated counties in the Portland-Metro area. Driver education remains voluntary for those teens who choose an additional 50 hours (total of 100)
- In 2011, the driver education program began the "2010 NHTSA Assessment" planned response to the recommendations made by the NHTSA technical team. This project continues through 2014
- In 2013, House Bill 2264 is introduced and passes the House committee and floor (March 2013) and is waiting for Senate hearings. This bill introduces legislation to add an additional subsidy from the training fund to cover the "free and reduced" students. In addition, "adaptive strategies" are introduced to dramatically increase the exposure of the Oregon approved program to the state's rural and frontier areas. Finally, statute authority for sanctions is introduced. All three elements of HB 2264 will require extensive administrative rule revision if the bill passes.

Successes and Accomplishments

1. Created the Oregon Parent Involvement Resource Guide: developed in partnership with the Oregon Driver and Traffic Safety Education Association, this guide provides material for teachers and guidance for parents.
2. Developed the Oregon Driver Education Risk Prevention Curriculum CD: this resource includes classroom and in-car lesson plans, homework assignments, entrance and exit exams and more. It brings together materials from the WOU-ODOT Trainer of Trainers Curriculum, National Driver Training Credentialing Program of the American Driver and Traffic Safety Education Association (ADTSEA), and the National Institute for Driver Behavior (NIDB) Driver Risk Prevention Curriculum.
3. Established the Driver Education Advisory Committee: to give advice on driver education issues; the duties of the committee include reviewing and updating guidelines for the operation of the program and stimulating public awareness of driver education needs.
4. Created instructor training standards: Every approved instructor in the state has completed the 120 hour training course established by minimum standards of competency; regardless of whether or not they hold a teaching credential.
5. Increased safety in teen driving: a national study completed in January 2005 showed the crash rate for teens taking formal driver education was 11-21% lower than those taking 100 hours of practice time with their parents; the traffic conviction rate for teens taking formal driver education was 39-57% lower than those taking 100 hours of practice time with their parents; and the driver license suspension rate for teens taking formal driver education was 51-53% lower than those taking 100 hours of practice time with their parents. These numbers of reduction continue to increase annually.

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6. Increased funding for driver education: in 2005, the legislature increased funding to \$210 per student completing an approved driver education program.
7. In 2006 “The Oregon Parent Guide to Teen Driving” was completed in a joint partnership with Transportation Safety Division and Driver and Motor Vehicles Services. The Guide supports the important partnership between state driver licensing, driver education, teen drivers and their parents.
8. In 2007 the Legislature provided ODOT-TSD with two new staff members to support the vision and mission of the driver education program. One position was a full-time administrative assistant and the other was a quality assurance specialist responsible for compliance auditing of the new OARs governing driver education.
9. In 2007 the Oregon Transportation Safety Committee recommended two concepts dealing with driver education for the 2009 legislature session. The concepts requiring driver education as part of the state’s GDL program and reimbursement for all ODOT-TSD approved providers of driver education were approved.
10. In the AASHTO Strategic Highway Safety Plan Volume 19: A Guide for Reducing Collisions Involving Young Drivers, Oregon was featured as an agency or organization implementing the strategy of improving the content and delivery of driver education and training.
11. As of 2009, four states; Vermont, Washington, New Hampshire and North Dakota have modified the Oregon Driver Risk Prevention Curriculum to their state. Additionally other states have included elements of the ORPC in their state’s curriculum plan.
12. In 2007 Washington’s Department of Licensing has completely adopted and modified the Oregon Parent Guide to Teen Driving printing 150,000 copies.
13. In 2007 ODOT reviewed the latest fatal and injury crashes of 16 year-old teens and found a 48% reduction of fatal and injury crashes. Since the implementation of the new driver education standards (curriculum, instructors, and instructor preparation training) and the full implementation of the graduated driver license, the number of 16 year-olds in fatal or injury crashes has declined. In 1998, the year prior to these changes, almost 1,200 16 year-old drivers were involved in a crash in which someone was killed or injured. That number has dropped to 621 in 2007. This is nearly 20 percentage points better than the national data model predicted.
14. In 2008 compliance reviews were performed for 36% of Oregon’s driver education programs. These reviews identified areas of non-compliance with Oregon Administrative Rule. Follow up and corrective actions were initiated for those programs lacking any required elements.
15. In 2008 ODOT Transportation Safety Division gave Oregon teens the opportunity to demonstrate their driving skills, competing for scholarships valued up to \$2000. The Oregon Driver Excellence Scholarship Challenge was funded through a grant from the Ford Motor Company’s Driving Skills for Life Program.
16. In 2009, all remaining approved driver education programs were reviewed for compliance. The second round of inspections began, with the majority of providers showing improvement when compared with their initial visit.

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17. In 2009, Legislation was enacted to provide the “parent portion” of driver education to the Department of Human Services on behalf of Foster children who wished to take driver education.
18. In 2010 ODOT Transportation Safety Division was awarded The Allstate Foundation 2010 Teen Driver Safety Grant. Oregon’s two-phase project was to address peer-to-peer networking as it builds awareness for teen driving safety.
19. In 2010 the National Highway Traffic Safety Association selected Oregon as the first state to officially participate in a national driver education program assessment. Oregon’s program was measured against the national driver education standards.
20. In 2011 Compliance reviews were conducted in 100% of all providers and since the compliance was so high, visits were reduced to 2-3 years depending on the provider’s most recent review.
21. In 2011, one of the recommendations made by the NHTSA Assessment team was to improve the curriculum guide’s use of content as it related to instructor delivery, an interface project was started, called “**Playbook®**” to guarantee a minimum standard of performance from the instructors in addition to the high standards of the state curriculum guide. This project is due for release in Oct 2013 and includes all new animations, videos, student activities and reduced slide Power Points®.
22. In 2012, one of the recommendations made by the NHTSA was to formally implement instructor certification instead of just offering training. Western Oregon University was tasked to organize and certify all state instructors as well as maintain the instructor database for renewals. December 1, 2012 all active instructors were certified through the new system.

Recommendations

The Oregon Transportation Safety Action Plan (OTSAP) envisions a future where Oregon’s transportation-related death and injury rate continues to decline. The OTSAP encourages partnerships among state and local governments, community groups and businesses to achieve a safer transportation system. Its comprehensive list of actions can be considered Oregon’s transportation safety agenda for the next 20 years. Driver education is highlighted as one of the nine key actions and it was scheduled to receive the highest priority for implementation by the year 2010. Specifically, ODOT will focus on these priorities:

- Complete the OAR Revision Process. **Done 4/07**
- Assist providers in marketing, curriculum development and instructor training. **On going**
- Continue to partner with DMV to support quality driver and traffic safety education. **On going**
- Promote and work with school/communities to offer driver education through schools, community colleges and/or educational service districts. **On going**
- Update the Oregon Driver Risk Prevention Curriculum. **Done 6/08 Revised 10/13**
- Conduct regional curriculum workshops in the spring. **Ongoing**
- Conduct and monitor Trainer of Trainers activities. **Ongoing**
- Monitor providers of driver education (conduct at least 30 on-site inspections). **100% Completed by 2010**
- Implement strategies of the Oregon Transportation Safety Action Plan for improving the quality and delivery of driver education. **Ongoing**

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- Provide a public awareness campaign to gain support for requiring driver education by using the recent research studies and data analysis. **Ongoing**
- Create legislative concepts:
 1. Requiring Driver Education for all new young drivers under 18; **2009 Failed**
 2. Providing reimbursement for all approved Driver Education providers; **2009**
 3. Extending GDL restrictions from 6 to 12 months; **Ongoing**
 4. Providing low income incentives for the Driver Education Program; **2013** and
 5. Regulating cell phone usage in GDL. **Done 1/2008**
 6. Implementing sanctions for accountability **2013**
 7. Developing frontier and rural “Adaptive Strategies” for delivery options **2013**

Additional

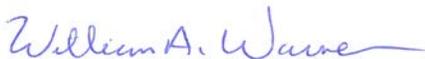
2007 - Research on Parent Taught Driver Education - Teenagers taught to drive by their parents are nearly three times more likely to be involved in serious accidents than young drivers taught by professionals, a study unveiled by the Texas Transportation Institute (TTI) concludes. Since 1997, Texas moms and dads have had the option of teaching their kids how to drive using state-approved curriculum, rather than relying upon public or private driving schools. “What this research means is that the very popular Parent-Taught Driver Education Program may not be the wisest public policy for Texas and is not in the best interest of traffic safety,” TTI researcher Val Pezoldt said in a statement. “This is not to say that all parents are poor driving instructors,” he said. “But the evidence suggests that without some significant modifications to the program, granting parents the sole responsibility for meeting the education and training requirements of our youngest novice drivers serves neither highway safety, parents nor, especially, young drivers well. The institute based at Texas A&M analyzed 1.4 million driver records, conducted a mail survey of young drivers and held teen-driver focus groups. The study was conducted for the National Highway Traffic Safety Administration, and is online at <http://www.nhtsa.dot.gov/> (keyword “parent-taught”).

2007 NHTSA’s Oregon GDL Study - NHTSA released the results of the Oregon GDL Study. Details are found at <http://www.oregon.gov/ODOT/TS/de.shtml> under Program News and Information.

2008 A Secondary Review of the 2005 Oregon GDL Study - Dr. Jessica Hartos completed the study that provides analysis and implication for policy changes. Details are found at <http://www.oregon.gov/ODOT/TS/de.shtml> under Program News and Information.

2008 AAA Foundation Driver Education Research Study - Oregon was selected to participate in a five-year study (Large Scale Evaluation of Driver Education or **LSEDE**) to review elements of the Oregon Driver Education Program. **Results tentative 2013**

Thank you for taking time to read about the excellence of Oregon Driver Education!



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