



# Oregon

## Department of Transportation

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Jim Wright,  
National Highway Traffic Safety Administration

Hello Jim,

I wanted to thank you again for your assistance in bringing the Technical Assistance team to Oregon for the Driver Education Assessment in December of 2010. Some exciting things have happened and I wanted you to know of the far reaching impact of that peer review event.

Oregon's legislature has passed HB 2264 which is **a very strong show of support** for teen driver education. The bill passed unanimously out of the House Transportation Committee on a 10-0 vote; then out of the House chamber on a 54-3 vote. Once in the Senate, it passed out of the Senate Business and Transportation Committee unanimously, 6-0. On May 2, 2013 the final vote was on the Senate floor, passing 20-7. **Our ability to zero in on specific needs in HB 2264 was helped by what our recent peer review noted.**

The Assessment Team identified several areas with which Oregon could and should improve and made recommendations to that effect. This letter is to acknowledge those recommendations and their role in the future of Oregon Driver Education.

In reference to standards 1.1.9; 1.1.12; and 1.1.13; a concern was brought to the NHTSA Technical Team's attention concerning the cost of a driver education program being a barrier for low-income students. In addition, a recommendation was given to **ODOT-TSD driver education "to provide for financial sanctions other than withholding of reimbursement and administrative sanctions for non-compliance [by providers]..."**

The recent passage of HB 2264 implements statute authority for ODOT-TSD to develop administrative sanctions. Work has already begun to write draft administrative rule to impose progressive discipline sanctions, through the efforts of ODOT-TSD staff and Oregon stakeholders led by our statewide Advisory committee. A major element of the bill also gives ODOT-TSD authority to add an additional subsidy (in addition to the \$210.00 reimbursement per student) for Oregon teens who are in a no or low income situation.

In reference to standard 1.1.21; a recommendation was given for ODOT-TSD Driver Education to consider the option of approving online classroom driver education **especially for rural areas of the state**. The "Adaptive Strategies" portion of HB 2264 provides for discussion of potential online supplements or other supplements as part of the strategies package to increase the program reach into rural and frontier areas of the state.

For standard 2.1.3; the Western Oregon University *Oregon Driver Risk Prevention Curriculum* did not include strategies for differentiating delivery of instruction using simulation or driving ranges. The recommendation was that **ODOT-TSD should provide additional guidance on instructional strategies for the use of simulation and driving ranges**. An element of the Adaptive Strategies package, made possible by the statute authority of HB 2264, also considers the use of simulators to meet the needs of rural and frontier underserved Oregon teens.

As you can see, The December assessment has had a profound effect on the future of Oregon Teens due to the influence on HB 2264 and I just wanted to take a minute and let you know how grateful we are. Thank you!

William Warner, Program Manager  
ODOT – TSD Driver Education

