

**REVENUE: No revenue impact**

**FISCAL: Fiscal statement issued**

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<b>Action:</b>	Do Pass and Rescind the Subsequent Referral to the Joint Committee on Ways and Means
<b>Vote:</b>	10 - 0 - 0
<b>Yeas:</b>	Bentz, Cameron, Davis, Doherty, Gorsek, Lively, McKeown, Nathanson, Parrish, Read
<b>Nays:</b>	0
<b>Exc.:</b>	0
<b>Prepared By:</b>	Troy Rayburn, Administrator
<b>Meeting Dates:</b>	2/15, 2/27

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**WHAT THE MEASURE DOES:** Authorizes Department of Transportation (Department) to increase rate of reimbursement for reduced-tuition traffic safety education courses provided to low-income students by public school, commercial driver training school, or county. Requires Department to adopt rules governing reduced-tuition and reimbursement. Requires provider that receives tuition reimbursement to notify students of availability of reduced-tuition. Authorizes Department to offer incentives for providers to offer traffic safety education courses in specified geographic areas within Oregon. Permits Department to provide or contract for courses under certain conditions. Authorizes Department to impose sanctions against providers of traffic safety education courses who violate traffic safety education provisions or rules of the Department.

**ISSUES DISCUSSED:**

- Goal of program is to encourage more students / teens to take the program and assist in reducing accidents as a result
- Funding of program is through \$6.00 fee for every license renewal and matched with parent / teen fee
- Long-term funding sustainability
- Reimbursement of funds to providers / public sector not allowed to profit
- Subsidize low income and/or disadvantaged students
- Means testing of students / teens is through qualifying or not for the free or reduced lunch program
- Fiscal impact of accidents (\$1M per fatality; \$45-50,000 per injury; and \$3-10,000 per property damage)
- Incentives or opportunities to rural Education School Districts (ESD) include start-up mentoring and not requiring the least necessary requirements
- Involvement of stakeholders is through the Drivers Education Advisory Committee
- The Drivers Education Advisory Committee assess sanctions

**EFFECT OF COMMITTEE AMENDMENT:** No amendment.

**BACKGROUND:** Teen drivers are involved in fatal and injury crashes at over twice the rate of the general driving population. Teens represent 6.7 percent of the driving population but are drivers involved in more than 13 percent of fatal and serious injury crashes. Increasing the knowledge and skill of teen drivers can make them safer drivers and help to reduce those crashes.

16- and 17-year olds qualify to test for a driver license in two ways. They may complete a driver education course approved by the Oregon Department of Transportation (ODOT) and practice driving with an adult for 50 hours or they may opt out of the course and practice driving with an adult for 100 hours. Beginning drivers under age 18 are issued a provisional driver license which restricts the number and age of passengers allowed and the time of day they may drive. The restrictions remain in place for one year or until age 18.

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*This summary has not been adopted or officially endorsed by action of the committee.*

ODOT's Driver Education program, combined with provisional driver licensing, has helped greatly reduce fatal and serious injury crashes for teen drivers. From 1998 (the year before these laws were passed) through 2009, the number of teens involved in such crashes declined 62 percent for 16-year olds and 46 percent for 17-year olds.

The teens who have taken an ODOT approved driver education course have also significantly out-performed their peers with lower crash rates, lower conviction rates, and lower suspension rates. But two-thirds of teens do not take a driver education course, instead qualifying to test for a provisional driver license by practicing with parents and others. ODOT partially subsidizes driver education, but cost and accessibility are two challenges to many families to taking the course.