

# STATE OF NORTH DAKOTA

## TECHNICAL ASSESSMENT of the DRIVER EDUCATION PROGRAM



**August 5 – 8, 2014**

**National Highway Traffic Safety Administration  
Technical Assistance Team**

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The Team believes this report will contribute to the State's efforts to enhance the effectiveness of its Driver Education program in preventing injuries, saving lives, and reducing economic costs of young novice driver motor vehicle crashes on North Dakota's roadways.

The Team recognizes the assessment is a review of all driver education activities and commends all who are involved in the day-to-day efforts to improve driver education and highway safety in North Dakota.

# INTRODUCTION

## *Mission*

The mission of the North Dakota Department of Transportation (NDDOT) is to “Provide a transportation system that safely moves people and goods.” North Dakota is establishing a long-term goal to eliminate all traffic fatalities on North Dakota’s public roads. This approach reflects a growing national trend that no life lost or serious injury is acceptable.

## *Demographics*

North Dakota consists of three major geographic regions: in the east is the Red River Valley, to the west, the Missouri Plateau and the southwestern part of North Dakota covered by the Great Plains, accentuated by the Badlands. The State covers 70,762 square miles. North Dakota is the most rural of all the states, with farms covering more than 90% of the land. See Figure 1 for a map of North Dakota.

FIGURE 1



### ***Population***

According to 2013 census estimates, North Dakota has a population of about 723,393 persons. North Dakota consists of 53 counties. Fifty Nine (59) percent of the total population resides in the urban areas.

According to the 2013 Census estimates, the most populated cities were Fargo – 113,658; Bismarck – 67,034; Grand Forks – 54,932; Minot – 46,321; West Fargo – 29,878; Williston – 20,850; Dickinson – 20,826; and Mandan – 19,887. Statewide, Caucasians make up 89.6 percent of the population, American Indian and Alaska Natives make up 5.4 percent, Hispanics or Latinos of any race make up about 2.9 percent, Blacks or African Americans make up 1.8 percent, and Asians make up 1.2 percent.

### ***Economy***

There are four major industries in North Dakota: Agriculture is the largest followed by petroleum, food processing, and technology.

North Dakota is now the second-leading oil producing state in the nation following Texas. Oil production in the State began in late 2008 and has grown to the current level of production of about 780,000 barrels of oil per day. Census data show that the oil boom in North Dakota has sparked a population increase that made the State the fastest growing state in the United States with a growth rate of about 8.3 percent. The oil “boom” has impacted North Dakota in many ways including: an influx of population statewide but primarily in the northwest where the bulk of oil is being produced; a significant increase in commercial and non-commercial vehicle traffic, travel time, and vehicle miles traveled; economic prosperity; and an increase in motor vehicle fatalities.

The State’s unemployment rate is the lowest in the nation at 2.6 percent and has not grown to 5 percent since 1987. North Dakota was ranked 17<sup>th</sup> in the United States with its per capita income.

### ***Transportation***

Transportation in North Dakota is overseen by the North Dakota Department of Transportation (NDDOT). The State has approximately 8,518 roadway miles of highway. 2,727 miles of that roadway is on the National Highway System (NHS). North Dakota has more miles of road per capita than any state in the nation with 156 miles of road per 1,000 people.

### ***Highway Safety***

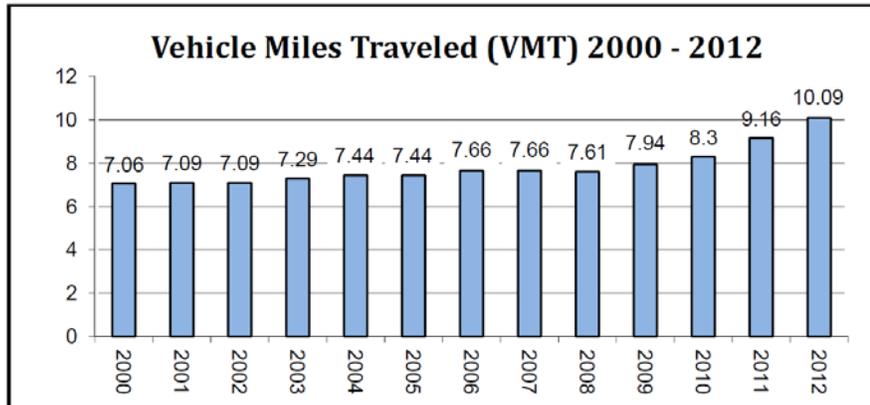
An examination of the State’s Traffic Crash Statistics files reveals the following data for North Dakota:

In 2012, North Dakota experienced the highest number of fatalities (170) since the 1970’s. Historically (dating back to 1979), North Dakota’s motor vehicle fatality rate had been consistently lower than the national fatality rate. But in recent years, the State rate has crept beyond the national rate.

North Dakota’s vehicle miles traveled (VMTs) have increased significantly since oil

production began in the State in late 2008 (Table 1). With more vehicles and people on the road, the State is experiencing more fatalities but only a slight increase in the fatality rate.

**TABLE 1**



Impaired driving, lack of seat belt use, and speed continue to be the primary factors in motor vehicle crashes in the State.<sup>1</sup>

In 2012, drivers ages 14-24 constituted 15.4 percent of all licensed drivers in North Dakota. However, young drivers were involved in 28.6 percent of all crashes and 29.7 percent of crashes involving injury (Table 2). Drivers 14-24 years old were over-represented in crashes when comparing crash numbers to the percentage of licensed drivers.

**TABLE 2**

2012 Licensed Drivers and Crash Involvement by Age						
Age	Licensed		Involved in All Crashes		Involved in Injury Crashes	
	Drivers	Percent	Drivers	Percent	Drivers	Percent
13 & Under	0	0.0%	29	0.1%	6	0.1%
14 - 17	15,057	3.0%	1,807	6.5%	408	6.6%
18 - 20	23,405	4.6%	2,713	9.8%	650	10.4%
21 - 24	39,822	7.8%	3,392	12.3%	793	12.7%
25 - 34	96,627	19.0%	5,765	20.9%	1,361	21.9%
35 - 44	74,213	14.6%	3,914	14.2%	875	14.1%
45 - 54	87,472	17.2%	4,210	15.2%	959	15.4%
55 - 64	85,422	16.8%	3,204	11.6%	677	10.9%
65 - 74	48,262	9.5%	1,413	5.1%	253	4.1%
75 & Older	38,915	7.6%	1,199	4.3%	242	3.9%
Total	509,195	100.0%	27,646	100.0%	6,224	100.0%

\* Does not include drivers where age was unknown.

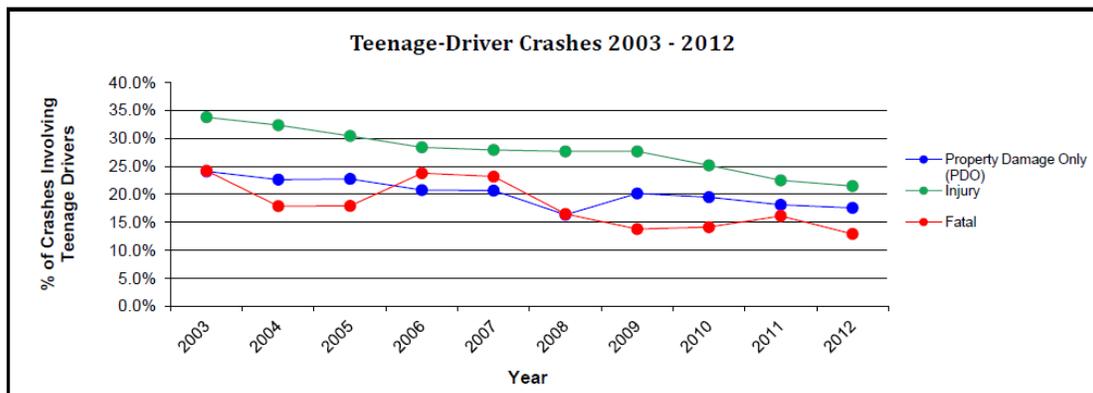
In 2012, there were 30,031 teenage drivers (age 14-19) in North Dakota. Teenage drivers account for 5.9 percent of all licensed drivers in North Dakota. Teen drivers were involved in 18.3 percent of crashes in 2012. This is a 3.2 percent decrease from 2011. This is the fourth year there has been a decrease in teen drivers involved in traffic crashes. For the past ten years, teen drivers have been involved in an average of 21.4

<sup>1</sup> North Dakota Highway Safety Plan 2014 – North Dakota Department of Transportation

percent of all crashes. Teen drivers were involved in 12.9 percent of fatal crashes in 2012. This is a 20.1 percent decrease from 2011. In 2012, 11 teen drivers, four teen passengers, and two teen pedestrians lost their lives in motor vehicle crashes (Table 3).

**TABLE 3**

Teenage-Driver Crashes 2003 - 2012												
Year	Fatal			Injury			Property Damage Only (PDO)			Total		
	# All Crashes	# Teenage Drivers	Percent Involving Teenage Drivers	# All Crashes	# Teenage Drivers	Percent Involving Teenage Drivers	# All Crashes	# Teenage Drivers	Percent Involving Teenage Drivers	# All Crashes	# All Teenage Drivers	Percent Involving Teenage Drivers
2003	95	23	24.2%	3,248	1,097	33.8%	13,226	3,184	24.1%	16,569	4,304	26.0%
2004	95	17	17.9%	2,705	875	32.3%	14,130	3,197	22.6%	16,930	4,089	24.2%
2005	106	19	17.9%	2,751	837	30.4%	12,987	2,955	22.8%	15,844	3,811	24.1%
2006	101	24	23.8%	2,701	767	28.4%	12,292	2,551	20.8%	15,094	3,342	22.1%
2007	95	22	23.2%	3,001	838	27.9%	13,133	2,713	20.7%	16,229	3,573	22.0%
2008	97	16	16.5%	3,062	847	27.7%	16,387	2,678	16.3%	19,546	3,541	18.1%
2009	116	16	13.8%	3,062	847	27.7%	14,376	2,896	20.1%	17,673	3,708	21.0%
2010	92	13	14.1%	3,329	838	25.2%	13,654	2,662	19.5%	17,076	3,513	20.6%
2011	130	21	16.2%	3,548	798	22.5%	15,145	2,744	18.1%	18,823	3,563	18.9%
2012	147	19	12.9%	3,729	801	21.5%	14,480	2,545	17.6%	18,356	3,365	18.3%
Total/Avg	1,074	190	17.7%	31,136	8,545	27.4%	139,810	28,125	20.1%	172,140	36,809	21.4%



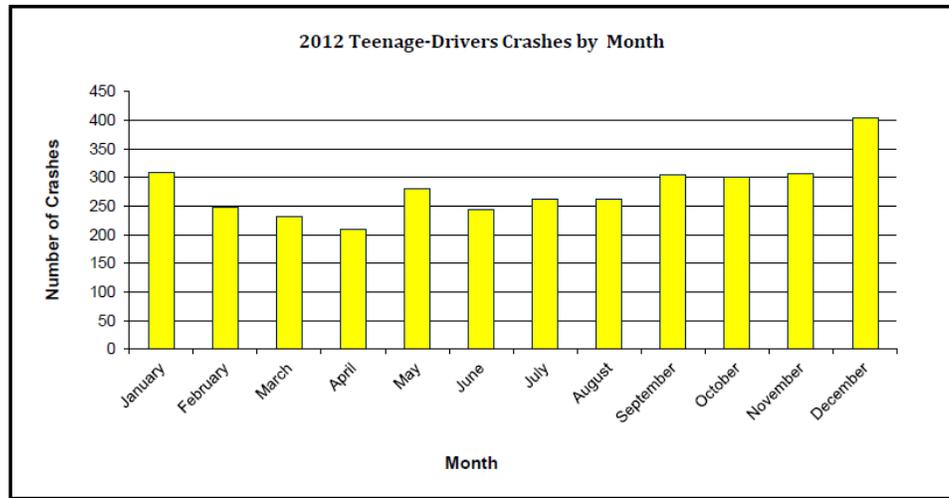
\* To be counted, a person age 14-19 has to be the operator of at least one unit involved in the crash.

This age group of drivers was most prone to crashes in the month of December under winter conditions on Friday afternoons during the after-school hours of 3:00 p.m. to 5:59 p.m. In 2012 following too close was the most reported contributing factor for crashes involving teen drivers. The second most reported contributing factor was failure to yield. Followed by speed and driving too fast for conditions, which accounted for 10.98 percent of the listed contributing factors for teen-driver crashes (Tables 4, 5, 6 and 7).<sup>2</sup>

<sup>2</sup> North Dakota Crash Summary 2012 – North Dakota Department of Transportation

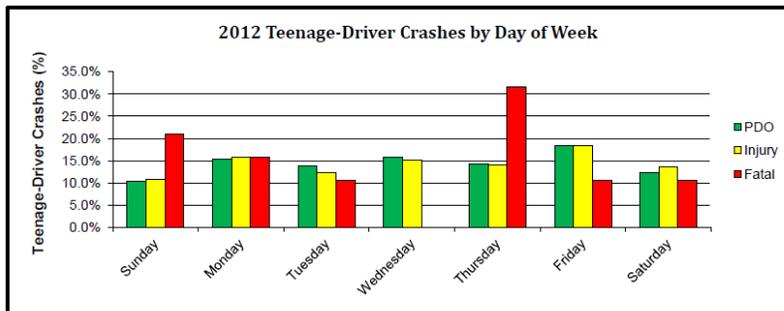
**TABLE 4**

2012 Teenage-Driver Crashes by Month									
Month	Days in Month	Fatal		Injury		Property Damage Only (PDO)		Total	
		#	Rate Per Day	#	Rate Per Day	#	Rate Per Day	#	Rate Per Day
January	31	1	0.03	60	1.9	247	8.0	308	9.9
February	29	4	0.14	49	1.7	195	6.7	248	8.6
March	31	2	0.06	58	1.9	173	5.6	233	7.5
April	30	1	0.03	65	2.2	143	4.8	209	7.0
May	31	0	0.00	59	1.9	221	7.1	280	9.0
June	30	2	0.07	69	2.3	174	5.8	245	8.2
July	31	3	0.10	64	2.1	196	6.3	263	8.5
August	31	1	0.03	81	2.6	181	5.8	263	8.5
September	30	2	0.07	79	2.6	224	7.5	305	10.2
October	31	2	0.06	84	2.7	214	6.9	300	9.7
November	30	0	0.00	54	1.8	253	8.4	307	10.2
December	31	1	0.03	79	2.5	324	10.5	404	13.0
<b>Total</b>	<b>365</b>	<b>19</b>	<b>0.05</b>	<b>801</b>	<b>2.2</b>	<b>2,545</b>	<b>7.0</b>	<b>3,365</b>	<b>9.2</b>



**TABLE 5**

2012 Teenage-Driver Crashes by Day of Week									
Day	Fatal		Injury		Property Damage Only (PDO)		Total		
	#	%	#	%	#	%	#	%	
Sunday	4	21.1%	86	10.7%	263	10.3%	353	10.5%	
Monday	3	15.8%	126	15.7%	391	15.4%	520	15.5%	
Tuesday	2	10.5%	99	12.4%	353	13.9%	454	13.5%	
Wednesday	0	0.0%	121	15.1%	400	15.7%	521	15.5%	
Thursday	6	31.6%	113	14.1%	360	14.1%	479	14.2%	
Friday	2	10.5%	147	18.4%	466	18.3%	615	18.3%	
Saturday	2	10.5%	109	13.6%	312	12.3%	423	12.6%	
<b>Total</b>	<b>19</b>	<b>100.0%</b>	<b>801</b>	<b>100.0%</b>	<b>2,545</b>	<b>100.0%</b>	<b>3,365</b>	<b>100.0%</b>	



**TABLE 6**

2012 Teenage-Driver Crashes by Time of Day								
Hour	Fatal		Injury		Property Damage Only (PDO)		Total	
	#	%	#	%	#	%	#	%
Midnight	1	5.26%	34	4.24%	125	4.91%	160	4.75%
1:00 AM	1	5.26%	36	4.49%	108	4.24%	145	4.31%
2:00 AM	1	5.26%	45	5.62%	161	6.33%	207	6.15%
3:00 AM	1	5.26%	8	1.00%	13	0.51%	22	0.65%
4:00 AM	0	0.00%	5	0.62%	6	0.24%	11	0.33%
5:00 AM	0	0.00%	7	0.87%	11	0.43%	18	0.53%
6:00 AM	1	5.26%	17	2.12%	29	1.14%	47	1.40%
7:00 AM	1	5.26%	37	4.62%	129	5.07%	167	4.96%
8:00 AM	0	0.00%	33	4.12%	119	4.68%	152	4.52%
9:00 AM	0	0.00%	15	1.87%	65	2.55%	80	2.38%
10:00 AM	0	0.00%	5	0.62%	18	0.71%	23	0.68%
11:00 AM	0	0.00%	9	1.12%	23	0.90%	32	0.95%
Noon	2	10.53%	11	1.37%	32	1.26%	45	1.34%
1:00 PM	0	0.00%	31	3.87%	97	3.81%	128	3.80%
2:00 PM	1	5.26%	52	6.49%	156	6.13%	209	6.21%
3:00 PM	1	5.26%	81	10.11%	291	11.43%	373	11.08%
4:00 PM	1	5.26%	83	10.36%	232	9.12%	316	9.39%
5:00 PM	1	5.26%	75	9.36%	227	8.92%	303	9.00%
6:00 PM	1	5.26%	67	8.36%	155	6.09%	223	6.63%
7:00 PM	0	0.00%	38	4.74%	132	5.19%	170	5.05%
8:00 PM	0	0.00%	46	5.74%	129	5.07%	175	5.20%
9:00 PM	3	15.79%	25	3.12%	110	4.32%	138	4.10%
10:00 PM	1	5.26%	19	2.37%	115	4.52%	135	4.01%
11:00 PM	2	10.53%	22	2.75%	62	2.44%	86	2.56%
Total	19	100.00%	801	100.00%	2,545	100.00%	3,365	100.00%

**TABLE 7**

2012 Contributing Factors of Teenage-Driver Crashes								
Contributing Factors	Fatal		Injury		Property Damage Only (PDO)		Total	
	#	%	#	%	#	%	#	%
No Clear Contributing Factors	6	18.75%	494	37.34%	1,683	42.67%	2,183	41.20%
Attention Distracted (General)	0	0.00%	1	0.08%	6	0.15%	7	0.13%
Attention Distracted-Communication Devices	1	3.13%	12	0.91%	26	0.66%	39	0.74%
Attention Distracted-Electronic Device	0	0.00%	2	0.15%	8	0.20%	10	0.19%
Attention Distracted-Other Inside Vehicle	0	0.00%	47	3.55%	129	3.27%	176	3.32%
Attention Distracted-Other Outside Vehicle	0	0.00%	22	1.66%	65	1.65%	87	1.64%
Vision Obstructed	0	0.00%	31	2.34%	95	2.41%	126	2.38%
Speed	6	18.75%	112	8.47%	224	5.68%	342	6.45%
Too Fast for Conditions	1	3.13%	58	4.38%	181	4.59%	240	4.53%
MV Mechanical Failure	0	0.00%	8	0.60%	19	0.48%	27	0.51%
Wrong Way	0	0.00%	2	0.15%	2	0.05%	4	0.08%
Failed To Yield	3	9.38%	121	9.15%	305	7.73%	429	8.10%
Following Too Close	0	0.00%	106	8.01%	333	8.44%	439	8.28%
Weather	2	6.25%	40	3.02%	158	4.01%	200	3.77%
Defective Equipment	0	0.00%	3	0.23%	15	0.38%	18	0.34%
Improper Evasive Action	5	15.63%	43	3.25%	106	2.69%	154	2.91%
Improper Backing	0	0.00%	1	0.08%	79	2.00%	80	1.51%
Improper Overtaking	1	3.13%	3	0.23%	10	0.25%	14	0.26%
Driving Left of Center	1	3.13%	11	0.83%	13	0.33%	25	0.47%
Physical Obstruction	0	0.00%	2	0.15%	7	0.18%	9	0.17%
Animal in Roadway	0	0.00%	4	0.30%	19	0.48%	23	0.43%
Traffic Control Device Not Working/Missing	0	0.00%	1	0.08%	2	0.05%	3	0.06%
Disregard Traffic Signs	0	0.00%	20	1.51%	26	0.66%	46	0.87%
Ran Red Light	1	3.13%	18	1.36%	31	0.79%	50	0.94%
Disregard Road Markings	0	0.00%	1	0.08%	4	0.10%	5	0.09%
Improper Turn	0	0.00%	26	1.97%	71	1.80%	97	1.83%
Failure to Keep in Proper Lane	2	6.25%	18	1.36%	49	1.24%	69	1.30%
Careless/Reckless Driving	1	3.13%	43	3.25%	89	2.26%	133	2.51%
Over Correct/Steering	2	6.25%	12	0.91%	30	0.76%	44	0.83%
Improper Lane Change	0	0.00%	4	0.30%	32	0.81%	36	0.68%
Other	0	0.00%	57	4.31%	127	3.22%	184	3.47%
Total	32	100.00%	1,323	100.00%	3,944	100.00%	5,299	100.00%

On North Dakota roadways, there were 493 severe crashes between 2007 and 2011 in which the crash involved a driver age 20 or younger. This is an average of 99 severe crashes per year and accounted for nearly 25% of all severe crashes during the five year period. Forty-one percent of young drivers involved in severe crashes were between the ages of 18 and 20. Young driver severe crashes were primarily in rural areas (292 of 493; 59%).<sup>3</sup>

The failure to wear a safety belt continues to result in more motor vehicle fatalities in North Dakota than any other traffic safety-related behavior. Historically, about two-thirds of those killed in motor vehicle crashes in North Dakota are unrestrained at the time of the crash. In 2012, 66 percent of individuals killed in motor vehicle crashes were not properly restrained at the time of the crash, compared to 55 percent in 2011. In 2012, 40 percent of teen fatalities under age 17 were unbelted at the time of the crash.

Historically, about half of motor vehicle fatalities in North Dakota are alcohol related. This trend continued in 2012, with 51 percent of motor vehicle fatalities involving alcohol. Nationally, North Dakota has ranked consistently as one of the top ten States in the nation with the highest rates of alcohol-related motor vehicle fatalities.<sup>1</sup>

#### ***Major Accomplishments in Traffic Safety and Education Outreach***

North Dakota has implemented a peer-to-peer outreach program modeled after the Texas A&M Transportation Institute's program *Teens in the Driver Seat*, which engages youth in peer-led education of traffic safety through various activities including media development, community projects, contests, etc. In North Dakota the program is referred to as the *Think About It* teen peer-to-peer program.

This program was developed by a teen advisory group established by the Traffic Safety Office (TSO). The advisory group continues to build capacity within the program to increase peer-to-peer teen traffic safety outreach in the State. The TSO will continue to work with a teen advisory group to guide media, project development and implementation.

The North Dakota Driver and Traffic Safety Education Association (NDDTSEA) tailored the State of Oregon's driver's education curriculum for use in North Dakota resulting in the *North Dakota Driver Risk Prevention Curriculum* (NDRPC) which was rolled out for use by school-based driver education programs in the spring/summer of 2009. The project will continue with NDDTSEA revising the curriculum as necessary and continuing to promote, distribute and provide technical assistance to driver education instructors related to the curriculum. The latest adaptation of the curriculum is the *Playbook: A Multi-Modal Interface*, released in 2014, with the support of the NDDOT.<sup>1</sup>

In 2012, improvements were made to North Dakota's graduated driver licensing system. A 12 month learner period for drivers under 16 was established with 50 hours of supervised practice and a nighttime restriction was added for the restricted license for drivers age 15.

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<sup>3</sup> North Dakota Strategic Highway Safety Plan, September 2013

***Licensed/Permitted Drivers and Completion of Driver Education***

It should be noted in 2013 there were 14,477 licensed drivers age 14-17 (Table 8). Most drivers were licensed at age 17. Also in 2013 there were 7,627 permitted drivers age 14-17. Most individuals were permitted at age 14 (Table 9).

In 2013 there were 3,659 teens (age 14-18) that completed a driver education course in a public school or commercial driving school. Fifty-four percent completed driver education in a public school and 46 percent completed driver education in a commercial driving school (Table 10).

**TABLE 8**

<b>Licensed Drivers (Active)</b>	<b>14</b>	<b>15</b>	<b>14-15 Total</b>	<b>16</b>	<b>17</b>	<b>16-17 Total</b>	<b>14-17 Total</b>
<b>2009</b>	2,065	3,239	5,304	5,127	6,099	11,226	16,530
<b>2010</b>	1,934	3,073	5,007	4,997	6,175	11,172	16,179
<b>2011</b>	2,182	3,060	5,242	5,013	6,073	11,086	16,328
<b>2012</b>	1,652	2,965	4,617	5,135	6,069	11,204	15,821
<b>2013</b>	45	3,332	3,377	5,114	5,986	11,100	14,477

**TABLE 9**

<b>Permitted Drivers (Active)</b>	<b>14</b>	<b>15</b>	<b>14-15 Total</b>	<b>16</b>	<b>17</b>	<b>16-17 Total</b>	<b>14-17 Total</b>
<b>2009</b>	2,202	1,770	3,972	997	676	1,673	5,645
<b>2010</b>	2,257	1,872	4,129	1,038	681	1,719	5,848
<b>2011</b>	1,822	1,527	3,349	864	608	1,472	4,821
<b>2012</b>	3,314	1,902	5,216	1,006	626	1,632	6,848
<b>2013</b>	3,115	2,596	5,711	1,207	709	1,916	7,627

**TABLE 10**

<b>Teens Completing Public and Commercial Driver Education, 2013</b>					
Month	Public	Commercial	Total	% Public	% Commercial
Beginning	865	631	1496	57.82%	42.18%
Feb-13	896	663	1559	57.47%	42.53%
Mar-13	934	723	1657	56.37%	43.63%
Apr-13	987	808	1795	54.99%	45.01%
May-13	1068	901	1969	54.24%	45.76%
Jun-13	1235	1022	2257	54.72%	45.28%
Jul-13	1404	1144	2548	55.10%	44.90%
Aug-13	1569	1263	2832	55.40%	44.60%
Sep-13	1656	1338	2994	55.31%	44.69%
Oct-13	1760	1448	3208	54.86%	45.14%
Nov-13	1858	1534	3392	54.78%	45.22%
Dec-13	1919	1621	3540	54.21%	45.79%
Jan-14	1975	1684	3659	53.98%	46.02%

## ASSESSMENT BACKGROUND

Motor vehicle crashes are the leading cause of unintentional injury and death in the United States. Nationwide, the economic cost of motor vehicle traffic crashes exceeds \$230 billion annually. Motor vehicle crashes are the leading cause of teen (age 15-20) deaths in the United States.

The mission of the National Highway Traffic Safety Administration (NHTSA) is to reduce deaths, injuries, and economic and property losses resulting from motor vehicle crashes. In its ongoing efforts to reduce teen traffic crashes and subsequent fatalities and injuries, NHTSA continues its program of providing technical program assessments including Driver Education to the States upon request.

NHTSA acts as a facilitator by assembling a team composed of individuals who have expertise in driver education program administration, program development and evaluation, curriculum and instruction, and teen driving advocacy and outreach. Expertise among Team members includes: Program Administration, Driver Licensing, Education and Training, Instructor Qualification, and Parental Involvement.

The purpose of the assessment is to assist in the review of the driver education program in the State of North Dakota, identify the program's strengths and accomplishments, identify weak areas and offer suggestions for improvement. The assessment can be used as a tool for planning purposes and for making decisions about how to best use available resources. This assessment tool follows the format of the *Novice Teen Driver Education and Training Administrative Standards*. The Advisory that precedes each section of this report is taken from this document. The assessment process provides an organized approach for measuring program status.

The initial Driver Education Program Assessment was conducted in the State of Maryland. The Maryland Assessment Team and the State of Maryland developed the assessment tools and processes with the assistance of NHTSA and independently conducted an assessment in August of 2010. Following the success of the Maryland driver education assessment, NHTSA assumed the role of coordinator and facilitator of future assessments. North Dakota is the eighth State to undertake a driver education assessment.

NHTSA utilized the newly developed *Novice Teen Driver Education and Training Administration Standards* as the assessment framework. These standards were developed by representatives from the driver education professional community, with assistance from NHTSA. The five major topic areas in the standards are:

- Program Administration
- Education/Training
- Instructor Qualifications
- Parent Involvement
- Coordination with Driver Licensing

The topic areas identified in the standards became the foundation for this assessment as well as key factors in identifying the panel of experts for the technical assistance team. NHTSA developed a list of national experts in the five areas above and used that list to determine the assessment team. Team members were also provided with a comprehensive “briefing book” by the North Dakota Department of Transportation (NDDOT).

### ***Assessment Process***

NHTSA Headquarters and NHTSA Region 8 Office staff facilitated the Driver Education Program Assessment which was conducted at the Wingate by Wyndham in Bismarck, North Dakota from August 5 - 8, 2014. The Safety Division, NDDOT took the lead for the State in coordinating the assessment. Working with the NDDOT, NHTSA recommended a team of six individuals with demonstrated expertise in the topic areas of the National Administrative Standards. Efforts were made to select a team that reflected the needs and interests expressed by the NDDOT during pre-assessment conference calls. The assessment consisted of interviews with NDDOT staff, State and community level driver education program managers, trainers, public and commercial (private) instructors, law enforcement, researcher, data analysts, parent and student. The conclusions drawn by the assessment team are based upon the facts and information provided by the various experts who made presentations to the team as well as the briefing materials that were provided to the team during the assessment planning phase.

Following the completion of the presentations, the team convened to review and analyze the information presented and developed recommendations. The report is a consensus report by the Team. The recommendations are based on the unique characteristics of the State and what the Team members believed the State and its political subdivisions and partners can do to improve the effectiveness and comprehensiveness of their programs.

The assessment Team noted that there are a variety of education and outreach initiatives conducted throughout North Dakota in the area of driver education and traffic safety. It is not the intent of this report to thoroughly document all of these successes, nor credit the large number of individuals at all levels who are dedicated to driver education. By its very nature, the report tends to focus on the areas that need improvement based on the *Novice Teen Driver Education and Training Administrative Standards*. The report is an attempt to provide assistance to all levels for improvement, which is consistent with the overall goals of these types of assessments.

On the final day of the assessment, the Team briefed representatives from the State of North Dakota and the driver education community on the results of the assessment and discussed major points and recommendations. This report is an assessment Team report; it is not a NHTSA document. North Dakota may use the assessment report as the basis for planning driver education program improvements, assessing legislative priorities, providing for additional training, and evaluating funding priorities. On behalf of the Assessment Team, NHTSA provides the final report to the NDDOT.

## PRIORITY RECOMMENDATIONS

### 1.1.1 and 5.1.1

- **Establish a formal coordinated agency process among the North Dakota Department of Transportation (NDDOT), North Dakota Department of Public Instruction (NDDPI), and the Education Standards Practice Board (ESPB) to oversee all the State’s driver education and training programs.**
- **Establish an advisory board of stakeholders that provides input on the implementation, monitoring, evaluation and enforcement of the State’s driver education programs with membership from the principle stakeholders from all regions of the State.**

### 1.1.4

- **Conduct regularly scheduled audits of approved driver education program providers.**

### 2.1.1 and 2.1.2

- **Adopt curriculum content standards, such as the American Driver and Traffic Safety Education Association (ADTSEA) and Driving School Association of the Americas (DSAA) (*NTDETAS Attachments E and F*).**
- **Ensure any curriculum utilized by driver education providers meet nationally recognized content standards, such as the American Driver and Traffic Safety Education Association (ADTSEA) and Driving School Association of the Americas (DSAA) (*NTDETAS Attachments E and F*).**

### 2.1.6

- **Establish legislation and/or regulation for all providers that:**
  - **Requires all students who take driver education to receive the same number of required hours of instruction in driver education for classroom, in-car instruction and observation.**
  - **Increases minimum classroom hours from 30 hours to 45 hours.**
  - **Increases minimum behind-the-wheel instruction from six hours to 10 hours.**
  - **Increases minimum in-car observation from six hours to 10 hours.**
  - **Requires second stage education of at least 10 hours.**

### 2.1.7

- **Establish legislation and/or regulation that encompass the concepts of distributive learning and specifies:**
  - **The maximum number of minutes or hours of classroom education per day;**
  - **The maximum number of minutes or hours of behind-the-wheel education per day;**
  - **The maximum number of minutes or hours of observation per day; and**
  - **The minimum number of days or weeks a total program must span.**

3.1.2

- **Require instructors to complete approved standardized instructor training that applies to instructors and teachers in all public and private (commercial) driver education and training programs with no less than 120 hours of preparatory time.**

4.1.1

- **Require parent(s) to attend a parent seminar, a pre-course session, or the initial session of the driver education program that contains the information that should be conveyed through such programs as listed in the *Novice Teen Driver Education Training Administrative Standards (NTDETAS)*.**

5.1.4

- **Develop an action plan that:**
  - **Analyzes the degree of enforcement, citation and adjudication of Minor Driver License violations.**
  - **Develops effective reference materials for law enforcement officers to easily recall Minor Driver License violations and requirements.**
  - **Establishes a process for officers to receive training and education on the enforcement of Minor Driver License provisions.**
  - **Enhances license restriction descriptions received through law enforcement data portals to improve enforcement and expedite the citation issuance process.**

## ASSESSMENT FINDINGS

### 1.0 Program Administration

All entities delivering driver education and training should be treated fairly and equitably, meet the same quality standards, and have equitable access to State driver education and training resources.

Most States may have a multitude of public and private novice teen driver education and training programs. Each State may have different administrative and provisional structures. Alternative delivery (e.g., online, parent-taught, and correspondence) programs can be either public or private, may not have a physical location, and are subject to varying requirements set forth by the State.

### 1.1 Management, Leadership, and Administration

#### Advisory

#### Each State should:

1.1.1 have a single agency, or coordinated agencies, informed by an advisory board of stakeholders and charged with overseeing all novice teen driver education and training programs. That agency should have authority and responsibility for the implementation, monitoring, evaluation, and enforcement of these standards. This agency should also be charged with developing and executing communication strategies to inform parents and the public about driver education and training issues. In addition, the agency should inform providers in a timely fashion about changes to laws, regulations, and procedures.

1.1.2 carefully choose a State agency that is best suited and ideally not a direct provider of driver education to administer a statewide education and training program that can provide needed and appropriate regulatory environment, oversight, monitoring, evaluation, review and approval processes, professional development, and all other administrative actions that make available a quality driver education and training program to all age-eligible residents.

1.1.3 have a full-time, funded State administrator for driver education and training. This individual should meet or exceed the qualifications and training required by the State for a novice teen driver education and training instructor and/or school owner or possesses equivalent experience or qualifications. This administrator should be an employee of the agency that has oversight of driver education and training.

1.1.4 have standardized monitoring, evaluation/auditing, and oversight procedures to ensure that every driver education and training program uses a curriculum with written goals and objectives.

1.1.5 have a program renewal process to ensure that curriculum material and procedures are current.

- 1.1.6 adopt an instructor certification renewal process.
- 1.1.7 approve driver education and training programs that conform to applicable State and national standards.
- 1.1.8 deny or revoke approval of driver education and training programs that do not conform to applicable State and national standards.
- 1.1.9 ensure that programs reflect multicultural education principles and are free of bias.
- 1.1.10 administer applications for licensing of driver education and training instructors, including owner/operators of public and private providers.
- 1.1.11 develop and execute monitoring, evaluation, and auditing procedures to ensure standards are met by public and private providers.
- 1.1.12 adopt goals, objectives, and outcomes for learning.
- 1.1.13 develop criteria to assess and approve programs, curricula, and provider effectiveness. Financial and/or administrative sanctions for non-compliance with the State application and approval processes and/or standards should be provided to all applicants and provide remediation opportunities to driver education and training programs when sanctions are issued.
- 1.1.14 establish and maintain a conflict resolution system for disputes between the State agency and local driver education and training programs.
- 1.1.15 require, provide, or ensure the availability of ongoing professional development for instructors to include updates in best education and training methods and material.
- 1.1.16 require all public and private driver education and training providers to report program data to the designated State agency so that periodic evaluations of the State's driver education and training programs can be completed and made available to the public.
- 1.1.17 ensure that student information submitted to the agency or used by the agency remains confidential, as required by applicable State and Federal regulations.
- 1.1.18 ensure that all novice teen driver education and training programs, instructors, and associated staff possess necessary operating licenses and credentials required by the State.
- 1.1.19 ensure that each driver education and training provider has an identified person to administer day-to-day operations, including responsibility for the maintenance of student records and filing of reports with the State in accordance with State regulations.
- 1.1.20 ensure that all materials, equipment, and vehicles are safe and in proper condition to conduct quality, effective driver education and training.

1.1.21 refer to a general standard for online education such as those established by the North American Council for Online Learning in the absence of national standards specific to the delivery of online driver education or online teacher preparation.

1.1.22 ensure that the instruction of novice teen drivers is completed using concurrent and integrated classroom and in-car instruction where the bulk of the classroom instruction occurs close in time to the in-car instruction to ensure the maximum transfer of skills.

## **Status and Recommendations**

### **Standard 1.1.1**

1.1.1 have a single agency, or coordinated agencies, informed by an advisory board of stakeholders and charged with overseeing all novice teen driver education and training programs. That agency should have authority and responsibility for the implementation, monitoring, evaluation, and enforcement of these standards. This agency should also be charged with developing and executing communication strategies to inform parents and the public about driver education and training issues. In addition, the agency should inform providers in a timely fashion about changes to laws, regulations, and procedures.

### **Status**

#### 1.1.1

The authority and responsibility for the implementation, monitoring, evaluation, and enforcement of novice teen driver education standards for the State's education system reside with the North Dakota Department of Public Instruction (NDDPI) (PK-12 Course Codes and Descriptions). Authority and responsibility for the commercial schools reside with the North Dakota Department of Transportation (NDDOT), Driver's License Division (DLD) (North Dakota Century Code NDCC 38-07). These offices are charged with developing and executing communication strategies to inform parents and the public about driver education and training issues including changes to laws, regulations, and procedures. From information obtained during the presentations, it appears that the two agencies do not have a formal coordinated agency process for overseeing all of the State's driver education and training programs.

At this time there is not an advisory board of stakeholders that has sole responsibility for advising the NDDPI or NDDOT. However, an advisory group had previously been established to review and update the *North Dakota Risk Prevention Curriculum* (NDRPC) that included members from the North Dakota Driver and Traffic Safety Education Association (NDDTSEA). In addition, NDDOT participates in the North Dakota GDL Coalition, spearheaded by AAA North Dakota.

The NDDOT Safety Division has responsibility for administering programs to advance the safety and welfare of the traveling public that includes teen driver programs. In its support for teen driver programs, the Safety Division provides resources for driver education curriculum updates and instructor professional development opportunities during the annual NDDTSEA conference.

## **Recommendations**

### 1.1.1

- **Establish a formal coordinated agency process among the North Dakota Department of Transportation (NDDOT), North Dakota Department of Public Instruction (NDDPI), and the Education Standards Practice Board (ESPB) to oversee all the State’s driver education and training programs.**
- **Establish an advisory board of stakeholders that provides input on the implementation, monitoring, evaluation and enforcement of the State’s driver education programs with membership from the principle stakeholders from all regions of the State.**

## **Standard 1.1.2**

1.1.2 carefully choose a State agency that is best suited and ideally not a direct provider of driver education to administer a statewide education and training program that can provide needed and appropriate regulatory environment, oversight, monitoring, evaluation, review and approval processes, professional development, and all other administrative actions that make available a quality driver education and training program to all age-eligible residents.

## **Status**

### 1.1.2

The NDDPI administers the State’s education system driver education and training programs and the NDDOT DLD administers the commercial driver education and training programs. The North Dakota Education Standards Practices Board (ESPB) administers the driver education teacher licensure within the State’s education system.

The NDDPI has delegated the administration of oversight and monitoring of the driver education programs to the local school districts. This self-administration by the local school districts may be perceived as a potential conflict to the standard, as local school districts are often a direct provider of driver education.

## **Recommendations**

### 1.1.2

- Review the self-administration by the local school districts for any potential conflict to the standard.

### **Standard 1.1.3**

1.1.3 have a full-time, funded State administrator for driver education and training. This individual should meet or exceed the qualifications and training required by the State for a novice teen driver education and training instructor and/or school owner or possesses equivalent experience or qualifications. This administrator should be an employee of the agency that has oversight of driver education and training.

#### **Status**

##### 1.1.3

The NDDPI does not have a full-time State administrator for driver education and has delegated the administration of oversight and monitoring of the driver education programs to the local school districts. Some of the school districts' principals are the driver education teacher, which have the qualifications and training required by the State for a novice teen driver education and training instructor; however this is not the case in all the school districts.

The NDDOT at this time does not have a full-time State administrator for driver education. The DLD of NDDOT was given oversight of the commercial driver education programs in August 2013 and is currently reviewing staffing needs and responsibilities. The NDDOT's staff has extensive background in driver licensing and traffic safety program management.

#### **Recommendations**

##### 1.1.3

- Have a full time funded State administrator to coordinate, oversee and support the State's driver education programs provided through the NDDOT and NDDPI.
- Require the State administrator to meet or exceed the minimum qualifications and training required by the State for a novice teen driver education and training instructor or possess equivalent experience or qualifications.

### **Standard 1.1.4**

1.1.4 have standardized monitoring, evaluation/auditing, and oversight procedures to ensure that every driver education and training program uses a curriculum with written goals and objectives.

#### **Status**

##### 1.1.4

Neither NDDOT nor the NDDPI have standardized monitoring, evaluation/auditing, and oversight procedures to ensure that every driver education and training program uses a curriculum with written goals and objectives. The NDDOT was given oversight of the commercial driver education programs in August 2013 and staff is currently developing standardized monitoring procedures. The NDDOT, Safety Division does provide resources and updated materials for driver education curriculum.

## **Recommendations**

### 1.1.4

- Establish standardized monitoring, evaluation/auditing, and oversight procedures to ensure that every driver education and training program uses a curriculum with written goals and objectives.
- **Conduct regularly scheduled audits of approved driver education program providers.**

## **Standard 1.1.5**

1.1.5 have a program renewal process to ensure that curriculum material and procedures are current.

## **Status**

### 1.1.5

Neither NDDOT nor the NDDPI have a program renewal process to ensure that curriculum material and procedures are current. However, the NDDOT, Safety Division does provide updated and current resources for driver education curriculum.

## **Recommendations**

### 1.1.5

- Develop a renewal process to ensure that driver education curriculum materials and procedures are current.
- Utilize the advisory board of stakeholders to assist in and maintain the process to ensure that driver education curriculum materials and procedures are current.

## **Standard 1.1.6 and 1.15**

1.1.6 adopt an instructor certification renewal process.

1.1.15 require, provide, or ensure the availability of ongoing professional development for instructors to include updates in best education and training methods and material.

## **Status**

### 1.1.6 and 1.1.15

NDESPB has an instructor certification renewal process in place for the education system teachers and commercial school instructors that have the Driver Education Minor Equivalency. Teachers must renew their license annually by providing to the ESPB between November 1 and December 31 of each year a complete abstract of the applicant's driving record for the past 36 months from a state driver licensing office evidencing a satisfactory driving record free from any conviction that would constitute the basis for suspension or revocation on the teacher's driver license, and not more than three moving traffic violations. In addition, on a five year basis the

teachers complete professional development and must have six semester hours of continuing education that includes two semester hours in driver education continuing education.

The NDDOT DLD has an instructor certification renewal process for instructors trained at commercial schools as all instructor licenses expire on the last day of the calendar year. For renewal, each instructor must submit an application accompanied by the required fee.

NDDOT does not require ongoing professional development; however, the NDDOT, Safety Division traditionally supports and ensures availability for ongoing professional development at the NDDTSEA annual conference by sponsoring the attendance of national and North Dakota professional experts. Attendance levels at the conference vary from year-to-year, with commercial driving school involvement reported as being limited.

### **Recommendations**

#### 1.1.15

- Continue requiring professional development for teachers who hold a Driver Education Minor Equivalency.
- Establish professional development requirements for commercial driving school instructors.

### **Standard 1.1.7 and 1.1.8**

1.1.7 approve driver education and training programs that conform to applicable State and national standards.

1.1.8 deny or revoke approval of driver education and training programs that do not conform to applicable State and national standards.

### **Status**

#### 1.1.7 and 1.1.8

The NDDOT, DLD approves commercial driver education and training programs that conform to State standards; however, the standards have not been evaluated against national standards. The NDDPI delegates the approval of the State's education system driver education and training programs to the local school districts that have programs that meet the district standards; however, the programs are not evaluated by State or national standards.

## **Recommendations**

1.1.7 and 1.1.8

- Develop an approval process for driver education and training programs that conform to applicable State and national standards.
- Review all the driver education and training programs to ensure that they conform to applicable State and national standards.
- Deny or revoke approval of driver education and training programs that do not conform to State and national standards.

## **Standards 1.1.9; 1.1.12; and 1.1.13**

1.1.9 ensure that programs reflect multicultural education principles and are free of bias.

1.1.12 adopt goals, objectives, and outcomes for learning.

1.1.13 develop criteria to assess and approve programs, curricula, and provider effectiveness. Financial and/or administrative sanctions for non-compliance with the State application and approval processes and/or standards should be provided to all applicants and provide remediation opportunities to driver education and training programs when sanctions are issued.

## **Status**

1.1.9; 1.1.12; and 1.1.13

The NDDOT and NDDPI must comply with the American's with Disabilities Act, and not show prejudice or partiality. The issue of bias, however, is not delineated.

The NDDOT has minimum training requirements for commercial schools in-car curriculum and the school must submit the curriculum to the DLD for approval. The NDDPI has delegated the curriculum and program approval to the local school districts. However, it does not appear that all providers have goals, objectives and outcomes for learning.

The NDDOT and NDDPI have sanctions for non-compliance with the application and approval process. The NDDPI has remediation opportunities for teachers.

## **Recommendations**

1.1.9; 1.1.12 and 1.1.13

- Review the current protocols to ensure programs reflect multicultural principles and are free of bias.
- Review the driver education delivery system to ensure it includes goals, objectives and outcomes for all providers.

### **Standard 1.1.10**

1.1.10 administer applications for licensing of driver education and training instructors, including owner/operators of public and private providers.

#### **Status**

1.1.10

The ESPB administer applications for licensing of the State's education system teachers. The NDDOT, DLD administers application for licensing for commercial driver education and training instructors and school owners/operators.

#### **Recommendation**

1.1.10

- No recommendation

### **Standards 1.1.11; 1.1.18; and 1.1.20**

1.1.11 develop and execute monitoring, evaluation, and auditing procedures to ensure standards are met by public and private providers.

1.1.18 ensure that all novice teen driver education and training programs, instructors, and associated staff possess necessary operating licenses and credentials required by the State.

1.1.20 ensure that all materials, equipment, and vehicles are safe and in proper condition to conduct quality, effective driver education and training.

#### **Status**

1.1.11; 1.1.18; and 1.1.20

The NDDOT obtained oversight of the commercial driver education and training programs within the past year. Staff has made an introductory on-site visit to all eighteen commercial schools in the State in that time period. The DLD's monitoring process is to visit schools on a yearly basis.

The NDDOT, DLD has the authority to deny or revoke approval of driver education and training programs that do not conform to applicable State standards; to develop and execute monitoring, evaluation, and auditing procedures to ensure standards are met by commercial providers; to ensure that all novice teen driver education and training programs, instructors, and associated staff possess necessary operating licenses and credentials required by the State; and to ensure that all materials, equipment, and vehicles are safe and in proper condition to conduct quality, effective driver education and training.

The DPI delegates the monitoring, evaluation, and auditing of public school programs and instructors to the local school districts. This also includes the evaluation of materials, equipment, and vehicles to ensure that they are safe and in proper condition to conduct quality, effective driver education and training. The programs and teachers may be evaluated by their school principal in the same manner as other subject matter teachers, but this does not appear to be a common practice in all school districts.

### **Recommendation**

1.1.11; 1.1.18; and 1.1.20

- Conduct regular on-site visits to ensure that teacher performance, all materials, equipment, and vehicles are safe and in proper condition to conduct quality, effective driver education and training.

### **Standard 1.1.14**

1.1.14 establish and maintain a conflict resolution system for disputes between the State agency and local driver education and training programs.

### **Status**

1.1.14

In the event of a dispute, the State's public education system conflict resolution is handled by the ESPB. The ESPB has an appeal and remediation process for teachers.

In the event of a dispute, the NDDOT conflict resolution allows that a school operator or instructor whose license is subject to suspension or revocation may be required to appear before the superintendent or the superintendent's designated agent to show cause why such license should not be suspended or revoked. In addition, any person who has been refused issuance or renewal of a license or whose license is subject to suspension or revocation is entitled to a hearing before the superintendent (NDCC 28-32). It is rare that a conflict rises to the level of a hearing as the use of progressive discipline and communication between the State and the Provider most often comes to a final resolution early on in the discussion.

### **Recommendation**

1.1.14

- No recommendation

### **Standard 1.1.16 and 1.1.17**

1.1.16 require all public and private driver education and training providers to report program data to the designated State agency so that periodic evaluations of the State's driver education and training programs can be completed and made available to the public.

1.1.17 ensure that student information submitted to the agency or used by the agency remains confidential, as required by applicable State and Federal regulations.

#### **Status**

1.1.16 and 1.1.17

NDDOT DLD does not require the commercial driver education providers to report program data to their office for periodic evaluations of the State's driver education and training programs. The NDDPI requires only student data to be submitted for the school reimbursement monies and not for periodic evaluations. However, if submitted to the State for any reason, the data remains confidential.

#### **Recommendation**

1.1.16 and 1.1.17

- Require all driver education programs to report program data to the designated State agency so that periodic evaluations of the State's driver education and training programs can be completed and made available to the public.

### **Standard 1.1.19**

1.1.19 ensure that each driver education and training provider has an identified person to administer day-to-day operations, including responsibility for the maintenance of student records and filing of reports with the State in accordance with State regulations.

#### **Status**

1.1.19

The NDDOT DLD requires each school have signature record form filed with the superintendent of each person authorized on behalf of the school to execute contracts or renewal agreements and certificate of enrollment and completion.

The DPI delegates to the local public school districts the responsibility to have an identified person to administer day-to-day operations at the public school. Many times the instructor is the person identified at the public school for day-to-day operations.

## **Recommendation**

1.1.19

- No recommendation

## **Standard 1.1.21**

1.1.21 refer to a general standard for online education such as those established by the North American Council for Online Learning in the absence of national standards specific to the delivery of online driver education or online teacher preparation.

## **Status**

1.1.21

North Dakota does not have an online Driver Education option to deliver classroom instruction. North Dakota has an offender online Driver Education classroom course for anyone under age 18 who has had their license cancelled. This course is offered by Minot State University. In addition, North Dakota offers an online teacher preparation course at Minot University.

## **Recommendation**

1.1.21

- Ensure any online driver education or online teacher preparation courses meet the standards for online education established by the North American Council for Online Learning (iNACOL) or other established national driver education online delivery standards.

## **Standard 1.1.22**

1.1.22 ensure that the instruction of novice teen drivers is completed using concurrent and integrated classroom and in-car instruction where the bulk of the classroom instruction occurs close in time to the in-car instruction to ensure the maximum transfer of skills.

## **Status**

1.1.22

The public school driver education program offered during the school year and/or summer classroom and in-car instruction of novice teen drivers is completed using concurrent and integrated classroom and in-car instruction where the bulk of the classroom instruction occurs close in time to the in-car instruction to ensure the maximum transfer of skills. The public school programs offered during summer are commonly offered during a two week time span. The first week is the classroom instruction and the second week begins the in-car instruction; however, the in-car instruction may continue past the second week depending on number of students and conflicts in scheduling. As commercial schools are

not required to offer classroom instruction, the concurrent and integrated classroom instruction is not applicable.

### **Recommendation**

#### 1.1.22

- Review driver education programs to ensure adequate integration of classroom and in-car instruction.

## 2.0 Education/Training

### Advisory

#### 2.1 Each State should:

2.1.1 have driver education and training that meets or exceeds current nationally accepted content standards and benchmarks.

2.1.2 approve curricula that are based on nationally recognized standards such as ADTSEA and DSAA – Attachments E and F. Each State retains authority in determining what curricula meet its State standards. Other resources include AAA<sup>2</sup> and NIDB.<sup>3</sup>

2.1.3 regulate the use of simulation and driving ranges.

2.1.4 require an approved end-of-course knowledge and skill assessment examination based on the stated goals and objectives to graduate from the driver education and training program.

2.1.5 require a course provider to conduct valid post-course evaluations of driver education and training programs to be completed by the students and/or parent for the purpose of improving the effectiveness of the program (a resource for help in conducting these evaluations is the AAA Foundation for Traffic Safety<sup>4</sup>).

2.1.6 require core driver educational hours that focus on the driving task and safe driving practices sufficient to meet the criteria established by the end-of-course examination. To enable States to select the appropriate guidelines for contact hours to meet the desired outcomes, the following instructional time should be:

- First stage education:
  - Minimum of 45 hours of classroom/theory;
  - Minimum of 10 hours of behind the wheel instruction;
  - 10 hours in-car observation;
- Second stage education;
  - Minimum of 10 hours; and
- The in-car instruction can be enhanced with simulation or driving range instruction.

2.1.7 require distributive learning.

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<sup>2</sup> Lonero, L., Clinton, K., Brock, J., Wilde, G., Laurie, I., & Black, D. (1995). Novice Driver Model Curriculum Guidelines. Washington, DC: AAA Foundation for Traffic Safety. . <http://www.aaafoundation.org/resources/index.cfm?button=lonaro>

<sup>3</sup> Mottola, F. R. (n.d.). Standards for a Risk Management Program. Chesire, CT: National Institute for Driver Behavior. <http://www.nidb.org/>

<sup>4</sup> Clinton, K., & Lonero, L. (2006, October). Evaluating Driver Education Programs: Comprehensive Guidelines Washington, DC: AAA Foundation for Traffic Safety. <http://www.aaafoundation.org/pdf/EvaluatingDriverEducationProgramsGuidelines.pdf>

## Status and Recommendations

### Standards 2.1.1 and 2.12

2.1.1 have driver education and training that meets or exceeds current nationally accepted content standards and benchmarks.

2.1.2 approve curricula that are based on nationally recognized standards such as ADTSEA and DSAA – Attachments E and F. Each State retains authority in determining what curricula meet its State standards. Other resources include AAA<sup>1</sup> and NIDB.<sup>2</sup>

### Status

2.1.1 and 2.1.2

To date, North Dakota has not adopted or developed driver education curriculum content standards, such as those offered by the American Driver and Traffic Safety Education Association (ADTSEA) and the Driving School Association of the Americas (DSAA), to which all curriculums must conform to be allowed for use by driving schools in the State. North Dakota also does not have a standardized, state-level process for curricula review, revision and approval, nor a mechanism for ongoing feedback on all approved curricula.

The North Dakota Department of Transportation (NDDOT) does provide a list of curriculum requirements that must be covered by commercial driving schools (*Regular Class D Training School Curriculum Requirements*), which must be reviewed and approved by Driver's License Division (DLD) upon applying for a new school.

To date, North Dakota has not approved curricula based on nationally recognized content standards, such as referenced above. The State does not specify whether or not the *North Dakota Driver Risk Prevention Curriculum* is based on or meets any nationally recognized standards, such as ADTSEA and DSAA (NTDETAS Attachments E and F).

For public summer programs, each providing school is allowed to determine the curriculum which shall be used in that location.

North Dakota does not have requirements for curriculum specifications through legislation or regulation. Rather, it presents a single guideline in the form of a Recommendation: "The course should be taught using the *North Dakota Driver Risk Prevention Curriculum*." (*Administrative Resource Guide for Driver and Traffic Safety Education in North Dakota*, May 2014 edition, page 5).

The *North Dakota Driver Risk Prevention Curriculum* is an adaptation of the *Oregon Driver Risk Prevention Curriculum*, identical except for selected content customized to cover North Dakota-specific topics, such as the state's GDL law and overall licensing process. As such, it can be accurately described as a "general" program, usable in most any state, rather than as a "state-specific" curriculum having been developed specifically to the needs and issues of North Dakota.

The latest adaptation of the curriculum is the *Playbook: A Multi-Modal Interface*, (*Playbook*) released in 2014, with the support of the NDDOT Safety Division. The *Playbook* was presented at the last North Dakota Driver and Traffic Safety Education Association (NDDTSEA) conference and was provided to all participants.

North Dakota also allows for the completion of the required 30-hours of classroom instruction through an alternative distance education program. Currently, the approved provider for this format is the North Dakota Center for Distance Education (NDCDE). Students who complete the distance education program are still required to complete the behind-the-wheel (BTW) instruction from an authorized provider.

## **Recommendations**

### 2.1.1 and 2.1.2

- **Adopt curriculum content standards, such as the American Driver and Traffic Safety Education Association (ADTSEA) and Driving School Association of the Americas (DSAA) (NTDETAS Attachments E and F).**
- **Ensure any curriculum utilized by driver education providers meet nationally recognized content standards, such as the American Driver and Traffic Safety Education Association (ADTSEA) and Driving School Association of the Americas (DSAA) (NTDETAS Attachments E and F).**

### **Standard 2.1.3**

2.1.3 regulate the use of simulation and driving ranges.

## **Status**

### 2.1.3

ND Administrative Code 37-03-04-02 sets forth the requirements for the regulation of simulation and driving ranges: “For the purpose of this determination four hours of instruction with a driving simulator approved for use in driver training by the director shall be equivalent to one hour of behind-the-wheel instruction and two hours of instruction on a multiple car driving range approved by the director shall be equivalent to one hour of behind-the-wheel instruction.”

Expanding on the use of simulation in three-phase programs, the *Administrative Resource Guide for Driver and Traffic Safety Education in North Dakota* (May 2014 edition, page 5) presents further information in the form of a Recommendation: that simulation count toward behind-the-wheel training, such that twelve (12) or more hours of simulation can reduce the minimum hours of behind-the-wheel training from six (6) to three (3).

Expanding on the use of driving ranges in three-phase programs, the *Administrative Resource Guide for Driver and Traffic Safety Education in North Dakota* (May 2014 edition, page 5) presents further information in the form of a Recommendation: that six (6) or more hours of driving range instruction can reduce the minimum hours of behind-the-

wheel training from six (6) to three (3).

Lastly, the *Administrative Resource Guide for Driver and Traffic Safety Education in North Dakota* (May 2014 edition, page 5) addresses the use of simulation and driving ranges in four-phase programs, specifying that “Students must receive a minimum of 2 hours of behind-the-wheel on-street instruction.”

The *North Dakota Driver Risk Prevention Curriculum* does not include strategies to support the effective use of simulation or driving range instruction.

It is the assessment team’s understanding that simulation or driving range training is not used in commercial driving school programs.

## **Recommendations**

### 2.1.3

- Review current practices in the use of simulation and driving range training.
- Evaluate regulations pertaining to the use of simulation and driving range training to ensure consistent application across all providers.

## **Standard 2.1.4**

2.1.4 require an approved end-of-course knowledge and skill assessment examination based on the stated goals and objectives to graduate from the driver education and training program.

## **Status**

### 2.1.4

North Dakota does not have legislation or regulation that requires an end-of-course knowledge or skill assessment examination.

## **Recommendations**

### 2.1.4

- Ensure that each driver education provider utilizes an end-of-course knowledge examination for successful completion based on the program’s stated goals and objectives.
- Ensure that each driver education provider utilizes an end-of-course skill assessment for successful completion based on the program’s stated goals and objectives.

### **Standard 2.1.5**

2.1.5 require a course provider to conduct valid post-course evaluations of driver education and training programs to be completed by the students and/or parent for the purpose of improving the effectiveness of the program (a resource for help in conducting these evaluations is the AAA Foundation for Traffic Safety<sup>3</sup>).

#### **Status**

2.1.5

North Dakota does not require schools to obtain evaluative input from students and/or parents for the purpose of improving the effectiveness of the program.

#### **Recommendations**

2.1.5

- Require driver education course providers to conduct a valid post course evaluation.
- Establish a statewide committee made up of researchers, content specialists, teachers and other qualified persons to design an evidence-based post-course evaluation to be completed by parents and/or students (preferably both) that measures the effectiveness of the driver education program.

### **Standard 2.1.6**

2.1.6 require core driver educational hours that focus on the driving task and safe driving practices sufficient to meet the criteria established by the end-of-course examination. To enable States to select the appropriate guidelines for contact hours to meet the desired outcomes, the following instructional time should be:

- First stage education:
  - Minimum of 45 hours of classroom/theory;
  - Minimum of 10 hours of behind the wheel instruction;
  - 10 hours in-car observation;
- Second stage education;
  - Minimum of 10 hours; and
- The in-car instruction can be enhanced with simulation or driving range instruction.

#### **Status**

2.1.6

North Dakota's standards and requirements for program length are addressed in multiple documents, and sometimes appear contradictory.

ND Administrative Code 37-03-04-02 does address both public and commercial driving school requirements, but does not seem to be readily interpretable:

Restricted license or permit for child fourteen years or older - Approved class or driver training school. When issuing a restricted driver's license or permit to a child who is at least fourteen years of age, in determining whether the child has completed a course of classroom instruction and course of behind-the-wheel instruction, or, in the alternative, has successfully completed a course at an approved commercial driver training school, the child must complete at least six hours of behind the-wheel instruction, and thirty hours of classroom training by an instructor certified by the department of public instruction.

Additionally, ND Administrative Code 38-07-05-02 states: Schools or instructors shall inform driver training students under sixteen years of age that a minimum of six hours of actual behind-the-wheel instruction is required before the child is eligible to take the driver examination.

Further, ND Administrative Code 67-20-01-08 specifies that reimbursable driver education programs are eligible for per-student reimbursement if each student completes thirty clock-hours of classroom instruction and twelve clock-hours of driving and observation time. The minimum amount of instructional time to be devoted to each in-car portion (driving and observation) is not further specified.

Lastly, the *Administrative Resource Guide for Driver and Traffic Safety Education in North Dakota* (May 2014 edition, page 4) presents more specific specifications regarding behind-the-wheel and observational education, in the form of a Recommendation: "To receive ¼ credit the course must include 30 hours of classroom instruction, 6 hours of behind-the-wheel training and 6 hours of observation..."

Students enrolled in a commercial driver education program are not required to complete any classroom or in-car observational education; education occurs solely during behind-the-wheel training.

North Dakota has no second-stage educational requirement.

## **Recommendations**

### 2.1.6

- **Establish legislation and/or regulation for all providers that:**
  - **Requires all students who take driver education to receive the same number of required hours of instruction in driver education for classroom, in-car instruction and observation.**
  - **Increases minimum classroom hours from 30 hours to 45 hours.**
  - **Increases minimum behind-the-wheel instruction from six hours to 10 hours.**
  - **Increases minimum in-car observation from six hours to 10 hours.**
  - **Requires second stage education of at least 10 hours.**

## **Standard 2.1.7**

2.1.7 require distributive learning.

### **Status**

2.1.7

North Dakota does not currently legislate or regulate the minimum length of a driver education course to require distributive learning, so that all programs are delivered in a manner consistent with sound learning theory. Delivery of public school-based driver education is commonly conducted over a minimal time period, often just one or two weeks.

However, North Dakota does present a specification regarding the maximum number of hours of classroom instruction during programs spanning two weeks or longer, in the form of a Recommendation: “Classroom instruction in summer programs should be scheduled over a time period of at least two weeks not to exceed three hours of instruction in any day.” (*Administrative Resource Guide for Driver and Traffic Safety Education in North Dakota*, May 2014 edition, page 5).

North Dakota also presents a specification regarding the maximum number of minutes of behind-the-wheel education allowed per lesson (not *per day*), in the form of a Recommendation: “Students should not drive longer than 60 minutes during any lesson. Exception: One lesson of 90 minutes for travel to a larger city for complex driving instruction.” (*Administrative Resource Guide for Driver and Traffic Safety Education in North Dakota*, May 2014 edition, page 6).

### **Recommendations**

2.1.7

- **Establish legislation and/or regulation that encompass the concepts of distributive learning and specifies:**
  - **The maximum number of minutes or hours of classroom education per day;**
  - **The maximum number of minutes or hours of behind-the-wheel education per day;**
  - **The maximum number of minutes or hours of observation per day; and**
  - **The minimum number of days or weeks a total program must span.**

## **3.0 Instructor Qualifications**

### **Advisory**

#### **3.1 Each State should:**

3.1.1 require the following prerequisites for instructors receiving certification and recertification:

- a) possession of a valid driver's license, as recognized by the State.
- b) have an acceptable driving record as determined by the State.
- c) pass a Federal and State criminal background check.
- d) meet health or physical requirements as determined by the State.
- e) achieve a minimum academic education requirement as determined by the State.
- f) meet a minimum age requirement as determined by the State.

3.1.2 require instructors to complete approved standardized instructor training that applies to instructors and teachers in all public and private driver education and training programs. This preparation should include a course of study that is no less than 120 hours of preparatory time. (See Attachment B, Instructor Qualifications Statement)

3.1.3 require instructors to receive training in accepted best practices in course delivery and evaluations using various delivery modalities.

3.1.4 require that an instructor pass a State-approved practical and/or written exam (e.g., Praxis II, National Teacher Certification Program [available at [www.ADTSEA.org](http://www.ADTSEA.org)]).

3.1.5 require annual continuing education and professional development hours for instructors.

3.1.6 require an annual driving record review for instructors.

### **Status and Recommendations**

#### **Standard 3.1.1**

3.1.1 require the following prerequisites for instructors receiving certification and recertification:

- a) possession of a valid driver's license, as recognized by the State.
- b) have an acceptable driving record as determined by the State.
- c) pass a Federal and State criminal background check.
- d) meet health or physical requirements as determined by the State.
- e) achieve a minimum academic education requirement as determined by the State.
- f) meet a minimum age requirement as determined by the State.

## Status

### 3.1.1

The administration of driver education instructor qualification and teacher training is managed by several separate agencies. The Education Standards and Practices Board (ESPB) and the North Dakota Department of Public Instruction (DPI), manage State's education system teacher training and qualifications for the licensure of driver education teachers.

The North Dakota Department of Transportation (NDDOT) Driver's License Division (DLD) manages the commercial driving school instructor qualifications and training standards.

North Dakota Administrative Code (NDAC) 67.1-02-03-06 describes the minor equivalency endorsement and states in section 11 paragraph q) *must have a . . .* "valid operator's license not suspended or revoked. Provide by January first of each year a complete abstract of the applicants driving record for the past thirty-six months from a State driver's licensing office evidencing a satisfactory driving record from any conviction that would constitute the basis for suspension or revocation on the instructor's operator's license, and not more than three moving traffic violations."

North Dakota Century Code (NDCC 38-07-04-01) requires the applicant for commercial driving school instructor certification . . . "have been a licensed driver for three years for class license instruction, holding a valid North Dakota driver's license unless waived by the superintendent for good cause, free from requirement to show proof of financial responsibility, and have a satisfactory driving record free from any conviction that would constitute the basis for suspension or revocation of the instructor license."

NDAC 67.1-02-02-02 section 7 states that "in addition to completing the licensure application process outlined in this section, an applicant applying for licensure in North Dakota for the first time after August 1, 1997 must submit to fingerprint screening for criminal records in accordance with North Dakota Century Code section 15.1-13-14."

NDCC 38-07-04-01 requires "the applicant to furnish the superintendent with one set of fingerprints and photographs and authorize investigation with the bureau of criminal investigation and the federal bureau of investigation to determine if the applicant has a criminal record.

- a) The attorney general's office request for criminal history record form, authorization form, fingerprints, and fee for background check must be submitted with the application for an instructor license."

A public school instructor is not required to submit a medical examination report to be licensed to teach driver education. "An individual applying to be an instructor for a driving school must submit an application packet to the North Dakota Driver's License Division with . . . a completed Medical Examination Report SFN 4569."

That form must indicate that the driver instructor: “Be in good physical and mental health, and having no illness or condition that would render the applicant unable to safely perform the duties as an instructor. The applicant shall submit to a physical examination by a licensed physician and a certificate must accompany the application. For commercial driver’s license instruction, the instructor shall submit a copy of the department of transportation medical card every two years. The superintendent may periodically require a licensed instructor to submit to a physical examination by a licensed physician and a certificate of the examination must be submitted to the superintendent.”

The age requirement is described in North Dakota Century Code 38-07-04-01. It states that an applicant for a commercial driver training instructor license must: 3) be at least 21 years of age. There is not a minimum age requirement for public school instructors.

## **Recommendations**

### **3.1.1**

- Establish and enforce minimum health and physical requirements for all driver education instructors and teachers.
- Establish the minimum age requirement for public school instructors.

### **Standard 3.1.2**

3.1.2 require instructors to complete approved standardized instructor training that applies to instructors and teachers in all public and private driver education and training programs. This preparation should include a course of study that is no less than 120 hours of preparatory time. (See Attachment B, Instructor Qualifications Statement)

## **Status**

### **3.1.2**

Driver education taught in the high school must be taught by a licensed teacher with a minimum of a bachelor degree in education and student teaching at the high school level. The endorsement to teach driver education requires a minor equivalency in Driver Traffic Safety (DTS). Four courses are required from Minot State University to obtain a minor equivalency:

#### **DTS 230 - Driver and Traffic Safety Education (3 semester hours)**

This course is an introduction to driver and traffic safety education. The purpose of the course is to train the prospective instructor to teach the classroom portion of driver education.

#### **DTS 260 - Teenage Driving Behavior Problems (2 semester hours)**

This course examines current literature on teenage driving behavior in order to prepare potential driver education teachers to teach good decision-making skills to young drivers.

#### **DTS 350 - Advanced Driving (3 semester hours)**

This course trains the prospective instructor how to develop and teach in-car lessons. Advanced driving teaches prospective teachers how to improve the driving skills, perception skills, decision-making skills, and general driving ability of their students.

**DTS 450 - Organization, Administration, & Supervision of Traffic Safety Education (2 semester hours)** This course covers how to organize, schedule, and manage a driver education program. Topics include: reporting procedures as required by state offices.

The MSU course of study was reviewed in 2008 by staff from the ESPB, DPI and DOT to ensure the content met the requirements of each agency for teacher licensure. The licensed public school instructor takes 10 semester hours (equivalent to 150 clock hours) of course work, which exceeds the standard of 120 hours.

The Commercial School instructors are currently required to either:

1. Hold a Valid Driver's Education Certificate from the Department of Public Instruction (which meets the standard of 120 hours in teacher preparation), OR
2. Successfully complete an approved instructor preparation course for regular (Class D) training instructors, instructor preparation courses must be submitted to and approved by the director of the North Dakota Department of Transportation (NDDOT).
  - a. Preparation courses conducted by a licensed commercial driver training school must consist of both classroom training and practical driving situations.
  - b. At a minimum, instructor development training must consist of 30 hours of classroom and 30 hours of behind-the-wheel practical training.
  - c. The behind-the-wheel practical training must consist of both actual driving and riding along and observing a licensed instructor during a student training session.

Each commercial driver training school must submit their training topics to DLD, but no standardized training curriculum exists for teachers without a license from the ESPB and DPI. Commercial instructors who have a teaching license and a minor equivalency will meet the recommended 120 hours of teacher training. Commercial instructors without a teaching license are therefore 60 hours short of the recommended 120 hours.

## **Recommendation**

### 3.1.2

- **Require instructors to complete approved standardized instructor training that applies to instructors and teachers in all public and private (commercial) driver education and training programs with no less than 120 hours of preparatory time.**

### **Standard 3.1.3**

3.1.3 require instructors to receive training in accepted best practices in course delivery and evaluations using various delivery modalities.

#### **Status**

3.1.3

NDAC 67.1-02-03-06 section 11 paragraph q) states that . . . “fourteen semester hours of the minor equivalency . . . can be in first aid, simulator use and educational technology, classroom management, developmental psychology, adolescent psychology, stress management, curriculum planning and assessment, teaching diverse learners, and educational psychology.”

Commercial school instructor training has no identified curriculum that meets this standard. Since their instruction is in-vehicle only, the identified need of various instructional modalities does not exist.

#### **Recommendation**

3.1.3

- Require teacher training in accepted best practices in course delivery and evaluations using various delivery modalities.

### **Standard 3.1.4**

3.1.4 require that an instructor pass a State-approved practical and/or written exam (e.g., Praxis II, National Teacher Certification Program [available at [www.ADTSEA.org](http://www.ADTSEA.org)]).

#### **Status**

3.1.4

Currently the State’s education system teacher does not take a State-approved or national practical or written driver education exam. Commercial instructors must pass a written and road test for each class of license for which driver training is to be offered. The tests must be administered by the NDDOT DLD. The NDDOT superintendent may periodically require a commercial school teacher to submit to a written examination consisting of all or any part of the test specified in this section. The test must include:

- a. The operation of a motor vehicle.
- b. Traffic laws.
- c. Road signs, laws and regulations, and other material pertaining to and affecting the driver, traffic, and motor vehicle.

## **Recommendation**

### 3.1.4

- Develop a State approved exam or assessment that evaluates the knowledge, driving skills, and teaching skills of all driver education teachers to ensure a minimum level of proficiency.

## **Standard 3.1.5**

3.1.5 require annual continuing education and professional development hours for all instructors.

## **Status**

### 3.1.5

North Dakota is to be commended for its support of continuing education opportunities for driver education teachers attending the annual North Dakota Driver and Traffic Safety Education Association (NDDTSEA) conference for credit through MSU and the Ed 592 online teacher training course.

NDAC 67.1-02-03-06 section 11 paragraph q) states that “the renewal of the driver’s education endorsement requires two semester hours every five years of driver and traffic safety coursework.” This requirement can be met in either one of two ways. The first is to attend the annual NDDTSEA conference and complete the requirements of the Minot State University instructor of record. The second is to enroll in Ed 592, which is offered anytime of the year online at MSU. This class has two options for earning continuing education credit. The first is complete an instructor approved research project, which gives the student one credit of the necessary two credits. The teacher can earn the second credit by developing a teaching unit plan with objectives and a final objective test.

Most public school instructors choose to attend the annual conference for their professional development. Conference attendance data suggests that approximately 40% of the State education system licensed driver education teachers attend the annual conference. The commercial school instructor who maintains their license through DPI will meet the continuing education requirement. If the instructor is trained at a commercial driving school there is no requirement for continuing education to renew their license.

## **Recommendations**

### 3.1.5

- Apply the annual continuing education and professional development hours for all instructors who deliver driver education.

### **Standard 3.1.6**

3.1.6 require an annual driving record review for instructors.

#### **Status**

3.1.6

North Dakota is to be commended for their strategy to meet this standard. The driver education teacher within the State's education system is given a one-year license that can only be renewed by submitting a current driving record, application and renewal fee to the ESPB.

Commercial school instructors must reapply each calendar year and during the application process will have their driving record checked by DLD.

#### **Recommendation**

- No recommendation

## **4.0 Parent Involvement**

### **Advisory**

#### **4.1 Each State should:**

4.1.1 require the parent of a teen driver education and training student to attend a parent seminar, pre-course, or the initial session of the teen's driver education and training course. This session should outline the parent's responsibility and opportunity to reduce his or her teen's crash risk in several ways, including modeling safe driving behavior. Information conveyed to the parent in this session should include, but not be limited to, the following known best practices of GDL and parental involvement:

- a) Manage the novice driver's learning-to-drive experience to determine the readiness of the teen to begin the process, and supervise the teen's driving so that the parent can better determine the teen's readiness to advance to the next licensing stage and assume broader driving privileges;
- b) Supervise an extended learner permit period of at least six months that provides at least weekly opportunities for the novice driver to accumulate a minimum of 50 hours of supervised practice driving in a wide variety of increasingly challenging circumstances. Hours of supervised practice driving required in GDL should not be reduced by a novice driver's participation in other driver education and training programs, nor should any other activity be considered a substitute;
- c) Supervise an extended intermediate license period that temporarily restricts driving unsupervised with teen passengers and during nighttime hours until the State's GDL requirements have been met and the parent determines the teen's readiness to drive unsupervised in these high risk conditions; and
- d) Negotiate and adopt a written agreement between the teen and parent that reflects the expectations of both teen and parent and clearly defines the restrictions, privileges, rules, and consequences that will serve as the basis for the teen to earn and for the parent to grant progressively broader driving privileges.

4.1.2 require a parent to complete a debriefing with the driver training instructor to inform the parent of the progress and proficiency of the teen driver. This final session should include a reminder that it is the parent who must ultimately determine the teen's readiness to obtain a license with full driving privileges and of the parent's responsibility and important role in helping the teen to become a safe driver.

## Status and Recommendations

### Status

#### 4.1.1

The State of North Dakota allows an applicant to apply for a permit at 14 years-of-age. North Dakota “requires an individual who is not yet 18 years of age is not eligible for a Class D license until that individual has had an instruction permit issued for at least six months or at least 12 months if under the age of 16” (NDCC 39-06-04). “The director may recognize an instruction permit issued by another jurisdiction in computing the six-month or twelve-month instructional period and the permittee may not operate an electronic communication device to talk, compose, read, or send an electronic message while operating a motor vehicle that is in motion, except under certain emergency conditions” (NDCC 39-06-04).

As of January 1, 2012, novice drivers under the age of 16 are required to complete an approved driver education course and log 50 hours of supervised practice with a parent or legal guardian. The minor must accumulate a minimum of 50 hours of supervised, behind-the-wheel driving experience in various driving conditions and situations that include night driving; driving on gravel, dirt, or aggregate surface road; driving in both rural and urban conditions; and winter driving conditions.

North Dakota requires “the minor has successfully completed an approved driver's education course that includes a course of classroom instruction and a course of behind-the-wheel instruction acceptable to the director or has successfully completed a course at an approved commercial driver training school” (NDCC 39-06-17). Participation in an approved driver education program does not reduce permit durations or restrictions. Proof of successful completion of driver education and parent / guardian signature on required forms is required for skills testing to advance to the next level of intermediate licensure. Novice drivers over the age of 16 are not required to attend a driver education course or log fifty-hours of supervised practice; however NDDOT should consider extending the age requirement to those novice drivers under the age of 18 as prescribed by the National Highway Traffic Safety Administration’s (NHTSA) *Model Graduated Driver Licensing (GDL) Guidelines*.

Permit restrictions are applied for use of electronic devices, nighttime driving hours and limit the number of passengers to no more than the vehicle is designed to accommodate. No additional restrictions are applied (NDCC 39-06-17). However, additional permit restrictions that have been proven to be successful with teen driver safety countermeasures should be implemented.

“A restricted class D license may not be issued to a minor unless the minor, accompanied by the parent or guardian, appears in person and satisfies the director that:

- a. The minor is at least fifteen years of age;
- b. The minor is qualified to operate an automobile safely;
- c. It is necessary for the child to drive the parent's, guardian's, grandparent's, sibling's, aunt's, or uncle's automobile without being accompanied by an adult;

- d. The minor has successfully completed an approved driver's education course that includes a course of classroom instruction and a course of behind-the-wheel instruction acceptable to the director or has successfully completed a course at an approved commercial driver training school; and
- e. The minor has accumulated a minimum of 50 hours of supervised, behind-the-wheel driving experience in various driving conditions and situations that include night driving; driving on gravel, dirt, or aggregate surface road; driving in both rural and urban conditions; and winter driving conditions.” (NDCC 39-06-17)

NDDOT does not require the practice driving log to be notarized, however the parent or guardian must certify as part of the driver’s license application witnessed by the driver license examiner, certifying their teen has completed the minimum 50 hours of supervised practice.

The NDDOT does not require driver education courses to offer a “Parent Session,” nor does it currently require parents to attend such a session. Some driver education programs voluntarily offer such sessions, sometimes mandating parent attendance. In some cases as many as fifty-percent of parents will attend while others are less.

In some cases information conveyed to the parent includes, but was not limited to:

- Distribution of parent – teen resources (i.e., *the Parent’s Supervised Driving Program – A Guide for Teen Licensing* handbook).
- Modeling good driving behaviors.
- Interaction and driving one-on-one with their teens.
- Providing information with a cover letter on how to conduct practice.
- How to conduct mini training session on topics such as reference points.
- Their responsibility as a parent and regulating their teen’s driving.

The *North Dakota Risk Prevention Curriculum* (NDRPC) and *Playbook* contain parent involvement content that includes a parent night presentation, model vehicle use agreement and tips for the parent to partner with the driver education professional and teen.

The NDDOT has partnered with the Safe Roads Alliance to distribute “*the Parent’s supervised driving program – A Guide for Teen Licensing*” to provide parents with a resource for providing their teen with supervised driving practice. The guide also includes a Supervised Practice Log for parents to log the 50 hours of required practice driving of their teen; however, the guide is not necessarily specific to the State of North Dakota. The guide was designed by the Safe Roads Alliance to be utilized in multiple states posing a challenge for providing state detailed specific information pertinent to the parents of teens completing North Dakota licensing requirements including supervised practice. The guide is distributed to teens at the time of permitting and offers parents a step-by-step guide on teaching their teen to drive. It is offered at no cost to the state and to parents. The guide is primarily distributed in the licensing offices, supplied to driver education programs to distribute to parents and is available on the Safe Roads Alliance website. The “*North Dakota Parent Guide to Teen Driving*” is available on the NDDOT website and will soon be supplemented with the “*the Parent’s supervised driving program – A Guide for Teen Licensing*.”

Driver education teachers in North Dakota appear to support requiring a parent component, including a parent orientation night prior to the teen obtaining the instruction permit. They expressed that the orientation should provide information and resources to the parents, cover what the parents should practice with their teen, define language and terminology used in the driver education course and provide information on each step of the driver education course. Some concerns were expressed that it may be difficult to require parents, who have busy work schedules, to attend a parent session. There is currently no alternative means available for parents to complete a parent orientation session.

NDDOT participates in the North Dakota GDL Coalition, spearheaded by AAA North Dakota. The coalition has discussed parent involvement including the review of the GDL language to a great extent and has had discussion on extending the requirement beyond age 16 to age 18.

NDDOT has worked cooperatively with the North Dakota Driver and Traffic Safety Education Association (NDDTSEA) on initiatives with driver education teachers for interacting with parents during the driver education course. NDDOT generally presents during the NDDTSEA annual conference on topics relating to licensing and parent involvement.

NDDOT has developed a model written agreement, titled the *PARENT/GUARDIAN – TEEN DRIVER VEHICLE USE AND OPERATION AGREEMENT*, between the teen and parent that reflects the expectations of both teen and parent and clearly defines the restrictions, privileges, rules, and consequences that will serve as the basis for the teen to earn and for the parent to grant progressively broader driving privileges. The agreement was last revised January 2012. However, there is no requirement for driver education programs and parents to utilize the written agreement.

The agreement is available on the NDDOT website and is provided in the “*North Dakota Parent Guide to Teen Driving*.” Some driver education programs voluntarily offer such an agreement, which they have developed themselves, to parents as well.

## **Recommendations**

### 4.1.1

- **Require parent(s) to attend a parent seminar, a pre-course session, or the initial session of the driver education program that contains the information that should be conveyed through such programs as listed in the *Novice Teen Driver Education Training Administrative Standards (NTDETAS)*.**
- Consider allowing parents to fulfill the parent seminar requirement by completing an online program, which meets these same *NTDETAS* to accommodate parents who are unable to attend a face-to-face parent program.
- Explore additional distribution methods of parent resources to ensure all parents receive these critical materials.

## **Standard 4.1.2**

4.1.2 require a parent to complete a debriefing with the driver education teacher to inform the parent of the progress and proficiency of the teen driver. This final session should include a reminder that it is the parent who must ultimately determine the teen's readiness to obtain a license with full driving privileges and of the parent's responsibility and important role in helping the teen to become a safe driver.

### **Status**

#### 4.1.2

NDDOT does not require the driver education teacher to communicate with the parent during the course of instruction; however some providers elect to do so through phone calls and progress reports. Currently some parents are informed on the progress of their teen throughout the course by providing them with a written summary of the teen's assessments for both classroom and behind-the-wheel (BTW) instruction; however, it is not universal. Some providers utilize digital video recorder (DVR) cameras to record the teen's BTW driving lesson, of which the footage, in some instances, is shared with the parents so they can see the progress of their teen.

Additionally, the driver education courses are not required to conclude with a parent meeting or debriefing which covers the next steps in the continued education of their teen. Driver education teachers in North Dakota also appear to support the concept of requiring teachers to communicate with the parents during the course of instruction and to conduct a final or graduation parent debriefing component.

### **Recommendations**

#### 4.1.2

- Require driver education teachers to provide feedback to the parents on their teen's classroom progression and in-car driving skills during the course of instruction.
- Require a parent to complete an end-of-course debriefing with the driver education teacher.

## **5.0 Coordination with Driver Licensing**

### **Advisory**

#### **5.1 Each State should:**

5.1.1 have a formal system for communication and collaboration between the State driver education and training agency and the State driver licensing authority. This system should allow sharing of information between driver education and training program/course administrators and the State's driver licensing authority.

5.1.2 have a GDL system that includes, incorporates, or integrates driver education and training. Completion of driver education and training should not reduce the time requirements in the GDL process.

5.1.3 provide information and education on novice teen driving requirements and restrictions to judges, courts, and law enforcement officials charged with adjudicating or enforcing GDL laws.

5.1.4 ensure that sanctions for noncompliance with GDL requirements by novice teen drivers are developed and enforced uniformly.

5.1.5 require a parent to submit State-specified documentation that certifies completion of required supervised hours in a manner that reduces the possibility of fraudulent entries.

5.1.6 ensure that State licensing tests are empirically based and reflect performance competencies of the standards-based driver education and training program outlined in the previous sections of this document.

5.1.7 develop and implement a valid and reliable driver's knowledge and skills test that assesses factors associated with the novice teen driver's ability to reduce driving risks.

### **Status and Recommendations**

#### **Standard 5.1.1**

5.1.1 have a formal system for communication and collaboration between the State driver education and training agency and the State driver licensing authority. This system should allow sharing of information between driver education and training program/course administrators and the State's driver licensing authority.

#### **Status**

##### 5.1.1

The administration of driver education is divided between two separate state entities, the North Dakota Department of Public Instruction (NDDPI) and the North Dakota Department of Transportation (NDDOT) Driver's Licensing Division (DLD). Under this

structure, the Education Standards Practice Board (ESPB) maintains administrative control over the licensure and certification of instructors delivering the driver education and training courses offered within the State's education system. The DLD is responsible for the administration and oversight of private entities who provide driver education services. Individuals enrolling in driver education have the option of selecting either method of program delivery.

As mentioned previously in the document there is a difference between training and education provided by commercial driving schools and the State's education system. Each individual school has the discretion to determine course content and delivery method.

An annual North Dakota Driver and Traffic Safety Education Association (NDDTSEA) conference of driver education providers is held within the State. This conference provides networking and development opportunities for instructors. This annual gathering is generally viewed as a positive and worthwhile event, beneficial to the delivery of driver education within North Dakota. Participation in the conference generally consists of licensed teacher's within the State's education system. However, attendance levels at the conference vary from year-to-year, with commercial driving school involvement reported as being limited.

The NDDOT, NDDPI and state-based driver education associations have generally cooperated on topics relating to driver education and traffic safety. However, there appears to be no consistent system of communication and collaboration among stakeholders outside of the annual conference. The high degree of variation in program requirements, oversight responsibilities and delivery mechanisms is a critical factor supporting the need for consistent and structured communication.

## **Recommendations**

### **5.1.1**

- Establish a formalized and routine process for communication and collaboration between NDDOT, NDDPI, ESPB and providers of driver education and training.
- Create an advisory group consisting of NDDOT, NDDPI, ESPB, driver education instructors, commercial schools and other stakeholders to collaborate on all issues related to the effective delivery of driver education in coordination with licensing.

### **Standard 5.1.2**

5.1.2 have a GDL system that includes, incorporates, or integrates driver education and training. Completion of driver education and training should not reduce the time requirements in the GDL process.

## **Status**

### 5.1.2

North Dakota's driver's license system requires all applicants who are under 16 years of age to complete an approved driver training program prior to the issuance of a Minor Drivers License (MDL). In addition to the driver education component, issuance of the license to individuals under the age of 16 is dependent upon adherence to Instruction Permit requirements, passage of necessary examinations and completion of 50 hours of supervised behind-the-wheel (BTW) driving experience. Individuals who are 16 years or older are not required to complete a driver education and training program or supervised driving as part of the license issuance process (NDCC 39-06).

North Dakota residents are eligible to apply for an Instruction Class-D Permit (non-commercial) at 14 years of age, which must be held for a minimum of 12 months for license applicants under 16 years of age. During this period, the permit holder must be accompanied by a supervising driver and is prohibited from using cellular communication devices. Issuance of the permit requires passing the State's vision and general driving knowledge examinations.

Following completion of driver education, MDL applicants must appear in-person at a NDDOT location. The applicant must present their certification of completion of driver's education and pass the state mandated skills examination. In addition, the parent or legal guardian must certify completion of the 50 hours of practice driving as part of the official license application. An applicant cannot obtain a license before the age of 15 years.

Restrictions for MDL holders under the age of 16 include prohibitions on driving between 9 p.m. and 5 a.m. (with certain exceptions), the use of electronic communication devices while driving and limiting the number of passengers to the manufacturer's maximum vehicle capacity. MDL restrictions expire at age 16, with the exception of the use of electronic communication devices, which expires at 18 years of age.

Should a MDL holder (up to age 18) have their driving privilege cancelled, they must complete the entire application process again, including driver training, as if they never held a driver's license (NDCC 39-06-01.1).

Completion of driver education does not reduce the State's driver license issuance time requirements.

## **Recommendation**

- No recommendation

### **Standard 5.1.3**

5.1.3 provide information and education on novice teen driving requirements and restrictions to judges, courts, and law enforcement officials charged with adjudicating or enforcing GDL laws.

#### **Status**

5.1.3

Enforcement of North Dakota's MDL program requirements is the responsibility of the State's various law enforcement entities, driver's license authority and court system. Adjudication of traffic offenses usually occur in the State's District Court system, with the court in the county which the citation was issued responsible for processing hearing requests and receipts of bond payment. Currently, North Dakota has eight court districts.

The NDDOT attends annual Municipal Judges and Clerk of Courts trainings to discuss changes to traffic safety and driver's license statute. In addition, the NDDOT publishes promotional materials for law enforcement agencies throughout the State. While generally positive interactions were reported among the North Dakota Highway Patrol (NDHP) and NDDOT, no structured methodology for outreach and training between NDDOT, law enforcement and court officials is established.

The assessment team was not able to identify the status or need for judicial training directly to the State court system.

#### **Recommendations**

5.1.3

- Implement formal education and outreach mechanisms between the NDDOT, NDDPI, and law enforcement agencies on Minor Drivers License requirements.
- Coordinate training and outreach for judges on Minor Drivers License requirements and sentencing options.

### **Standard 5.1.4**

5.1.4 ensure that sanctions for noncompliance with GDL requirements by novice teen drivers are developed and enforced uniformly.

#### **Status**

5.1.4

The MDL program requires that permit and license holders under the age of 18 face enhanced penalties for impaired driving related offenses and traffic violations resulting in an accumulation of six or more points (NDCC 39-06-01.1). As part of the MDL program, drivers in this category will have their driving privilege cancelled, and are required to begin the license application process anew, including completion of driver education. These

enhanced penalties are in addition to any sanctions or suspensions imposed by the court or as a result of the State's points violation system.

While uniform sanctions for noncompliance of MDL provisions are established, it is unclear whether these requirements are uniformly enforced by the State's court system.

Law enforcement reported difficulty understanding the effective period for the various license restrictions during traffic stops, and admitted that the current interfaces utilized by law enforcement do not facilitate a quick comprehension of specific restriction requirements. While North Dakota has recently made significant improvements in its MDL process, it is unclear if adherence to these provisions is actively enforced.

The NDDOT actively tracks key statistics relating to traffic safety, but was unable to provide any specific data on MDL enforcement and violations.

## **Recommendations**

### 5.1.4

- **Develop an action plan that:**
  - **Analyzes the degree of enforcement, citation and adjudication of Minor Driver License violations.**
  - **Develops effective reference materials for law enforcement officers to easily recall Minor Driver License violations and requirements.**
  - **Establishes a process for officers to receive training and education on the enforcement of Minor Driver License provisions.**
  - **Enhances license restriction descriptions received through law enforcement data portals to improve enforcement and expedite the citation issuance process.**

### **Standard 5.1.5**

5.1.5 require a parent to submit State-specified documentation that certifies completion of required supervised hours in a manner that reduces the possibility of fraudulent entries.

## **Status**

### 5.1.5

The MDL program (NDCC 39-06-17) requires that all novice teen drivers under the age of 16 complete 50 hours of additional supervised practice during the minimum 12-month Instruction Permit holding period. This practice must be supervised by a properly licensed driver who is at least 18 years of age and holds a valid driver's license for at least three years. A recently adopted (effective February, 2014) parent handbook is provided to the parent or guardian in order to facilitate the recording and documentation of the 50 hours of practice. The parent or guardian must attest to the completion of the 50 hour requirement as

part of the license application. A free online supervision log is also available to assist with the recording of practice sessions.

The NDDOT, NDDPI and driver education stakeholders all reported positively on the use of the newly developed parent handbook. However, neither the manual logbook nor the electronic log is reviewed as part of the license application process. The format of the log, parental comprehension of its importance and guidance on the potential distribution of required practice scenarios are also potential enhancements.

## **Recommendations**

### 5.1.5

- Require the review of the completed driving log as part of the licensing process.
- Develop additional outreach mechanisms surrounding the importance of the practice driving requirements and completion of a supervised practice log.

## **Standard 5.1.6**

5.1.6 ensure that State licensing tests are empirically based and reflect performance competencies of the standards-based driver education and training program outlined in the previous sections of this document.

## **Status**

### 5.1.6

The current skills and knowledge tests utilized by the NDDOT are reported to be reflective of the State's driver license and road operation requirements as provided in the State's Class D non-commercial manual. License applicants are required to complete both the knowledge and skills tests before the issuance of a license can occur, with the minimum age of licensure being 15 years. This process occurs after the completion of the driver education course and a twelve-month minimum permit period. Skills tests must be scheduled, and are administered through the NDDOT.

Passage rates for the knowledge test are estimated to be approximately in the 50% range, rates for the skills test are in the 80% range. The State has maintained active oversight regarding knowledge and skills test development and administration as part of the license issuance process. NDDOT has consulted with the Association of American Motor Vehicle Administrators (AAMVA), National Safety Council, North Dakota Safety Council and other highway safety stakeholders on the creation and evaluation of both assessments.

While the NDDOT has a robust testing plan, an independent empirical analysis comparing testing processes, driver education standards and pass/failure rates has not been performed. Based on this information, the State may benefit from an empirically based performance standards review of its assessment mechanisms.

## **Recommendations**

### 5.1.6

- Conduct an independent empirical analysis of both the knowledge and skills test to evaluate their relationship to driver education performance standards.
- Evaluate the pass/failure rates of the skills test in comparison to the type of driver education program completed (State education system, commercial driving school, no driver education, etc.).

## **Standard 5.1.7**

5.1.7 develop and implement a valid and reliable driver's knowledge and skills test that assesses factors associated with the novice teen driver's ability to reduce driving risks.

## **Status**

### 5.1.7

The current knowledge test consists of 25 questions randomly selected from a 70 question item pool, with a minimum passing requirement of 80 percent. Knowledge tests are administered at the NDDOT driver licensing offices through a computerized assessment system.

Skill testing is administered by NDDOT, by appointment, also at agency licensing offices and typically requires 15 to 20 minutes for completion. While a copy of the skills assessment was not provided, it was reported that the test generally consists of an in-car practicum (on road) covering various roadway environments including maneuvering in restricted spaces and parking. Applicants are allotted 100 points at the beginning of the skills assessment, with points deducted for incorrect and/or dangerous actions throughout the examination. Applicants must complete the assessment with a minimum point total of 75 to successfully pass. A serious unsafe maneuver (i.e. running a red-light) results in immediate failure.

In general, the skills and knowledge tests were viewed favorably and the State does review both assessments regarding pass/fail percentage and accuracy of items on a regular basis. A review of the tests regarding their correlation to risk reduction and performance in driver education has not been conducted.

## **Recommendations**

### 5.1.7

- Evaluate empirically the reliability and validity of the knowledge and skills tests.
- Analyze the knowledge and skills examinations' ability to reliably and accurately assess affective domains associated with novice driver risk factors.

## **APPENDIX 1 – Team Credentials**

## **RICHARD HANSON**

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Rich Hanson has 32 years of classroom teaching experience in a variety of subjects. His assignments have ranged from all levels of biology, speech, math, philosophy, auto and computer technology, alternative education, and driver education. He teaches both classroom and behind the wheel for Tigard High School and 11 years ago joined the “trainer of trainers” cadre for Western Oregon University. He teaches driver education teacher prep courses for Vermont Higher Education Collaborative and Castleton College, as well.

Mr. Hanson has worked with numerous states, including Oregon, Washington, Montana, North Dakota, Vermont, Virginia, and New Hampshire providing teacher training, curriculum development, and strategies for implementation of their new driver education curriculums. As one of five of Oregon’s lead trainers, Hanson helped revise Oregon’s student curriculum and Western Oregon University teacher prep courses, moving key elements to an online delivery. He was the lead developer for Montana’s teen driver education curriculum revision in 2013-14 and produced driver education teacher online training for Manitoba, Canada. He retired from his regular duties in 2010, but continues to be involved at the local, state, national, and international level in driver education.

Mr. Hanson is the past-president of Oregon Driver and Traffic Safety Education Association and currently serves as the legislative liaison for the Association. He is past chair of the Oregon Department of Transportation Driver Education Advisory Committee. He is involved at the national level as a conference speaker, having made presentations for the national driver education association in Oregon, Hawaii, Michigan, New Hampshire, North Carolina, North Dakota, Washington, Pennsylvania, Virginia, Missouri, and Vermont. He was selected by the Oregon Traffic Safety Education Association as the state driver education teacher of the year in 2005 and by the American Driver Traffic Safety Education Association as the 2006 National Driver Education Teacher of the Year.

## **THOMAS LIBERATORE**

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Tom Liberatore is the current director of the Office of Driver Programs for the Maryland Motor Vehicle Administration (MVA), a section that encompasses driver fitness evaluation, administrative penalization, novice driver education, and driver license issuance. He oversaw the development and initial implementation of Maryland's first automated ignition interlock monitoring system for the MVA, coordinated key system changes for the MVA in the areas of REAL ID and CDLIS modernization, and helped organize the first national assessment of a statewide driver education program. He also serves on the state-to-state pilot workgroup coordinated through DIVS and AAMVA. Tom is also the current president of the Association of Ignition Interlock Program Administrators, a non-profit professional organization for administrators of state ignition interlock and impaired driving programs. He received his bachelor's degree from Frostburg State University, and his master's degree in applied psychology from the University of Baltimore.

## **BRETT ROBINSON**

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Brett Robinson is the co-founder and Vice President for Highway Safety Services, LLC (HSS) located in Indiana, PA. HSS is a leading company for consulting services in highway traffic safety and driver's license test administration. HSS provides consultation in the development and planning of programs to ensure that agencies, companies, and jurisdictions implement effective highway safety countermeasures.

Mr. Robinson has been involved in the highway traffic safety arena for more than 25 years. Some of his specialties include driver education, driver license test administration, commercial driver licensing, curriculum development, examiner training, teacher training, and many others.

Mr. Robinson also serves as the executive director for both the National Association of State Motorcycle Safety Administrators (SMSA) and the American Driver and Traffic Safety Education Association (ADTSEA). Additionally, he serves as the secretariat for the Association of National Stakeholders in Traffic Safety Education (ANSTSE).

## **NINA JO SAINT**

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Nina Saint is the education director for SafeWay Driving and The Foundation for SAFE Driving. She is responsible for ensuring that the education and curriculum standards for SafeWay Driving are current and up-to-date, along with grant writing. Prior to working with SafeWay, she was the program manager and driver education curriculum specialist for the Driver Training Division at Education Service Center, Region 13 that manages the functions of the Texas Education Agency for oversight of public and licensed (private) schools.

She has more than 37 years of experience in education and more than 32 years of experience in the field of driver education. She serves as the executive director for the Driver Education and Training Administrators (DETA), chair of the Supervision and Administration Division of the American Driver and Traffic Safety Education Association (ADTSEA), board member of the Texas Coalition for Motorcycle Safety, secretary for the Texas National Association for Multicultural Education, a member of the Operator and Education Committee for the Transportation Research Board, and member of the Association of National Stakeholders in Traffic Safety Education (ANSTSE).

In 2008, Ms. Saint received the Texas Driver and Traffic Safety Education Association's Gene Wilkins Honor Award, and in 2010 she was the first state administrator to receive the prestigious Driving School Association of the Americas' (DSAA) H. B. Vinson Award. In 2011, she was awarded Teacher of the Year by the Texas Driver and Traffic Safety Education Association.

## **WILLIAM E. VAN TASSEL, PH.D.**

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Dr. William Van Tassel is the manager of Driver Training Operations at AAA's National Office, and is responsible for developing, implementing, and evaluating AAA's driver education/training programs. He has a Ph.D. in safety education from Texas A&M University and a master's degree in research psychology from the University of Central Oklahoma.

Dr. Van Tassel is the chair of the stakeholder panel, Large-Scale Evaluation of Driver Education Project, member of the National Driver Education and Training Administrative Standards Core Development Team, Chair of the Association of National Stakeholders in Traffic Safety Education (ANSTSE), and member of the Committee on Operator Education and Regulation of the Transportation Research Board. He has also been qualified as an expert witness, providing testimony in driving-related legal trials and worked with the U.S. Army at its safety center on the prevention of privately owned vehicle crashes.

Dr. Van Tassel has published multiple peer-reviewed articles in journals and proceedings related to public health and traffic safety, is a contributing author of the publication *Responsible Driving*, and has been quoted in *The New York Times* and *USAToday* on driver safety and training issues.

## APPENDIX 2 – Assessment Agenda

<b>Tuesday, August 5</b>
<p><b>Session 1 9:00 – 10:45 am</b> <b>Director, Driver License Director, Highway Safety Office and Staff</b> Mark Nelson - Director of Driver &amp; Vehicle Services Karin Mongeon –Safety Division Director Glenn Jackson - Driver License Director Carol Thurn – Program Manager Chad Ihla - Data Analyst Andrew Kubas - NDSU – UGPTI</p>
<p><b>Break – 15 min</b></p>
<p><b>Session 2 11:00 am - 12:00 am</b> <b>Instructor Qualifications</b> Paula McKay- Department of Public Instruction Administrative Assistant Kenneth Steiner, DPI Dr. Janet Welk - Education Standard and Practice Board Carol Thurn – NDDOT</p>
<p><b>Lunch Break 1 ½ hr</b></p>
<p><b>Session 3 1:30 pm -3:30 pm</b> <b>Education/Training</b> Howard Theige - Retired Driver Education Teacher Thomas Johnson - Mandan Middle School Teacher - NDDTSEA President Becky Hardy - Rolla/Belcourt Driver Education Teacher Dale Ludwig - Minot Driver Education Teacher Danell Becker - Don's Driving School Brad Webster - Ashley Driver Education Teacher Superintendent</p>
<p><b>Break 15 min</b></p>
<p><b>Session 4 3:45 – 4:45 pm</b> <b>Parent Involvement</b> Karin Mongeon - NDDOT Safety Division Director Carol Thurn - NDDOT Program Manager Gene LaDoucer - AAA North Dakota Brad Webster - Ashley Driver Education Teacher - Superintendent</p>

<b>Wednesday, August 6</b>
<b>Session 5 9:00 - 10:30</b> <b>Coordination with Driver Licensing</b> Glenn Jackson, Driver License Director Syndi Worrel, Driver License Chief Examiner Patricia Rothmann, Driver Record Services Manager Lieutenant Tom Iverson – Highway Patrol
<b>Break 15 min</b>
<b>Session 6 11:00 - 12:00</b> <b>Parent &amp; Teen</b> Randy Loing – Parent – Rolla Jared Loing – Teen

<b>Lunch Break – 12:00</b>
<b>Session 7</b> <b>Afternoon</b> Assessment Team Member Meetings & Report Preparation

<b>Thursday, August 7</b>
<b>All Day</b> Assessment Team Member Meetings & Report Preparation

<b>Friday, August 8</b>
<b>9:00 -10:30 am</b> Assessment Team Report Out
<b>Afternoon</b> Team Members Travel Home



**Friday – August 8, 2014**

**9:00 am REPORT OUT**

**Wingate by Wyndham  
1421 Skyline Boulevard  
Bismarck, ND 58503**

**Open to all interested parties**