

2019 HOUSE TRANSPORTATION

HB 1385

2019 HOUSE STANDING COMMITTEE MINUTES

Transportation Committee Fort Totten Room, State Capitol

HB 1385
2/7/2019
#32379

- ☐ Subcommittee
☐ Conference Committee

Committee Clerk Signature Jeanette Cook

Explanation or reason for introduction of bill/resolution:

A BILL relating to mandatory safety training for school bus drivers.

Minutes:

1-4

Chairman Ruby opened the hearing on HB 1385.

Representative Kathy Skroch, District 26, Lidgerwood, North Dakota, spoke to support HB 1385 and provided written testimony. See attachment #1. (8:00)

Representative Grueneich: Could we combine this with HB 1369 since they are in the same part of Code?

Representative Kathy Skroch: I would rather have it stand alone than to take the risk of either concept failing based on objections to one or the other.

Chairman Ruby: Is the first part referring to any car or suburban? Why is it listed twice?

Representative Kathy Skroch: It think it was this language that was needed to comply with both the mandating of bus drivers that are over that fifteen passenger limit to include the D drivers.

Chairman Ruby: In both cases it for non-commercial driver's licenses.

Representative Kathy Skroch: Yes, that would be your D driver.

Representative Grueneich: You might see in some rural communities a suburban or a van that doesn't fall in the 10-15 passenger category. That is where that falls under.

Representative Kathy Skroch: Yes, that is the case. This bill is intended to cover any drivers, even D drivers with mini-buses. Many are now using cars and vans, including parents. As an experienced driver, I would prefer a full sized bus any day of the week as opposed to a mini-bus, which doesn't have the same traction as a bus or have the same visual capability as a larger bus.

Chairman Ruby: Your testimony says there is a minimal charge for the course; do you know how much it is?

Representative Kathy Skroch: It would be based on how many attend the class, so the cost is spread out from that instructor. It can be anywhere from \$25 to \$50.

Chairman Ruby: Is that course replaced by the home course that you could take, or do you have to do both?

Representative Kathy Skroch: The home course does just give you the DDC 4 training requirement, but you also could take your annual training requirement. There are modules online. There are a lot of options available. They do get compensation for spending the 4 hours in training.

Vice Chairman Rick C. Becker: If there was a school event that had four parents take basketball player to a game, would each parent have to go through this course?

Representative Kathy Skroch: It would be for a school vehicle only.

ElRoy Berkle, Executive Director of North Dakota Small Organized Schools, spoke to support HB 1385. See attachment #2.

ElRoy Berkle: You can take the DDC course for \$41.25 online at the North Dakota Safety Council website. You can do it online at home, and they keep track of it. School districts can also have the course offered in a group setting. There is other online professional development for off years.

Vice Chairman Rick C. Becker: Are schools buying Suburbans?

ElRoy Berkle: We are talking about school owned vehicles. With the changes on Feb. 6, 2020, what we will probably see is a reduction in CDL drivers because they will have to go through classroom curriculum and behind-the-wheel training. Since we already have a shortage of bus drivers. Because of that, especially rural districts, will be looking at buying Suburbans more, so then a CDL driver won't be required. That is our prediction.

Cecelia Cornine, student at U of Mary from New York, spoke to support HB 1385. See attachment #3.

There was no more testimony support for HB 1385.
There was no testimony in opposition to HB 1385.

Don Williams, Asst. Dir. Of School organizations, spoke in a neutral position on HB 1385. See attachment #4. (29:10)

Chairman Ruby: Do you see as much of a need for this requirement on the smaller vehicles, like the 10-15 passenger ones?

Don Williams: Anything over 10 passengers we consider a school bus. They have to be school bus yellow. The white buses and charter buses are allowed for activities. Safety is safety no what vehicle a driver is driving. They should all have the same requirement to transport students.

Chairman Ruby: Are the 10-15 passenger vans allowed?

Don Williams: No, they are not. They are called non-conforming vans.

Chairman Ruby: In Subsection B why would we need the language if you are already requiring them to take the test and they are considered bus drivers?

Don Williams: The intent is to get into Century Code.

Chairman Ruby: The main result other than getting into Code, is to add the other smaller vehicles?

Don Williams: Yes.

Representative Hager: Would this law apply to people that are transporting children of the home schooled.

Don Williams: No, that is not regulated. This is for contracted school bus drivers for public schools.

The hearing was closed on HB 1385.

Break.

Chairman Ruby: I'm not sure I agree with this for the Suburban type vehicles.

Representative Grueneich: I wonder from a liability standpoint that it wouldn't put the school in a better position if the person driving had had the DDC courses?

Chairman Ruby: Aren't the insurance companies already doing that?

Representative Westlind: Are there any requirement for schools if they do drive a suburban, do they have to mark it by painting it yellow or mark it?

Representative Jones: The testimony said that all the school vehicles are painted yellow. It wouldn't have to be painted yellow to transport to a speech meet or something of the sort.

Representative Westlind: Then the Suburbans should also have to conform to the bus driver regulations. I think that the course would be a good idea.

Vice Chairman Rick C. Becker: I think that the schools have the option to do this if they want to.

Representative Owens: We are going amend by putting “and” in on line 16 and taking “and” out on line 19. In addition to remove lines 20-21.

Vice Chairman Rick C. Becker moved the amendments.

Representative Weisz seconded the motion.

A voice vote was taken. The motion carried.

Representative Paulson: Does DPI have the authority to require this testing without this statute without the regulation from DPI?

Chairman Ruby: If it is in administrative rules they do, but they want it in statute.

Representative Grueneich moved a DO PASS on HB 1385 as amended.

Representative Westlind seconded the motion.

A roll call vote was taken: Aye 12 Nay 1 Absent 1

The motion carried.

Representative Westlind will carry HB 1385.

19.0332.02001
Title.03000

DP 2/7/19
Adopted by the Transportation Committee

February 7, 2019

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1385

Page 1, remove the overstrike over line 16

Page 1, line 19, remove and

Page 1, remove lines 20 and 21

Page 1, line 22, remove years thereafter

Renumber accordingly

2019 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. HB 1385

House Transportation Committee

☐ Subcommittee

Amendment LC# or Description: _____

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar
Other Actions: ☐ Reconsider ☐ _____

Motion Made By Becker Seconded By Weisz

Representatives	Yes	No	Representatives	Yes	No
CHAIRMAN RUBY			REP LAURIEBETH HAGER		
VICE CHAIR BECKER			REP KARLA ROSE HANSON		
REP JIM GRUENEICH			REP MARVIN NELSON		
REP TERRY JONES					
REP TOM KADING					
REP EMILY O'BRIEN					
REP MARK OWENS					
REP BOB PAULSON					
REP GARY PAUR					
REP ROBIN WEISZ					
REP GREG WESTLIND					

Voice
Vote
Carried

Total (Yes) _____ No _____

Absent _____

Floor Assignment _____

If the vote is on an amendment, briefly indicate intent:

Remove lines 20-22 p. 1
- put "and" in on line 16
- take "and" out - line 19

Date: 2-7-19
Roll Call Vote #: 2

2019 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. HB1385

House Transportation Committee

☐ Subcommittee

Amendment LC# or Description: _____

Recommendation: ☐ Adopt Amendment
☒ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☒ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Brueneich Seconded By Westlind

Representatives	Yes	No	Representatives	Yes	No
CHAIRMAN RUBY	X		REP LAURIEBETH HAGER	X	
VICE CHAIR BECKER	X		REP KARLA ROSE HANSON	X	
REP JIM GRUENEICH	X		REP MARVIN NELSON		X
REP TERRY JONES	X				
REP TOM KADING	X				
REP EMILY O'BRIEN	A				
REP MARK OWENS	X				
REP BOB PAULSON	X				
REP GARY PAUR	X				
REP ROBIN WEISZ	X				
REP GREG WESTLIND	X				

Total (Yes) 12 No 1

Absent 1

Floor Assignment Westlind

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE

HB 1385: Transportation Committee (Rep. D. Ruby, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (12 YEAS, 1 NAYS, 1 ABSENT AND NOT VOTING). HB 1385 was placed on the Sixth order on the calendar.

Page 1, remove the overstrike over line 16

Page 1, line 19, remove "and"

Page 1, remove lines 20 and 21

Page 1, line 22, remove "years thereafter"

Renumber accordingly

2019 SENATE TRANSPORTATION

HB 1385

2019 SENATE STANDING COMMITTEE MINUTES

Transportation Committee Lewis and Clark Room, State Capitol

HB 1385
2/28/2019
32973

- ☐ Subcommittee
☐ Conference Committee

Committee Clerk: Liz Stenehjem

Explanation or reason for introduction of bill/resolution:

A bill relating to mandatory safety training for school bus drivers.

Minutes:

3 Attachments

Chairman Rust: Opened hearing on HB 1385.

Representative Kathy Skroch, District 26, Lidgerwood, North Dakota: See Attachment #1 for testimony.

Chairman Rust: I see the word DDC-4, what happens when DDC-5 comes out?

Representative Skroch: I guess we'll have to update this at the next legislative session.

Chairman Rust: Or maybe we could say the latest DDC course?

Representative Skroch: That would be an appropriate amendment.

Chairman Rust: Who pays for this course that they're to take?

Representative Skroch: The school district usually pays for it. Unless you on your own are taking it to prepare for being an employee of a school. It is a nominal fee. The cost goes down the more people attend group setting instruction times. It is only every five years, so it's not a terrible burden. A lot of the schools are already providing this, so they're already absorbing this cost.

Chairman Rust: They probably do it as part of their annual training.

Representative Skroch: Yes. So they're in compliance already, this just ensure that it's in statute so that all will be in compliance.

Chairman Rust: Will it make it harder to get bus drivers?

Representative Skroch: I don't believe it will. From my experience, the bus drivers that attend these, they're grateful for the opportunity to sit down with other bus drivers. As I said you can also get it right online. I personally sat down on my couch and had it done in four hours.

Senator Bakke: Do you have a problem with us changing it to something more generic?

Representative Skroch: I don't have a problem with it as long as it's understood that we mean the defensive driving course that is required of any other bus driver.

Senator Bakke: That would be my recommendation, just say "complete the National Safety Council Defensive Driving Course Workshop," and not specify a number.

Representative Skroch: As long as that's understood. I would go and reference too if I might, the change that was made in the House. We have a lot of minivans out there now that transport 8 students, we do have suburbans out there that are capable; I wouldn't want to go lower than that. Six passengers then you might include just cars. I'll leave that up to your discretion, but I would encourage the number be moved from 10 down to 8.

Senator Clemens: I see in the bill; it's just referring to school vehicles. So even if we go down 8-10 it's only in school vehicles, so a personal vehicle would not apply; correct?

Representative Skroch: That is correct, so if you as an employee of the school were transporting children in your personal vehicle, that would not require you to take this course.

ElRoy Burkle, Executive Director, North Dakota Small Organized Schools: See **Attachment #2** for testimony. The question earlier was; will this bill reduce the number of drivers? FMCSA will most likely add a lot of challenges especially to rural districts to recruit drivers.

Chairman Rust: Are you in agreement about amending that to 8-10 then? It currently is at 10-15.

Mr. Burkle: I understand the intent behind 8, because you might get some Suburbans or like vehicles that are 8-passenger. I understand the concept; it would be the larger vehicle. I'm not opposed to it. It's just, where is that fine line? That's what I need to use your judgement on. The minibuses, yeah, they should have this requirement. So where do you draw the line would be my question.

Senator Bakke: If you are driving a minivan or a suburban you do not need the bus driver's license, correct?

Mr. Burkle: Correct, you do not need a CDL.

Senator Bakke: So in other words, we could have people that just are driving on their regular driver's license. Which means they haven't had to do the exam. They haven't had to go through the defensive driving; we wouldn't have all those requirements, that personally I feel they should have if they have children that aren't theirs in that vehicle.

Mr. Burkle: No, (shared personal story). It's says right here ALL DRIVERS. So if you're transporting kids, especially like a school van, school minibus without a CDL; you are to be of that annual training and once every five years you have the DDC.

Aaron Birst, North Dakota Association of Counties: We support this bill. A lot of the counties involved primarily and unfortunately at least half of the fatalities that we see on our roads are county roads. We think this is a good bill that would help those rural communities making sure people are safe. I don't see Brennan Quintus from the North Dakota Insurance Reserve Fund (NDRF) here, but I have had conversations with him and he said even NDRF would look to maybe try to help out on this program. They support the issue because obviously that helps all the rates. Just in terms of the counties, we've made a selection after this last conference that we had that we stand behind the Vision Zero program that the Department of Transportation and the Governor's office support. So we've tried to look at every bill that comes through with the lens of Vision Zero. So if it promotes safety to make sure our kids and everybody who drives on the roads are safe then we support it.

Don Williams, Assistant Director, School Organization, North Dakota Department of Public Instruction: See **Attachment #3** for testimony.

Senator Bakke: Does the DDC-4 workshop ever change to DDC-5 or DDC-6 or is it always DDC-4? Are we going to have to go in and change that number frequently?

Mr. Williams: To my knowledge, since I've been here; which is going on five years, that has never changed. I'm a CD holder from quite a few years before that as well. I've never seen it change, but it's not saying it couldn't. I would think it would probably be prudent that we change it to just "Defensive Driving Course." Whether the 4 lives on or ever changes, I think the "Defensive Driving Course" is something that will remain standard.

Senator Fors: Can you explain on page 2 of the bill line 3 it says complete any annual training required by the Superintendent of Public Instruction?

Mr. Williams: What that's referring to, if there are training requirements that come up quicker than the rescheduling of the printing of the manual every five years. If there's something that comes up like, we're going to be going through a lot of changes with updates to FMCSA rules here in 2020. Which is convenient that it's coming out the same time we're scheduled to redo this manual. It's a way for us to communicate with districts that there might be some training that comes along that isn't laid out in this manual and if we contact you that training would be required as part of our annual training as well.

Chairman Rust: Bus drivers are required every year to have training, is that not correct?

Mr. Williams: That is correct.

Chairman Rust: That's been going on for years. That has been a standard of being able to drive a bus, was to attend the annual bus drivers workshop, correct?

Mr. Williams: That's correct. As far back as I can reach into this manual annual training has been required of all school bus drivers.

Senator Dwyer: Is that for the CDL ones?

Mr. Williams: It's all bus drivers. What the department deems as a bus is anything that has a rated capacity of ten passengers or more. As the guide reads: in addition, all regular, substitute and activity bus drivers are required by Department of Public Instruction to attend the following training programs; and one of them is the annual training workshop. So it is all bus drivers.

Chairman Rust: Does a bus driver have to have a CDL?

Mr. Williams: No they do not. Anything with a rated capacity of 16 or more and there's a weight in there too, I think it's 26001 lbs; then they have to be a CDL holder. This training specifically is for all bus drivers.

Senator Dwyer: 16 or more are CDL?

Mr. Williams: 16 or more are CDL, what we consider a bus driver is 10 or more.

Senator Bakke: Who pays for this training? The school district?

Mr. Williams: I assume that. I would guess that the district is picking up this tab, because I know a lot of the online training has a dollar sign attached to it as well. I assume that. We don't track or record that or collect it, so I'm just guessing the district picks up the doe on this one.

Senator Bakke: My thinking is if we're requiring this then we should be paying for it, we shouldn't be expecting the bus drivers to pay for it.

Mr. Burkle: The online training today is very affordable and accessible. NDSOS works through Vertical Alliance, for \$20 they can take 150 modules if they want and they do it all online. The DDC through North Dakota Safety Council is online or they can do it as a group, but it's there. So if anybody says "I can't get it" they haven't found it.

Chairman Rust: Closed hearing on HB 1385.

2019 SENATE STANDING COMMITTEE MINUTES

Transportation Committee Lewis and Clark Room, State Capitol

HB 1385
3/1/2019
33059

☐ Subcommittee
☐ Conference Committee

Committee Clerk: Liz Stenehjem

Explanation or reason for introduction of bill/resolution:

A bill relating to mandatory safety training for school bus drivers.

Minutes:

2 Attachments

Chairman Rust: Opened discussion on HB 1385. Handed out **Attachments #1-2**. Review of bill and prior discussion.

Senator Dwyer: I move a Do Pass.

Senator Bakke: I Second the motion.

Senator Fors: On page 2 line 3. I never did get an answer when I asked the question as to what, "complete the annual training required by the Superintendent of Public Instruction" means.

Chairman Rust: I believe the Superintendent of Public Instruction is the one who is responsible for administrative code and that is the person we have designated from the state level to make sure that we have drivers that are properly certified, have the proper licenses, training and so forth. It's a top down when you do it at the state level; and since it deals with schools, that's been assigned to the State Superintendent of Public Instruction.

Senator Fors: So she can mandate any training that she desires?

Chairman Rust: That individual is designated to make sure that they complete ...

Senator Fors: Or it only pertains to school bus drivers?

Chairman Rust: School bus drivers, yes. Well, if the vehicle being used to transport students or other passengers is a school vehicle for which a commercial driver's license is not required, but which is designed to seat ten to fifteen passengers. The individual must hold a North Dakota driver's license, have a physical, complete annual training that's required by the Superintendent of Public Instruction and be 21 years or older. Now we are

adding a defensive driving course within the first year of employment and at least once every five years thereafter.

Senator Bakke: Could that annual training be the defensive driving course? It could be that every five years their annual training is the defensive driving course.

Chairman Rust: Absolutely, that's what I went through when I was a superintendent. Sometimes it was probably less than five years, because you have a certain turnover of drivers. If I recall correctly bus drivers were not too unhappy about that, because for three years they get a discount on their personal insurance premiums.

Senator Bakke: This Don Williams that was in talking to us is the one that the Superintendent of Public Instruction has put in charge of the transportation of children. He was the one who came and talked to us.

Chairman Rust: He told us there are many online opportunities to take it. He said that buses 16-passenger or greater require CDL, buses 10-passenger or more require annual training but don't require a CDL.

Senator Fors: But now they would require this course.

Chairman Rust: This would be a requirement. It's probably being done universally in North Dakota already. I don't think it's onerous, I don't think it's something that's above and beyond.

Roll Call Vote Taken:

Motion Passes 6-0-0

Carrier: Bakke

**2019 SENATE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO: HB 1385**

Senate Transportation Committee

☐ Subcommittee

Amendment LC# or Description: _____

Recommendation: ☐ Adopt Amendment
☒ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar

Other Actions: ☐ Reconsider ☐ _____

Motion Made By Senator Dwyer Seconded By Senator Bakke

Senators	Yes	No	Senators	Yes	No
Senator Rust - Chairman	X		Senator Bakke	X	
Senator Clemens - Vice Chairman	X				
Senator Dwyer	X				
Senator Fors	X				
Senator Patten	X				

Total (Yes) 6 No 0

Absent 0

Floor Assignment Senator Bakke

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE

HB 1385, as engrossed: Transportation Committee (Sen. Rust, Chairman) recommends **DO PASS** (6 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). Engrossed HB 1385 was placed on the Fourteenth order on the calendar.

2019 TESTIMONY

HB 1385

HB 1385
2-7-19
#1
p. 1

Testimony

HOUSE BILL 1385-SAFE DRIVERS/SAFE KIDS

HOUSE TRANSPORTATION COMMITTEE

Representative Kathy Skroch, Sponsor

January 2019

Good morning Chairman Ruby and members of the House Transportation Committee. For the record, I am Representative Kathy Skroch from District 26, Lidgerwood, ND. I represent half of Dickey, Ransom, and Richland counties and all of Sargent County in South East, ND.

I appear before you this morning, on behalf of children and parents, to introduce HB 1385. I call this the "Safe Driver/Safe Kids" bill.

What this bill does is require that all drivers of vehicles transporting public school students be required to complete the Defensive Driving Course (DDC-4) Safety Training.

The DDC-4 Safety Course is a module of training specifically designed for school bus drivers. Any bus driver who transports students in a vehicle with a capacity over 15 passengers, including the driver, is federally mandated to complete the DDC-4 course every 5 years. This bill would require that class "D" drivers who transport students would have to complete the same DDC-4 Safety Training.

The ND DPI Bus Drivers Manual provided by the Department of Public Instruction states that *all bus drivers of all vehicles transporting students* are required to take annual bus driver safety training. While some school districts require all their drivers to complete both annual training and the DDC-4 course, many opt out because the requirement is not in state statute. That is the reason and purpose of HB 1385.

Availability of full-size bus drivers has become a serious problem in some districts. This is especially true in oil counties because of the high demand for Class A truck drivers. In response, many districts are replacing busses with mini-buses, vans and cars for transporting their students using "D" licensed drivers. Without HB 1385, these drivers would not be required to take safety training.

HB 1385
2-7-19
#1 p.2

DDC-4 training is ACCESSIBLE, AFFORDABLE and CONVENIENT.

The DDC-4 Safety Training course is provided at low cost through a variety of sources. It can be accessed on line at the North Dakota Safety Council (NDSC) web page and completed in four hours at home. The NDSC staff schedule courses all year round throughout the state. They provide the instructors, audio visuals and the course booklets. There is a minimal charge. The ND Insurance Reserve Fund also provides the DDC-4 course to its members at no charge. School administrators are in charge here. The more schools and drivers that participate at a location (of their choosing), the lower the cost to the districts. The NDSC provides a certificate upon completion of the course. The drivers can receive a 15% reduction in the personal vehicle insurance premium by presenting this certificate to their insurance agent.

These courses teach far more than functional driving skills. A few examples are: bus inspection; see something/say something; defensive driving; best practices instruction; student crisis management; weather situations; and avoiding distracted driving.

As a Class B licensed school bus driver for over 14 years, I have seen many near misses and close calls that could easily have resulted in the loss of children. I cringe with every news story reporting of bus crashes and loss of the precious cargo. Some of these crashes were avoided because of safety training. Some resulted because of the lack of safety training.

Some may complain about the cost or the inconvenience of requiring drivers to complete the defensive driving course. I ask you, what is the potential cost of lost lives caused by ill prepared or inexperienced drivers transporting our most precious cargo, our children.

To protect the family, I cannot share with you on the record, an incident that occurred which caused me to propose this legislation. For me it was the "last straw" moment. This bill is the result. I ask for your support and urge the committee to give HB 1385 a DO PASS recommendation. Thank you for the opportunity to come before you today.

Kathy Skroch

INTRODUCTION

From the DPI
Bus Drivers Manual 57 pages

①

HB1385
2-7-19
#2
P.3



School bus transportation is an integral part of today's educational system. The school bus driver is expected to present a strong role model for children, as well as to represent the school district before the public. If the school bus driver sets an example of good driving practices, the driver's attitude of professional responsibility encourages the development of social responsibility among students. Likewise, good driving practices promote general public confidence in school personnel and programs.

In North Dakota, where transportation of school children is a fact of life, it becomes imperative that all possible safety precautions be applied. The mechanical equipment is important, but nothing is more important than the person driving the school bus. The first and highest priority is the safe delivery of students to and from school. The safety of every student depends on the judgment and skill of the school bus driver. With this in mind, the driver must accept the responsibility for the lives of many young people.

To be a good school bus driver, one must be an informed employee. Teaching the driver to deal with all possible job situations is an objective of school bus driver education. This handbook has been developed to provide basic facts regarding the operation of school buses for drivers employed by local North Dakota school districts. Used as an educational tool and reference manual, this handbook presents information which every school bus driver needs to know; however, it is not intended to take the place of any official publication. For easy reference it is suggested that a copy of this handbook be carried in every school bus.

HB1385
2-7-19
#1 p.4

(2)

Sample of required knowledge and duties

1. Look Outside the Bus

- ☐ Inspection decal up-to-date?
- ☐ Windshield, mirrors, front windows, headlights- wipe clean
- ☐ Front and rear bumpers secure
- ☐ Rear emergency door, open and close
- ☐ Bump tires. OK? Lug nuts in place?
- ☐ Suspension – cracked/broken parts?
- ☐ Drain air brake tank
- ☐ Look under bus – all clear?
- ☐ General outside appearance, clean for school bus identification
- ☐ Washer fluid level
- ☐ Engine oil level
- ☐ Fuel tank, fuel lines for leaks and security

2. Electric Assist Brake Motor

- ☐ Check electric motor operation
- ☐ Check buzzer and warning light

3. Starting the engine

- ☐ Check ABS warning device
- ☐ Check brake pressure differential warning light
- ☐ Fuel gauge OK? Check brake warning buzzer neutral safety switch
- ☐ Start engine – look, listen for trouble signs, check gauges

4. With Engine Running, Check (from driver's seat):

- ☐ Mirrors, interior/stepwell lights, service door seal
- ☐ Steering feel OK? Noise?
- ☐ Steering wheel lash
- ☐ Horn, defroster and heat blowers
- ☐ Windshield wiper/washer operation
- ☐ Brakes – pedal height and feel, gauge reading OK?
- ☐ Parking brake release, reset
- ☐ Service door control

5. Look Inside the Bus

- ☐ Seats, floor – housekeeping; seat belt webbing, retractor
- ☐ Emergency exits open and close, rear door, roof windows, warning buzzer operation
- ☐ Emergency equipment – flares and fire axe
- ☐ Fire extinguisher pressure
- ☐ First aid kit – sealed
- ☐ Driver's area windshield, windows – clean, cracks, bruises?
- ☐ Wheelchair restraints, lift operation, warning lights and buzzers
- ☐ Wheelchair door latch and retainer

6. Outside Checks Required Before You Drive Away

- ☐ Crossing arm operation
- ☐ Turn signal – right/left, front/rear, clean and flashing
- ☐ Loading lights – front/rear, clean and flashing?
- ☐ Stop arm – clean and working? Lights flashing?
- ☐ Daytime running lights
- ☐ Headlights – high/low beams
- ☐ Stoplights/taillights/marker lights/back-up lights clean and working?
- ☐ Hazard warning flasher working?
- ☐ Exhaust system – leaks and security

7. Final Checks As You Move the Bus

- ☐ Seat belt fastened
- ☐ Brakes. Stop and hold?
- ☐ Clutch OK?
- ☐ Steering feel OK? Unusual noises?
- ☐ Bus under control/tracking straight?
- ☐ Brake to a stop. All gauges OK?

Taken from ND OPI

HB 1385

2-7-19

#1 P.5

3

Training Responsibilities

In addition, all regular, substitute, and activity bus drivers are required by the Department of Public Instruction to attend the following training programs:

- Annual training workshop sponsored by the local school district or county superintendent's office.

- DD-4 workshop every five years. New drivers must attend within one year of employment.

- Other meetings/training called by the transportation director.
- No additional cost to school districts if currently following this policy.*

Driver Regulations

All regular, substitute, and activity bus drivers must comply with the following:

- Maintain good discipline among their passengers at all times.
- Bus drivers are responsible for the safety of their passengers at all times. Traffic laws must be obeyed, caution signs observed, and buses will make a complete stop at railroad crossings and/or stop signs.
- Bus drivers are not to fraternize with students. Maintain a friendly but professional attitude with the students.
- Bus drivers are to be well-groomed and neatly dressed.
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- State law prohibits any vehicle from passing a school bus while the red flashing lights are on and the stop sign on the control arm is out. Motorists violating this rule should be reported to the transportation supervisor.
- The two-way radio is to be used only for business pertaining to transportation of students and should be used in a businesslike manner.



North Dakota Small Organized Schools

HB 1385
2-7-19
#2

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701-845-2910

January 26, 2019

Chairman Ruby, and Members of the ND House Transportation Committee,

For the record, my name is Mr. ElRoy Burkle, Executive Director of North Dakota Small Organized Schools .

NDSOS goes on record of supporting HB 1385.

Page 13, ND DPI's NORTH DAKOTA SCHOOL BUS DRIVER'S GUIDE (2015 Edition) -
Training Responsibilities

In addition, all regular, substitute, and activity bus drivers are required by the Department of Public Instruction to attend the following training programs:

- DD-4 workshop every five years. New drivers must attend within one year of employment.

HB 1385 language page 1, line 20 and page 2, line 11

(7) Complete the national safety council defensive driving course number four workshop within the first year of employment and at least once every five years thereafter.

As one can see, this is already in established guidelines. Also, with the upcoming changes in FMCSA regulations, school districts will most likely increase the use of Suburbans, mini-buses, etc. as they utilize non-CDL drivers to meet their district's transportation needs. With that said, this defensive driving course will aid in providing safer drivers.

Thank you for your time and I shall stand for questions.

Respectfully,

s/s *Mr. ElRoy Burkle*

Mr. ElRoy Burkle, Executive Director
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Cell: 701-230-1973 Email eburklendsos@gmail.com

Revised February 5, 2019

File: HB 1385 Safety Training for School Bus Drivers 19.0332.02000

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Dr. Steven Johnson, Supt. Lisbon

The mission of NDSOS is to provide leadership for the small/rural schools in North Dakota and to support legislation favorable to their philosophy while opposing legislation that is harmful.

HB1385
2-7-19
#3

Good Morning Mr. Chairman, Members of the Committee,

My name is Cecelia Cornine, I am a student at the University of Mary and I am from New York. I am here to testify to pass the bill for bus drivers to take the defensive driving course before being able to drive kids. It is important to understand what this training will do for bus companies and our community. The results we are supposed to get out of this training is to be able "to look ahead, identify hazards, learning how to keep options open, managing risks, and control with finesse." (School Bus Fleet, 2010).

When I was young my parents weren't able to drive me to school so I always took the bus. It was important for my family to know that my siblings and I were safe getting to and from school. I remember that my bus drivers drove safely and the biggest part of that was because they knew how to drive safely and defensively since the defensive driving course is already required for our bus drivers. We all know those bus drivers that do not really pay attention on the road and run into different signs or went over the curb a little hard.

In North Dakota, it is important that bus drivers pay attention especially in this cold weather like we have now. They need to be good at reacting to stressful situations whether it is a car pulling out in front of them or the kids who might have frostbite because he or she stood outside too long. It is still important for bus drivers to be able to know how to react in other situations such as traffic or when cars are trying to pass buses when the stop signs are out. It is important to keep our children and communities safe. We need to be proactive rather than implementing a law when it is too late. I hope that this bill will pass because one can always take a course, but one can never bring a life back. I stand for questions.

HB1385
2-7-19
#4
P.1

**TESTIMONY ON HB1385
NORTH DAKOTA HOUSE TRANSPORTATION COMMITTEE**

Feb. 7, 2019

By: Don Williams, Asst. Dir. of School Organization

701-328-2236

North Dakota Department of Public Instruction

Chairman Ruby and Members of the House Transportation Committee:

For the record, my name is Don Williams and I am the Assistant Director of School Organization for the North Dakota Department of Public Instruction. I manage statewide enrollment reporting through the State Automated Reporting System (STARS), the school construction program, and regular ed. student contracts.

This position also acts as the State Director of Pupil Transportation. I am here to provide information of the Department's role in School Transportation and more specifically the training of school bus drivers.

We publish the NDDPI School Bus Driver's Guide and update this guide every five years, with the next edition scheduled to come out in 2020. As HB 1385 relates to the training of school bus drivers, I've included in the testimony, an excerpt of pg. 13 of this guide, which explains the training requirements that school districts are responsible for ensuring their bus drivers receive. As you can see on that page, there are 3 major responsibilities, that; all regular, substitute and activity bus drivers are required by the Dept. of Public Instruction to attend or complete:

H B 1385
2-7-19
4 p. 2

- Annual training workshop sponsored by the local school district or county superintendent's office.
- DD-4 workshop every five years. New drivers must attend within one year of employment.
- Other meetings/training called by the transportation director.

The topics for the annual training workshops are decided on by the training coordinators, the county superintendent of schools, or the districts themselves. In the case of a driver not being able to attend the annual workshops, make-up workshops are often scheduled. Driver's and districts also have the ability to conduct training via a number of online courses offered by the ND Safety Council which I believe Ms. Terry Weaver could elaborate on.

When training has been planned and scheduled, the trainer should submit an SFN 52088 "Schoolbus/Vehicle Driver Training Workshop Plan" to DPI by August 15th. Once training has been conducted, all those driver's in attendance should receive an SFN 52087 "Schoolbus/Vehicle Driver Registration. Prior to last year, these registration forms were to be sent to DPI, but now we are using the STARS program to capture this information. Within a month of completing the training, the information from the School Bus/Vehicle Driver Registration should be recorded in the District's PER02 report in STARS for that driver. If training was attended somewhere other than the driver's own District, the driver should be given a copy

14B1385
2-7-19
#4 p. 3

of the training registration to bring back to their District to be entered into STARS.

Districts should retain the paper copies of their driver's registration, as STARS is still working out the programming for entering this information for those employees who are employed in other capacities within the district, and asked to drive bus as an additional duty.

This concludes my testimony and I would stand for any questions you may have.

Don Williams
Assistant Director
NDDPI School Organization
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dmwilliams@nd.gov

H 13 1385
2-7-19
#4 p.4

Training Responsibilities

In addition, all regular, substitute, and activity bus drivers are required by the Department of Public Instruction to attend the following training programs:

- * Annual training workshop sponsored by the local school district or county superintendent's office.
- * DD-1 workshop every five years. New drivers must attend within one year of employment.
- * Other meetings/training called by the transportation director.

Driver Regulations

All regular, substitute, and activity bus drivers must comply with the following:

- * Maintain good discipline among their passengers at all times.
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[Home](#) : [School Staff](#) : [School Finance and Organization](#) : [School Transportation](#) : [Reporting](#)

Reporting



Driver's Training Reports- In addition to CDL and licensing requirements to acquire a bus driver's license, all regular, substitute, and activity bus drivers are required by NDDPI to attend the following training programs:

- Annual training workshop sponsored by the local school district or county superintendent's office
- DD-4 workshop every five years. New drivers must attend within one year of employment
- Other meetings/training called by the transportation director

A [School Bus/Vehicle Driver Training Workshop Plan](#) must be submitted to NDDPI by August 15

Within a month of completing the training, the information from the [School Bus/Vehicle Driver Registration](#) should be recorded in the District's PER02 report in STARS for that driver. If training was attended somewhere other than the driver's own District, the driver should be given a copy of the training registration to bring back to their District to be entered into STARS.

STARS Transportation Report- This is the report that determines your State reimbursement and is driven by Rides and Miles. It is comprised of two major components:

- **Vehicle Inventory**- List of all school district vehicles and vehicle information
- **Route**- Must have a vehicle assigned, and route information

Tips for accurate reporting:

- Total **Annual Runs** is how many 'morning and afternoon' runs were made during the school year. Should be the number of school days ($175 \times 2 = 350$) minus any days in which buses may have not made a run.
- Total **Annual Rides** should be comprised of accurate daily headcount of riders (both morning and afternoon run) and not a calculation.
- **Family to School** routes should be recorded similar to bus routes.

Accurate and timely submission is crucial. Deadline is **June 30th**



SCHOOLBUS/ VEHICLE DRIVER REGISTRATION
NORTH DAKOTA DEPARTMENT OF PUBLIC INSTRUCTION
OFFICE OF SCHOOL FINANCE AND ORGANIZATION
SFN 52087 (5-02)

HB 1385
2-7-19
#4 p.6

To be completed and returned to the Department of Public Instruction after completing the annual schoolbus/vehicle driver training.

Co. No.	Dist. No.	District Name
---------	-----------	---------------

SCHOOLBUS/VEHICLE DRIVERS INFORMATION

Name:
Address:
Drivers License No:
Class of Drivers License:
Employer/School District:

Health Card Expiration Date:
DDC4 Completion Date:

Workshop Attendance:
Date:
Place:



SCHOOLBUS/ VEHICLE DRIVER TRAINING WORKSHOP PLAN
NORTH DAKOTA DEPARTMENT OF PUBLIC INSTRUCTION
OFFICE OF SCHOOL FINANCE AND ORGANIZATION
SFN 52088 (5-02)

H 131385
2-7-19 #4
p. 7

To be completed and returned to the Department of Public Instruction by August 15.

Co. No.	Dist. Name	Submitted By:	Date
---------	------------	---------------	------

List the district or districts to be involved in the driver-training workshop.

List name, address and phone number of school district official responsible for planning and implementing the workshop.

While annual driver training is required, districts may choose an appropriate topic/area for training. Please outline the agenda for training briefly below.

List the date, time and place for the training workshop.

Date:

Time:

Place:

HB1385
2-7-19
#4
p.8

<http://www.ndsc.org/trainingcalendar/>

ANDEAVOR OSCA / RSO  **TRAINING**  **NORTH DAKOTA SAFETY COUNCIL**

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[Return to Course List](#)

School Bus Driver Training

Information

[Schedule](#)

Course Information

A minimum of 3 hours of bus driving training is required annually in North Dakota. A defensive driving course is required every 5 years. The North Dakota Safety Council is a reliable and up-to-date resource when it comes to training your school bus drivers.

Course is available upon request.

Cost: Call for Pricing.

Pricing

☒ Facility Advertised pricing

Registration

please call for pricing

Course Details

Course Code:

SCHOLBUS

Course Length:

3 hours

HB1385-SAFE DRIVERS/SAFE KIDS

SENATE TRANSPORTATION COMMITTEE

Representative Kathy Skroch, Sponsor

66th Legislative Session, 2019

Good morning Chairman Rust and members of the Senate Transportation Committee. For the record, I am Representative Kathy Skroch from District 26, Lidgerwood, ND. I represent half of Dickey, Ransom, and Richland counties and all of Sargent County in South Eastern, ND.

I appear before you this morning, on behalf of children and parents, to introduce HB 1385. I call this the "Safe Driver/Safe Kids" bill.

What this bill does is require that all drivers of vehicles transporting public school students complete the Defensive Driving Course (DDC-4) Safety Training. The DDC-4 Safety Course is a module of training specifically designed for school bus drivers. Any bus driver who transports students in a vehicle with a capacity over 15 passengers, including the driver, is *federally* mandated to complete the DDC-4 course every 5 years. This bill would require that class "D" drivers who transport students, to complete that same DDC-4 Safety Training.

The ND DPI Bus Drivers Manual provided by the Department of Public Instruction states that all bus drivers of all vehicles transporting students are required to take annual bus driver safety training. While some school districts require all their drivers to complete both annual training and the DDC-4 course, some opt out because the requirement is not in state statute. That is what HB 1385 will do.

Availability of full-size bus drivers has become a serious problem in many school districts. This is especially true in oil counties because of the high demand for Class A/CDL truck drivers. In response, many districts are replacing busses with mini-buses, vans and cars for transporting their students using "D" licensed drivers. Without HB 1385, these drivers would not be required to take safety training. The House Transportation Committee amended the bill to require the DDC-4 training only for vehicles that transport 10 to 15 passengers.

I would invite this committee to further amend the bill to include 8-10 vehicle occupants to capture mini-vans and Suburbans, while avoiding cars.

DDC-4 training is ACCESSIBLE, AFFORDABLE and CONVENIENT. The DDC-4 Safety Training course is provided at low cost through a variety of sources. It can be accessed on line at the North Dakota Safety Council (NDSC) web page and completed easily in four hours at home. The NDSC staff schedule courses all year round throughout the state. They provide the instructors, audio visuals and the course booklets. There is a minimal charge. The ND Insurance Reserve Fund also provides an on-line DDC-4 course to its members at no charge. (LocalGovU)

School administrators are in charge here. The more schools and drivers that participate at a location (of their choosing), the lower the cost to the districts. The NDSC provides a certificate upon completion of the course. The drivers are able to receive a 15% reduction in their personal vehicle insurance premium by presenting this certificate to their auto insurance agent.

The DDC-4 courses teach far more than functional driving skills. A few course samples are: bus inspection; "see something/say something"; defensive driving; best practice recommendations; student crisis management; weather road condition situations; and avoiding distracted driving. Some may complain about the cost or the inconvenience of requiring drivers to complete the DDC-4 course. I ask you, what is the potential cost of lost lives caused by ill prepared or inexperienced drivers transporting our most precious cargo, our children.

As a Class B licensed school bus driver for over 14 years, I have seen many near misses and close calls that could easily have resulted in the loss of children. I cringe with every news story reporting of bus crashes and loss of the precious cargo. Some of these crashes were avoided because of safety training, some occurred because of the lack of safety training.

Finally, to protect the family, I cannot share with you on the record, an incident that occurred which caused me to propose this legislation. For me it was the "last straw" moment. I shared the serious nature of this incident with a NDSC instructor at a class in our region. The instructor, a retired State Highway Patrolman, said this was not an isolated incident. That conversation with his prompting and inspiration prompted this bill. I ask for your support and urge the committee to give HB 1385 a DO PASS recommendation. Thank you for the opportunity to come before you today.

Representative Kathy Skroch

From the D.P.I.

INTRODUCTIONBus Drivers Manual (57 pages)Packed with driver requirements

School bus transportation is an integral part of today's educational system. The school bus driver is expected to present a strong role model for children, as well as to represent the school district before the public. If the school bus driver sets an example of good driving practices, the driver's attitude of professional responsibility encourages the development of social responsibility among students. Likewise, good driving practices promote general public confidence in school personnel and programs.

Read

In North Dakota, where transportation of school children is a fact of life, it becomes imperative that all possible safety precautions be applied. The mechanical equipment is important, but nothing is more important than the person driving the school bus. The first and highest priority is the safe delivery of students to and from school. The safety of every student depends on the judgment and skill of the school bus driver. With this in mind, the driver must accept the responsibility for the lives of many young people.

Read

To be a good school bus driver, one must be an informed employee. Teaching the driver to deal with all possible job situations is an objective of school bus driver education. This handbook has been developed to provide basic facts regarding the operation of school buses for drivers employed by local North Dakota school districts. Used as an educational tool and reference manual, this handbook presents information which every school bus driver needs to know; however, it is not intended to take the place of any official publication. For easy reference it is suggested that a copy of this handbook be carried in every school bus.

Sample of required knowledge and duties

1. Look Outside the Bus

- ☐ Inspection decal up-to-date?
- ☐ Windshield, mirrors, front windows, headlights- wipe clean
- ☐ Front and rear bumpers secure
- ☐ Rear emergency door, open and close
- ☐ Bump tires. OK? Lug nuts in place?
- ☐ Suspension – cracked/broken parts?
- ☐ Drain air brake tank
- ☐ Look under bus – all clear?
- ☐ General outside appearance, clean for school bus identification
- ☐ Washer fluid level
- ☐ Engine oil level
- ☐ Fuel tank, fuel lines for leaks and security

2. Electric Assist Brake Motor

- ☐ Check electric motor operation
- ☐ Check buzzer and warning light

3. Starting the engine

- ☐ Check ABS warning device
- ☐ Check brake pressure differential warning light
- ☐ Fuel gauge OK? Check brake warning buzzer neutral safety switch
- ☐ Start engine – look, listen for trouble signs, check gauges

4. With Engine Running, Check (from driver's seat):

- ☐ Mirrors, interior/stepwell lights, service door seal
- ☐ Steering feel OK? Noise?
- ☐ Steering wheel lash
- ☐ Horn, defroster and heat blowers
- ☐ Windshield wiper/washer operation
- ☐ Brakes – pedal height and feel, gauge reading OK?
- ☐ Parking brake release, reset
- ☐ Service door control

5. Look Inside the Bus

- ☐ Seats, floor – housekeeping; seat belt webbing, retractor
- ☐ Emergency exits open and close, rear door, roof windows, warning buzzer operation
- ☐ Emergency equipment – flares and fire axe
- ☐ Fire extinguisher pressure
- ☐ First aid kit – sealed
- ☐ Driver's area windshield, windows – clean, cracks, bruises?
- ☐ Wheelchair restraints, lift operation, warning lights and buzzers
- ☐ Wheelchair door latch and retainer

6. Outside Checks Required Before You Drive Away

- ☐ Crossing arm operation
- ☐ Turn signal – right/left, front/rear, clean and flashing
- ☐ Loading lights – front/rear, clean and flashing?
- ☐ Stop arm – clean and working? Lights flashing?
- ☐ Daytime running lights
- ☐ Headlights – high/low beams
- ☐ Stoplights/taillights/marker lights/back-up lights clean and working?
- ☐ Hazard warning flasher working?
- ☐ Exhaust system – leaks and security

7. Final Checks As You Move the Bus

- ☐ Seat belt fastened
- ☐ Brakes. Stop and hold?
- ☐ Clutch OK?
- ☐ Steering feel OK? Unusual noises?
- ☐ Bus under control/tracking straight?
- ☐ Brake to a stop. All gauges OK?

Taken from ND OPI

HB 1385 #1
2/28/19 pg 5

3

Training Responsibilities - *Not being followed*

In addition, all regular, substitute, and activity bus drivers are required by the Department of Public Instruction to attend the following training programs:

- Annual training workshop sponsored by the local school district or county superintendent's office.
- DD-4 workshop every five years. New drivers must attend within one year of employment.
- Other meetings/training called by the transportation director.

No additional cost to school districts if currently following this policy.

Driver Regulations

All regular, substitute, and activity bus drivers must comply with the following:

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North Dakota Small Organized Schools

HB 1385 #2
2/28/19 pg 1

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Mrs. Janet Brown
Business Manager
925 Riverview Drive
Valley City, ND 58072
janet.brown@k12.nd.us
701-845-2910

February 24, 2019

Chairman Rust, and Members of the ND Senate Transportation Committee,

For the record, my name is Mr. ElRoy Burkle, Executive Director of North Dakota Small Organized Schools .

NDSOS goes on record of supporting HB 1385.

Page 13, ND DPI's NORTH DAKOTA SCHOOL BUS DRIVER'S GUIDE (2015 Edition) -
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For vehicles designed to seat ten to fifteen passengers, HB 1385 language page 2, line 8 -
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Thank you for your time and I shall stand for questions.

Respectfully,

s/s Mr. ElRoy Burkle

Mr. ElRoy Burkle, Executive Director
ND Small Organized Schools
1419 9th Ave NE
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Revised February 24, 2019

File: HB 1385 Bus Driver Training 19.0332.03000 February 28 2019

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**TESTIMONY ON HB1385
NORTH DAKOTA HOUSE TRANSPORTATION COMMITTEE**

Feb. 28, 2019

**By: Don Williams, Asst. Dir. of School Organization
701-328-2236**

North Dakota Department of Public Instruction

Chairman Rust and Members of the Senate Transportation Committee:

For the record, my name is Don Williams and I am the Assistant Director of School Organization for the North Dakota Department of Public Instruction. I manage statewide enrollment reporting through the State Automated Reporting System (STARS), the school construction program, and regular ed. student contracts.

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This concludes my testimony and I would stand for any questions you may have.

Don Williams
Assistant Director
NDDPI School Organization
(701) 328-2236
dmwilliams@nd.gov

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- Maintain good discipline among their passengers at all times.
- Bus drivers are responsible for the safety of their passengers at all times. Traffic laws must be obeyed, caution signs observed, and buses will make a complete stop at railroad crossings and/or stop signs.
- Bus drivers are not to fraternize with students. Maintain a friendly but professional attitude with the students.
- Bus drivers are to be well-groomed and neatly dressed.
- Smoking or chewing tobacco is prohibited while on the bus or in the loading zone.
- Intoxicating beverages are not to be consumed by the driver during or eight to nine hours preceding any trip in which students are transported.
- Drivers are responsible for notification of any malfunction or mechanical problem with the bus. Drivers should not transport students in the vehicle if they feel the vehicle is unsafe.
- Drivers should schedule their morning runs to deliver students to school approximately twenty minutes prior to school. Drivers should be at the school ten minutes before dismissal to pick up students for their afternoon runs. Prior to leaving the school premises, all students should be accounted for.
- Drivers are to follow the route established by the School Board. Changes are not to be made without the permission of the transportation supervisor.
- State law prohibits any vehicle from passing a school bus while the red flashing lights are on and the stop sign on the control arm is out. Motorists violating this rule should be reported to the transportation supervisor.
- The two-way radio is to be used only for business pertaining to transportation of students and should be used in a businesslike manner.



DDC 4, 5th Edition 4-hour Classroom Course

The DDC 4 defensive driving course offers drivers an action-packed, fast-paced way to improve their driving skills and attitude, helping them drive more safely. The NSC trains more than 400,000 drivers annually in this popular accelerated course. More than 500 corporations have selected this course to improve the safety of their employees.

Course description

DDC 4 is a highly interactive driver improvement program that focuses on the importance of attitude in accident prevention and good driving skills. In four hours, DDC 4 delivers practical strategies to reduce collision-related injuries, fatalities and related costs. Most importantly, this course highlights the consequences of poor choices made behind the wheel. DDC 4 makes an ideal refresher course for experienced drivers.

What participants learn

- How to avoid collisions through the presentation of several case study scenarios
- How driver behavior and mental conditions affect driving, especially when distracted by fatigue, electronic devices and mobile phones
- Coping strategies for dealing with road rage, impaired drivers, high-speed drivers and other dangers
- Why vehicle malfunctions and poor maintenance contribute to collisions

Who would benefit from this course

Experienced licensed drivers, organizations that want a driver improvement course for their fleet or employees, traffic violators who have been ordered to take a driver improvement course by the court or insurance company

Become a DDC training partner

We offer DDC™ Instructor Development Courses at your facility where our "Master Trainers" can train your qualified training candidates. Alternatively, we can train your team at the National Safety Council headquarters or at many Chapter offices in the United States.

Course materials

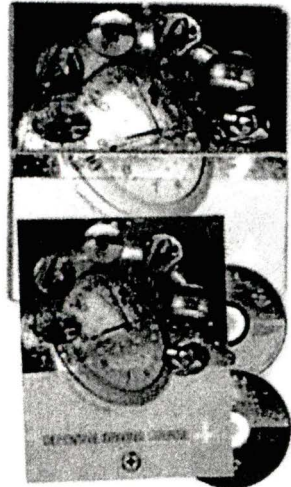
Instructor Certification Package

- Fully scripted Instructor Manual
- 48-page Participant Course Guide
- Universal certification card
- Teaching DDC Candidate Instructor Guide
- First year of instructor certification which includes a subscription to Traffic Safety®, Driver Trainer, Safety+Health® and Injury Facts® CD

Teaching Kit

- Two new DVD video sessions
 - Required lease renewable annually
- Instructor PowerPoint®
 - Includes animation and graphics
- Magnetic traffic intersection kit
 - Includes traffic signs and auto shapes

For more information contact NSC at +1-630-775-2056 or visit nsc.org/international for more details.



We offer a two-day Instructor Development Course to certify your training staff in this course.

NSC® course materials are available in multiple languages. Contact us to learn more about the steps to become a NSC-certified training instructor, or to learn how we can deliver this proven safety program to your organization.

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From: Laurie Eckroth, ND Safety Council lauriee@ndsc.org
Subject: FW: Defensive Driving Course
Date: Feb 28, 2019 at 12:55:28 PM
To: Rust, David S. drust@nd.gov
Cc: Lynae Hanson, ND Safety Council
lynaeh@ndsc.org, Terry Weaver, ND Safety Council
terryw@ndsc.org

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Hi David,

After discussing this with Lynae Hanson (NDSC's Assistant Executive Director), we feel that it is properly written as the DDC4, as it represents the length of the class as a four-hour class, so would the following statement work? "bus drivers must complete the National Safety Council defensive driving course four-hour workshop"

We don't see the length of the class changing, but if you are concerned that it may in the future, how does this sound? "bus drivers must complete, at a minimum, the four-hour National Safety Council defensive driving course"

This would leave it open for other course lengths qualifying in the future.

Please let us know if there is anything else we can help you with.

Laurie



Laurie Eckroth

Traffic Safety Program Assistant

North Dakota Safety Council

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1710 Canary Avenue, Suite A Bismarck, ND 58501



-----Original Message-----

From: Rust, David S. <drust@nd.gov>

Sent: Thursday, February 28, 2019 11:19 AM

To: Laurie Eckroth, ND Safety Council <lauriee@ndsc.org>
Subject: Defensive Driving Course

Laurie:

Senate Transportation conducted a hearing on HB 1385. It states that bus drivers must "complete the national safety council defensive driving course number four workshop...."

We discussed whether or not we should eliminate the words "number four."

Question: Is there significance associated with "number four?" For example: Is it specific to a certain demographic or class of drivers.

Question: Will the DDC-4 ever become DDC-5 or something similar?

Senate Transportation does NOT want to "water down" the course/workshop for bus drivers. Additionally, we don't want to put a number in a bill that could be changed at a later date.

Thank you.

David S. Rust
Senator, District 2
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