

MINUTES
SENATE TRANSPORTATION COMMITTEE

DATE: Tuesday, March 15, 2022

TIME: 1:00 P.M.

PLACE: Room WW53

MEMBERS PRESENT: Chair Den Hartog, Vice Chairman Woodward, Senators Winder, Lodge, Rice, Vick, Crabtree, Nelson, and Wintrow

ABSENT/ EXCUSED: None

NOTE: The sign-in sheet, testimonies and other related materials will be retained with the minutes in the committee's office until the end of the session and will then be located on file with the minutes in the Legislative Services Library.

CONVENED: **Chair Den Hartog** called the meeting of the Senate Transportation Committee (Committee) to order at 1:05 P.M.

MINUTES APPROVAL: **Senator Crabtree** moved to approve the Minutes of March 1, 2022. **Senator Winder** seconded the motion. The motion carried by **voice vote**.

Senator Nelson moved to approve the Minutes of March 10, 2022. **Senator Wintrow** seconded the motion. The motion carried by **voice vote**.

H 697 **MOTOR VEHICLES – Amends existing law to revise provisions regarding qualifications for Gold Star license plates. Representative Adams** provided a brief overview of the amendment to bring Idaho Code in line with nationally defined eligibility requirements. He referenced a supplied letter of support from Mark Tschampl, Chief Administrator, Idaho Division of Veterans Services (Attachment 1).

MOTION: **Senator Nelson** moved to send **H 697** to the floor with a **do pass** recommendation. **Senator Wintrow** seconded the motion. The motion carried by **voice vote**.

H 683 **MOTOR VEHICLES – Amends existing law to allow private parental driver's education. Representative Mendive** summarized the bill stating it allowed parents to be the primary driving educators for their children. It benefitted students in rural areas who needed to travel long distances for public or private drivers' education instructors.

Bonnie Voves, Idaho parent, explained the bill helped families from all backgrounds, which included low-income, rural, and single parent households. It did not eliminate drivers' education but allowed parents to legally teach their children under 17 years of age. It alleviated the exorbitant costs associated with Drivers' Education for younger teens. **Ms. Voves** noted a recent study by the National Highway Traffic Safety Administration and a 2017 report by the Centers for Disease Control and Prevention. Those studies indicated that parental involvement was the key to safe teen drivers.

Senator Woodward asked about the certification requirements for companies that provided drivers' training. **Ms. Voves** stated they took four semester credit hours, plus eight hours of yearly professional development, training, and camp.

TESTIMONY: The following individuals voiced concerns with **H 683**:

Robert Fenn, Owner, Idaho Driving School; **Tonya Hausveit**, Owner, Phillips Driving School; **Lori Solders**, Idaho Coalition of Motorcycle Safety, and Fallen Riders Fund, Idaho; and **Lois** and **Randy Willie**, private business owners.

They commented on the lack of specialized training requirements, a passenger side brake, or a visible vehicle sign to alert other drivers. Concern was voiced over the many differences between urban and rural driving needs. Also mentioned was an exemption from the existing six months of practice time and worry about poor examples set by untrained parents.

Senator Wintrow asked if insurers charged those who went through training differently than those that did not. **Ms. Hausveit** replied that it depended.

The following individuals testified in opposition to **H 683**:

Julia Klontz, Owner, Driving School; **Andrew Billington**, former Driving Instructor, Meridian; **Emily Kormylo**, former Drivers' Education Coordinator, Idaho; **Alison Tindal**, Rocky Mountain Driving School; **Cynthia Gibson**, Executive Director, Idaho Walk Bike Alliance; and **Ken Bocksch**, Driving Instructor.

In addition to concerns already mentioned, **Ms. Klontz** spoke of additional benefits offered to students in driving schools. These included Idaho Transportation Department representatives that spoke with students about snowplow safety, and local Idaho State Police officers that made presentations. She also commented on jobs lost due to the change in education requirements. **Mr. Billington** highlighted new road situations many parents did not have formal training on such as shared center lanes, roundabouts and Single-Point Urban Interchanges.

Ms. Kormylo observed that she came from a state that did not require driver education. She lost over a dozen family, friends, and classmates to car crashes. **Ms. Gibson** referenced provided motorist crash data. She called out that 15 to 20-year-old drivers were overrepresented in serious injuries and fatalities in Idaho. She pointed to another chart that showed for drivers 20 years old and younger, there were nearly three times more fatalities on rural roads than urban roads(Attachment 2).

**CLOSING
REMARKS:**

Ms. Voves emphasized the instructor time spent in a car with the teens was only six hours total. The parents still needed to spend 50 hours with their child in a car without specialized brakes or signage. **Ms. Voves** disputed low costs cited by testifiers and defended the legislative language. She specified it was a direct copy and paste of existing law with the addition of parents as teachers. **Representative Mendive** concluded that no one had more interest in the safety of student drivers than their own parents.

Senator Rice stated he interpreted the bill's language to read that a student could obtain their license early if the 92 hours of drive time were met. **Representative Mendive** replied that the full six months were still required.

Senator Woodward asked if the omission of a passenger brake or exterior vehicle signage had been intentional. **Representative Mendive** pointed out that the existing law included no requirements for either safety feature during the 50 hours spent in the car with the parents. He inferred that modern vehicle safety innovations helped to address that lack. **Senator Woodward** inquired how the insurance companies viewed accident coverage of a student without Drivers Education. **Representative Mendive** replied based on his own parental experience in prior years. He said that the student would be covered provided they were legal to drive.

MOTION:

Senator Vick moved to send **H 683** to the floor with a **do pass** recommendation. The bill died due to lack of a second.

H 700

TRANSPORTATION – Amends existing law to allow for certain off-highway vehicle travel on highways with speed limits of up to 65 miles per hour.

Senator Winder explained the legislation addressed a technical issue overlooked when the original bill passed. He stated it allowed four wheelers to drive on state highways with a posted speed limit of 65 miles per hour or less.

- MOTION:** **Senator Crabtree** moved to send **H 700** to the floor with a **do pass** recommendation. **Senator Woodward** seconded the motion.
- DISCUSSION:** **Senator Wintrow** requested confirmation of a five-mile stretch limitation rather than long distance travel. **Senator Winder** confirmed and pointed out the line of code that specified the five-mile limit.
- VOICE VOTE:** The motion to send **H 700** to the floor with a do pass recommendation carried by **voice vote**.
- HCR 42** **IDAHO TRANSPORTATION DEPARTMENT – FEE RULE APPROVAL – States findings of the Legislature and approves pending rules that impose a fee or charge reviewed by the House Transportation and Defense Committee.** **Chair Den Hartog** introduced the concurrent resolution and articulated that it only included fee rules rather than the entire approved rule dockets.
- MOTION:** **Senator Vick** moved to send **HCR 42** to the floor with a **do pass** recommendation. **Senator Rice** seconded the motion. The motion carried by **voice vote**.
- ADJOURNED:** There being no further business at this time, **Chair Den Hartog** adjourned the meeting at 1:52 P.M.

Senator Den Hartog
Chair

Cara Beyenka
Secretary