

MINUTES  
**SENATE TRANSPORTATION COMMITTEE**

**DATE:** Thursday, March 09, 2023

**TIME:** 1:00 P.M.

**PLACE:** Room WW53

**MEMBERS PRESENT:** Chairman Okuniewicz, Vice Chair Den Hartog, Senators Winder, Hart, Carlson (Dunn), Toews, Trakel, Rabe, and Just

**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:** **Chairman Okuniewicz** called the meeting of the Senate Transportation Committee (Committee) to order at 1:02 p.m.

**H 93** **MOTOR VEHICLE REGISTRATION - Amends existing law to revise provisions regarding motor vehicles eligible for biennial registration.** **Representative Hill** stated this bill allowed vehicles under 60,000 pounds, and not on the International Registration Plan (IRP), to be registered biennially. He explained this benefitted farmers and ranchers.

**MOTION:** **Senator Toews** moved to send **H 93** to the floor with a **do pass** recommendation. **Vice Chair Den Hartog** seconded the motion. The motion passed by **voice vote**.

**H 128** **DEALERS AND SALESMEN LICENSING - Amends and adds to existing law to revise provisions regarding termination, cancellation, and renewal of franchise agreements and related protests, hearings, and costs.** **Representative Mitchell** stated this bill removed contradictory language and added mediation as an option before taking an issue straight to the court system. **Jim Addis**, Executive Director, Idaho Automobile Association, explained the bill removed redundant language and added mediation for resolving issues between automobile dealers and manufacturers. He provided examples of how this would help remedy issues in a timely manner and at a lower cost than taking the issue to court.

**Senator Hart** asked if part of the code was borrowed from another area of commerce where this was successfully implemented. **Mr. Addis** replied that it was borrowed from Wisconsin's code and provided an example of how it had worked for them.

**MOTION:** **Senator Winder** moved to send **H 128** to the floor with a **do pass** recommendation. **Senator Hart** seconded the motion.

**DISCUSSION:** **Senator Rabe** pointed out that the Fiscal Note needed the reason why there was no fiscal impact. **Chairman Okuniewicz** acknowledged.

**VOICE VOTE:** The motion passed by **voice vote**.

**H 184** **TRANSPORTATION - Amends existing law to define "congestion mitigation."** **Representative Palmer** explained this bill was to define congestion mitigation which was lacking in the funding bill.

**DISCUSSION:** In response to Committee questions, **Representative Palmer** relayed that he was not sure what percentage of the Transportation budget was allocated to the congestion mitigation fund but would find out. He explained that bike and walking paths could be paid for from the fund if included in the design of a larger project but not as their own project.

**TESTIMONY:** The following testified in opposition to **H 184**: Marisa Keith; Cynthia Gibson, Executive Director, Idaho Walk Bike Alliance, Rebecca Dodge; Becky Walker; Jacob Miller, Government Affairs Coordinator, COMPASS; Nina Pienaar, Director, Boise Bicycle Project.

- Bike and walking paths near schools would eliminate automobile congestion.
- Transportation as a complete network should include biking or walking not just automobiles.
- The best mitigator of congestion is a network that enables people to leave their cars at home.
- A lack of consideration for alternative transportations that are safe impacts our communities.
- Not everybody has the ability to drive or wants to drive.
- Congestion would be eased up with better infrastructure.
- This bill defines congestion mitigation in terms of projects when in reality congestion mitigation is a process.
- Federal law already had congestion mitigation defined and the state definition was too restrictive and caused issues applying for Federal money.
- On page one, line 26, after the word strategies, insert the following phrase "implementing state or regionally identified data driven mitigation strategies."
- Need to include biking and walking in the definition of congestion mitigation.

**CONCLUSION:** **Representative Palmer** stated there were different funds for different things and funds had been allocated in other programs to address the concerns of some of the testimony in opposition. He reiterated that the funds for congestion mitigation were to start with road issues and bike and walking paths can be included.

**DISCUSSION:** **Chairman Okuniewicz** asked if cities and counties could build paths on their own without relying on these funds. **Representative Palmer** stated yes they could and they could also go through LHTAC for funding. **Vice Chair Den Hartog** explained where the funds came from and the original intent of the congestion mitigation bill that was put forth last session. **Senator Just** relayed that bike and walking paths would help with congestion mitigation.

**MOTION:** **Senator Just** moved to send **H 184** to the 14th Order of Business for possible amendment. **Senator Hart** seconded the motion.

**DISCUSSION:** **Senator Winder** explained that this was a small portion of the money that was allocated to transportation and was needed for this specific purpose.

**SUBSTITUTE MOTION:** **Vice Chair Den Hartog** moved to send **H 184** to the floor with a **do pass** recommendation. **Senator Winder** seconded the motion.

**ROLL CALL VOTE:** **Chairman Okuniewicz** called for a roll call vote. **Vice Chair Den Hartog**, **Senators Winder, Dunn, Toews, Trakel**, and **Chairman Okuniewicz** voted aye. **Senators Hart**, and **Just** voted nay. The motion carried by **roll call vote**.

**ADJOURNED:** There being no further business at this time, **Chairman Okuniewicz** adjourned the meeting at 1:55 p.m.

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Senator Okuniewicz  
Chair

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Lena Amoah  
Secretary