

MINUTES  
**HOUSE TRANSPORTATION & DEFENSE COMMITTEE**

**DATE:** Thursday, February 02, 2017

**TIME:** 1:30 P.M.

**PLACE:** Room EW40

**MEMBERS:** Chairman Palmer, Vice Chairman Shepherd, Representatives Gestrin, Hixon, Kauffman, Packer, Youngblood, McDonald, Dixon, Harris, Holtzclaw, Monks, DeMordaunt, Syme, King, Wintrow, Gannon

**ABSENT/  
EXCUSED:** Vice Chairman Shepherd

**GUESTS:** Jerry Whitehead, Chairman of the Idaho Transportation Board, Amy Smith, Department of Motor Vehicles Business Analyst, Idaho Transportation Department; Laura Lantz, Nick Veldhouse, Jonathan Parker, Idaho Association of Highway Districts; Ed Wardwell, Idaho Hybrid Owners; Ken Miller; Jane Wittmeyer, Wittmeyer and Associates; Roger Seiber, Ada County Highway District; Laila Kral, Local Highway Technical Assistance Council; Dave Carlson, AAA Idaho; Kevin Hanigan, Executive Director, Idaho Automobile Dealers Association; Suzanne Budge, SBS Associates LLC

**Chairman Palmer** called the meeting to order at 1:31 PM.

**Chairman Palmer** removed **RS 25101** from the meeting agenda.

**RS 24952:** **Rep. Nate** presented **RS 24592**. The purpose of this proposed legislation is to allow for vehicles that were not manufactured with a bracket or license plate holder on the front of their vehicle to display one license plate only on the rear of the vehicle.

In response to committee questions, **Rep. Nate** stated that vehicles manufactured with a means of displaying a front license plate would still have to display a front plate.

In response to committee questions, **Rep. Nate** stated there are an increasing number of new cars that are manufactured without a means of displaying a front plate, citing the fact that there are more than 19 states that no longer require a front license plate, it is unappealing stylistically, and creates wind resistance and drag on vehicles.

In response to committee questions, **Rep. Nate** stated the proposed legislation had not been discussed with Idaho State Police or any local police departments, who he believes will be speak in opposition to the legislation.

**MOTION:** **Rep. Harris** made a motion to introduce **RS 24952**. **Motion carried by voice vote.**

**RS 24850:** **Amy Smith**, Department of Motor Vehicles Business Analyst, Idaho Transportation Department presented **RS 24850**. The purpose of this proposed legislation is to increase the license plate fee from \$3.00 to \$3.75, allowing the plate fee to be commensurate with current production and distribution costs, and to move towards eliminating sections in code that are no longer active and/or necessary. Ms. Smith gave a brief summary of the proposed legislation.

In response to committee questions, **Ms. Smith** stated the fee increase would cost less than \$0.25 per plate over the plates' seven year lifespan, which was established by the plate manufacturer.

**MOTION:** **Rep. Kauffman** made a motion to introduce **RS 24850**. **Motion carried by voice vote.**

**H 20:** **Rep. Harris** presented **H 20**. The purpose of this legislation is to remove the additional registration fee for all-gasoline hybrid vehicles while continuing to charge the fee for plug-in hybrids. This legislation also exempts neighborhood electric vehicles from the electric vehicle fee.

In response to committee questions, **Rep. Harris** stated that the legislation was not intended to rewrite the fee structure, but to update an old statute.

**Ed Wardwell**, Idahoan and member of Idaho Hybrid Owners Group, spoke in support of **H 20**. The passage of **H 312aa** in 2015 added the additional \$75 fee only on gas hybrids because it was believed these vehicles were paying less in the gas tax that covers road damage and repair. However, highway MPG comparisons of vehicles and their hybrid counterparts show only a small difference in gas taxes. The Hybrid Toyota Camry saves \$9.00/10,000 mi, the Hybrid Toyota Highlander saves \$14.00/10,000 mi, and the Hybrid Toyota Rav 4 saves \$3.00/10,000 mi.

**Mr. Wardwell** said that the main contributors to road damage are heavy trucks, citing a 2011 report from the Congressional Budget Office, Economic and Budget Issue Brief: Spending and Funding for Highways. TA fully-loaded tractor-trailer truck has 1,000 times the damaging effects on Idaho roads than cars or trucks. Contrary to **H 312aa**, the vehicles that are not paying their fair share are the big trucks and not hybrids or electric cars.

**Mr. Wardwell** said **H 20** is a first step in recognizing that isolating efficient vehicles from each other does not correct the real problem, and that the Idaho Hybrid Owners Group supports **H 20**.

**Ken Miller**, Idahoan, spoke in support of **H 20**. The scope of the prior sessions' legislation was too large, and we need to address the larger issue at hand, which is funding for road improvements. Funding based on fuel taxation is not sustainable.

**MOTION:** **Rep. Gestrin** made a motion to send **H 20** to the floor with a **DO PASS** recommendation. **Motion carried by voice vote.** **Rep. Harris** will sponsor the bill on the floor.

**MOTION:** **Rep. DeMordaunt** made a motion to approve the Subcommittee minutes of the January 26th, 2017 meeting. **Motion carried by voice vote.**

**Rep. Dixon**, Chairman of the Subcommittee, presented the Subcommittee Report on Rules.

**MOTION:** **Rep. Dixon** made a motion to recommend that the full committee approve all Administrative Rule Dockets with the exception of **Docket No. 11-1301-1603**, which will be reviewed by the full committee.

In response to committee questions, **Rep. Dixon** explained **Docket No. 11-1301-1603** regarding ELDs.

In response to committee questions, **Rep. Dixon** explained **Docket No. 39-0311-1601** regarding US 12.

In response to committee questions, **Mollie McCarty**, Government Affairs Program Manager, Idaho Transportation Department, stated that the court ruling on the US 12 issue is still a valid reason for **Docket No. 39-0311-1601** to move forward. The U.S. Forest Service still has jurisdiction, and the Idaho Transportation Department is responding to public concern and aims to clarify information to permit seekers.

In response to committee questions, **Ms. McCarty** stated that **Docket No. 39-0311-1601** aims to eliminate confusion.

In response to committee questions, **Ms. McCarty** stated U.S. Forest Service still has jurisdiction, and they are free to pursue the settlement. The ITD will issue a permit based on the additional requirements and safety features, but the U.S. Forest Service will still have the authority to do what it is they need to do.

In response to committee questions, **Ms. McCarty** stated that ITD was not a party to the settlement. The Department is aware and monitoring the situation, which is pending appeal.

**SUBSTITUTE MOTION:** **Rep. Harris** made a substitute motion to recommend that the full committee approve all Administrative Rule Dockets with the exception of **Docket No. 11-1301-1603**, which will be reviewed by the full committee. **Motion carried by voice vote.**

**MOTION:** **Rep. Gannon** made a motion to approve the minutes of the January 12th, 18th, 24th, and 30th, 2017 meetings. **Motion carried by voice vote.**

**ADJOURN:** There being no further business to come before the Committee, the meeting was adjourned at 2:05 PM.

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Representative Palmer  
Chair

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Jasmine Platt  
Secretary