

MINUTES
HOUSE TRANSPORTATION & DEFENSE COMMITTEE

DATE: Tuesday, February 20, 2018

TIME: 1:30 P.M.

PLACE: Room EW40

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

**ABSENT/
EXCUSED:** None

GUESTS: Nick Veldhouse, IAHD, Savannah Renslow, IAHD, Anna Anning, IDPR, Tammy Kolskie, IDPR, Keith Hobbs, IDPR, Nicole West, Pedego Boise, Mike Reisonleiter, Barry Tokenchi, ITD DMV, Sandra Mitchell, ISSA/IRC/IAA, Alex Logermann, People for Bikes, Jonathan Oppenheimer, Idaho Conservation League, Frank Leone, Georges Cycles

Chairman Palmer called the meeting to order at 1:32 p.m.

MOTION: **Rep. Wintrow** made a motion to approve the minutes of the February 8, 2018 meeting. **Motion carried by voice vote**

MOTION: **Rep. Gannon** made a motion to approve the minutes of the February 12, 2018 meeting. **Motion carried by voice vote.**

H 512: **Rep. Wood** presented **H 512**. Rep. Wood stated this is a very simple bill, which increases the fees for Class D and motorcycle skills testers. The portion of monies from Class D skills tests deposited into the state highway account remains the same.

MOTION: **Rep. Harris** made a motion to send **H 512** to the floor with a **DO PASS** recommendation. **Motion carried by voice vote.** **Rep. Wood** will sponsor the bill on the floor.

H 509: **Rep. Gestrin** presented **H 509**. Rep. Gestrin stated this legislation creates a \$12.00 sticker fee for out-of-state users of off-road travel in Idaho. This fee amount will be the same as the current resident fee. This bill also allows the Parks and Recreation Department to begin offering a two-year sticker for sale.

After questions by the committee, **Rep. Gestrin** stated that the Parks and Recreation Department and the various county Sheriffs will be enforcing this new law.

Sandra Mitchell, Idaho ATV Association, spoke **in support** of **H 509**. Ms. Mitchell stated Idaho's off-highway trail system is the envy of most western states. People come from all over to ride our trails. In spring, summer, and fall our parking lots are full of vehicles with out-of-state license plates. They come here because we have it all from spectacular deserts to high mountain riding and from easy to difficult trails. Maintaining the trail system is expensive, and resident OHV users have been footing the bill by themselves for decades. **H 509** will give visitors the opportunity to contribute to the OHV Fund by requiring them to purchase a \$12.00 non-resident certificate, which is the same amount the residents pay.

After questions by the committee, **Ms. Mitchell** stated there is no reciprocity amongst the other nearby states. Ms. Mitchell also stated that a survey was conducted, and 65% of those surveyed were **in support** of this new, non-resident fee.

MOTION: Rep. Dixon made a motion to send **H 509** to the floor with a **DO PASS** recommendation. **Motion carried by voice vote.** Reps. Monks, Harris, and Blanksma requested to be recorded as voting **NAY**. Rep. Gestrin will sponsor the bill on the floor.

H 510: Rep. Gestrin presented **H 510**. Rep. Gestrin stated current law does not require non-motorized travelers to pay a fee to travel upon and play on groomed snowmobile trails during the snow season. The purpose of this bill is to require non-motorized users of groomed snowmobile trails to buy a trail sticker. These snowmobile trails need grooming once or twice a week. The costs of grooming these trails is at significant cost to the county, and this expense is funded solely by trail user fees. The cost of the sticker will be the same as what drivers of snowmobiles and other motorized vehicles pay. Rep. Gestrin stated this bill also allows the Parks and Recreation Department to begin offering for sale a two-year sticker.

After questions by the committee, **Sandra Mitchell**, stated the Forest Service decides who can use these trails. Ms. Mitchell also stated there have been many studies done, and these vehicles do not have any more impact than snowmobiles.

Larry Stevenson testified in support of **H 510**. Mr. Stevenson stated he has been riding snowmobiles for 40 years, and he is concerned about the safety of these trails. He believes this new fee for non-motorized vehicles is fair and reasonable, and he thinks most people are in favor of it.

ORIGINAL MOTION: Rep. Syme made a motion to send **H 510** to the floor with a **DO PASS** recommendation.

SUBSTITUTE MOTION: Rep. Gannon made a substitute motion to send **H 510** to General Orders.

VOTE ON SUBSTITUTE MOTION: Chairman Palmer called for a vote on the substitute motion to send **H 510** to General Orders. **Motion failed by voice vote.**

ROLL CALL VOTE ON ORIGINAL MOTION: **Motion failed by a vote of 6 AYE and 11 NAY. Voting in support** of the motion: Reps. Shepherd, Gestrin, Kauffman, Youngblood, Dixon, and Syme. **Voting in opposition** to the motion: Reps. Packer, McDonald, Harris, Holtzclaw, Monks, DeMordaunt, Blanksma, King, Wintrow, Gannon, and Chairman Palmer.

H 508: Rep. King presented **H 508**. Rep. King stated that these bikes are low-powered, pedal-assist electric bikes. These bikes have a small motor added. The purpose of this bill is to define the meaning of low-power, pedal-assist electric bikes (e-bikes) and to revise the definition in Idaho Code.

Alex Logermann, People for Bikes, testified in support of **H 508**. Mr. Logermann stated that People for Bikes is a national advocacy group that works to create better policies and infrastructure for bike riding. In addition, Mr. Logermann said this bill is about updating state traffic laws to accommodate new bicycle technology. He also stated this bill with align state law with federal law. E-bikes are just like traditional bikes, except they have a small motor attached to provide the rider with a boost. Mr. Logermann stated e-bikes can be safely integrated into our bicycle transportation system. In addition, he said Idaho is among 20 states that lack consistency in their bicycle laws. This law would not only provide consistency, but it would clarify where e-bike riders can ride, what the rules are, and define the three classifications.

Nicole West, Manager & Owner, Pedego Electric Bikes Boise, testified in support of **H 508**. Ms. West stated that consumer interest in and use of electric-assist bicycles is growing very rapidly in the United States. Market trends show e-bike growth doubled from 2016 to 2017, and it is the prime source of growth opportunity for bike shops across the nation. This legislation will have a major positive impact for her business and others across Idaho, as well as increase tax revenue for the state. These bikes provide many benefits for residents and visitors to Idaho. Electric-assist bikes will make it possible for more people to experience the health benefits of increased physical activity. A recent study done in Norway found that people riding electric-assist bikes exert themselves 95% of the time while they are riding. In addition, people riding these bikes tend to ride longer and farther than they would on a conventional bike. Ms. West further stated that the reduction in vehicle emissions is also a major health and environmental benefit with more people riding electric-assist bikes as a replacement for a car as transportation.

Mike Reisenleiter, testified in support of **H 508**. Mr. Reisenleiter stated that currently the laws in Idaho regarding pedal-assist electric bikes are unclear and contradictory. Mr. Reisenleiter also stated that this bill will provide clarification to the definition of pedal-assist electric bikes. He also stated that riding these bikes as an alternate to driving cars helps the environment have cleaner air. Mr. Reisenleiter also noted the many health benefits that riders of these bikes enjoy.

Jonathan Oppenheimer, Director, Idaho Conservation League, testified in support of **H 508**. Mr. Oppenheimer stated this bill clarifies where and how these bikes can be ridden.

In answer to committee questions, **Mr. Oppenheimer** stated riders of mopeds or other vehicles with a motor of 55 ccs or less are not required to have a driver's license.

Frank Leone, General Manager, George's Bicycles, testified in support of **H 508**. Mr. Leone stated that these e-bikes are very popular. He further stated that riders of e-bikes cannot ride on bike paths or in bike lanes, which frustrates bicyclists and motorists. Mr. Leone also stated that generally customers who buy these e-bikes are older, have disabilities, and are commuters.

In answer to committee questions, **Frank Leone** stated that law enforcement is currently unable to determine if tampering has been done to e-bikes. In addition, Mr. Leone stated e-bikes have disc brakes.

Rep. King stated that e-bike riders have the same privileges as traditional bikes. She then stated that the cost of these bikes is between \$3,000 and \$5,000. Rep. King also stated that a person riding a Class 3 e-bike must be at least fifteen (15) years of age.

ORIGINAL MOTION:

Rep. Gannon made a motion to send **H 508** to the floor with a **DO PASS** recommendation.

SUBSTITUTE MOTION:

Rep. Syme made a substitute motion to send **H 508** to General Orders. **Motion failed by voice vote.**

VOTE ON ORIGINAL MOTION:

The original motion failed by voice vote..

ADJOURN: There being no other business to come before the committee, the meeting was adjourned at 3:01 p.m.

Representative Palmer
Chair

Kimberly Lowder
Secretary