

MINUTES

SENATE TRANSPORTATION COMMITTEE

DATE: Tuesday, February 28, 2006

TIME: 1:30 p.m. Convened

PLACE: Room 426

MEMBERS

PRESENT:

Chairman Brandt, Vice Chairman McGee, Senators Geddes, Keough, Little, McKenzie, Jorgenson, Marley, and Langhorst

MEMBERS

ABSENT/

EXCUSED:

None

GUESTS: The sign-in sheet(s) and attachments will be retained in the Senate committee's office, Room 432, until the end of the 2006 legislative session, and then will be on file with the minutes in the Legislative Services Library. (Basement E).

MINUTES: Senator Keough moved that the committee's minutes of Tuesday, February 14, 2006, be accepted. **Senator McGee** seconded the motion. The motion carried by **Voice Vote**.

S 1367 Senator Michael Jorgenson, District 3, presented S 1367. This legislation will provide a condition under which the driver of a motorcycle may proceed through a steady red traffic-control signal after coming to a full and complete stop at the intersection. It also will specify when such action is not a defense to a violation of the law. There is no fiscal impact to the general fund or local government.

Charles (Chuck) Coulter, an attorney representing the Idaho Coalition for Motorcycle Safety, a statewide organization, testified to oppose S 1367. He explained, this legislation is a technology question, and is a time and budget issue. The technology is there, it is simply getting a sensor placed in the ground to alert a traffic-control signal that a motorcycle is there.

MOTION: Senator Little moved to send S 1367 to the floor with a Do Pass Recommendation. **Senator McGee** seconded the motion. The motion carried by **voice vote**. **Senator Keough** voted "No."

H 560 Representative Richard Wills, District 22, presented H 560. He explained, this legislation is to provide for the duty of a driver of a motor vehicle upon approaching a stationary police vehicle displaying flashing lights. Drivers should reduce their speed for safety purposes, and if on a highway with two or more lanes going the same direction, they should move into another lane of traffic. Moving into another lane of traffic is necessary only if it is safe to do so. There is no fiscal impact.

During the past six months, the state of California has had five highway

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patrol officers killed at traffic accident scenes. With the number of motor

vehicles increasing in this area, this legislation is needed for the safety of the police and emergency medical personnel.

A conversation was held relating to line 17 of the bill regarding the wording “reasonable and prudent,” and basic code rules; number of rear-ended accidents in Idaho, and other states having adopted similar legislation. Also discussed was how can this law be enforced, and will it create lawsuits.

MOTION: Senator McGee moved to send H 560 to the floor with a Do Pass Recommendation. **Senator Marley** seconded the motion. The motion carried by **Voice Vote**. **Senators McKenzie and Jorgenson** voted “No.” **Senator McGee** will sponsor H 560.

H 561 Former Senator **Skip Smyser** and **Paul Sudmeier**, president of the Idaho Trucking Association, presented H 561. The Idaho Trucking Association has been in business in Idaho for 74 years.

This proposed legislation amends existing law to revise the criteria for maximum allowable loads for any vehicle tire operated on public highways; to provide nonapplication to nonreducible overweight and/or oversize vehicles and loads.

This legislation specifies the legal load per inch/width of tires limited to 600 pounds for tires fifteen inches wide and more; 500 pounds for tires less than fifteen inches. It will eliminate the provision allowing 800 pounds for older vehicles. These changes are intended to support the use of true “super single” tires, and discourage the practice of simply “singling out” dual tire installations which have been shown to damage the pavement.

The net effect of these amendments will be savings for the trucking industry with no appreciable negative effects to pavements or bridges. Compared to conventional dual tires, wide-base tires offer the trucking industry many potential economic advantages, such as improved fuel efficiency (due to decreased rolling resistance), increased pay load, superior handling, braking comfort, and reduced repair and tire costs. Increased fuel efficiency also results in emission reduction per ton and mile. (See attachment #1 - 2 pages).

This legislation has no fiscal impact to the state’s general fund.

MOTION: Senator Jorgenson moved to send H 561 to the floor with a Do Pass Recommendation. **Senator McGee** seconded the motion. The motion carried by **Voice Vote**. **Senator McGee** will be floor sponsor for H561.

ADJOURNED: There being no further business, the committee adjourned at
Senator Skip Brandt

Chairman

Betty Osborn

Secretary

Attachment # 1 - Legislative and analysis of effects of super single wide tires on pavements.