

MICROFILM DIVIDER

OMB/RECORDS MANAGEMENT DIVISION

SFN 2053 (2/85) 5M



ROLL NUMBER

DESCRIPTION

2337

2007 SENATE TRANSPORTATION

SB 2337

2007 SENATE STANDING COMMITTEE MINUTES

Bill/Resolution No. SB 2337

Senate Transportation Committee

Check here for Conference Committee

Hearing Date: February 2, 2007

Recorder Job Number: 2701

Committee Clerk Signature

Jody Hauge

Minutes:

Senator Gary Lee opened the hearing on SB 2337 relating to restrictions on minors while driving; relating to minors driving motor vehicles.

Senator Mathern introduced SB 2337. His written testimony is attached. Senator Mathern also proposed an amendment to SB 2337. Amendment 70321.0201 is attached.

Senator Fiebiger said on page 5, line 11 there is a change from age fourteen to fifteen years of age to drive a farm motor vehicle. He asked Senator Mathern if he had heard any comments from that sector that relied on young people to help with that.

Senator Mathern said that he had not heard of any comments.

Senator Potter asked about number three in the amendment that has to do with allowing the licensee driving between the licensee's residence and the licensee's place of employment. He asked if young people that age can work.

Senator Mathern said that there are some of those situations. There are some exceptions where people can work at that age.

Senator Lee asked how they came up with fourteen years and six months.

Senator Mathern said that he had done research all around the country and there are some states going to eighteen years and North Dakota is one of five that have not gone to sixteen. He thought going to fourteen and six months is the only thing we could get passed.

Senator Lee asked if the first category; section 1 was a new section that is not covered anywhere else.

Senator Mathern said, "That is correct." He said what they were doing is creating a process were you get your permit and then you move to the graduated drivers license and then the regular drivers license. There are two concepts in the bill; one is moving everything up six months and the other is adding this new intermediate step.

Senator Lee asked why they chose cell phones and not some of the other distractions. Why not require them to have both hands on the wheel rather than picking one.

Senator Mathern said it is evident that cell phones are a primary distracter. Research says that when you are learning your skills of driving it is one thing you should not be doing.

Representative Aarsvold spoke in support of SB 2337. He said that he is a co-sponsor of the bill because of personal experience. There have been 5 auto deaths within twenty miles of his home in the last 18 months. In each case it involved young and inexperienced drivers. This bill will extend the learning experience for young drivers. He believes even a few months will extend the maturity of a driver.

Senator Lee asked Representative Aarsvold's opinion on the changes and how they will affect farm families.

Rep. Aarsvold said this will not be popular in rural ND but the issues of today are much more complex than they use to be. He said a driver's license for farm children is probably freedom for mom and dad. They wouldn't have to drive the children to school or pick them up from

practice. He does suspect there will be some opposition from the rural people but he thinks this is important to keep our young people safe.

Gene LaDoucer, Director of Public Affairs for AAA of ND testified in favor of SB 2337. His written testimony is attached. #2

There was no opposing testimony.

Senator Lee closed the hearing on SB 2337.

2007 SENATE STANDING COMMITTEE MINUTES

Bill/Resolution No. 2337

Senate Transportation Committee

Check here for Conference Committee

Hearing Date: February 8, 2007

Recorder Job Number: 3121

Committee Clerk Signature

Minutes:

Senator Gary Lee opened committee work on SB 2337 relating to restrictions on minors while driving; relating to minors driving motor vehicles

Senator Potter said the one thing that scared him was the change in line 9 on page 1

changing the license driver to 16 years and 6 months before they are operating on their own license. He thought it was difficult to make a 16 year old wait another 6 months before he or she could get a license.

Senator Nething said they could still drive under their license but they would be subject to the restrictions until they reached the age of sixteen years and six months.

Senator Bakke wanted to know how much impact this would have on family farms where they depend on these kids to help. She asked if these restrictions would create problems in those communities.

Senator Andrist said that the way he reads it, there is no day time restriction on this.

Senator Lee said that Senator Bakke was looking at page 5, line eleven. This would change the age from fourteen to fifteen for agriculture.

Senator Nething said that the equipment is so much bigger now that it isn't like the old days.

He said he didn't think this would be such a problem in rural America. He didn't see why farm

kids shouldn't have the same restriction then other kids if they are driving on the roads back and forth to school.

Senator Fiebiger asked if there was any information or data on farm accidents of fourteen or fifteen year olds.

Senator Lee said he didn't know of any.

Senator Potter said there was no negative testimony. He also said that no one is going to care if you have a license when you are driving around the farm.

Senator Bakke said it is still not legal.

Senator Andrist said that he thought there were some 12 year old driving but there are also families that are purist.

Senator Andrist had questions on the amendment, particularly number 2. He thought that this gave them too much leeway. The committee further discussed this and wondered if they could try to restrict #2. They tried different wording but there seemed to be restrictions on the different ideas.

Senator Lee asked if we were trying to be the parent. He looks at the statistics between 14 and 15 and they have the least number of crashes until you get to the 55 to 64 year olds. He questioned what we are trying to solve. Shouldn't parents take some of this responsibility? Are we trying to fix something that doesn't need to be fixed.

Senator Fiebiger said that there was testimony that other states have implemented these types of things and they have been successful. He said that we have to remember that driving is a privilege.

Senator Andrist proposed we adopt amendment 70321.0201 with the addition of the word "or" after subsection 1.

Senator Nething seconded the motion.

Senator Lee called for a voice vote. 6-0-0

Senator Potter moved for a Do Pass as amended.

Senator Nething seconded the motion.

Senator Lee asked the clerk to call the roll. 5-1-0

Senator Bakke will carry the bill.

JTB
2-8-7

PROPOSED AMENDMENTS TO SENATE BILL NO. 2337

Page 1, replace line 12, with "unless:

- (1) The licensee is accompanied by an individual at least twenty-one years of age;
- (2) The licensee is driving between the licensee's residence and a school activity; or
- (3) The licensee is driving between the licensee's residence and the licensee's place of employment."

Renumber accordingly

REPORT OF STANDING COMMITTEE

SB 2337: Transportation Committee (Sen. G. Lee, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (5 YEAS, 1 NAY, 0 ABSENT AND NOT VOTING). SB 2337 was placed on the Sixth order on the calendar.

Page 1, replace line 12, with "unless:

- (1) The licensee is accompanied by an individual at least twenty-one years of age;
- (2) The licensee is driving between the licensee's residence and a school activity; or
- (3) The licensee is driving between the licensee's residence and the licensee's place of employment."

Renumber accordingly

2007 TESTIMONY

SB 2337

21

Testimony in Support of SB 2337
Senate Transportation Committee – Feb. 2, 2007
Gene LaDoucer, AAA North Dakota

Good morning Chairman Lee and members of the committee. My name is Gene LaDoucer, and I am the Director of Public Affairs for AAA North Dakota, the local motor club that serves 60,000 members across the state. We are also part of The Auto Club Group, an affiliation of AAA clubs representing 4.1 million members in eight Midwestern states.

For more than 100 years, AAA has been a leader and advocate for the safety and security of all travelers. Our advocacy efforts are focused through extensive review of available data and scientific research. That data and research has led us to make improvements in the licensing of teen drivers a priority initiative -- an initiative aimed at saving lives through the development of teen drivers under a Graduated Driver Licensing (GDL) system.

As you have undoubtedly heard, traffic crashes are the No. 1 killer of U.S. teenagers. On average, the National Highway Traffic Safety Administration reports more than 300,000 teens are injured and about 8,000 are involved in fatal crashes each year. Data further shows that, per mile driven, 16-year-olds are involved in more than 5 times as many fatal crashes as adults in their thirties, forties, or fifties. And when compared to elderly drivers, 16-year-olds have crash rates twice that of 85-year-old drivers.

In North Dakota, the statistics are also sobering. Teen drivers (14-20 years of age) make up about 9.4 percent of all drivers in the state, yet:

- About 21 percent of car crash fatalities in 2005 involved teen drivers (*NHTSA*)
- They are involved in 21.8 percent of all crashes (*ND Crash Facts-NDDOT*)
- They are involved in 23.7 percent of all injury crashes (*ND Crash Facts-NDDOT*)

As a point of comparison, drivers 75 years of age and older make up 8.1 percent of licensed drivers in North Dakota yet are involved in only 4.2 percent of all crashes in the state.

Research has shown the risk of a teen driver getting into a fatal crash is two times more likely to occur with one teenage passenger in the vehicle. The risk is four to five times higher when two or more passengers ride along. As for higher-risk hours, the nighttime fatal crash rate for 16-year-olds is about twice as high as during the day. Over 30 percent of fatal crashes involving 16- or 17-year-old drivers occur between 9 p.m. and 6 a.m. Finally, research has shown that the cognitive effects of conducting a conversation on a wireless telephone can decrease situational awareness and slow reaction time. I'm sure you'll agree that learning how to drive and becoming comfortable in traffic requires all the concentration a novice driver can muster.

The provisions of Senate Bill 2337 address the greatest risk factors and have been proven effective in reducing teen crashes and fatalities in states that have adopted comprehensive GDL systems. In fact, 45 states and the District of Columbia have enacted similar legislation in an effort to develop young drivers without putting them at greater risk. Those states have seen crash rates for 16-year-old drivers fall anywhere from 10 to 30 percent. The more provisions included in the intermediate licensing phase, the greater the reduction in crashes.

It should be remembered that the restrictions of the intermediate stage are temporary. GDL systems are designed to teach novice drivers how to drive incrementally by controlling their progression toward full unrestricted driving. The system ensures that new drivers accumulate behind-the-wheel experience in a lower-risk setting.

Finally, it should be noted there is support for the GDL provisions included in the proposed legislation. The Insurance Institute for Highway Safety reports parents strongly favor the system in states where GDL has been implemented. And in North Dakota, a 2006 survey of AAA members found that of our 60,000 members:

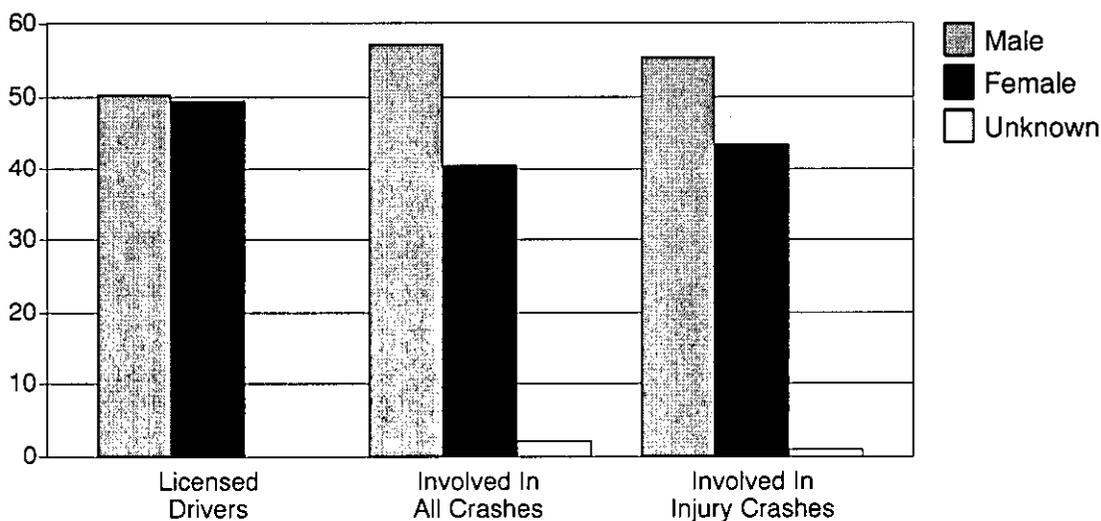
- 82 percent support limiting passengers to one non-family member
- 89 percent support imposing nighttime driving restrictions
- 97 percent support restricting cell phone use while driving

Mr. Chairman, and members of the committee, we owe it to our teens to develop them into safe and responsible drivers in a manner that reduces their risk and the risk of others. On behalf of AAA North Dakota I urge a "Do Pass" recommendation on SB 2337.

INJURY CRASH INVOLVEMENT BY AGE, SEX AND LICENSE OF DRIVER

Age	Licensed Drivers		Involved In All Crashes		Involved In Injury Crashes	
13 & under	-	-	19	or 0.1%	9	or 0.2%
14 - 17	17,582	or 3.8%	2,187	or 9.4%	449	or 10.1%
18 - 20	26,112	or 5.6%	2,883	or 12.4%	606	or 13.6%
21 - 24	39,021	or 8.3%	2,755	or 11.9%	581	or 13.1%
25 - 34	74,156	or 15.9%	3,676	or 15.8%	702	or 15.8%
35 - 44	76,350	or 16.3%	3,479	or 15.0%	692	or 15.6%
45 - 54	92,232	or 19.7%	3,379	or 14.6%	593	or 13.3%
55 - 64	63,371	or 13.5%	2,117	or 9.1%	360	or 8.1%
65 - 74	40,867	or 8.7%	1,150	or 5.0%	216	or 4.9%
75 & older	38,012	or 8.1%	984	or 4.2%	182	or 4.1%
Unknown	-	-	569	or 2.5%	59	or 1.3%
TOTALS	467,703		23,198		4,449	
Sex						
Male	235,831	or 50.4%	13,268	or 57.2%	2,465	or 55.4%
Female	231,872	or 49.6%	9,417	or 40.6%	1,940	or 43.6%
Unknown	-	-	513	2.2%	44	1.0%
TOTALS	467,703		23,198		4,449	

Percentage



Transportation Committee, Sen. Lee, Chairman, SB 2337, 2/2/07

Mr. Chairman and members of the Committee,

My name is Tim Mathern, Senator from District 11 in Fargo. I am here in support of SB 2337 regarding licensing of young drivers.

The bill increases the minimum age for getting a drivers permit to 14 years and six months and provides for an intermediate step in the licensing of a teen driver. Essentially the bill creates a Graduated Drivers Licensing (GDL) system. The purpose of GDL is to ease new drivers onto the road in a step-by-step process in which their driving privileges are initially limited and then phased in as the driver gains experience.

After completing supervised training in the permit phase, teens will then enter an intermediate phase of six to 18 months, depending on when they first received their license. During this phase, which continues until the driver reaches the age of 16 years and 6 months; the new driver is allowed to drive unsupervised except under certain conditions. The conditions that would apply to a driver in the intermediate phase are:

- They could not drive unsupervised between the hours of 11 p.m. and 5 a.m.
- They could not drive, without adult supervision, with more than one passenger under the age of 18 (siblings are exempt).

They could not drive while operating a cell phone or similar device.

The only negative feedback I have heard thus far relates to section one limiting driving between 11 PM and 5 AM. There has been concern about teens driving from school activities and work. These are positive activities and if this is major concern on your part I have amendments attached to permit this driving between home, work, and school activities.

Mr. Chairman and members of the committee, driving is dangerous and young drivers are twice as likely as adult drivers to be in a fatal crash. Motor vehicle crashes are the number one cause of death among teenagers in the **United States** with roughly 1,000 16-year-old drivers involved in fatal crashes annually.

Teen drivers make up about 9.4 percent of all drivers in **North Dakota**, yet:

- They are involved in 22 percent of all crashes
- They are involved in 24 percent of all injury crashes
- 24 people were killed in crashes involving teen drivers in 2005 -- about 21 percent of car crash fatalities in ND that year

The factors contributing to these higher crash rates include lack of driving experience and inadequate driving skills; excessive driving during nighttime, risk-taking behavior, poor driving judgment, drinking and driving, and distractions from teen age passengers.

Thank you for your time. Lets save some lives, join me and the grandmother and parents who have asked me to introduce this bill to vote for a Due Pass recommendation on SB 2337.