

# Committee Report

**REGULAR CALENDAR**

**March 5, 2021**

**HOUSE OF REPRESENTATIVES**

**REPORT OF COMMITTEE**

**The Majority of the Committee on Transportation to which was referred HB 300,**

**AN ACT relative to driver education. Having considered the same, report the same with the following resolution: RESOLVED, that it is INEXPEDIENT TO LEGISLATE.**

**Rep. Laura Telerski**

**FOR THE MAJORITY OF THE COMMITTEE**

**MAJORITY  
COMMITTEE REPORT**

Committee:	<b>Transportation</b>
Bill Number:	<b>HB 300</b>
Title:	<b>relative to driver education.</b>
Date:	<b>March 5, 2021</b>
Consent Calendar:	<b>REGULAR</b>
Recommendation:	<b>INEXPEDIENT TO LEGISLATE</b>

**STATEMENT OF INTENT**

This bill would allow a waiver for drivers' education to be issued if a parent or "responsible adult" with a valid NH license has taught a teen to drive equivalent to an approved driver education course. The majority find serious flaws in the bill which raise public safety concerns. With no definition of "responsible adult" one may assume an 18-year-old would qualify as the instructor. Likewise, the bill does not specify what "proof" must be submitted that is equivalent to the 30 hours in a classroom, 10 hours behind the wheel, and 6 hours of driving observation with a trained and certified instructor, in addition to 40 additional hours of practice driving, that is currently required in the approved course. Dedicated DMV personnel would be needed to implement such a program and review every waiver which would have an undetermined fiscal impact on the department. A review of the driver education program to determine how to allow greater access is ongoing and the majority believes the recommendations from that review are important before making such a significant change to teen licensing.

Vote 13-6.

Rep. Laura Telerski  
FOR THE MAJORITY

Original: House Clerk  
Cc: Committee Bill File

## REGULAR CALENDAR

Transportation

**HB 300**, relative to driver education. **MAJORITY: INEXPEDIENT TO LEGISLATE. MINORITY: OUGHT TO PASS.**

Rep. Laura Telerski for the **Majority** of Transportation. This bill would allow a waiver for drivers' education to be issued if a parent or "responsible adult" with a valid NH license has taught a teen to drive equivalent to an approved driver education course. The majority find serious flaws in the bill which raise public safety concerns. With no definition of "responsible adult" one may assume an 18-year-old would qualify as the instructor. Likewise, the bill does not specify what "proof" must be submitted that is equivalent to the 30 hours in a classroom, 10 hours behind the wheel, and 6 hours of driving observation with a trained and certified instructor, in addition to 40 additional hours of practice driving, that is currently required in the approved course. Dedicated DMV personnel would be needed to implement such a program and review every waiver which would have an undetermined fiscal impact on the department. A review of the driver education program to determine how to allow greater access is ongoing and the majority believes the recommendations from that review are important before making such a significant change to teen licensing. **Vote 13-6.**

Original: House Clerk  
Cc: Committee Bill File

**REGULAR CALENDAR**

**March 5, 2021**

**HOUSE OF REPRESENTATIVES**

**REPORT OF COMMITTEE**

**The Minority of the Committee on Transportation to which was referred HB 300,**

**AN ACT relative to driver education. Having considered the same, and being unable to agree with the Majority, report with the recommendation that the bill OUGHT TO PASS.**

**Rep. Judy Aron**

**FOR THE MINORITY OF THE COMMITTEE**

**MINORITY  
COMMITTEE REPORT**

Committee:	Transportation
Bill Number:	HB 300
Title:	relative to driver education.
Date:	March 5, 2021
Consent Calendar:	REGULAR
Recommendation:	OUGHT TO PASS

**STATEMENT OF INTENT**

This bill authorizes a waiver of the driver education requirement if a parent, guardian, or other responsible adult, provides equivalent classroom and behind the wheel training. The minority trusts that parents and guardians are responsible adults who are perfectly capable of teaching their teenager to drive and prepare them for their NH drivers test. A person aged 16-18 is required to take a driver's written and road test in NH order to obtain a youth operator license. Passing that written and driving test would serve as proof that the preparation was satisfactory. With drivers education classes costing \$700 or more, this legislation would help students from lower income families get their drivers licenses before their 18th birthday. This would allow these kids quicker access to driving which may help them get to and from after school jobs. Additionally, some of these drivers education classes do not fit into families' schedules. If parents or guardians are able to teach the equivalent training, they would be able to do it according to their own time schedules, allowing for family scheduling flexibility. Parents who wish to teach their children to drive should have that option and this bill affords them that option. The only other alternative for these kids who cannot afford classes, or are unable to attend driver training classes, would be to wait until their 18th birthday to take the NH drivers test and obtain their license to drive.

Rep. Judy Aron  
FOR THE MINORITY

Original: House Clerk  
Cc: Committee Bill File

## REGULAR CALENDAR

Transportation

**HB 300**, relative to driver education. **OUGHT TO PASS.**

Rep. Judy Aron for the **Minority** of Transportation. This bill authorizes a waiver of the driver education requirement if a parent, guardian, or other responsible adult, provides equivalent classroom and behind the wheel training. The Minority trusts that parents and guardians are responsible adults who are perfectly capable of teaching their teenager to drive and prepare them for their NH drivers test. A person aged 16-18 is required to take a drivers written and road test in NH order to obtain a youth operator license. Passing that written and driving test would serve as proof that the preparation was satisfactory. With Drivers Education classes costing \$700 or more, this legislation would help students from lower income families get their drivers licenses before their 18th birthday. This would allow these kids quicker access to driving which may help them get to and from after school jobs. Additionally, some of these drivers education classes do not fit into families schedules. If parents or guardians are able to teach the equivalent training, they would be able to do it according to their own time schedules, allowing for family scheduling flexibility. Parents who wish to teach their children to drive should have that option and this bill affords them that option. The only other alternative for these kids who cannot afford classes, or are unable to attend driver training classes, would be to wait until their 18th birthday to take the NH drivers test and obtain their license to drive.

Original: House Clerk

Cc: Committee Bill File

# Voting Sheets







## 2021 SESSION

## TRANSPORTATION

Bill #: HB 300 Motion: ITL AM #: \_\_\_\_\_ Exec Session Date: 3/5/21

<u>Members</u>	<u>YEAS</u>	<u>Nays</u>	<u>NV</u>
Walsh, Thomas C. Chairman	X		
Gagne, Larry G. Vice Chairman	X		
Crawford, Karel A. Clerk	X		
Smith, Steven D.		X	
Hill, Gregory G.		X	
Aron, Judy F.		X	
Ankarberg, Aidan		X	
Gorski, Ted		X	
O'Hara, Travis J.		X	
Pitaro, Matthew	X		
Sykes, George E.	X		
Cleaver, Skip J.	X		
Fenton, Donovan W.	X		
Pickering, Daniel R.	X		
Rich, Cecilia	X		
Telerski, Laura D.	X		
Fox, Dru	X		
Stevens, Deb	X		
Veilleux, Daniel T.	X		
<b>TOTAL VOTE:</b>	13	6	

# Public Hearing

HOUSE COMMITTEE ON TRANSPORTATION

PUBLIC HEARING ON

**BILL TITLE: HB 300 relative to driver education**

**DATE: 2/12/21**

**LOB ROOM: 301-303**

**Time Public Hearing Called to Order: 2:08 pm**

**Time Adjourned: 3:00 pm**

**Committee Members: Reps. Walsh, Gagne, Crawford, **Smith**, Hill, Aron, Ankarberg, Gorski, O'Hara, Pitaro, Sykes, Cleaver, Fenton, Pickering, ~~Riek~~, Telerski, Fox, Stevens and Veilleux Rep. Newman**

**Bill Sponsors:  
Rep Lang**

**TESTIMONY**

\* Use asterisk if written testimony and/or amendments are submitted.

Rep. Lang - Allows parent to teach driver education, other states do it. Executive order 18 allows parents do observation. Written exam at the DMV is the checks and balances.

Rep. Hill – Do you see in a situation where a student cannot afford the course? Yes

Rep. Gagne- Would proof be needed that they have completed the 40 hours of classroom from parents? Would they have to send in written proof, they have to send an affidavit  
8 states allow parents to teach.

\* Sharon Cameron NHDETA - **opposed**

Adrienne Soti, **support** member public - \$600 for driver's Ed, does not work with their schedule. Proof is in the test.

\*Dan Goodman – AAA - **opposed**

Rep. Hill – In NH students have to wait until 18 have no instruction? We should have an evaluation for 18 year olds.

Trooper DuPont - **opposed** the bill, program have rules 3100 The driving test at the DMV is just a snapshot of what they learned. Laws and rules are taught by professional teachers.

Q – Rep. Telerski What type of papers would the parents have to present to prove they did the work?

A – not sure

Rep. O'Hara – Don't we have a law now that the adult in the car must be 25 year of age, it does not say that in the bill?

Director Bielecki– Director DMV – **opposed** 13,000 student go through Driver Education with licensed Driver Education Schools. We have a great program in the state. I would have to hire extra staff to help with the parents waiver.

Gay Holt – Driver Ed teacher for 35 years **opposed** the bill

Tom Persol – **opposed** wait to see what new assessment will be before any changes to Driver Education

# House Remote Testify

## Transportation Committee Testify List for Bill HB300 on 2021-02-12

Support: 54 Oppose: 11 Neutral: 0 Total to Testify: 4

[Export to Excel](#)

<u>Name</u>	City, State <u>Email Address</u>	<u>Title</u>	<u>Representing</u>	<u>Position</u>	<u>Testifying</u>	<u>Non-Germane</u>	<u>Signed Up</u>
Cameron, Sharon	sharon.cameron@hotmail.com	A Member of the Public	NH Driver Education Teachers Association	Oppose	Yes (5m)	No	2/9/2021 12:40 PM
El-Sayed, Jana	Thejanaelsayed@gmail.com	A Member of the Public	Myself	Support	Yes (5m)	No	2/10/2021 5:51 PM
Soti, Adrienne	adriennesoti@gmail.com	A Member of the Public	Myself	Support	Yes (3m)	No	2/11/2021 9:21 AM
Goodman, Dan	goodman.daniel@nne.aaa.com	A Lobbyist	AAA	Oppose	Yes (3m)	No	2/11/2021 3:03 PM
Cates, Tammy	tjcates@eagleswind.com	A Member of the Public	Myself	Support	No	No	2/11/2021 3:08 PM
LeRoux, Heather	heatherlroux@gmail.com	A Member of the Public	Myself	Oppose	No	No	2/11/2021 1:11 PM
Axelman, Elliot	aluaxelman@gmail.com	A Member of the Public	Myself	Support	No	No	2/11/2021 1:25 PM
Mennella, Alexandra	amennella1@protonmail.com	A Member	Myself	Support	No	No	2/11/2021 6:49 PM

Thomas, Nicholas	nicholas.w.thomas@uconn.edu	of the Public A Member of the Public	Myself	Support	No	No	2/11/2021 10:51 PM
Rathbun, Eric	ericrathbun@gmail.com	A Member of the Public	Myself	Oppose	No	No	2/12/2021 7:02 AM
Trexler, Larisa	Trexlers@gmail.com	A Member of the Public	Myself	Support	No	No	2/12/2021 10:55 AM
Trexler, Ryan	Mollyssurvival@gmail.com	A Member of the Public	Myself	Support	No	No	2/12/2021 10:57 AM
Richardson, Wendy	Butterfly91011@yahoo.com	A Member of the Public	Myself	Support	No	No	2/12/2021 8:24 AM
Judge, Donna	donnatjudge@gmail.com	An Elected Official	Myself	Support	No	No	2/12/2021 12:26 PM
Dupont, Trooper Richard	Richard.h.dupont@dos.nh.gov	State Agency Staff	NH Division of Motor Vehicles and Department of Safety	Oppose	No	No	2/12/2021 12:53 PM
Howard Jr., Raymond	brhowardjr@yahoo.com	An Elected Official	Myself	Support	No	No	2/12/2021 9:17 AM
Owens, Becky	Beckybc@yahoo.com	A Member of the Public	Myself	Support	No	No	2/12/2021 9:19 AM
DiPietro, Jon	jon@jondipietro.com	A Member of the Public	Myself	Support	No	No	2/12/2021 9:34 AM
McKinney, Carolyn	carolyn.mckinney@gmail.com	A Member	Myself	Support	No	No	2/12/2021 1:06 PM

Bemis, Amanda	apells88@gmail.com	A Member of the Public	Myself	Support	No	No	2/12/2021 1:21 PM
Rousseau, Pauline	pauline@rousseaus.us	A Member of the Public	Myself	Support	No	No	2/12/2021 1:27 PM
Rounds, Cheryl	blissfullyhealthy@gmail.com	A Member of the Public	Myself	Support	No	No	2/12/2021 12:37 PM
Courchaine, Sarah	littlesarahmay@yahoo.com	A Member of the Public	Myself	Support	No	No	2/12/2021 4:46 PM
Manuse, Andrew J.	amanuse@gmail.com	A Member of the Public	Myself	Support	No	No	2/12/2021 7:02 PM
Kinney, Elizabeth	marylandbeth07@hotmail.com	A Member of the Public	Myself	Support	No	No	2/12/2021 9:37 PM
Orlowski, Susan	susanAorlowski@gmail.com	A Member of the Public	Myself	Support	No	No	2/12/2021 1:44 PM
McLeod, Thomas	tmcLeod@naturalhealth.media	A Member of the Public	Myself	Support	No	No	2/12/2021 1:47 PM
McLeod, Ferngold	fern@mcleodsoft.net	A Member of the Public	Myself	Support	No	No	2/12/2021 1:49 PM
Cushman, Leah	leah.cushman@leg.state.nh.us	An Elected Official	Myself	Support	No	No	2/12/2021 1:50 PM
Morin, Jennifer		A	Myself	Support	No	No	2/12/2021 2:04

	Jennifer.morin@comcast.net	Member of the Public					PM
Marino, John		A Member of the Public	Myself	Support	No	No	2/12/2021 2:22 PM
	Techlon11@gmail.com						
Marino, Melissa		A Member of the Public	Myself	Support	No	No	2/12/2021 2:24 PM
	Marino_melissa@yahoo.com						
Macpherson, Christine		A Member of the Public	Myself	Support	No	No	2/10/2021 11:15 PM
	Christine.macpherson@gmail.com						
demark, richard		A Member of the Public	Myself	Oppose	No	No	2/10/2021 1:22 PM
	demarknh114@gmail.com						
Kotlyarsky, Michael		A Member of the Public	Myself	Support	No	No	2/10/2021 3:43 PM
	mish.bk@gmail.com						
Dolpies, Michael		A Member of the Public	Myself	Support	No	No	2/10/2021 3:54 PM
	mdolpies@gmail.com						
Backert, Linda		A Member of the Public	Myself	Support	No	No	2/10/2021 11:00 PM
	Linda95638@yahoo.com						
Jorgensen, Patricia		A Member of the Public	Myself	Support	No	No	2/10/2021 4:19 PM
	yellaboat@aol.com						
Simmons, Tammy		A Member of the Public	Myself	Support	No	No	2/10/2021 4:46 PM
	tammy.a.simmons@gmail.com						
Freeman, Lisa		A Member	Myself	Support	No	No	2/10/2021 5:34 PM
	lisamfreeman@myfairpoint.net						



		of the Public					
Honer, Richard	richardhoner3@gmail.com	A Member of the Public	Myself	Support	No	No	2/10/2021 5:42 PM
Richardson, Diane	Workingclasscanine@msn.com	A Member of the Public	Myself	Support	No	No	2/10/2021 5:44 PM
Giuda, Bob	bob.giuda@leg.state.nh.us	An Elected Official	NH Senate District 2	Support	No	No	2/3/2021 1:14 PM
Post, Lisa CM	lisacmpost@gmail.com	An Elected Official	Myself	Support	No	No	2/3/2021 8:18 PM
Soti, Julius	rep.jsoti@gmail.com	An Elected Official	Myself	Support	No	No	2/4/2021 9:43 PM
Iwakiri, Haley	haleyiwakiri@gmail.com	A Member of the Public	Myself	Support	No	No	2/6/2021 6:47 PM
Moulton, Candace	candaceleighm@gmail.com	A Member of the Public	Myself	Support	No	No	2/6/2021 9:11 PM
Fordey, Nicole	nikkif610@gmail.com	A Member of the Public	Myself	Oppose	No	No	2/7/2021 12:34 PM
Cohen, Rep Bruce	bruce.cohen@leg.state.nh.us	An Elected Official	Myself	Oppose	No	No	2/8/2021 9:02 AM
Layon, Erica	erica.layon@leg.state.nh.us	An Elected Official	Rockingham 6	Support	No	No	2/8/2021 9:55 AM
Frost, Sherry	sherry.frost@leg.state.nh.us	An Elected Official	Myself	Oppose	No	No	2/8/2021 10:46 AM
Longtin, Steven	sunlongtin@gmail.com	A	Myself	Oppose	No	No	2/9/2021 9:33

		Member of the Public					AM
Gildersleeve, Darlene	dmcote88@gmail.com	A Member of the Public	Myself	Support	No	No	2/11/2021 10:46 AM
Cate, Kevin	KCATE@HOOKSETTRENTATOO.COM	A Member of the Public	Myself	Support	No	No	2/11/2021 10:48 AM
Potucek, John	potucek1@comcast.net	An Elected Official	Myself	Support	No	No	2/11/2021 12:01 PM
Wulf elsayed, Brenda	Brenda.elsayed@gmail.com	A Member of the Public	Myself	Support	No	No	2/10/2021 5:58 PM
Harvey-Bolia, Rep. Juliet	jharveybolia@gmail.com	An Elected Official	Myself	Support	No	No	2/10/2021 6:04 PM
Greene, Bob	bob.greene@leg.state.nh.us	An Elected Official	Myself	Support	No	No	2/10/2021 6:14 PM
Pedone, Jennifer	jennapedone@gmail.com	A Member of the Public	Myself	Support	No	No	2/10/2021 7:04 PM
Pedone, John	jaypedone@hotmail.com	A Member of the Public	Myself	Support	No	No	2/10/2021 7:05 PM
Manning, Shawlee	countrycraftersnh@gmail.com	A Member of the Public	Myself	Support	No	No	2/10/2021 7:41 PM
Banfield, Ann Marie	Banfieldannmarie@gmail.com	A Member of the Public	Myself	Support	No	No	2/10/2021 8:58 PM
McIntosh, Lori	Lorimcintosh6@gmail.com	A Member	Myself	Support	No	No	2/10/2021 10:46 PM

Guinard, Matilda	anngui1961@gmail.com	A Member of the Public	Myself	Oppose	No	No	2/11/2021 5:49 AM
Cheney, Martha	mgjt88@gmail.com	A Member of the Public	Myself	Support	No	No	2/11/2021 7:02 AM

# Testimony

**Archived:** Wednesday, July 14, 2021 5:38:23 PM  
**From:** Susan Orłowski  
**Sent:** Friday, February 12, 2021 1:58:46 PM  
**To:** ~House Transportation Committee  
**Subject:** HB 300 SUPPORT  
**Importance:** Normal

---

Dear Committee Members,

I urge you to consider supporting HB300.

The present law, which requires every minor to enroll in exorbitantly priced "driver's education" courses in order to present themselves for a driver's practical exam, effectively prohibits minors from low-income families from the privilege of applying for a driving license.

There is no proven advantage of driver's education over parental education of minor age drivers. Many states still honor the parents' right and responsibility to educate their own children, and those states do not have financial class discrimination laws prohibiting low income children from applying for a driver's licence exam.

It is a shame that the Live Free or Die state would require such an expensive course, not only in light of the great number of low-income families affected, but also in light of the very small number of certified driving courses even available in the first place, with lengthy wait times of up to 6 months.

As a single mother who has been raising 10 children on a limited income for the past 9+ years, I have had 5 children so far who have had to wait until they turned 18 years old in order to take their driver's exam. It prevented them from obtaining employment at earlier ages. It prevented me from being able to find better employment - as they could have driven themselves to school and events instead of me being the sole driver for so many years. And now that my licensed children are young adults and away at college, my situation has not changed. I am still the sole driver for my family, even though there are eligible children who could otherwise present themselves for a driver's license exam.

Please support HB300; the same qualifying written and practical test components will be applied to ALL applicants - whether they have taken a course from a third party, or directly from their parents.

Thank you,

Susan A. Orłowski  
Bristol, NH

**Archived:** Monday, July 19, 2021 9:09:25 AM  
**From:** [Danielle Bowers](#)  
**Sent:** Monday, March 1, 2021 9:36:23 AM  
**To:** [~House Transportation Committee](#)  
**Subject:** HB300  
**Importance:** Normal

---

Dear Members,

Please support HB300. Parents are fully capable of teaching their children how to drive and the rules of the road. DMV would still do a written and practical test to weed out kids who are unprepared to drive. Drivers Ed costs have skyrocketed over the last few years making it difficult if not impossible for middle class and low income families to send their kids to drivers ed. This bill restores parental rights and just makes sense.

Respectfully,  
Danielle Bowers  
Acworth, NH

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***" Let us hear the conclusion of the whole matter: Fear God, and keep His commandments: for this is the whole duty of man. "***  
***Ecclesiastes 12:13***

**Archived:** Monday, July 19, 2021 9:09:25 AM

**From:** [Ryan Trexler](#)

**Sent:** Monday, February 15, 2021 8:13:54 AM

**To:** ~House Transportation Committee

**Subject:** HB300- drovers education, please support this bill

**Importance:** Normal

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Representative,

My wife and I want to teach our children drivers education. We should have that right and that option.

If the state-certified drivers education racket is the only way and my family cannot afford the excessive costs, my children will be the ones that go without. When they are 18, they will magically be permitted to proceed with licensure.

The troopers arguments were conjecture and we all know that a person will still need to pass the written exam and a drivers test.

The DMV ought to be accountable to process all license applications, regardless of what schooling the applicant had, as that is a major function of the department. The onus is not on the DMV to scrutinize an applicant's education directly, but rather to put the student through the very same trials that are expected of all applicants. The nonsense about huge additional costs is unfounded.

Please support HB300.

Ryan Trexler  
Stoddard NH

**Archived:** Monday, July 19, 2021 9:09:25 AM

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**Sent:** Monday, February 15, 2021 8:13:54 AM

**To:** ~House Transportation Committee

**Subject:** HB300- drovers education, please support this bill

**Importance:** Normal

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Please support HB300.

Ryan Trexler  
Stoddard NH



**Archived:** Monday, July 19, 2021 9:09:25 AM  
**From:** R&L T  
**Sent:** Sunday, February 14, 2021 9:44:00 PM  
**To:** ~House Transportation Committee  
**Subject:** HB300 Relative to drivers education SUPPORT!  
**Importance:** Normal

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HB300 Relative to drivers education — support

Representative,

We are a homeschooling family. Parents must have the right to educate their own children.

We have looked into drivers education for my children. With rates in the \$700 range and now they're charging even more for the remote learning accommodations.

My children fall into the category of those that will not be able to afford drivers education. What a rigged system.

At 18, they can proceed without formal state-certified drivers education.

And with my support they will be some of the safest drivers on the road.

Please support HB300.

Larisa Trexler, RN  
Stoddard NH

**Archived:** Monday, July 19, 2021 9:09:25 AM  
**From:** [Adrienne Soti](#)  
**Sent:** Friday, February 12, 2021 3:03:50 PM  
**To:** [~House Transportation Committee](#)  
**Subject:** HB 300 Testimony in Favor  
**Importance:** Normal

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### **Testimony in support of House Bill 300 in front of the Transportation Committee:**

As a member of the public, a mother to three kids and a wife of Representative, Julius Soti of Windham, who is also in favor, I am here to testify in support of House Bill 300.

#### **Reduce Financial Burden on Families**

Granite State Driving School charged 600 dollars for their driver's ed program two years ago when my daughter completed it in person at Windham High School. Currently, there is an emergency executive order due to COVID that wisely allows the classroom instruction of the driver's ed to be completed fully online, rather than only allowing 15 hours out of the 30 to be online. You would think that since there is no building involved, the fee for the course would decrease, but instead of getting a discount, it is going to cost 100 dollars more to have my 16-year-old son complete the online Granite State course. I'm here to tell you that I feel fully competent myself to teach this course with the help of the freely available Driver's Manual and the 20 dollars supplemental textbook used by Granite State Driving School. There are a multitude of instructional videos available on YouTube, as well as an interactive online course offered through AAA that is equivalent to 25 hours of in class instruction for only 25 dollars.

#### **Work with Family's Schedules**

I remember how difficult it was to find a program that worked with our schedule two years ago, and I am facing the same difficulty right now. The class we chose was already filled by the time the school received our application. The one that is still open does not work with our schedule. Now we have to wait for the next time they offer the course. Sometimes this means that a student has to wait months to find a course that fits into their schedule, even though they could begin studying immediately. This of course does not stop them from practicing driving with their parents who can start teaching the rules found in the driver's manual right away, instead of waiting for the school to do it.

#### **Paying and Instructor for Driving Lessons becomes unnecessary if already driving with Parent**

NH requires that those under 18 years of age drive 10 hours with an instructor. However, it does not make those 10 hours a prerequisite to starting practicing with a parent. This way, students may have already completed the 40 hours of driving practice required for applying for a license. Does it really make a difference whether they get an additional 10 hours through an instructor or through another adult with a license?

**Proof is in the Test**

A young person can take a written and practical test at the DMV at the age of 18 without any of the requirements spelled out in RSA263:19. A few months before their 18th birthday, however, they are burdened with an expensive course even if they have studied and drove under the guidance of their parents for more than the required time. If the DMV test is reliable, regardless of who prepared the young motorists, passing the written test and the driving test will serve as proof that preparation was satisfactory.

Therefore, I strongly recommend that this committee adopt this bill and acknowledge the many hours of preparation that parents can provide as an alternative to the approved driver's ed program.

**Archived:** Monday, July 19, 2021 9:09:25 AM  
**From:** Susan Orłowski  
**Sent:** Friday, February 12, 2021 1:58:46 PM  
**To:** ~House Transportation Committee  
**Subject:** HB 300 SUPPORT  
**Importance:** Normal

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The present law, which requires every minor to enroll in exorbitantly priced "driver's education" courses in order to present themselves for a driver's practical exam, effectively prohibits minors from low-income families from the privilege of applying for a driving license.

There is no proven advantage of driver's education over parental education of minor age drivers. Many states still honor the parents' right and responsibility to educate their own children, and those states do not have financial class discrimination laws prohibiting low income children from applying for a driver's licence exam.

It is a shame that the Live Free or Die state would require such an expensive course, not only in light of the great number of low-income families affected, but also in light of the very small number of certified driving courses even available in the first place, with lengthy wait times of up to 6 months.

As a single mother who has been raising 10 children on a limited income for the past 9+ years, I have had 5 children so far who have had to wait until they turned 18 years old in order to take their driver's exam. It prevented them from obtaining employment at earlier ages. It prevented me from being able to find better employment - as they could have driven themselves to school and events instead of me being the sole driver for so many years. And now that my licensed children are young adults and away at college, my situation has not changed. I am still the sole driver for my family, even though there are eligible children who could otherwise present themselves for a driver's license exam.

Please support HB300; the same qualifying written and practical test components will be applied to ALL applicants - whether they have taken a course from a third party, or directly from their parents.

Thank you,

Susan A. Orłowski  
Bristol, NH

**Archived:** Monday, July 19, 2021 9:09:25 AM  
**From:** [pauline@rousseaus.us](mailto:pauline@rousseaus.us)  
**Sent:** Friday, February 12, 2021 1:35:09 PM  
**To:** ~House Transportation Committee  
**Subject:** HB 300 Re Drivers Education  
**Importance:** Normal

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To Whom it May Concern,

I am a parent of a now 17 year old. We have not been able to get him in to a drivers education class due to them all being full in our area! I feel that as parents we have given our son instruction and support, including using the NH drivers manual from the DMV, and that he is ready to take his driving test. There are two tests required to receive a drivers license. If we have not instructed our son properly he will not pass the two required exams. I feel that requiring people to spend \$600-\$800, if not more on a "driving course" when they have been able to teach their "of driving age" child to drive is extremely unfair to parents that can and want to educate their children themselves. Drivers education should not be required but optional.

Thank you,  
Pauline Rousseau

**Archived:** Monday, July 19, 2021 9:09:26 AM  
**From:** [Heather LeRoux](#)  
**Sent:** Thursday, February 11, 2021 1:18:49 PM  
**To:** [~House Transportation Committee](#)  
**Subject:** HB300  
**Importance:** Normal

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I am writing in regards to HB300 for your consideration. I have been a driver education teacher here in NH for 21 years now. I know that I am biased, but while I believe there are a great many things your parents can teach you, I do not think driving is one of them.

Parents may be great parents, teachers, and drivers but they do not have all of the knowledge of best practices, up to date rules, and teaching techniques that a licensed instructor possesses. Students already have the right to skip formal driver education if they wait until they are 18. If a parent wishes to obtain the level of training that we have, they are welcome to do so in order to be qualified to teach their own child. Also, there seems to be no way of verifying that the waiver really shows what actually occurred, since a home environment would not be subject to the same level of audit or scrutiny that a licensed driving school might. These are just some of the concerns I would have with this idea. Not to mention the possibility of hurting our whole industry of over 60 local, small business owners already struggling from the pandemic.

Thank you for your consideration on this matter.

Sincerely, Heather LeRoux

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**Sincerely, Heather LeRoux**  
**Pedal Pushers Driving**  
**673-4020 office    345-0615 cell**



**Archived:** Wednesday, July 14, 2021 5:38:03 PM  
**From:** [Ryan Trexler](#)  
**Sent:** Monday, February 15, 2021 8:13:54 AM  
**To:** ~House Transportation Committee  
**Subject:** HB300- drovers education, please support this bill  
**Importance:** Normal

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Representative,

My wife and I want to teach our children drivers education. We should have that right and that option.

If the state-certified drivers education racket is the only way and my family cannot afford the excessive costs, my children will be the ones that go without. When they are 18, they will magically be permitted to proceed with licensure.

The troopers arguments were conjecture and we all know that a person will still need to pass the written exam and a drivers test.

The DMV ought to be accountable to process all license applications, regardless of what schooling the applicant had, as that is a major function of the department. The onus is not on the DMV to scrutinize an applicant's education directly, but rather to put the student through the very same trials that are expected of all applicants. The nonsense about huge additional costs is unfounded.

Please support HB300.

Ryan Trexler  
Stoddard NH

**Archived:** Wednesday, July 14, 2021 5:37:01 PM  
**From:** Heather LeRoux  
**Sent:** Thursday, February 11, 2021 1:18:49 PM  
**To:** ~House Transportation Committee  
**Subject:** HB300  
**Importance:** Normal

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I am writing in regards to HB300 for your consideration. I have been a driver education teacher here in NH for 21 years now. I know that I am biased, but while I believe there are a great many things your parents can teach you, I do not think driving is one of them.

Parents may be great parents, teachers, and drivers but they do not have all of the knowledge of best practices, up to date rules, and teaching techniques that a licensed instructor possesses. Students already have the right to skip formal driver education if they wait until they are 18. If a parent wishes to obtain the level of training that we have, they are welcome to do so in order to be qualified to teach their own child. Also, there seems to be no way of verifying that the waiver really shows what actually occurred, since a home environment would not be subject to the same level of audit or scrutiny that a licensed driving school might. These are just some of the concerns I would have with this idea. Not to mention the possibility of hurting our whole industry of over 60 local, small business owners already struggling from the pandemic.

Thank you for your consideration on this matter.

Sincerely, Heather LeRoux

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**Sincerely, Heather LeRoux**

**Pedal Pushers Driving**

**673-4020 office 345-0615 cell**

<https://docs.google.com/uc?id=0B1PiZ81SurTvaE9vajBaR2N0X0k&export=download>



**Archived:** Wednesday, July 14, 2021 5:39:12 PM  
**From:** Heather LeRoux  
**Sent:** Thursday, February 11, 2021 1:18:49 PM  
**To:** ~House Transportation Committee  
**Subject:** HB300  
**Importance:** Normal

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I am writing in regards to HB300 for your consideration. I have been a driver education teacher here in NH for 21 years now. I know that I am biased, but while I believe there are a great many things your parents can teach you, I do not think driving is one of them.

Parents may be great parents, teachers, and drivers but they do not have all of the knowledge of best practices, up to date rules, and teaching techniques that a licensed instructor possesses. Students already have the right to skip formal driver education if they wait until they are 18. If a parent wishes to obtain the level of training that we have, they are welcome to do so in order to be qualified to teach their own child. Also, there seems to be no way of verifying that the waiver really shows what actually occurred, since a home environment would not be subject to the same level of audit or scrutiny that a licensed driving school might. These are just some of the concerns I would have with this idea. Not to mention the possibility of hurting our whole industry of over 60 local, small business owners already struggling from the pandemic.

Thank you for your consideration on this matter.

Sincerely, Heather LeRoux

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**Sincerely, Heather LeRoux**

**Pedal Pushers Driving**

**673-4020 office 345-0615 cell**

<https://docs.google.com/uc?id=0B1PiZ81SurTvaE9vajBaR2N0X0k&export=download>



## 2021 Testimony on NH HB 300

The NH Driver Education Teachers Association opposes NH HB 300. This same bill has been presented twice already. In 2018 the committee voted 16-3 to find the bill inexpedient to legislate and in 2019 the vote was 15-2, for the same reasons that still exist today.

Driver Education is only required for 16 and 17 year old students who want a license before they turn 18. It is but one piece of a system designed to produce safe and competent young drivers that includes, Driver Education, 40 hours of parent supervised practice and a graduated driver license system designed to build privileges over a period of time.

A parent, guardian or responsible adult that can provide classroom instruction and behind the wheel training that is equivalent to an approved driver education course, as outlined in the bill, needs to meet the requirements of a Driver Education instructor. That would require the same 8 college courses and workshops, 300 hours of student teaching, knowledge and skills tests, background checks, a clean driving record, as well as the oversight provided by the Department of Motor Vehicles. Anything less would not meet the equivalent standard as laid out in this bill.

This bill has the potential to cost the state money. I'm sure the DMV will speak to the fiscal impact on their department and I can imagine it could be expensive as it will create more traffic through their offices.

There are roughly 60 Driver Education schools in the state. Aside from the concerns of safety, this will put many of those schools out of business, resulting in even fewer options for students who opt to keep a professional in the process.

This bill has the potential to cost the public money as well. The insurance advantage of taking a Driver Ed course ranges from 5 – 20%, depending on the company, and lasts

until a student turns 21, as long as they keep their driving record clean. I am told by a colleague who was a former insurance professional that a state with positions on laws that have potential to weaken public safety has a negative effect on insurance rates.

Most parents haven't taken a Driver Education course for decades and their teen going through a program is an opportunity for the entire family to tighten up their skills and learn current laws and practices as they relate to safety. I appreciate my students re-teaching their folks and they, or course, love that.

The Covid 19 pandemic has the potential to change the face of Driver Ed forever in this state. Instructors, like teachers everywhere, have been forced to reinvent classes to be delivered in a remote format. To be clear, Driver Ed is not currently an online class, it is a remote class. Teachers and students can see each other and communicate, as if they were still in a classroom.

As the world wide emergency eventually passes, many industries, including Driver Education will have an opportunity to explore how changes can be made that will improve the delivery and access of classes in ways we never thought possible. NHDETA will be working to gather information from many instructors in the state to identify the advantages and challenges. That knowledge has the potential to bring meaningful change to the system while maintaining public safety.

Sincerely,

Sharon Cameron  
President  
NH Driver Education Teachers Association

**Dennis J. Thompson**  
**New Hampshire State Representative**  
**Coos District #1**



603-867-7536

[Dennis.Thompson@leg.state.nh.us](mailto:Dennis.Thompson@leg.state.nh.us)

Good Morning Mr. Chairman and members the committee. I am Representative Dennis Thompson from Stewartstown. I am a Republican and the Sponsor of HB329.

I have put forward this bill to control the passage and storage of Hazardous materials in the State on public and privately owned rail sidings throughout the State. I have submitted several pictures of rail cars stored on State owned tracks in North Stratford on Route #3. There are in excess of 100 cars on a two mile section of currently discontinued track leased to the New Hampshire Central Railroad. This track as shown in one of the pictures runs within 20 feet of Route #3 and each of these cars potentially holds 33,700 gallons of liquid propane. Many of these cars are stored within 50 feet of residents homes. Should an accident occur that involves the stored cars, the results could be catastrophic.

On the evening of July 5, 2013 a runaway train de-railed in Lac-Megantic, Quebec. The train was carrying crude oil, a product much less explosive than the products carried in many of the Hazardous materials cars traveling on, and stored on the rails in New Hampshire. The result of the derailment and resulting fire in Lac-Megantic was 47 deaths, over 2000 people displaced from their homes and the complete destruction of most of the downtown section of Lac-Megantic. Believe me I understand that this example of what could happen is extreme and highly unlikely to be repeated here in New Hampshire, but accidents do happen. Taking the actions proposed in HB329 can reduce the chances of this happening here.

HB329 requires that any car parked on the rails in New Hampshire that is not part of a gathering train and remaining for more than 72 hours be moved to a location at least 1500 feet from an occupied dwelling or a public highway. This bill provides a degree of safety for residents and travelers along rail lines in the State. Further the bill requires that in addition to the Placards indicating what is contained in these cars (Which without special training or a Hazardous placard manual) most people have no idea what they contain. HB329 requires that any tank cars standing on or stored on tracks in New Hampshire be Placarded as to whether the cars are full or empty. (This could be accomplished with a simple colored sticker or cardboard sign that could be easily removed as the cars are removed from storage.)

Please understand that I am not, nor do I come forward with this bill as an expert on Railroad safety or an expert on Hazardous materials. What I am asserting is Common Sense, If you put Hazardous materials near Residential neighborhoods, and heavily

traveled Public roads eventually there will be a tragic accident. The attached exhibits will show that these hazards already exist in the Towns of North Stratford, and Columbia. I have contacted the Fire Chiefs in both North Stratford and Colebrook a neighboring Town which provides fire protection for the Town of Columbia, neither of them has been offered Hazardous materials training by the New Hampshire Central Railroad with respect to the hazards relative to the cars stored in their communities. I contacted the New Hampshire Fire Marshall's office and asked if they had training available for these communities and one of the assistant Fire Marshall's said that they have a part-time employee currently working on setting up Haz-mat programs training and that they are aware that the north country does not currently have a trained response team for such an event.

You will have also received a letter from Director Herlihy, Director of Aeronautics, Rail and Transit with respect to the Federal Railroad Safety Act and his Departments objection to HB329. With respect to the FRA (49 U.S.C. 20106) another section of the act, it states that in section 179.8 (B) and I quote. "Under the Federal Railroad Safety Act (49 U.S.C. 20106), administered by the Federal Railroad Administration (49 CFR parts 200-244) laws, regulations and orders related to railroad safety, including security, shall be nationally uniform to the extent practicable. **A State may adopt, or continue in force, a law, regulation, or order covering the same subject matter as a DOT regulation or order applicable to a railroad safety and security (including the requirements in this subpart) only when an additional or more stringent state law, regulation, or order is necessary to eliminate or reduce an essentially local safety hazard; is not incompatible with a law, regulation, or order of the United States Government; and does not unreasonably burden interstate commerce.**"

Although I understand Director Herlihy's concerns that any enforcement responsibilities would be incumbent upon the Bureau of Rail and Transit to patrol over 400 miles of privately-owned and state-owned active railroad corridors with limited funds and personnel, I thought that it is what the Bureau was created for.

In closing I would like to suggest to the Committee that the Safety of our Constituents is our primary responsibility as Representatives. Thank you for your consideration of HB329.

Respectfully submitted,

Dennis J. Thompson  
Republican Representative Coos #1

CAPY 33730 GAL  
CAPY 127650 L

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36 INCH CL C WHLS







**House Transportation Committee**  
**HB 300: An ACT relative to driver education**

Chairman Walsh and members of the committee, thank you for taking the time to read my testimony. My name is Dan Goodman, and I am the manager of public affairs for AAA Northern New England. AAA Northern New England is an auto club and membership organization of over 1 million members in Maine, New Hampshire and Vermont. AAA actively advocates for public policy that makes New Hampshire a safer place to live, work, and raise our families. I write this in opposition of HB 300.

Throughout New Hampshire and the rest of country we are experiencing a disturbing trend; vehicle crashes remain the leading cause of death for teens and fewer new drivers are participating in what used to be considered a rite of passage – driver education. We need to find ways to increase student access to driving knowledge and skills while not compromising the safety of all road users.

AAA has undertaken numerous studies, and study after study shows that our teen drivers are our most vulnerable motorists. Teen drivers are three times as likely as adults to be involved in a deadly crash (AAA Foundation for Traffic Safety) and their crashes put all users at risk. A recent study from the AAA Foundation from Traffic Safety found that two-thirds of people injured or killed in a crash involving a teen driver are people other than the teen.

A research study conducted by the Texas Transportation Institute (TTI) evaluated parent-taught driver education in the state of Texas. Beginning in 1997 Texas has allowed parents or guardians to fulfill the driver education requirements (classroom and in car instruction). The research determined that Texas teenagers taught to drive by someone other than professional driver education instructors **are more likely to be convicted of driving violations, including speeding, and more likely to be involved in serious crashes.** In fact, the study found that after supervisory and Graduated Driver License restrictions are removed, **parent-taught drivers are nearly three times more likely to be involved in a fatal crash** than are young drivers taught by commercial or public-school driving instructors, and were **involved in nearly 50 percent more crashes in which at least one person received a severe injury.**

Parents play a crucial role in the learning to drive process and are required to fulfill 40 hours of practice driving with their child prior to applying for their license test. Parents are key to gaining valuable pre-license experience but should not be considered a substitute for the professional in-car instructor.

AAA opposes HB 300 and believes that this will have a negative influence on traffic safety in New Hampshire.

Thank you for the opportunity to comment.

Dan Goodman

Bill as  
Introduced



HB 300 - AS INTRODUCED

2021 SESSION

21-0445

11/08

HOUSE BILL **300**

AN ACT relative to driver education.

SPONSORS: Rep. Lang, Belk. 4; Rep. Pearl, Merr. 26; Rep. Verville, Rock. 2; Rep. J. Osborne, Rock. 4; Rep. Aron, Sull. 7; Rep. Binford, Graf. 15; Rep. Nunez, Hills. 37; Rep. McGuire, Merr. 29; Rep. Harvey-Bolia, Belk. 4; Rep. Post, Hills. 4; Sen. Giuda, Dist 2; Sen. Avar, Dist 12

COMMITTEE: Transportation

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ANALYSIS

This bill authorizes a waiver of the driver education requirement if a father, mother, guardian, or other responsible adult provides equivalent classroom instruction and behind the wheel training.

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Explanation: Matter added to current law appears in ***bold italics***.  
Matter removed from current law appears ~~[in brackets and struckthrough.]~~  
Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

STATE OF NEW HAMPSHIRE

*In the Year of Our Lord Two Thousand Twenty One*

AN ACT                   relative to driver education.

*Be it Enacted by the Senate and House of Representatives in General Court convened:*

1           1 Youth Operators' License; Eligibility. Amend RSA 263:14, II(a) to read as follows:

2                   (a) The director shall issue a youth operator's license to applicants who are 16 years of  
3 age or older and under 21 years of age. The youth operator license shall expire on the 21st  
4 anniversary of the applicant's date of birth. In addition to any other requirements established by  
5 law, no such license shall be issued to applicants under 18 years of age unless the applicant meets  
6 the requirements of RSA 263:17 or furnishes written consent from the applicant's parent or legal  
7 guardian and *either* a certificate of successful completion of a driver education course as provided in  
8 RSA 263:19 *or a waiver as provided in RSA 263:19, V.*

9           2 New Paragraph; Driver Education; Waiver. Amend RSA 263:19 by inserting after paragraph  
10 IV the following new paragraph:

11                   V. The commissioner may waive the driver education course requirement if a father, mother,  
12 or guardian of the applicant, or in the event there is no parent or guardian, another responsible  
13 adult, submits proof that the father, mother, or guardian of the applicant, or in the event there is no  
14 parent or guardian, another responsible adult, who has a valid New Hampshire driver's license, has  
15 provided classroom instruction and behind the wheel training that is equivalent to an approved  
16 driver education course.

17           3 Effective Date. This act shall take effect 60 days after its passage.