2025 SENATE TRANSPORTATION

SB 2132

2025 SENATE STANDING COMMITTEE MINUTES

Transportation Committee
Fort Totten Room, State Capitol

SB 2132 9:00 a.m.
1/16/2025

Relating to careless driving and causing injury to the operator of an authorized emergency vehicle or damage to an authorized emergency vehicle; and to provide a penalty.

9:00 a.m. Chairman Clemens called the meeting to order.

Members present: Chairman Clemens, Vice Chairwoman Cory, Senator Hogan, Senator Klein, Senator Paulson, Senator Rummel

Discussion Topics:

- Classification of emergency vehicles
- Causes and frequency of emergency vehicle accidents
- Fine limitations

9:01 a.m. Senator Rummel, District 37, introduced SB 2132 and testified in favor.

9:07 a.m. Tom Iverson, Chief of Operations, NDHP, testified in favor and submitted testimony #29264.

9:24 a.m. Stephanie Engebretson, Staff Attorney, ND League of Cities, testified in favor.

9:26 a.m. Calvin Benson, Peace Officers Association, testified in favor.

9:26 a.m. Wayde Swenson, NDDOT Office of Operations, testified in favor.

9:27 a.m. Darren Schimke, Professional Firefighters of North Dakota, testified in favor and submitted testimony #29453.

9:36 a.m. Roger Hutchinson, Member, Sherriff's and Deputies Association of North Dakota, testified in favor.

9:37 a.m. Chairman Clemens closed the hearing.

Additional written testimony:

Travis Bateman, submitted written testimony in favor #29443.

Chance Anderson, Committee Clerk

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Testimony
69th Legislative Assembly
Senate Transportation Committee
January 16, 2025

TESTIMONY OF
Major Tom Iverson

Good morning Chairman Clemens and members of the committee. My name is Tom Iverson and I serve as the chief of operations for the North Dakota Highway Patrol. I am here to provide testimony in support of Senate Bill 2132 which provides enhanced protections for our emergency responders.

This bill amends NDCC 39-09-01 pertaining to careless driving. This section of law currently states that an individual may not drive a vehicle at a speed greater than is reasonable and prudent under the conditions and shall drive with regard to existing and potential hazards.

Each year, emergency responders across North Dakota face life-threatening risks while serving our communities. Many emergency vehicles are struck, resulting in injuries, fatalities, and significant operational costs. This bill is intended to help ensure the safety of those who dedicate themselves to protecting others.

Between 2023 and 2024, the North Dakota Highway Patrol (NDHP) experienced 13 crashes involving department vehicles while personnel were acting in an official capacity with overhead lights activated. Of these, nine patrol vehicles were totaled, with the majority being directly related to inclement weather conditions. These incidents highlight the challenges faced by troopers operating in adverse conditions, particularly during North Dakota's harsh winters.

A significant majority—11 of the 13 crashes—occurred during traffic stops or while personnel were providing traffic control at crash scenes. All 11 incidents tied to traffic stops or traffic control occurred during inclement weather, underscoring the heightened risks associated with responding to crash scenes in these conditions.

The crashes were concentrated in the colder months, spanning October through March, a period marked by frequent snow and ice. In all cases, overhead emergency lights were documented as being in use, with most incidents also noting the activation of directional arrow boards to guide traffic. Despite these precautions, the data indicates that working in hazardous weather conditions remains a significant risk factor for NDHP personnel. This highlights the need for continued emphasis on safety measures, training, and public awareness to reduce these incidents in the future.

The suggested change mirrors the existing protections for snowplows and would provide clear, enforceable guidelines to safeguard emergency responders when on the scene of an incident.

By including the term “authorized emergency vehicle,” this change would protect law enforcement officers, firefighters, EMS personnel, and tow truck operators engaged in recovery activities, ensuring their safety in hazardous conditions.

Current citations for drivers who strike emergency vehicles are often insufficient to address the severity of such incidents. For example, drivers responsible for damaging patrol cars have been charged with “Failure to Move Over” or “Care Required,” carrying fines as low as $30 or $50. These penalties fail to reflect the gravity of endangering emergency personnel.

Striking emergency vehicles imposes significant financial burdens on agencies. When our patrol vehicles are damaged, it impacts fleet rates and incurs costs for replacement vehicles, equipment, and response times. Furthermore, in cases where drivers lack insurance, these costs fall directly on the state.

This bill provides immediate clarity and enforceable protections, ensuring accountability for drivers who disregard the safety of emergency responders.

This legislation is not merely about penalties—it is about respect and responsibility. Every emergency responder should return home safely to their families after serving their community. The safety of our emergency personnel should always be a top priority.

Thank you for your time and consideration. This concludes my testimony. I am happy to answer any questions you may have.

1/15/2025
To: North Dakota Legislature-69th Legislative Session
From: Travis Bateman

Re: HB 2132

Chairman Clemens and members of the committee,

Greetings,

I send this written testimony to you in favor to HB 2132.

Every day and every night across this state and nation there are emergency responders, tow recovery operators, and state and local DOT employees that are endangered by drivers failing to slow down and or move over for the flashing emergency lights that accompany their presence.

The current traffic fines and point system is extremely outdated and literally has no teeth. This topic is also one that warrants the additional role protections and needs to have increased monetary and point penalties to further enhance and work towards showing the seriousness of the risks involved in failing to move over or slow down.

I have personally worked roadway scenes in law enforcement, fire/rescue, and EMS and I cannot even begin to count how many times we worked a scene and someone or myself had to yell for others on scene to run for the ditch due to a motorist careening into our scene and not even so much as tapping the brakes. Or run for the patrol vehicle to chase down said motorist after they nearly struck us. The NDHP recently posted dashcam video on their Facebook page showing a close call where a state trooper was nearly struck by a pickup at highway speed on a dry road with sunny weather. There are plenty of others out there to see, some resulting in the loss of life to those that are simply out there trying to perform their duties and help people.

If you have ever been standing along a highway with a 65-mph speed limit or the interstate for that matter, then you probably have a sense of just how fast things can happen or how inherently dangerous it is. How about trying to change a flat tire on a roadway with a shoulder that is only wide enough for the vehicle and not for the workspace needed to keep you out of the travel lane?

This issue is not getting any better. We need you to help enhance the penalties and protections. It may literally save a life or lives of our emergency responders and others out on these scenes. Leave it up to me and I would place a $1,000 monetary fine and six points on a driver license. That is how serious this is and needs to be taken.

Neighboring states have far more impactful fine schedules for failing to move over or slow down:
-*MONTANA*: The fine for a first offense of not slowing down or moving over for a vehicle jumped from $25 to **$100**. It is one of the highest fines in the country for a Move Over Law.

-*SOUTH DAKOTA*: South Dakota's Move Over law requires travelers to move over and/or slow down when a stopped vehicle is in use of amber, yellow, or blue warning lights. A violation of this law is a Class 2 misdemeanor, which is punishable by a minimum fine of **$270.00 and/or 30 days in jail.**

-*MINNESOTA*: Failing to move over or slow down to what a reasonable person would consider a safe speed is punishable by a fine of more than **$100**.

Please give HB 2132 the enhancements and additions it seeks. Do this for our law enforcement officers, our firefighters (majority volunteer), our EMS personnel (also majority volunteer), those and provide a DO PASS recommendation.

Thank you for your support of our state's emergency responders, tow recovery and DOT crews,

Travis Bateman
Watford City, ND

Professional Fire Fighters of North Dakota

Darren Schimke, President | 218-779-4122 | dschimke@wiktel.com

1/16/2025

Senate Transportation Committee

Re: Support of SB 2132

Chairman Clemens and members of the Senate Transportation Committee.

My name is Darren Schimke, President of the Professional Fire Fighters of North Dakota representing 420 professional firefighters throughout our State. We appreciate the opportunity to provide testimony in support of SB 2132,

Every day in the United States firefighters, police officers, and other first responders navigate busy highways and roads to respond to car accidents, 911 calls, active fires, crime scenes, and other emergencies. While most Americans know that responders face danger as a daily part of their jobs, most aren't aware of how much danger they face from just the other drivers around them. The danger doesn't stop when they reach their destination, either. An average of 12,200 roadway responses occurs every day in the United States, where responders are under the threat of everyday drivers hitting, clipping, or colliding with them as they drive by.

In 2017 alone, more than 15,000 fire department vehicles were involved in collisions nationwide.

That figure does not reflect poorly on the safety record of emergency responders. For perspective, 15,430 fire truck collisions occurred in 2017 while departments responded to a total 34.7 million incidents, putting the collision rate at a very low 0.04 percent overall. Emergency responders are trained to be extremely careful and vigilant in transport and when responding to roadside incidents, and their vehicles are equipped with lights, reflective striping, and sirens that are intended to alert other drivers to their presence. Most states even have "move-over laws" in place to encourage drivers to avoid passing near emergency vehicles they see on the side of the road. Despite these precautions, however, the rate of these collisions in recent decades has remained relatively unchanged, with fatal consequences.

Today, fire truck accidents are so frequent and fatal that they rank as the second-leading cause of on-the-job deaths for firefighters. Up to 25 percent of annual line-of-duty firefighter fatalities are attributable to motor vehicle crashes and collisions. Traffic accidents kill more firefighters than smoke, flames, or building collapses; in fact, the only cause for more line-of-duty firefighter deaths is heart attacks from overexertion. Approximately 500 firefighters are involved in fire truck crashes annually, and 1 out of 100 of those fire truck occupants dies as a result of the crash. Even as regulations have changed in recent decades to make fire vehicles safer, the average fatality rate remains relatively unchanged. These fatalities are not limited to collisions between fire trucks and other vehicles. In fact, in 2017, of the 18 firefighters who died in vehicle-related incidents, 10 were cases of firefighters being directly struck by other vehicles.

The ripple effect of a single collision can be far reaching and remarkably expensive. Fire truck collisions are costly, even when they do not result in injuries; fire trucks alone can cost millions of dollars to repair or replace.

Professionals in firefighting and law enforcement accept that their jobs carry risk. But of all the dangers they face in the line of duty, from gunshots and illnesses to burning and collapsing buildings, the one danger that we are best positioned to reduce here today is the potential of being struck by another driver.

The Professional Fire Fighters of North Dakota respectfully request a Do Pass on SB 2132.

Darren Schimke

2025 SENATE STANDING COMMITTEE MINUTES

Transportation Committee
Fort Totten Room, State Capitol

SB 2132 10:30 a.m.
1/16/2025

Relating to careless driving and causing injury to the operator of an authorized emergency vehicle or damage to an authorized emergency vehicle; and to provide a penalty.

10:27 a.m. Chairman Clemens opened the hearing.

Members present: Chairman Clemens, Vice Chairwoman Cory, Senator Hogan, Senator Klein, Senator Paulson, Senator Rummel

Discussion Topics:

- Bill coverage of occupants of an emergency vehicle

10:32 a.m. Chairman Clemens adjourned the hearing.

Chance Anderson, Committee Clerk

2025 SENATE STANDING COMMITTEE MINUTES

Transportation Committee
Fort Totten Room, State Capitol

SB 2132
1/17/2025

Relating to careless driving and causing injury to the operator of an authorized emergency vehicle or damage to an authorized emergency vehicle; and to provide a penalty.

11:00 a.m. Chairman Clemens reconvened the meeting.

Members present: Chairman Clemens, Vice Chairwoman Cory, Senator Hogan, Senator Klein, Senator Paulson, Senator Rummel

Discussion Topics:

- Clarifying bill language regarding emergency vehicles

11:09 a.m. Senator Rummel moved a Do Pass on amendment LC#25.0700.01001.

11:09 a.m. Senator Klein seconded the motion.

Senators	Vote
Senator David A. Clemens	Y
Senator Claire Cory	Y
Senator Kathy Hogan	Y
Senator Jerry Klein	Y
Senator Bob Paulson	Y
Senator Dean Rummel	Y

Motion passed 6-0-0.

11:09 a.m. Senator Rummel moved a Do Pass as Amended.

11:09 a.m. Senator Klein seconded the motion.

Senators	Vote
Senator David A. Clemens	Y
Senator Claire Cory	Y
Senator Kathy Hogan	Y
Senator Jerry Klein	Y
Senator Bob Paulson	Y
Senator Dean Rummel	Y

Motion passed 6-0-0.

Senator Rummel will carry the bill.

11:09 a.m. Chairman Clemens closed the hearing.

Chance Anderson, Committee Clerk

25.0700.01001
Title.02000

Prepared by the Legislative Council staff for Senator Rummel
January 16, 2025

Sixty-ninth
Legislative Assembly
of North Dakota

PROPOSED AMENDMENTS TO

JB 1-17-25
1 of 2

SENATE BILL NO. 2132

Introduced by

Senators Rummel, Clemens, Davison, Boehm

Representatives Schauer, Novak

A BILL for an Act to amend and reenact section 39-09-01 of the North Dakota Century Code, relating to careless driving and causing injury to the operator of an authorized emergency vehicle or damage to an authorized emergency vehicle; and to provide a penalty.

BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

SECTION 1. AMENDMENT. Section 39-09-01 of the North Dakota Century Code is amended and reenacted as follows:

39-09-01. Basic rule - Penalty for violation.

~~No person~~

1. An individual may not drive a vehicle at a speed greater than is reasonable and prudent under the conditions and ~~having~~shall drive with regard to ~~the~~existing actual and potential hazards ~~then existing. Consistent with the foregoing, every person~~. An individual shall drive at a safe and appropriate speed when approaching and crossing an intersection or railroad grade crossing, when approaching and going around a curve, when approaching a hill crest, when traveling upon any narrow or winding roadway, and when special hazards exist with respect to pedestrians ~~or~~, other traffic ~~or by reason of~~, weather, or highway conditions. ~~Any person~~An individual who drives a vehicle upon a highway or private or public property open to the public for the operation of motor vehicles ~~without heed to~~in violation of the requirements or restrictions of this section ~~has committed~~is guilty of careless driving and must be assessed a fee of thirty dollars.

~~Any person who, by reason of careless driving as herein defined, causes~~

2. An individual is guilty of an infraction if the individual violates subsection 1 of this section and:

   a. Causes and inflicts injury ~~upon~~on the person of an operator of snow removal equipment engaged in snow removal operations ~~or causes~~;

   b. Causes and inflicts injury on the person of ~~an~~:

      (1) A first responder; or

      (2) The operator or occupant of an authorized emergency vehicle;

   c. Causes damage in excess of one thousand dollars to snow removal equipment engaged in snow removal ~~is guilty of an infraction~~; or

   d. Causes damage in excess of one thousand dollars to an authorized emergency vehicle.

3. As used in this section, "snow removal equipment" means a vehicle that is operated by ~~a person~~an individual employed by or on behalf of an authority in charge of the maintenance of the highway to perform winter maintenance snow and ice removal, including plowing, hauling away, salting, and sanding.

REPORT OF STANDING COMMITTEE
SB 2132

Transportation Committee (Sen. Clemens, Chairman) recommends **AMENDMENTS (25.0700.01001)** and when so amended, recommends **DO PASS** (6 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). SB 2132 was placed on the Sixth order on the calendar. This bill does not affect workforce development.

2025 HOUSE TRANSPORTATION

SB 2132

2025 HOUSE STANDING COMMITTEE MINUTES

Transportation Committee
Room JW327E, State Capitol

SB 2132
3/7/2025

Relating to careless driving and causing injury to the operator of an authorized emergency vehicle or damage to an authorized emergency vehicle; and to provide a penalty.

9:29 a.m. Chairman D. Ruby opened the hearing.

Members Present: Chairman D. Ruby, Vice Chairman Grueneich, Representatives Christianson, Dressler, Finley-DeVille, Frelich, Johnston, Hendrix, Koppelman, Maki, Morton, Osowski, Schatz
Members Absent: Representative Kasper

Discussion Topics:

- Current fines
- Emergency Personnel safety
- Insurance coverage
- Safety / awareness messages
- Move over law
- Hazard lights requirement

9:30 a.m. Senator Dean Rummel, District 37, introduced the bill.

9:40 a.m. Major Tom Iverson, Chief of Operations, ND Highway Patrol, testified in favor and submitted testimony #39532.

9:59 a.m. Chairman D. Ruby proposed an amendment to specify "while performing official duties as a first responder".

10:02 a.m. Darren Schimke, President, Professional Fire Fighters of ND, testified in favor and submitted testimony #39415.

10:10 a.m. Wade Swenson, Office of Operations Director, NDDOT, testified in favor.

10:14 a.m. Chairman D. Ruby closed the hearing.

10:14 a.m. Representative Koppelman proposed an amendment to include "individuals providing assistance", to increase fines, add language regarding hazard lights, and to increase damage cost amount. Also include previous suggestion by Representative Ruby. Lines 8 & 10 change $1000 to 4000.

10:27 a.m. Representative Koppelman moved to adopt proposed amendment LC#25.0700.02001.

10:27 a.m. Representative Morton seconded the motion.

10:27 a.m. Voice vote - motion passed.

10:29 a.m. Major Tom Iverson stood for questions from the committee.

10:33 a.m. Chairman D. Ruby closed the meeting.

Janae Pinks, Committee Clerk

RJT 3/7/25

25.0700.02001
Title.03000

Adopted by the House Transportation Committee

March 7, 2025

1 of 2

Sixty-ninth
Legislative Assembly
of North Dakota

PROPOSED AMENDMENTS TO FIRST ENGROSSMENT

ENGROSSED SENATE BILL NO. 2132

Introduced by

Senators Rummel, Clemens, Davison, Boehm

Representatives Schauer, Novak

A BILL for an Act to amend and reenact section 39-09-01 of the North Dakota Century Code, relating to careless driving and causing injury to the operator of an authorized emergency vehicle or damage to an authorized emergency vehicle; and to provide a penalty.

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242

~~Any person who, by reason of careless driving as herein defined, causes~~

2. An individual is guilty of an infraction if the individual violates subsection 1 of this section and:

a. Causes and inflicts injury ~~upon~~on the person of an operator of snow removal equipment engaged in snow removal operations ~~or causes~~;

b. Causes and inflicts injury on the person of:

(1) A first responder acting within their official capacity and displaying a visible flashing, revolving, or rotating blue, white, or red light, or hazard warning signal, while stationary on the side of a roadway; ~~or~~

(2) The operator or occupant of an authorized emergency vehicle acting within their official capacity and displaying a visible flashing, revolving, or rotating blue, white, or red light, or hazard warning signal, while stationary on the side of a roadway; or

(3) An individual assisting another individual displaying a visible hazard warning light while stationary on the side of a roadway;

c. Causes damage in excess of ~~one thousand~~four thousand dollars to snow removal equipment engaged in snow removal ~~is guilty of an infraction~~; or

d. Causes damage in excess of ~~one thousand~~four thousand dollars to an authorized emergency vehicle.

3. As used in this section, "snow removal equipment" means a vehicle that is operated by ~~a person~~an individual employed by or on behalf of an authority in charge of the maintenance of the highway to perform winter maintenance snow and ice removal, including plowing, hauling away, salting, and sanding.

Professional Fire Fighters of North Dakota

Darren Schimke, President | 218-779-4122 | dschimke@wiktel.com

3/7/2025

House Transportation Committee

Re: Support of SB 2132

Chairman Ruby and members of the House Transportation Committee.

My name is Darren Schimke, President of the Professional Fire Fighters of North Dakota representing 420 professional firefighters throughout our State. We appreciate the opportunity to provide testimony in support of SB 2132,

Every day in the United States firefighters, police officers, and other first responders navigate busy highways and roads to respond to car accidents, 911 calls, active fires, crime scenes, and other emergencies. While most Americans know that responders face danger as a daily part of their jobs, most aren't aware of how much danger they face from just the other drivers around them. The danger doesn't stop when they reach their destination, either. An average of 12,200 roadway responses occurs every day in the United States, where responders are under the threat of everyday drivers hitting, clipping, or colliding with them as they drive by.

In 2017 alone, more than 15,000 fire department vehicles were involved in collisions nationwide.

That figure does not reflect poorly on the safety record of emergency responders. For perspective, 15,430 fire truck collisions occurred in 2017 while departments responded to a total 34.7 million incidents, putting the collision rate at a very low 0.04 percent overall. Emergency responders are trained to be extremely careful and vigilant in transport and when responding to roadside incidents, and their vehicles are equipped with lights, reflective striping, and sirens that are intended to alert other drivers to their presence. Most states even have "move-over laws" in place to encourage drivers to avoid passing near emergency vehicles they see on the side of the road. Despite these precautions, however, the rate of these collisions in recent decades has remained relatively unchanged, with fatal consequences.

Today, fire truck accidents are so frequent and fatal that they rank as the second-leading cause of on-the-job deaths for firefighters. Up to 25 percent of annual line-of-duty firefighter fatalities are attributable to motor vehicle crashes and collisions. Traffic accidents kill more firefighters than smoke, flames, or building collapses; in fact, the only cause for more line-of-duty firefighter deaths is heart attacks from overexertion. Approximately 500 firefighters are involved in fire truck crashes annually, and 1 out of 100 of those fire truck occupants dies as a result of the crash. Even as regulations have changed in recent decades to make fire vehicles safer, the average fatality rate remains relatively unchanged. These fatalities are not limited to collisions between fire trucks and other vehicles. In fact, in 2017, of the 18 firefighters who died in vehicle-related incidents, 10 were cases of firefighters being directly struck by other vehicles.

The ripple effect of a single collision can be far reaching and remarkably expensive. Fire truck collisions are costly, even when they do not result in injuries; fire trucks alone can cost millions of dollars to repair or replace.

Professionals in firefighting and law enforcement accept that their jobs carry risk. But of all the dangers they face in the line of duty, from gunshots and illnesses to burning and collapsing buildings, the one danger that we are best positioned to reduce here today is the potential of being struck by another driver.

The Professional Fire Fighters of North Dakota respectfully request a Do Pass on SB 2132.

Darren Schimke

NORTH Dakota | Highway Patrol
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Testimony
69th Legislative Assembly
House Transportation Committee
March 7, 2025

TESTIMONY OF
Major Tom Iverson

Good morning Chairman Ruby and members of the committee. My name is Tom Iverson and I serve as the chief of operations for the North Dakota Highway Patrol. I am here to provide testimony in support of Senate Bill 2132 which provides enhanced protections for our emergency responders.

This bill amends NDCC 39-09-01 pertaining to careless driving. This section of law currently states that an individual may not drive a vehicle at a speed greater than is reasonable and prudent under the conditions and shall drive with regard to existing and potential hazards.

Each year, emergency responders across North Dakota face life-threatening risks while serving our communities. Many emergency vehicles are struck, resulting in injuries, fatalities, and significant operational costs. This bill is intended to help ensure the safety of those who dedicate themselves to protecting others.

Between 2023 and 2024, the North Dakota Highway Patrol (NDHP) experienced 13 crashes involving department vehicles while personnel were acting in an official capacity with overhead lights activated. Of these, nine patrol vehicles were totaled, with the majority being directly related to inclement weather conditions. These incidents highlight the challenges faced by troopers operating in adverse conditions, particularly during North Dakota's harsh winters.

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The crashes were concentrated in the colder months, spanning October through March, a period marked by frequent snow and ice. In all cases, overhead emergency lights were documented as being in use, with most incidents also noting the activation of directional arrow boards to guide traffic. Despite these precautions, the data indicates that working in hazardous weather conditions remains a significant risk factor for NDHP personnel. This highlights the need for continued emphasis on safety measures, training, and public awareness to reduce these incidents in the future.

The suggested change mirrors the existing protections for snowplows and would provide clear, enforceable guidelines to safeguard emergency responders when on the scene of an incident.

By including the term "authorized emergency vehicle," this change would protect law enforcement officers, firefighters, EMS personnel, and tow truck operators engaged in recovery activities, ensuring their safety in hazardous conditions.

Current citations for drivers who strike emergency vehicles are often insufficient to address the severity of such incidents. For example, drivers responsible for damaging patrol cars have been charged with "Failure to Move Over" or "Care Required," carrying fines as low as $30 or $50. These penalties fail to reflect the gravity of endangering emergency personnel.

Striking emergency vehicles imposes significant financial burdens on agencies. When our patrol vehicles are damaged, it impacts fleet rates and incurs costs for replacement vehicles, equipment, and response times. Furthermore, in cases where drivers lack insurance, these costs fall directly on the state.

This bill provides immediate clarity and enforceable protections, ensuring accountability for drivers who disregard the safety of emergency responders.

This legislation is not merely about penalties—it is about respect and responsibility. Every emergency responder should return home safely to their families after serving their community. The safety of our emergency personnel should always be a top priority.

Thank you for your time and consideration. This concludes my testimony. I am happy to answer any questions you may have.

2025 HOUSE STANDING COMMITTEE MINUTES

Transportation Committee
Room JW327E, State Capitol

SB 2132
3/7/2025

Relating to careless driving and causing injury to the operator of an authorized emergency vehicle or damage to an authorized emergency vehicle; and to provide a penalty.

10:58 a.m. Chairman D. Ruby opened the meeting.

Members Present: Chairman D. Ruby, Vice Chairman Grueneich, Representatives Christianson, Dressler, Finley-DeVille, Frelich, Johnston, Hendrix, Kasper, Koppelman, Maki, Morton, Osowski, Schatz

Discussion Topics:

- Stationary emergency vehicle
- Use of flashers

10:59 a.m. Representative Koppelman moved amendment LC #25.0700.02001.

11:00 a.m. Representative Frelich seconded the motion.

11:00 a.m. Voice vote - motion passed.

11:00 a.m. Representative Koppelman moved a Do Pass as Amended.

11:00 a.m. Representative Morton seconded the motion.

Representatives	Vote
Representative Dan Ruby	Y
Representative Jim Grueneich	Y
Representative Nels Christianson	Y
Representative Ty Dressler	Y
Representative Lisa Finley-DeVille	Y
Representative Kathy Frelich	Y
Representative Jared Hendrix	Y
Representative Daniel Johnston	Y
Representative Jim Kasper	Y
Representative Ben Koppelman	Y
Representative Roger A. Maki	Y
Representative Desiree Morton	Y
Representative Doug Osowski	Y
Representative Mike Schatz	Y

11:01 a.m. Motion passed 14-0-0
11:01 a.m. Representative Koppelman will carry the bill.
11:01 a.m. Chairman D. Ruby closed the meeting.
Janae Pinks, Committee Clerk

REPORT OF STANDING COMMITTEE
ENGROSSED SB 2132

Transportation Committee (Rep. D. Ruby, Chairman) recommends **AMENDMENTS (25.0700.02001)** and when so amended, recommends **DO PASS** (14 YEAS, 0 NAYS, 0 ABSENT OR EXCUSED AND NOT VOTING). SB 2132 was placed on the Sixth order on the calendar.