

FISCAL NOTE
Requested by Legislative Council
01/07/2019

Revised
Amendment to: HB 1180

- 1 A. **State fiscal effect:** *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	2017-2019 Biennium		2019-2021 Biennium		2021-2023 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues				\$9,300		
Expenditures				\$25,000		
Appropriations				\$25,000		

- 1 B. **County, city, school district and township fiscal effect:** *Identify the fiscal effect on the appropriate political subdivision.*

	2017-2019 Biennium	2019-2021 Biennium	2021-2023 Biennium
Counties		\$(5,500)	
Cities		\$(3,125)	
School Districts			
Townships		\$(675)	

- 2 A. **Bill and fiscal impact summary:** *Provide a brief summary of the measure, including description of the provisions having fiscal impact (limited to 300 characters).*

This bill was introduced to allow for "sports cars" with a retail value of \$110,000 or greater to be exempt from the provisions of law requiring a license plate on the front of the vehicle.

- B. **Fiscal impact sections:** *Identify and provide a brief description of the sections of the measure which have fiscal impact. Include any assumptions and comments relevant to the analysis.*

The bill replaces the requirement that "sports cars" with a retail value of \$110,000 or greater be required to display two license plates, one on the front and one on the back of the vehicle. The bill will allow for "sports cars" to display a single plate on the back of the vehicle. This bill will result in one time programming costs, very minor on-going reductions in costs for license plates and postage, and a change in the revenues available for distribution through the Highway Tax Distribution Fund. This change will impact approximately 103 vehicles (units) per year.

3. **State fiscal effect detail:** *For information shown under state fiscal effect in 1A, please:*

- A. **Revenues:** *Explain the revenue amounts. Provide detail, when appropriate, for each revenue type and fund affected and any amounts included in the executive budget.*

Since the motor vehicle division is funded "off the top" of motor vehicle revenues before such revenues are distributed through the Highway Tax Distribution Fund, the Motor Vehicle revenue reduction will be the same as their corresponding reduction in costs.

The net amount of the change in revenues over the change in expenditures is allocated through the Highway Tax Distribution Fund to NDDOT (61.3%, counties (22%), cities (12.5%), townships (2.7%), and transit (goes to NDDOT) (1.5%).

The amounts shown in Section 1A are a composite of the amounts impacting the Motor Vehicle Division of NDDOT (off the top), the 61.3% NDDOT Highway Tax distribution, and the 1.5% transit Highway Tax distribution.

- B. **Expenditures:** *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

NDDOT Motor Vehicle Division will incur one-time costs of approximately \$25,000 for computer programming costs.

License plate costs will reduce approximately \$1.70 per unit issued. Postage costs will decrease approximately \$.57 per unit issued from the central office. However, since license plates are distributed only when a vehicle is first registered, a new or replacement plate is issued, or when a general plate issue occurs, plate issuance for these type of vehicles will be a very infrequent occurrence. Consequently the related costs would be extremely minor. Because of this they will be ignored for purposes of this analysis.

- C. **Appropriations:** *Explain the appropriation amounts. Provide detail, when appropriate, for each agency and fund affected. Explain the relationship between the amounts shown for expenditures and appropriations. Indicate whether the appropriation or a part of the appropriation is included in the executive budget or relates to a continuing appropriation.*

The NDDOT Motor Vehicle Division will incur a one time increase in expenditures of \$25,000 for the 2019-2021 biennium. Accordingly, the division would need an corresponding increase in appropriations for that biennium.

Name: Shannon Sauer

Agency: NDDOT

Telephone: 328-4375

Date Prepared: 01/10/2019

FISCAL NOTE
Requested by Legislative Council
01/07/2019

Revised
 Bill/Resolution No.: HB 1180

- 1 A. **State fiscal effect:** *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	2017-2019 Biennium		2019-2021 Biennium		2021-2023 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues				\$9,300		
Expenditures				\$25,000		
Appropriations				\$25,000		

- 1 B. **County, city, school district and township fiscal effect:** *Identify the fiscal effect on the appropriate political subdivision.*

	2017-2019 Biennium	2019-2021 Biennium	2021-2023 Biennium
Counties		\$(5,500)	
Cities		\$(3,125)	
School Districts			
Townships		\$(675)	

- 2 A. **Bill and fiscal impact summary:** *Provide a brief summary of the measure, including description of the provisions having fiscal impact (limited to 300 characters).*

This bill was introduced to allow for "sports cars" with a retail value of \$110,000 or greater to be exempt from the provisions of law requiring a license plate on the front of the vehicle.

- B. **Fiscal impact sections:** *Identify and provide a brief description of the sections of the measure which have fiscal impact. Include any assumptions and comments relevant to the analysis.*

The bill replaces the requirement that "sports cars" with a retail value of \$110,000 or greater be required to display two license plates, one on the front and one on the back of the vehicle. The bill will allow for "sports cars" to display a single plate on the back of the vehicle. This bill will result in one time programming costs, very minor on-going reductions in costs for license plates and postage, and a change in the revenues available for distribution through the Highway Tax Distribution Fund. This change will impact approximately 103 vehicles (units) per year.

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- A. **Revenues:** *Explain the revenue amounts. Provide detail, when appropriate, for each revenue type and fund affected and any amounts included in the executive budget.*

Since the motor vehicle division is funded "off the top" of motor vehicle revenues before such revenues are distributed through the Highway Tax Distribution Fund, the Motor Vehicle revenue reduction will be the same as their corresponding reduction in costs.

The net amount of the change in revenues over the change in expenditures is allocated through the Highway Tax Distribution Fund to NDDOT (61.3%, counties (22%), cities (12.5%), townships (2.7%), and transit (goes to NDDOT) (1.5%).

The amounts shown in Section 1A are a composite of the amounts impacting the Motor Vehicle Division of NDDOT (off the top), the 61.3% NDDOT Highway Tax distribution, and the 1.5% transit Highway Tax distribution.

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License plate costs will reduce approximately \$1.70 per unit issued. Postage costs will decrease approximately \$.57 per unit issued from the central office. However, since license plates are distributed only when a vehicle is first registered, a new or replacement plate is issued, or when a general plate issue occurs, plate issuance for these type of vehicles will be a very infrequent occurrence. Consequently the related costs would be extremely minor. Because of this they will be ignored for purposes of this analysis.

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The NDDOT Motor Vehicle Division will incur a one time increase in expenditures of \$25,000 for the 2019-2021 biennium. Accordingly, the division would need an corresponding increase in appropriations for that biennium.

Name: Shannon Sauer

Agency: NDDOT

Telephone: 328-4375

Date Prepared: 01/10/2019

FISCAL NOTE
Requested by Legislative Council
01/07/2019

Bill/Resolution No.: HB 1180

- 1 A. **State fiscal effect:** *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	2017-2019 Biennium		2019-2021 Biennium		2021-2023 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues				\$(9,162)		\$174
Expenditures				\$24,532		\$(468)
Appropriations				\$24,532		\$(468)

- 1 B. **County, city, school district and township fiscal effect:** *Identify the fiscal effect on the appropriate political subdivision.*

	2017-2019 Biennium	2019-2021 Biennium	2021-2023 Biennium
Counties		\$(5,397)	\$103
Cities		\$(3,067)	\$58
School Districts			
Townships		\$(662)	\$13

- 2 A. **Bill and fiscal impact summary:** *Provide a brief summary of the measure, including description of the provisions having fiscal impact (limited to 300 characters).*

This bill was introduced to allow for "sports cars" with a retail value of \$110,000 or greater to be exempt from the provisions of law requiring a license plate on the front of the vehicle.

- B. **Fiscal impact sections:** *Identify and provide a brief description of the sections of the measure which have fiscal impact. Include any assumptions and comments relevant to the analysis.*

The bill replaces the requirement that "sports cars" with a retail value of \$110,000 or greater be required to display two license plates, one on the front and one on the back of the vehicle. The bill will allow for "sports cars" to display a single plate on the back of the vehicle. This bill will result in one time programming costs, on-going reductions in costs for license plates and postage, and a change in the revenues available for distribution through the Highway Tax Distribution Fund.

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Since the motor vehicle division is funded "off the top" of motor vehicle revenues before such revenues are distributed through the Highway Tax Distribution Fund, the Motor Vehicle revenue reduction will be the same as their corresponding reduction in costs.

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- B. **Expenditures:** *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

NDDOT Motor Vehicle Division will incur one-time costs of approximately \$25,000 for computer programming costs. This change will impact approximately 103 vehicles (units) per year. License plate costs will reduce approximately \$1.70 per unit issued. Postage costs will decrease approximately \$.57 per unit issued from the central office.

- C. **Appropriations:** *Explain the appropriation amounts. Provide detail, when appropriate, for each agency and fund affected. Explain the relationship between the amounts shown for expenditures and appropriations. Indicate whether the appropriation or a part of the appropriation is included in the executive budget or relates to a continuing appropriation.*

The NDDOT Motor Vehicle Division will see an increased expenditures of \$24,532 for the 2019-2021 biennium and a reduced expenditure of \$468 for the 2021-2023 biennium. Accordingly, the division would need an increase in appropriations for the first biennium.

Name: Lindi Michlitsch

Agency: NDDOT

Telephone: 328-2734

Date Prepared: 01/09/2019

2019 HOUSE TRANSPORTATION

HB 1180

2019 HOUSE STANDING COMMITTEE MINUTES

Transportation Committee Fort Totten Room, State Capitol

HB 1180
1/17/2019
#30968

- ☐ Subcommittee
☐ Conference Committee

Committee Clerk: Jeanette Cook

Explanation or reason for introduction of bill/resolution:

A BILL relating to exempting sports cars from the number plate display requirements.

Minutes:

Attachments 1-3

Chairman Ruby opened the hearing on HB 1180.

Representative Gary Kreidt, District 33, introduced HB 1180. It is a bill that would eliminate the front license plate on two-seat sports cars. I ask the committee to give it serious consideration. There may be some opposition to the bill. I have visited with some of the people that have security cameras located at service stations. The conversations are about someone coming up to a gas station and driving off without paying for the gas. If the car is situated correctly, the camera may get the back license plate. Sometimes they get the front license plate. I have also been told by the people who have security cameras that the new license plates with reflection and without the raised lettering are hard to pick up on the camera. They are having a problem with that. I was also told by some owners of gas stations, that when they reported a drive-off to law enforcement, they were told, "We are not a collection agency. It is not our responsibility to go after these people." If you would propose an amendment to lower the \$110,000 to \$50,000, I think the bill would be more palatable and would be able to include more individuals. I decided to bring the bill forward because some of the sports cars don't even come out with a place for a plate on them. Many individuals will not put the plate on their sports car even if they get citations.

Representative Grueneich: Do you think that not putting a dollar amount on the bill, just any two-seat sports car, would be fairer, especially to the older sports cars?

Representative Gary Kreidt: I think that when you get into the older cars, they might qualify for a classic car license. Can someone clarify that?

Representative Owens: Currently a pioneer plate, which limits the number of miles each year, is authorized to have one plate, but the car has to be 40 years old. The collector version, 25 years old, currently still requires two license plates.

Rep. Kreidt: If the committee feels this would be a better way to go, I would be open to another direction with the dollar amount.

Chairman Ruby: One of my concerns is that the dollar amount is hard to determine. It is easy to tell if it is a two seater. I don't like to have the language, Chevrolet Corvette, in Code.

Rep. Kreidt: I would be open to the committee recommendation.

Chairman Ruby: Is it your idea that the applicant must provide documentation that the vehicle is a two seater?

Representative Gary Kreidt: Yes.

Alexis Baxley provided written testimony for her husband, **James Baxley**, in support of HB 1180. See attachment #1.

Galen Becker, Bismarck, spoke to support HB 1180. He has a Corvette and would prefer not to have to put a front license plate on it.

Todd Fuchs, provided written testimony to the committee for the record in support of HB 1180. See attachment #2.

There was no further support for HB 1180.

Mike Rud, North Dakota Petroleum Marketers Association, spoke to oppose HB 1180 and provided written testimony. See attachment #3. (18:31)

Chairman Ruby: Do you know how many drive-offs are done by sports car owners?

Mike Rud: I do not. We are mostly concerned about opening the door to more and more cars with only one plate.

Representative Owens: Have you encountered the comment about the video cameras not being able to pick up a clear image because of the glare from the new license plates?

Mike Rud: I have not heard that from our people with video surveillance.

There was no further opposition to HB 1180.

Representative Owens: Why is there a change in revenue through the Highway Distribution Fund?

Lindi Michlitsch, North Dakota Department of Transportation, Motor Vehicle: There will be a change in the revenue because of the programing costs.

Representative Owens: Aren't the programing costs just one time? The bill doesn't reduce the cost of the license plate, so there wouldn't be a change in the incoming revenue.

Lindi Michlitsch: I will have to check on that.

Chairman Ruby: Normally, you don't classify the programing costs or the funds that you are using if they come from the road funds as revenue lost.

Bruce McCollom, Bismarck, a Corvette owner: I am neutral on HB 1180. In prior years law enforcement have testified against it. I would defer to law enforcement if they are against it. I would like to **not** have a front plate, but would defer to law enforcement if it is a good thing or not.

Representative Hanson: I am interested in the ways that law enforcement might use the front license plate in other ways, not just the gas drive-offs.

Chairman Ruby: In the past the discussion has been during amber alerts, looking for plates that are coming toward them. Also for theft if a vehicle is facing forward, and you can't see the plates. This bill does limit the number of cars that would just have one plate. It is not all vehicles.

The hearing on HB 1180 was closed.

2019 HOUSE STANDING COMMITTEE MINUTES

Transportation Committee Fort Totten Room, State Capitol

HB-1180-2
1/18/2019
#31060

- ☐ Subcommittee
☐ Conference Committee

Committee Clerk: Jeanette Cook

Explanation or reason for introduction of bill/resolution:

A BILL relating to exempting sports cars from the number plate display requirements

Minutes:

Chairman Ruby brought HB 1180 back before the committee.

Chairman Ruby: I have a problem with including the name of a Chevrolet Corvette. There was also discussion on putting a dollar amount in the bill. The ones who don't like one plate are worried if we pass this, it will expand to other types of cars. It is a slippery slope. I have always supported one plate.

Representative Paulson moved an amendment to remove the dollar amount, Chevrolet Corvette (line 8-10 & 14 –15).

Representative Representative Owens seconded the motion.

A voice vote was taken. The motion carried.

Vice Chairman Rick C. Becker: If we have taken out the whole aspect of value, do we need Subsection 2?

Vice Chairman Rick C. Becker moved an amendment to remove strike all of line 11 and 12 and renumber accordingly.

Representative Owens seconded the motion.

A voice vote was taken. The motion carried.

Representative Westlind moved an amendment, "To include all muscle cars pre-1974 that can seat two or more people with the rated horsepower of 350 or more.

Representative Owens: Those cars already can have one plate because they fall under the pioneer plate, if the owner wants to apply for one.

No seconded to the motion.

**Representative Paulson moved a DO PASS as amended on HB 1180.
Representative Owens seconded the motion.**

Representative Hanson: I still have concerns about this as a safety issue. It is not just drive-offs. There are a lot of other safety issues with only one plate. Also, if a car like this is stolen, it would be easier found with two plates. I am haunted with the idea of an abduction that may be tracked better with two license plates. I feel that we need to consider all the evidence that we have.

Representative Westlind: I cannot support this bill. Last session I helped defeat Representative Owens' bill on having one license on all cars. I will vote no.

Vice Chairman Rick C. Becker: Is a person who drives one of these vehicles is not forced to just have one plate, are they?

Chairman Ruby: They would just be sent one and have to ask for the second.

Representative O'Brien: I am going to resist the motion. This is just picking winners and losers. We have a sports car that has four seats in it. I don't put the front license plate on it.

**A roll call vote was taken: Aye 4 Nay 7 Absent 3
The motion failed.**

**Representative O'Brien moved a DO NOT PASS as amended on HB 1180.
Representative Hanson seconded the motion.
A roll call vote was taken: Aye 6 Nay 5 Absent 3
The motion carried.
Representative Jones will carry the bill.**

DF 1/16/19

19.0663.01001
Title.02000

Adopted by the Transportation Committee

January 18, 2019

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1180

Page 1, line 8, remove "which has a retail value exceeding"

Page 1, remove lines 9 through 11

Page 1, line 12, remove "establishing the sports car's exemption eligibility under subsection 1"

Page 1, line 13, replace "3." with "2."

Page 1, line 14, remove "a chevrolet"

Page 1, line 15, remove "corvette or"

Renumber accordingly

Date: 1-18-19
Roll Call Vote #: 1

2019 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. #131180

House Transportation

Committee

☐ Subcommittee

Amendment LC# or Description: _____

Recommendation: ☒ Adopt Amendment

☐ Do Pass ☐ Do Not Pass

☐ Without Committee Recommendation

☐ As Amended

☐ Rerefer to Appropriations

☐ Place on Consent Calendar

Other Actions:

☐ Reconsider

☐ _____

Motion Made By

Paulson

Seconded By

Owens

Representatives	Yes	No	Representatives	Yes	No
CHAIRMAN RUBY			REP LAURIEBETH HAGER		
VICE CHAIR BECKER			REP KARLA ROSE HANSON		
REP JIM GRUENEICH			REP MARVIN NELSON		
REP TERRY JONES					
REP TOM KADING					
REP EMILY O'BRIEN					
REP MARK OWENS					
REP BOB PAULSON					
REP GARY PAUR	A				
REP ROBIN WEISZ	A				
REP GREG WESTLIND					

Vote
Carried

Total (Yes) _____ No _____

Absent _____

Floor Assignment _____

If the vote is on an amendment, briefly indicate intent:

chevy
Delete \$ amt. & the Ref. to Corvette
Line 8-10 & 14-15 delete

Date: 1-18-19
Roll Call Vote #: 2

2019 HOUSE STANDING COMMITTEE

ROLL CALL VOTES

BILL/RESOLUTION NO. HB 1180

House Transportation

Committee

☐ Subcommittee

Amendment LC# or Description: _____

Recommendation: ☒ Adopt Amendment
☐ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar
Other Actions: ☐ Reconsider ☐ _____

Motion Made By Becker Seconded By Owens

Representatives	Yes	No	Representatives	Yes	No
CHAIRMAN RUBY			REP LAURIEBETH HAGER		
VICE CHAIR BECKER			REP KARLA ROSE HANSON		
REP JIM GRUENEICH			REP MARVIN NELSON		
REP TERRY JONES					
REP TOM KADING					
REP EMILY O'BRIEN					
REP MARK OWENS					
REP BOB PAULSON					
REP GARY PAUR					
REP ROBIN WEISZ					
REP GREG WESTLIND					

Vote Carried

Total (Yes) _____ No _____

Absent _____

Floor Assignment _____

If the vote is on an amendment, briefly indicate intent:

Strike lines 11 + 12 renumber

Date: 1-18-19
Roll Call Vote #: 3

2019 HOUSE STANDING COMMITTEE

ROLL CALL VOTES
BILL/RESOLUTION NO. 1 + B 1180

House Transportation Committee

☐ Subcommittee

Amendment LC# or Description: 19.0663, 01001

Recommendation: ☐ Adopt Amendment
☒ Do Pass ☐ Do Not Pass ☐ Without Committee Recommendation
☒ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar
Other Actions: ☐ Reconsider ☐

Motion Made By Paulson Seconded By Owens

Representatives	Yes	No	Representatives	Yes	No
CHAIRMAN RUBY	X		REP LAURIEBETH HAGER		X
VICE CHAIR BECKER		X	REP KARLA ROSE HANSON		X
REP JIM GRUENEICH	X		REP MARVIN NELSON		A
REP TERRY JONES		X			
REP TOM KADING		X			
REP EMILY O'BRIEN		X			
REP MARK OWENS	X				
REP BOB PAULSON	X				
REP GARY PAUR	A				
REP ROBIN WEISZ	A				
REP GREG WESTLIND		X			

Total (Yes) 4 No 7

Absent 3

Floor Assignment _____

If the vote is on an amendment, briefly indicate intent:

Date: 1-18-19
Roll Call Vote #: 4

2019 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. HB 1180

House Transportation Committee

☐ Subcommittee

Amendment LC# or Description: 19.0663-01001

Recommendation: ☐ Adopt Amendment
☐ Do Pass ☒ Do Not Pass ☐ Without Committee Recommendation
☒ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar
Other Actions: ☐ Reconsider ☐

Motion Made By O'Brien Seconded By Hanson

Representatives	Yes	No	Representatives	Yes	No
CHAIRMAN RUBY		X	REP LAURIEBETH HAGER	X	
VICE CHAIR BECKER		X	REP KARLA ROSE HANSON	X	
REP JIM GRUENEICH		X	REP MARVIN NELSON	X	
REP TERRY JONES	X				
REP TOM KADING	X				
REP EMILY O'BRIEN	X				
REP MARK OWENS		X			
REP BOB PAULSON	X	X			
REP GARY PAUR	A				
REP ROBIN WEISZ	A				
REP GREG WESTLIND	X				

Total (Yes) 6 No 5

Absent 3

Floor Assignment Jones

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE

HB 1180: Transportation Committee (Rep. D. Ruby, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO NOT PASS** (6 YEAS, 5 NAYS, 3 ABSENT AND NOT VOTING). HB 1180 was placed on the Sixth order on the calendar.

Page 1, line 8, remove "which has a retail value exceeding"

Page 1, remove lines 9 through 11

Page 1, line 12, remove "establishing the sports car's exemption eligibility under subsection 1"

Page 1, line 13, replace "3." with "2."

Page 1, line 14, remove "a chevrolet"

Page 1, line 15, remove "corvette or"

Renumber accordingly

2019 SENATE TRANSPORTATION

HB 1180

2019 SENATE STANDING COMMITTEE MINUTES

Transportation Committee Lewis and Clark Room, State Capitol

HB 1180
3/7/2019
JOB # 33381

- ☐ Subcommittee
☐ Conference Committee

Committee Clerk: Florence Mayer

Explanation or reason for introduction of bill/resolution:

A bill relating to exempting sports cars from the number plate display requirements.

Minutes:

4 Attachments

Chairman Rust: Called the committee to order on HB 1180.

Representative Gary Kreidt, District 33: Introduced HB 1180 and gave a brief description. This bill is about having 1 license plate on 2-seater sports cars. They are designed to not have a front license plate. You will probably hear that these are needed because of drive offs from gas stations and so on. I visited with a couple security companies, the camera companies and several service stations. I've been told the design of the new license plate in ND with the non-raised letters; it is difficult to pick the numbers up on those plates. That is 1 situation that perhaps doesn't support this. Unless that sports car is stolen, people who own these have more than enough money to pay for gas. 19 other states don't require a front license plate. This isn't to eliminate it on all cars, just 2-seater sports cars.

(7:57) Senator Dwyer: So do they drill holes in the front of the cars now, or how do they put the plates on?

Representative Kreidt: I've seen all kinds. You can buy a sort of holder for a plate. They obviously don't come with a front plate. Some are riveted on, drilling holes, etc. Might be nice to have a conference committee.

(9:12) Bruce McCollom, resident of district 8: Testified in support of HB 1180 and presented Attachment #1. If law enforcement testifies against this, I would withdraw my support, because I support law enforcement.

Chairman Rust: You had 3 areas: What if it's already registered; is it mandatory; and personalized plates?

Bruce McCollom: In the case of personalized plates, antiques don't have to run a front plate and they can have personalized plates. The bill requires a little sticker. I was just unclear. I did a survey of the membership of the Corvette club. The majority fun the personalized plates.

Senator Pattern: I had an in favor email from someone who was not able to attend. Committee please check your emails for one from James, we should all have it. (No copy was given to the clerk.)

(14:39) Mike Rud, President, North Dakota Petroleum Marketers Association: Testified in opposition of HB 1180 and presented Attachment #2.

(17:54) Chairman Rust: I'm assuming you're thinking the license plate does not slow down the Corvette very much?

Mike Rud: I think it's great people have sports cars. They burn a lot of gas, so it's good for our industry. I don't think 1 plate will affect it. Many people put them in windows. There are law enforcement folks that will speak to that. That plate is a public safety concern.

Chairman Rust: If 19 states don't require the front plate, how do they handle drive offs and such? That's almost 40%.

Mike Rud: I can't speak for those states. I assume they build shrinkage into their business. Everyone takes a different approach to video surveillance. I can tell you I have not heard of the new plates being a problem. I was curious to hear that comment.

Senator Dwyer: In your testimony you said, "Vanity should not be the justification for proposing a change in law". What do you mean by that?

Mike Rud: Public safety needs to come before the look of a car. We need to keep things safe and give the law enforcement officers every tool to stop illegal activity.

Senator Dwyer: So you mean appearances should not be the justification over safety? (Correct.)

Senator Clemens: We've traveled some in Texas, many of the toll roads, if you don't have an EZ pass there are cameras as you go down the road. Then I get a notice from the state of how much I owe and they send me a picture of my car and license plates. Do cars without license plates get to go toll free?

Mike Rud: I don't know how they handle that. Maybe law enforcement can speak to that.

Chairman Rust: I would guess they'd have to have cameras for the rear too.

Sergeant Tim Bleth, Traffic Section Sergeant, Bismarck Police Department: Testified in opposition to HB 1180 and presented Attachment #3. Just wanted to say that we were not at the House hearing. It is hard to keep track of all the bills going through and we missed this one. Nevertheless, here we are now.

(29:25) Donnelle Presky, North Dakota Association of Counties, Executive Director North Dakota Sheriffs' & Deputies Association: (No written testimony.) We oppose this bill. Front license plates are a key tool for our law enforcement. Without that, our officers will have a harder time identifying people who are violating the law. It is also used by those who see a crime happen or suspicious behavior. 2 plates guarantee greater visibility for law enforcement. Visibility of plates leads to saving lives. Think of the different levels/colors of alerts put out in our state. In those alerts is a vehicle description and license plate number. That is key information. Why would we take away a tool that could save a life? We start with 1 exemption and where does it end.

Chairman Rust: I'm still curious about these 19 states without front license plates. At some point in time, these cars might pass through ND.

(33:12) Tom Kelsch, lobbyist, 3M: Testified in opposition to HB 1180 and provided Attachment #4.

(37:56) Representative Mark Owens, District 17: I have some information in a neutral position to answer Senator Clemens. Florida has those toll roads and they deal with many single plate vehicles. As you approach, they take a picture of the car and as you're leaving, they take a picture of the car. Any time they have a license plate on the front of the car, they will send the picture of the front because you can see the driver as well.

Chairman Rust: Lindi can you come to the podium. How many sports cars do we have registered in ND?

Lindi Michlitsch, North Dakota Department of Motor Vehicles, Director: Currently we do not separate out sports cars as a separate classification in our registration system.

Senator Fors: What does 103 vehicles mean on the fiscal note?

Lindi Michlitsch: The original bill submitted for \$110,000 value. We looked at our system and ran a query on purchase price of \$110,000 or more.

Senator Clemens: If we went to 1 plate for sports cars, will there be a cost to updating any of your software?

Lindi Michlitsch: Our thought process with this bill is, we would still issue plates like normal. It would be up to the owner to determine if they would display 1 or 2 plates. There wouldn't be any additional costs; we would still be issuing 2 plates.

Chairman Rust: Any other testimonies?
Closed the hearing on HB 1180.

2019 SENATE STANDING COMMITTEE MINUTES

Transportation Committee
Lewis and Clark Room, State Capitol

HB 1180
3/7/2019
33413

☐ Subcommittee
☐ Conference Committee

Committee Clerk: Liz Stenehjem

Explanation or reason for introduction of bill/resolution:

A bill relating to exempting sports cars from the number plate display requirements.

Minutes:

No Attachments

Senator Patten: I move **Do Not Pass**.

Senator Bakke: I **Second** the motion.

Chairman Rust: My own personal opinion is that after listening to law enforcement and after listening to police's, people who setup security cameras in front of store and in front of gas stations and what have you, what you would do in essence I think would be, ok now this doesn't work from the front and since they zip on out of here so quickly we can't get their license plate, now you're going to force us to setup another camera in another place to probably have to take pictures so we make sure we get front and rear. I guess in view of the fact that in most part it is a key instrument in law enforcement I would have to vote no on this one myself, even though I've got one of those cars. But it does have a place for a license plate on it. I'm thinking that there is a group of individuals a number of individuals who are extremely concerned about privacy, they do not like the fact the evidently there are license plate readers out there that can quickly grab you license number. There are even places that have prohibited police from driving down the street and taking snap shots of license plates of cars parked in driveways, because they feel that's an invasion of privacy. So there are some that feel maybe that police overstep their bounds with these readers as it is. I'm kind of not quite there.

Roll Call Vote Taken:

6-0-0 Do NOT Pass

Carrier: Clemens

**2019 SENATE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO: HB 1180**

Senate Transportation Committee

☐ Subcommittee

Amendment LC# or Description: _____

Recommendation: ☐ Adopt Amendment
☐ Do Pass ☒ Do Not Pass ☐ Without Committee Recommendation
☐ As Amended ☐ Rerefer to Appropriations
☐ Place on Consent Calendar
Other Actions: ☐ Reconsider ☐ _____

Motion Made By Senator Patten Seconded By Senator Bakke

Senators	Yes	No	Senators	Yes	No
Senator Rust - Chairman	X		Senator Bakke	X	
Senator Clemens - Vice Chairman	X				
Senator Dwyer	X				
Senator Fors	X				
Senator Patten	X				

Total (Yes) 6 No 0

Absent 0

Floor Assignment Senator Clemens

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE

HB 1180, as engrossed: Transportation Committee (Sen. Rust, Chairman) recommends
DO NOT PASS (6 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING).
Engrossed HB 1180 was placed on the Fourteenth order on the calendar.

2019 TESTIMONY

HB 1180

HB 1180
Testimony of James Baxley
House Transportation Committee
January 17, 2019

HB 1180
1-17-19
#1
P.1

Good morning Mr. Chairman and members of the committee, my name is James Baxley. I live in District 7 and work in District 33. I would like to start by commending the sponsors of this bill and state that I fully support HB 1180. A brief background on myself and why this bill is important to me. I'm what you would call an avid car enthusiast, to put it lightly. When my parents bought me my first Hotwheels car, the seeds were planted for the hobby I love and enjoy today. I've owned many different performance vehicles throughout my life and currently own two—a 1967 Camaro and a 1997 Dodge Viper GTS.

As I stated, I fully support the sentiment behind the bill, and its definition of what constitutes a sports car, but I feel that the way it is written leaves out many vehicles that should be included in the exemption.

I will start by addressing the monetary value of \$110k that is required for exemption. As we all know, North Dakota is not a bastion of sports cars. Due to our rather harsh and long winters, many people see the purchase of such a vehicle as wholly impractical and if they do own some type of sports car, they are probably not spending \$100k or more on a vehicle that can only be driven 4-5 months out of the year. The value of \$110k reserves the ability to enjoy this exemption for owners of exotic vehicles such as Ferrari's and Lamborghinis, which there are very few of in the state. A new, fully loaded Corvette Z06 or ZR1 would meet the criteria as it is written, but this brings me to my next issue.

Corvettes are specifically named in the bill as vehicles that would be included in this exemption. Now, it may seem like I'm bashing Corvettes, but I assure you I'm not—I have owned two Z06 Corvettes. But, including Corvettes with vehicles that cost over \$110,000 does not make much sense. A low mileage, well-maintained C5 Corvette z06 like the ones I owned can be had for less than \$25k, and a base model can be had for less than \$15k, but with the way the bill is currently written these cars would be exempted. Once again, placing a value of \$110k as a requirement and then including Corvettes in the exemption leaves many citizens, like myself, out. I will use my Dodge Viper as an example. By all definitions, a Dodge Viper is a sports car and even though produced domestically, many consider them an exotic due to their rarity. My 1997 Viper which cost \$66k brand new still cost me \$58k to purchase last month.

H B 1180 #1
1-17-19 P.2

Even if the \$110k requirement is based off of original MSRP, when adjusted for inflation my viper would cost approximately \$103k in today's money. By virtue of costing less than \$110k and not being a corvette, I would not be included. There are many other vehicles that would fall into this category. Used Lamborghini Gallardos, Ferrari F360s, Porsche 911 turbos, Jaguar F Types, and many other vehicles which can all be purchased for less than \$110k but are very much sports cars.

The reason this issue is so important to me personally, besides that in my opinion, the presence of a front plate takes away from the aesthetics of most sports cars, is the absence of an area to mount a front plate on my vehicle. My Viper, like many of the vehicles I've mentioned, did not leave the factory with provisions to install a front plate. Installing one would require the purchase of an aftermarket kit and drilling holes in the vehicle to mount it, potentially damaging and devaluing it. Once again, I'm not trying to pick on Corvettes, but Corvettes up until the C6 body style was introduced in 2005, all left the factory with a place to properly mount a front plate without causing any damage besides just looking unsightly.

One suggestion could be to exempt vehicles that do not come with provisions for a front plate installed from the factory. But this could muddy the water as well. Since some car dealerships in states that require a front plate have been known to install mounts on the vehicles they sell, this could cause further confusion among owners trying to determine if they are or are not required to have a front plate.

My suggestions for the bill to keep it simple: remove the \$110k requirement and remove the Corvette from the bill. Instead just use the current definition of a "sports car" that is outlined in the bill. This would allow a greater number of North Dakota car enthusiasts to enjoy the exemption and set clear, simple guidelines for what vehicles are exempt.

One final thing I would like to add. I feel that the only potential opponents of this bill will be law enforcement. I would like to add my personal experience on that matter. I served for six years in the USAF Security Forces. For those not familiar, Security Forces are the Law Enforcement and Force Protection element of an Air Force installation (i.e. military police). During my six years I was stationed at two stateside installations, one overseas, plus one deployed location. Due to military members being from all over the country, military installations have a wide mixture of differing types of vehicle registrations with differing state requirements. No matter what state that installation is in, the vehicle is only required to meet the registration

requirements of their home of record/the state the vehicle is registered in. Many states do not require front plates. During my enlistment, the presence or absence of a front plate was never of any significance for any type of call or incident I participated in, including traffic stops or gain runner incidents where the quick identification and stop of a vehicle could be a matter of national security in today's climate.

In conclusion, I feel that making a few simple changes to the bill would afford a greater number of North Dakota residents the opportunity to enjoy the exemption and not be forced to cause potential permanent damage to their vehicles for the sake of avoiding a traffic ticket.

Once again, I want to thank the sponsors of this bill and the committee for its time. I would be happy to answer any questions that you may have.

Ruby, Dan J.

HB 1180
1-17-19
#2 p.1

From: Todd Fuchs <todd@payrollexpressinc.com>
Sent: Wednesday, January 16, 2019 4:29 PM
To: Todd Fuchs
Subject: HB 1180 Relating to exempting sports cars from the number plate display requirements

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

Transportation Committee Member,

Please accept my apology for not attending the committee hearing on this bill Thursday Morning, I really would like to present in person, unfortunately it doesn't work with my schedule.

This bill is long overdue, it might seem trivial to most of you, and in the big scheme of all you must have to discuss, and vote on in the Legislature, it probably is.. But to me it is important.

My sports car, like many, many others did not come from the factory equipped with a front plate bracket, I have tried over my 20 years of ownership to craft one, or fab one, but nothing looks satisfactory on my car. (see attached Photo 1)

I appreciate this bill addressing this issue, I just hope it is reworked to include all sports cars, the 110 thousand dollar deal makes it seem elitist and unfair to the guy who only spent 30, 50 80K for his car of the same body style.

Keeping this as brief as possible, I'd love to see the bill amended to all Sportscars, (2 seats) or more, if on an approved list (???) Maybe the director could take submissions for approval.

Another compromise could be allowing single plate owners to require the (rear) plate number displayed on the top of the windshield (similar to boat numbers) similar to the numbers I had on my Mustang at the Sturgis Mustang Rally. (see Photo 2)

That would help in the gas drive off and other front of car identifications.

I wouldn't mind seeing an extra 20 dollar charge for the sportscar plate, to deter the Suburban and Minivan owners from pleading "its unfair.."

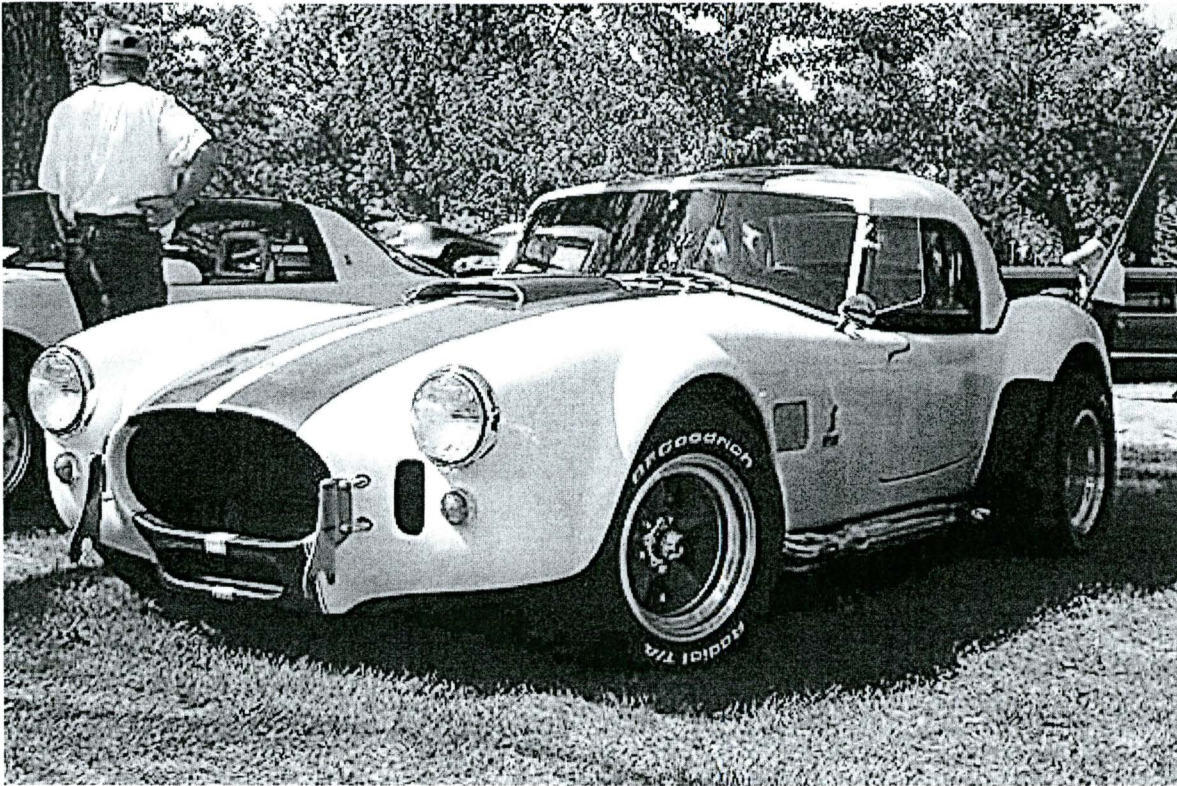
Although have only received 1 ticket in 20 years for no front plate, (my car is driven less than 500 miles per year so the odds of being cited go down dramatically) I'd rather not drive in fear.. "that is this the day- is the day; I get cited for another".

Thank you for your time and all the time you put into being a public servant in our Legislature.

I would be more than happy to discuss any time on the phone, my cell number is 701 793 0919.

Todd Fuchs
West Fargo ND
701-793-0919

HB1180
1-17-19
#2p.2





ND Petroleum Marketers Association ND Retail Association



HB 1180
1-17-19
#3

Testimony HB 1180

January 17, 2019 – House Transportation

Chairman Ruby and members of the Committee:

For the record, my name is Mike Rud. I'm the President of the North Dakota Petroleum Marketers Association. NDPMA represents nearly 600 gas retailers from across the state. On behalf of our association members, I'm here urging a **"DO NOT PASS" on HB 1180.**

At first glance, HB 1180 would appear harmless. The problem for NDPMA members lies with the fear of the camel's nose getting under the tent. NDPMA believes if you make any exception in current law, you may open the door for the complete removal of vehicle license plates in the future.

Please understand, **drive offs remain a problem across large parts of ND.** While many retailers have invested large sums of money in video surveillance equipment, it's still very difficult to help law enforcement apprehend a gas thief if there is no license plate showing up on video surveillance. It's also important to note, many smaller marketers can't afford this equipment. They must rely instead on the eyes of their cashiers.

Make no mistake, in the simplest terms drive-offs are retail theft and aren't taken lightly by business and law enforcement. ND law enforcement officials have enough issues to deal with in this day and age. It's hard to place a priority on running down a drive off when you have no license plate number to follow up on in the investigation.

Also, convenience store owners have willingly provided much needed information, including facial recognition and license plate numbers during burglaries, abductions, etc. I would bet in many cases, the two license plates now on ND vehicles have been key to quicker apprehension.

NDPMA urges the state not to tread down a slippery slope. If things aren't broken, then don't fix them. NDPMA asks for a **DO NOT PASS recommendation on HB 1180.**

HOUSE BILL NO 1180
TESTIMONY OF BRUCE F. MCCOLLOM
SENATE TRANSPORTATION COMMITTEE
MARCH 7, 2019 ~~Draft 3/3/19~~ BFM

Mr. Chairman and members of the Committee, I am Bruce McCollom of District 8. I appear as an individual and owner of 4 different Corvette sports cars over a period 44 years to testify in support of House Bill 1180. I appear, also, to ask for clarification in regard to three issues and to ask for amendment if necessary to resolve said issues.

My support is contingent on the lack of opposition from law enforcement. I heard no such opposition testimony at the House hearing on January 17, 2019. However, I was confused by Representative Jones, the bill carrier, before the floor vote on January 24, 2019, when he stated that: "This bill we have seen before ... The opponents are ... the proponents to keeping two plates are mostly law enforcement ...". It was unclear to me if he was referring to opposition to this session HB1180 or in opposition to single plate bills in previous sessions.

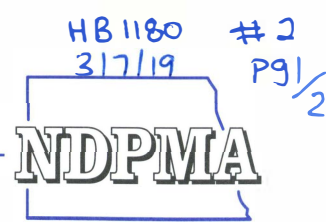
It is unclear to me if registering a "sports car" as a "sports car" will be mandatory or optional. Perhaps this can be resolved by the department's rulemaking. My preference would be for optional. I have a 2005 C6 Corvette currently displaying its front regular number plate on a manufacturer supplied bracket, option VK3, which was not attached on arrival in Bismarck. I requested installation by the dealer. It was initially installed on the fascia with adhesive and later, during unrelated body repair by a different Chevrolet dealer, removed and reinstalled with pop rivets in drilled holes. Removing the bracket may be fairly expensive and I may prefer to leave the front number plate in place.

It is unclear to me that the present bill wording would allow owners of already registered registered sports cars to switch to the single plate. Perhaps this too can also be resolved by the department's rulemaking or perhaps by amendment of the bill adding the words "or renewing the registration of" after the word registering in Line 10. I have a 2014 C7 Corvette currently displaying its front personalized plate on a manufacturer supplied bracket, option VK3. The C7 bracket attaches to the grill with bolts and appears to be easier to remove than the one on the C6. Also, the C7 bracket appears to impact the aerodynamics more than on the C6. I would want to remove it if a single personalized plate on the rear is allowed.

It is unclear to me how, or if, the new "sports car exemption" would interact with NDCC 39-04-10.3. Personalized Plates. I noticed that in the case of Antique motor vehicles NDCC 39-04-10.4 specifically provides for the use of a single personalized plate. This makes me wonder if something similar is needed in the case of "sports cars". Personalized plates are very popular with members of Corvettes of Dakota Territory club members of which I am one. On the November 16, 2018 membership list, I count 54 Corvettes with personalized plates, 11 Corvettes with regular number plates and 2 Corvettes with an Antique plate.



ND Petroleum Marketers Association ND Retail Association



Testimony HB 1180

March 7, 2019 –Senate Transportation

Chairman Rust and members of the Committee:

For the record, my name is Mike Rud. I'm the President of the North Dakota Petroleum Marketers Association. NDPMA represents nearly 600 gas retailers from across the state. On behalf of our association members, I'm here urging a **"DO NOT PASS" on HB 1180.**

HB 1180 is an old friend. The requirement for a plate on the front and back has been vetted numerous times. Each time it has been defeated. After so many defeats this issue is once again up for consideration.

At first glance, HB 1180 would appear harmless. The problem for NDPMA members lies with the fear of the camel's nose getting under the tent. NDPMA believes if you make any exception in current law, you may open the door for the complete removal of one license plate in the future.

You all know as well as I do that in two or four years they will be back claiming "no problems" with the sports car exemption and they will say everyone should be treated the same. That part is correct. Everyone should be treated the same. No one begrudges another person having a "sports" car. However, vanity should not be the justification for proposing a change to a law that is currently working.

Public safety needs to remain a top priority. Border patrol and law enforcement are hampered by any erosion of the current requirement. Many retailers have invested large sums of money in video surveillance equipment. Convenience store owners have willingly provided much needed information, including facial recognition and license plate numbers during burglaries, amber alerts, abductions, etc. I would bet in many cases, the two license plates now on ND vehicles have been key to quicker apprehension. The number one incentive for store owners to install all of this outdoor video surveillance has been license plate capture. Take away that incentive and you take away a valuable law enforcement tool.

Secondly, gas drive offs remain a problem across large parts of ND. Make no mistake, in the simplest terms drive-offs are retail fuel theft and aren't taken lightly by business and law enforcement.

The "dive" in arrangement of pumps is how almost all stores are being laid out. A purposeful drive off will be a slam dunk for thieves driving a two seat car. I had one member tell me what sounds like a joke, but he was dead serious. "These determined crooks will probably remove their back seats so they can steal at will."

ND law enforcement officials have enough issues to deal with in this day and age. It's hard to place a priority on running down a drive off when you have no license plate number to follow up on in the investigation.

NDPMA urges the state not to tread down a slippery slope. If things aren't broken, don't fix them. NDPMA asks for a **DO NOT PASS recommendation on HB 1180.**

Mr. Chairman and members of the Transportation committee for the record, my name is Tim Bleth, I am a Sergeant with the Bismarck Police Department and assigned to the Traffic Section. I have been in law enforcement for over 20 years with the last ten years in the traffic section.

I am testifying in opposition to HB1180 which would allow a certain type of vehicle to be exempt in having to display a front license plate. The Bismarck Police Department is strongly against any bill which would allow only one license plate on a vehicle.

License plates are important to law enforcement in many aspects. From a hit and run investigation aspect, the license plates are most valuable to our investigations. A witness who observes a plate number or even a partial plate number from a fleeing vehicle is our best way of solving hit and runs. I mention hit and runs specifically because our department alone investigates anywhere from 600-800 hit and runs a year and we rely heavily on witnesses and video surveillance cameras to solve them. Taking away a possibly angle from a witness or camera could be devastating to an investigation. You are probably thinking its only property damage, but hit and runs can easily cause injury or death to occupants, pedestrians and bicyclists.

Let's not forget other crimes which people use vehicles. There are robberies, vandalisms, thefts, kidnappings, gas drive offs, fraud, identity theft and murder to think about. Fraud and identity thefts are on the rise and many criminals use the drive-ups at banks to make fraudulent deposits. Some banks have cameras which only captures the front of the vehicle and not the rear.

There is no way of calculating how many crimes are solved each year by the identification of a front license plate, but I know it happens very often. To say an owner of a vehicle who would fit in this exemption classification would not commit any crimes would be an ignorant thought.

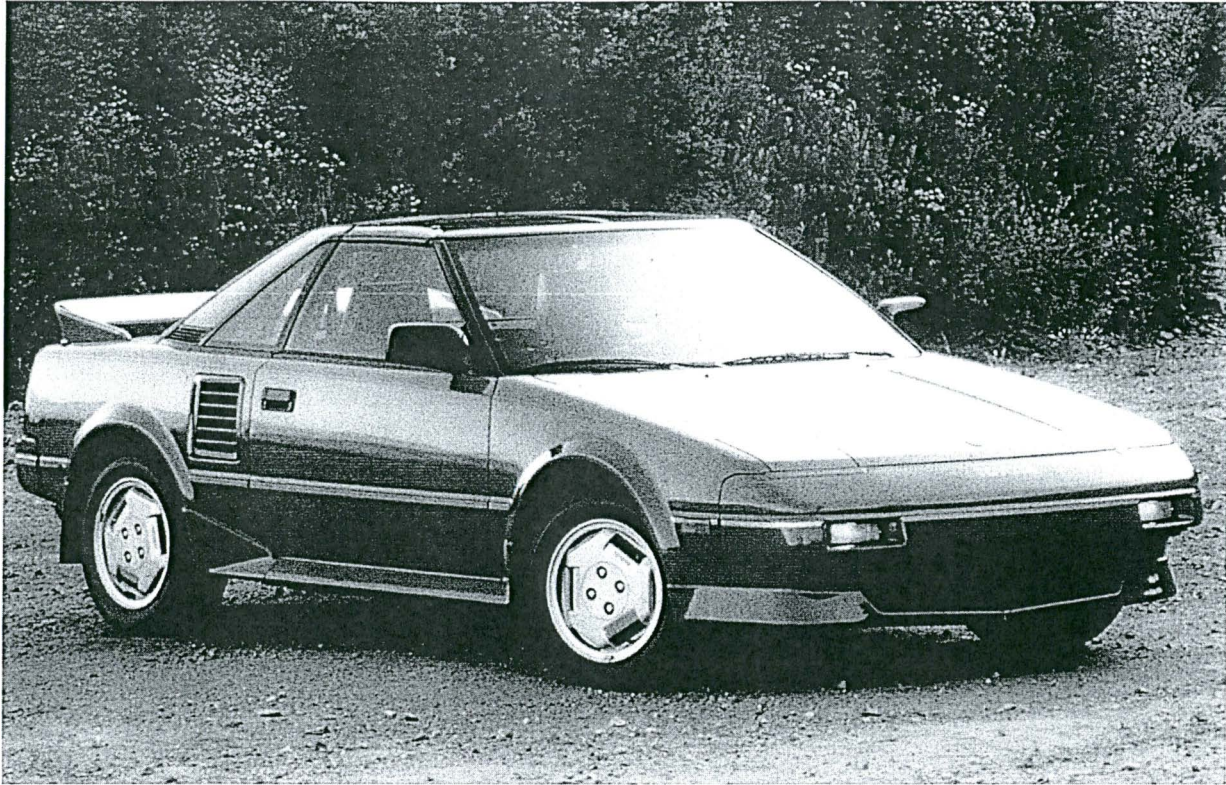
What is the definition of a "sports car"? I understand the intention of the bill is intended for Corvettes, Camaros, Mustangs and etc. but where does it stop. Attached are pictures of vehicles with two seats. One could easily argue for each one to be classified as a "sports car". The Jeep is a "Sport" Wrangler and who would be responsible for saying it does or does not fit the description. Will it be law enforcement on a case by case basis? What if we make a drug arrest based off a no front plate reasonable suspicion stop on a Jeep "Sport" Wrangler and the driver takes the case all the way to the Supreme Court. That would be a huge waste of tax payer money. This is just one example of how this law could cause issues with enforcement.

Licensing of vehicles is necessary to regulate motor vehicle use on public roads. Law Enforcement is used to help enforce the regulations and laws. By passing this bill would decrease that effort tremendously and potentially take away many opportunities to solve crimes. Let us never forget the Oklahoma bombing and how one suspect was caught!

HB1180 #3
3/7/19 pg 2



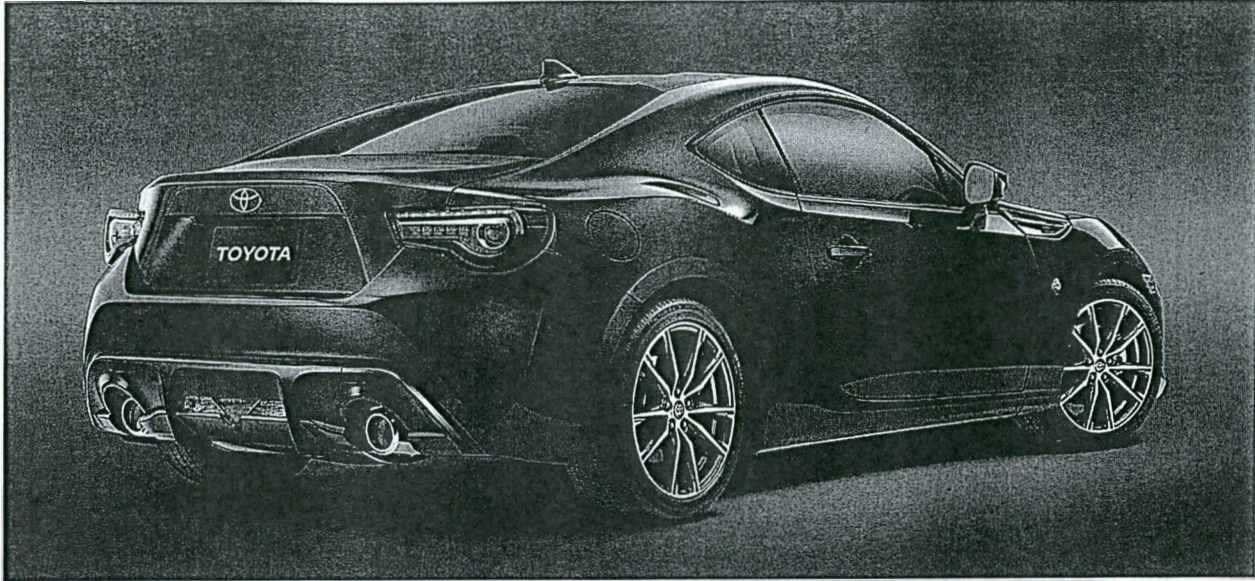
HB 1180 #3
3/7/19 pg3



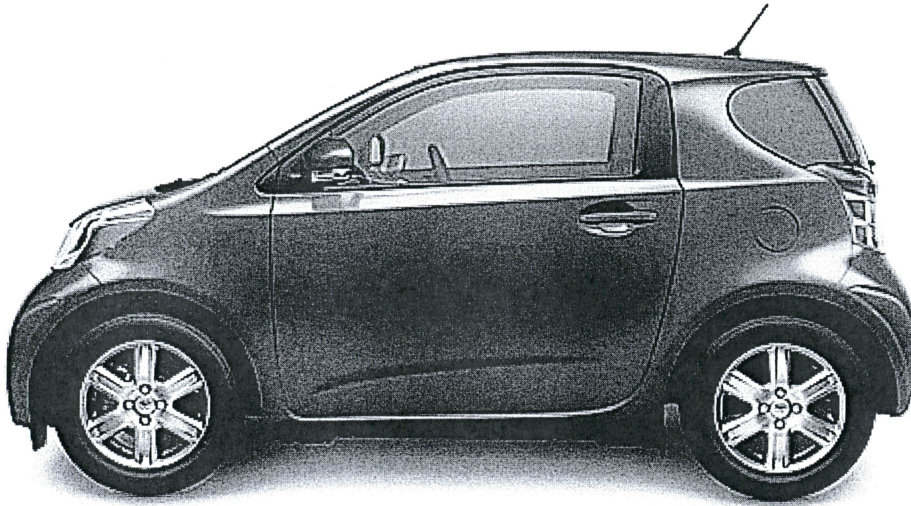
HB 1180 #3
3/7/19 pg4



HB1180 #3
3/7/19 pg5



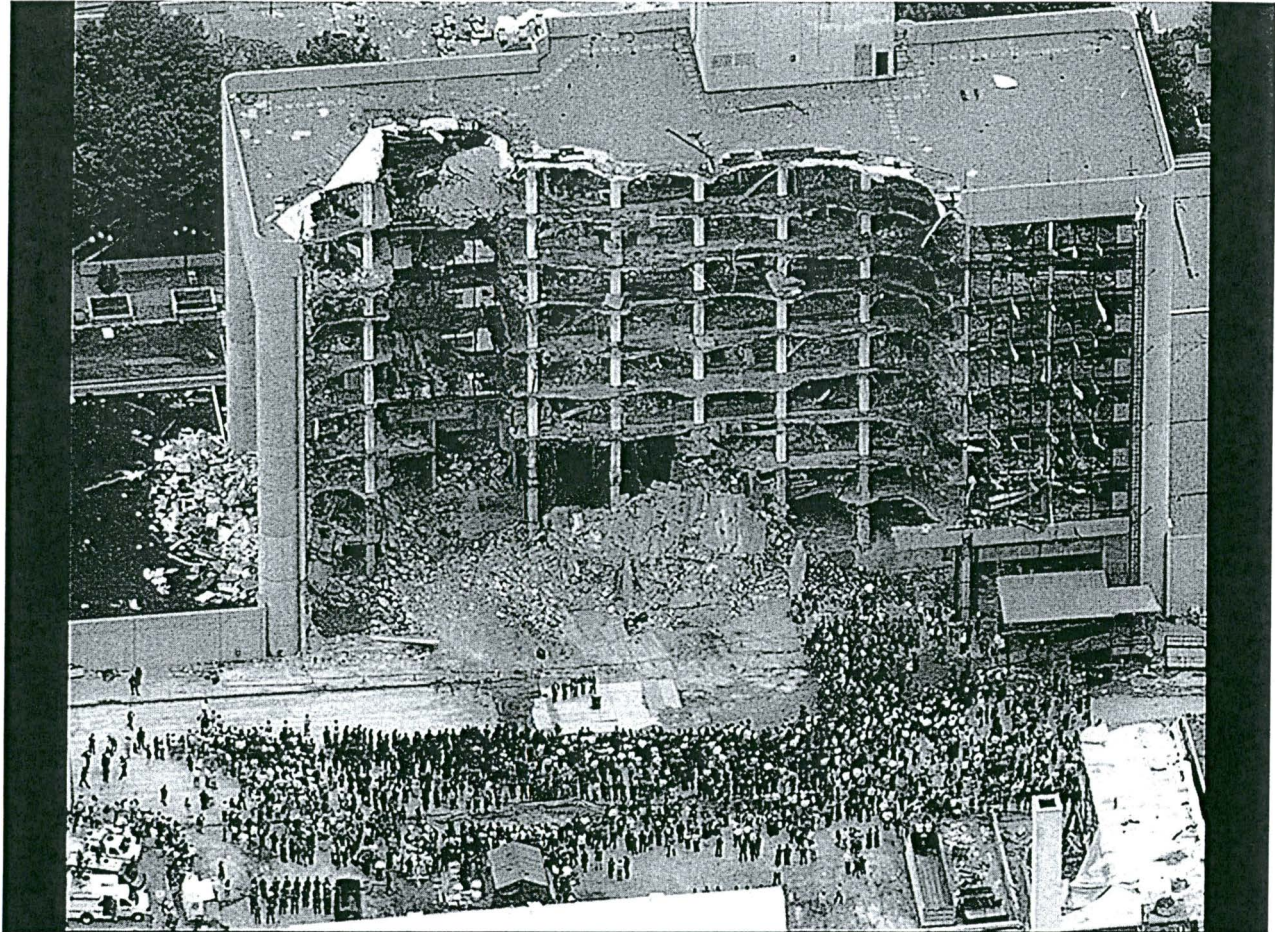
HB1100 #3
3/7/19 p96



HB1180 #3
317119 pg7



After Oklahoma City bombing, McVeigh's arrest almost went unnoticed



Like all the local legends in this little town, Charlie Hanger has a portrait hanging on the wall of the Kumback Cafe, between the photo of outlaw Pretty Boy Floyd (said to have once eaten the biggest steak in the place) and the state champion wrestling teams.

"Town Hero," Hanger's photo says.

inRead invented by Teads
ADVERTISEMENT

On April 19, 1995, Hanger — an Oklahoma Highway Patrol trooper so by-the-book that locals swore he'd ticket his own mother — arrested Timothy J. McVeigh, 90 minutes after a fertilizer bomb in a Ryder rental truck exploded outside the federal building in Oklahoma City.

Sunday marks 20 years since the bombing of the Alfred P. Murrah Federal Building, which killed 168 people and injured hundreds more in what was then the deadliest terrorist attack on U.S. soil.

Around these parts, Hanger —a quiet, unassuming man who now serves as sheriff of rural Noble County —will forever be known as the Man Who Caught McVeigh. To hear Hanger tell his story is to recall how skilled police work, but also luck, led to the arrest of the decorated Army-veteran-turned-radical who was later convicted and executed.

"I call the fact that I was put in the right spot at the right time divine intervention," Hanger said last week. "I've never sought attention for it. I'm not a person who likes a lot of attention."

On that cool spring morning, Hanger had been ordered to the disaster site and had driven just few miles outside Perry — a town of about 5,000 people 60 miles north of Oklahoma City — when he was told to stay in his area.

Hanger was driving north on Interstate 35 when he passed a rusting, yellow 1977 Mercury Marquis with no license plate. He stopped the car and found behind the wheel a clean-cut, 26-year-old Timothy McVeigh wearing military boots and a windbreaker.

McVeigh also wore a T-shirt with a picture of Abraham Lincoln and the words his assassin, John Wilkes Booth, shouted in Ford's Theater: "*Sic semper tyrannis*." ("Thus always to tyrants.") On the back was a quote from Thomas Jefferson: "The tree of liberty must be refreshed from time to time with the blood of patriots and tyrants."

McVeigh didn't have proof of insurance or a bill of sale for the car. He told the always-suspicious Hanger that he was on a long, multi-state drive — moving to Arkansas and on his way to get more of his belongings. But there was no suitcase in the car. No change of clothes, either.

As McVeigh reached into his rear pocket for his driver's license, his windbreaker tightened, and Hanger noticed the bulge of a shoulder holster under his left arm. McVeigh was wearing a loaded Glock pistol and had a 6-inch knife on his belt.

"My gun is loaded," Hanger recalled McVeigh telling him as Hanger grabbed the bulge under the jacket.

"So is mine," the trooper responded, putting his own gun to McVeigh's head before arresting him for unlawfully carrying a concealed weapon. If he hadn't spotted the bulge, he would have let McVeigh go with a ticket.

As Hanger drove back to the Noble County Courthouse, McVeigh, sitting in the passenger seat, rattled off the serial number of his gun, correctly except for a single digit. He asked Hanger how fast his car ran, what kind of firearm he carried, how he could get his own gun back.

"I thought it was just nervous chatter," Hanger said. "The radio was going. They were still sending units to Oklahoma City. I never made any comment about it and he never made any comment about it. I thought, 'He's just passing through. He doesn't know what's going on.'"

Hanger booked McVeigh into the Noble County Jail, inmate 95-057, and took his wife to lunch. Like everyone else, he was glued to the TV news coverage of the bombing.

As the nation searched for the bomber and public speculation lingered on men of Middle Eastern descent, McVeigh sat in a concrete cell atop the aging courthouse.

McVeigh was supposed to go before a county judge the next day, Thursday, but his hearing was delayed because the judge got tied up in a messy divorce case. The hearing was rescheduled for Friday.

Hanger was at home that morning when a dispatcher with Highway Patrol headquarters called asking if McVeigh was still in jail. Hanger doubted it, since he could easily make bail, but to his surprise McVeigh was still there, his car still parked by the interstate about 35 miles south of the Kansas state line.

McVeigh's hearing had been delayed again, this time because the judge's son had missed the school bus and the judge had to give the boy a ride. McVeigh probably would be seeing the judge any minute, Hanger told the dispatcher. Put a hold on him for the FBI, he was told. Now.

The trail that led to McVeigh had begun with the discovery of the Ryder truck's rear axle.

Flung two blocks from the blast site, the axle still held the vehicle identification number, which led authorities to the rental agency and then to a motel where McVeigh had stayed, registered under his real name. Staff said he resembled a composite sketch of "John Doe No. 1," seen near the Murrah Building before the explosion.

Authorities had learned McVeigh was in jail because Hanger had run his Social Security number through a national crime database after his arrest.

Word spread fast in Perry that something was up.

Hanger was back at the courthouse when an angry crowd gathered on the lawn — some screaming, "Baby killer!" Hanger slipped out of the building in plain clothes and rode home with another trooper to avoid attention.

His role quickly got out and people wanted him — reporters for interviews, Oklahomans just to say thanks. Someone went to the local florist and tried to order flowers for Hanger, planning to follow the delivery driver to his home. Someone else sold maps to Hanger's house to reporters.

Hanger didn't do interviews, but that didn't stop locals from talking about the strait-laced trooper. No one seemed surprised it was Hanger who made the arrest. The assistant district attorney told a

reporter that Hanger once testified at a trial, and when the 12 jurors were asked if they'd ever received a ticket, 10 of them had been written up by Hanger.

"He was always fair in the enforcement of the law, a no-nonsense type of guy," said Don Stoops, Hanger's former partner, now retired.

These days, Hanger says he was just doing his job, though he later realized that, had he made one false move, McVeigh could have shot him on that highway.

"Looking back later at who I was dealing with, what could have happened — that was more frightening than what happened that day," Hanger said. "I often run the whole scenario back through my mind to see if there was something I missed, something I should have picked up on, and I'm just glad I didn't let him go."

The arrest defined Hanger's career. He was elected Noble County sheriff in 2004 and barely mentioned McVeigh when campaigning. Around here, he doesn't have to.

Two decades on, McVeigh's co-conspirator, Terry Nichols, sits in prison while the pain and anger remain potent for Hanger and many Oklahomans. Hanger well remembers McVeigh's eyes. There was no emotion.

Hanger can recite all the minutiae of the arrest —but when he talked about the 19 children killed that day, the lawman in the black cowboy boots choked up, and his big, blue eyes turned serious. He can't bring himself to visit a memorial where victims' photos are displayed.

"The attention needs to be on the victims," he said quietly. He goes sometimes to the bombing anniversary events in Oklahoma City, but not always. When he's there in uniform, he feels like a distraction

"He's so humble about it," said Marilee Macias, owner of the Kumback Cafe.

"He doesn't like it when people call him a hero," she said. But that won't stop them.

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Chairman Rust, and members of the Senate Transportation Committee, my name is Tom Kelsch and I am a lobbyist for 3M. 3M opposes HB 1180 because it seeks to remove the current requirement of a front license plate for sports cars.

3M supports two license plates because of its long history of support of public safety, the plates are reflective at night, the only reflective thing on the front of a stalled or wrecked vehicle. While 3M makes the reflective sheeting for license plates, it looks at this issue as a public safety issue, not a revenue generating issue.

Front plates are a simple and low cost tool that help law enforcement identify criminal suspects, such as impaired drivers and wanted individuals, and helps both law enforcement and citizens identify vehicles involved in Amber alerts and Silver Alerts. Organizations against impaired driving support requiring front license plates.

Convenience stores support front license plates because they help their cameras identify gas station drive offs. With the increase in cameras at other businesses and homes, having front plates also help identify thieves or vandals.

Front plates help border and customs agents identify a vehicles registration while traveling in the opposite direction as the target vehicle.

Front plates assist School bus drivers in identifying oncoming vehicles who fail to stop when children are getting on or of the school bus while the stop arm is up and lights are flashing.

As we know particularly this winter, it is often hard to read the rear license plate due to an accumulation of snow and mud.

License plates are used by law enforcement for parking fees, and having plates on both the front and back have higher readability rates for plate recognition cameras.

Argument that don't want to have to drill hole in my car. Aftermarket companies provide license plate brackets for front of vehicle with no drill options.

On behalf of the safety of the public I request that this committee recommend a "Do Not Pass on HB 1180.

#4
#1180
3/7/19
6/4/19
PJ-2

Current Landscape – 2 Plates vs. 1 Plate

