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Transcriber's Office

Transportation and Telecommunications Committee  
March 07, 2011

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[LB182 LB185 LB216 LB661 CONFIRMATION]

The Committee on Transportation and Telecommunications met at 1:30 p.m. on Monday, March 7, 2011, in Room 1113 of the State Capitol, Lincoln, Nebraska, for the purpose of conducting a public hearing on Gubernatorial Appointments of LeRoy Gerrard and David Wacker to Board of Public Roads Classifications and Standards and LB661, LB216, LB182, and LB185. Senators present: Deb Fischer, Chairperson; Galen Hadley, Vice Chairperson; Kathy Campbell; Annette Dubas; Charlie Janssen; Scott Lautenbaugh; LeRoy Louden; and Scott Price. Senators absent: None.

SENATOR FISCHER: (Exhibits 1, 2, 3, 4, and 5) Would everyone please take their seats please. I'd like to welcome you to the Transportation and Telecommunications Committee. My name is Deb Fischer; I am Chair of the committee, and I'm the senator from the 43rd District, Valentine. I would like to introduce to you my committee members at this time. On my far right is Senator Scott Price from Bellevue. Next we have Senator Kathy Campbell from Lincoln. Next is our Vice Chair, Senator Galen Hadley, who is from Kearney, Nebraska. On my immediate right is our committee counsel, Dusty Vaughan. On my immediate left is our committee clerk, Laurie Vollertsen. And on my far left is Senator Annette Dubas who is from Fullerton, Nebraska. We have three members who are not here yet; they will be coming. Please don't be offended if you see members coming and going because we're introducing bills in other committees. Our pages for the day are Crystal Scholl from Lincoln and Kyle Johnson from Sutton. If you have any materials that you need to have distributed, they will be happy to assist you with that. We will be hearing the bills and the appointments in the order that they are listed on the agenda. Those wishing to testify on a bill should come to the front of the room and be ready to testify as soon as someone finishes testifying, that helps us keep the committee hearing moving. I would ask that you sign a yellow sign-in sheet at the on-deck table and have that ready to hand in when you come up to testify. We use a computerized transcription program so it's very important that you follow the directions on that sign-in sheet and please hand that in to our committee clerk here on my left before you sit at the table to testify. For the record at the beginning of your testimony I would ask that you please spell your last name and also your first name if it can be spelled several different ways and keep your testimony concise, try not to repeat what others have covered already. If you don't want to testify, but want to voice your support or your opposition to a bill, you can indicate so at the on-deck table on a sheet that is provided at that table. This will become part of the official record of the hearing. If you want to be listed on the committee statement, however, as a testifier at this hearing, you must come forward, you have to complete that yellow sign-in sheet and actually sit in the chair and testify and state your position on the bill. That's in order for you to be listed on the committee statement. If you chose not to testify, you can certainly also give us your written comments. We always appreciate those and they are read into the official record. I would ask that you turn off your cell phones. We do not allow cell phones on at our committee hearings and that includes texting. I would note for the record we have

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been joined by Senator Charlie Janssen from Fremont on my far right; and Senator Scott Lautenbaugh on my left and Senator Lautenbaugh is from Omaha. With that I will open our Gubernatorial Appointment hearing. We have two gentlemen today for the Board of Public Roads Classifications and Standards. They were unable to be here today. We do have letters that the committee members have available in their books and also handed out. But I will open the hearing on Mr. LeRoy Gerrard. Since he is not here we will go straight to any proponents for the confirmation. Any opponents? Anyone wishing to testify in the neutral capacity? I see none. With that I will close the hearing on Mr. Gerrard; open the hearing on Mr. David Wacker. He is not here in order to testify today. I would ask if there is anyone in support of the nomination? Anyone in opposition? Anyone in a neutral capacity? I see none. I will close the hearing on Mr. David Wacker and close the hearing on the Gubernatorial Appointments. Senator Karpisek is here so I will open the hearing on LB661 and, Senator Karpisek, welcome back to the Transportation and Telecommunications Committee.

SENATOR KARPISEK: Thank you, Senator Fischer, and members of the committee. For the record my name is Russ Karpisek, R-u-s-s K-a-r-p-i-s-e-k and I represent the 32nd Legislative District. I'm here today to present LB661 that very simply would change the fee on specialty license plates from \$70 to \$50. As you know, in 2009 we passed the specialty license plate bill that I think was Senator Fischer's bill, and it went into effect in January, 2010. Today we don't have any of those turned in yet. So there have been none used. A constituent...used to be one of my constituents that has moved to Lincoln, Ron Hoffman, is involved with the Shriners and he has been talking to me about even they haven't been able to get the 500 plates that are needed. He thinks that it probably is a combination of the 500 plates and \$70 fee. I remember going back, the objection to having just a few plates and Senator Chambers saying that any sewing group would have one and I agree that we don't want it to be low threshold. And I don't think 500 plates really is that high. If each person has two vehicles that they would want a plate would be 250 people. This bill does not affect the Husker Plates. I wanted to keep that. That is a \$70 charge. The fiscal note shows that this would be a decrease in revenue, potential revenue, but since we have had none, it's really a decrease of potential revenue that we've never gotten so it would actually...if we could get under the kind of...map set out there, it talks about...it is also possible the reduction in the fee may result in increase in organizations. If so, then projected revenue decreases pursuant to the bill could be offset somewhat by the increase revenue from more individuals purchasing such plates. So hopefully we would actually make more money at \$50 than at \$70 since no one is hitting that threshold yet. Right now the organizations who have applied, they hold onto the applications and when they would hit 500 is when they would turn them in. So to date no one has that money, county or statewide. It's that organization holding onto that money. So if we would go down to \$50, that would be up to them to reimburse their members, not the state. So that is one thing that wouldn't be very hard to...a real mess for the counties or the states. With that, Senator Fischer, that's about all there is to the bill. [LB661]

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SENATOR FISCHER: Thank you, Senator Karpisek. I note for the record we've been joined by Senator LeRoy Loudon from Ellsworth, Nebraska. Are there any questions for Senator Karpisek? Senator Janssen. [LB661]

SENATOR JANSSEN: Thank you, Chairman Fischer. Senator Karpisek, this is a serious question, like all of them. [LB661]

SENATOR KARPISEK: Of course. [LB661]

SENATOR JANSSEN: But...and I...I want to say, who cares so much about or...who cares is what I want to say in general, about the number of plates that need to be issued and as a different option could you almost say that we're not going to have this threshold? And I was here when we passed the threshold and I know why we did it. But if you got rid of the threshold and raised it to \$100, do you think 75 Shriners would come forward and say give me Shriners plates? Fifty, maybe, veterans would come forward. And I get a lot of this from my time in the Navy in Florida, seems like we had...everybody had a specialty plate; every college, every...you know, save the manatee, everything. So what was the thought process? [LB661]

SENATOR KARPISEK: Well, you know, I guess that is one way to look at it. I didn't want to change Senator Fischer's bill so much as to just strip out all of those...the number there, because I know that that number was put in place for a reason. And I do kind of agree that we have to have sort of a threshold or we would have, like you said, a hundred different kinds and I don't know that we really want to do that. Maybe that would be okay. I think that would be kind of a colossal mess to have that many different ones. But it wouldn't be the courthouses storing the plates, because when they're made they are shipped to the courthouse and then picked up just as the Husker Plates are now. But I don't know, I guess there should be something that they have to hit a certain spot so there's not just one person out there with a whatever it is kind of plate running around. [LB661]

SENATOR JANSSEN: And some plates could be offensive to some people. [LB661]

SENATOR KARPISEK: Correct, and I think that the department has jurisdiction over what they will and won't do. But I think it could get into that to say that the one person that is really out there and wants a very offensive message to have a plate, their own plate. [LB661]

SENATOR JANSSEN: Right. Thank you. I just was curious about... [LB661]

SENATOR KARPISEK: Thank you. There's a couple different ways to go about it. I think that this is the easiest way to go about it from the state's standpoint. [LB661]

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SENATOR JANSSEN: Good idea not making Chairman Fischer mad, that works too. [LB661]

SENATOR KARPISEK: That was a definite consideration, Senator Janssen. [LB661]

SENATOR FISCHER: Than you, Senator Janssen. Are there other questions? I see none. Thank you, Senator Karpisek. [LB661]

SENATOR KARPISEK: Thank you. [LB661]

SENATOR FISCHER: We'll open it up to proponents. Are there proponents for the bill? Anyone here in support of the bill? Anyone in support of the bill? Anyone in opposition to the bill? Anyone here in a neutral capacity? I see none. Senator Karpisek waives closing. I will close the hearing on LB661; open the hearing on LB216. I believe Senator Coash is on his way. Good afternoon, we've been joined by Senator Coash on LB216. Welcome, Senator Coash. That first hearing went rather quickly. [LB661]

SENATOR COASH: A little quicker than we thought it would be. [LB216]

SENATOR FISCHER: Yes. [LB216]

SENATOR COASH: Did you not have a confirmation hearing? [LB216]

SENATOR FISCHER: Yes, that went quickly too. [LB216]

SENATOR COASH: That went quickly too, okay. Okay. [LB216]

SENATOR FISCHER: So you take your time. [LB216]

SENATOR COASH: (Exhibits 6, 7, 8, and 9) Well thank you. I've got some things for the committee. Well, thank you, Chairman Fischer, members of the Transportation and Telecommunications Committee. I am Colby Coash, C-o-l-b-y C-o-a-s-h, and I represent Legislative District 27 right here in Lincoln. This is a bill, this is one of the one-plate bills that you've all seen before, but this is a little bit different. And what I'd like to do right now is point you to the map that the page is passing out. And this handout summarizes public policy question that you're going to be asked to consider with LB216. So as those come around I'm going to point you to...on this handout the states that are blue. There are 22 states in blue that have a policy that require license plates on both front and rear of each car. The states that are red are the 20 states that have a policy that requires one license plate on the rear of the car only. And Senator Fulton's bill later would adopt this policy and he can talk about that. The states that are gray are the six states that have a general policy requiring two plates, but allow special interests

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vehicles to display one plate. The states that are white are the two states, and Nebraska is one of them, that have a general policy requiring two plates, but allow historical cars to display one plate. So Nebraska and Massachusetts are those two. What LB216 would do, in essence, is make Nebraska one of the gray states. Okay. LB216 defines a special interest motor vehicle as a motor vehicle of any age which is essentially unaltered from the original manufacturer's specification. And because of its present or future significance and design as being collected, preserved, restored, or maintained by the owner as a leisure pursuit and not used for general transportation of people or cargo. And I didn't just come up with that particular definition of special interest, that's a definition that came from the state of Oregon, one of the gray states. So what LB216 does is allows special interest vehicles to operate on Nebraska roadways displaying a single license plate on the rear under some very specific conditions outlined in the bill. Those conditions are: the owner must submit to the Department of Motor Vehicles an application that contains a description of the special interest vehicle owned and to be registered including the make, body type, model, serial number, and the year of manufacture; a description of all motor vehicles owned or operated with...by that person with regular license plates and used for regular transportation including the detailed information above; proof of current membership in a recognized car club which is under Nebraska statute already for the make, body type or model of the special interest vehicle sought to be registered; and finally, a sworn statement that the special interest vehicle will not be used for general daily transportation. The owner would pay, in addition to all other fees to register a motor vehicle, an additional \$50; \$25 to DMV and \$25 to the Highway Trust Fund for each vehicle registered as a special interest. The DMV may use an existing plate design or design a plate to identify special-interest vehicles. The words "special interest vehicle" should be included in the design. A violation of this Motor Vehicle Registration Act is a Class III misdemeanor which carries a maximum penalty of three months in prison and a \$500 fine or both. Right now I'd like to address some concerns that I'm sure will be brought following me from law enforcement. Nebraska law currently permits owners of historical vehicles to operate such vehicles with a single plate on the rear of the vehicle. What LB216 does is simply extend this option not only to historical vehicles, but vehicles of special interest. If you own a collector car and meet all the requirements of this law, you'd be put in the same category in the eyes of law enforcement as the historical plates. So in other words, if law enforcement has a problem with this bill, then they probably had the same concern with historical plates of which we already require under law...or permit under law. I'd like to point your attention to the fiscal note. And when I saw the fiscal note, as we all do, I kind of giggled a little bit, but the DMV...and I understand this is a moving target...is anticipating maybe a hundred people would apply for a special interest under this bill. That means that by our state's best guess law enforcement has to worry about not seeing a front license plate on an additional 100 vehicles, if we believe the fiscal note. However, the owners of collector cars are willing to pay this extra fee so they don't spoil the design of their car or have to drill holes in the front, they're simply not designed for the mounting of a front plate. I did offer the committee an amendment, AM572, and

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there's a copy of that, and that's to address a couple of concerns. Many owners of special interest cars currently order message plates that contain seven characters; LB216 limited the characters to five, so this takes it back to seven. This limitation was copied from the historical vehicle law and it removes the five-character limitation. Additional revenues would be generated from LB216 if seven-character message plates were available. And we checked with DMV and they expressed no objection to this amendment. Second change in AM572 was suggested by the Department of Motor Vehicles which would allow, add an operative date of January 1, 2012, to give the department time to implement it. So with that, I would close and see if there is any questions. [LB216]

SENATOR FISCHER: Thank you, Senator Coash. Are there questions? Senator Louden. [LB216]

SENATOR LOUDEN: Thank you, Senator Fischer. Thank you, Senator Coash, I guess this is a bill we need some discussion on. Now the way I understand the bill, this \$50 would be on top of any registration fees and motor vehicles taxes and everything else to get this one plate? [LB216]

SENATOR COASH: That's right. It's an extra \$50 and we split that \$50; half goes to the DMV to help cover their cost of this; and half to the Highway Trust Fund. [LB216]

SENATOR LOUDEN: Now what about the...we've got legislation floating around that cars over 14 years old now don't pay some of that tax...that would fall right in line with that if that stays on the statutes like it is then if they're over 14 years old then they wouldn't pay near the vehicle taxes, is that correct? [LB216]

SENATOR COASH: Well I think that's another bill, which I'm not aware of, so. [LB216]

SENATOR LOUDEN: Well I know it's another bill, but that's in law now. If that isn't changed, well that's what it will be. If this collector car is over 14 years old it would be...some of the tax wouldn't be paid, but he would still pay the flat \$50 on top of that. [LB216]

SENATOR COASH: Yeah, yeah. This is... [LB216]

SENATOR LOUDEN: And then he would get a...the person would get a sticker every year to put on his license plate? [LB216]

SENATOR COASH: The DMV would promulgate the rules and regulations as how you would identify that. That's so that law enforcement, for example, would know that somebody has gone through the proper channels as outlined through LB216 and has been allowed in a lawful way to have one plate. [LB216]

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SENATOR LOUDEN: But I mean, this plate would be more like a regular license plate; it would be...last year, what, five or six years and then you would get a new sticker every year to put on that plate. [LB216]

SENATOR COASH: You'd still have to register every year. The extra \$50 is for the privilege of saying I only want to put one plate on. [LB216]

SENATOR LOUDEN: Okay, because see now I think we can get...you can get a collectors plate or whatever... [LB216]

SENATOR COASH: You can get a historical plate. [LB216]

SENATOR LOUDEN: ...for older cars or anything over 25 years old, you can get that particular plate for them. And I'm wondering what the difference between what you're trying to do and what that plate would be. [LB216]

SENATOR COASH: If I could...I can explain that, Senator Louden. Currently there are many states, and Nebraska is one of them, now I won't say many, there are two states that have a policy to allow historical cars to have just one plate. And so there is an age requirement on how old that car has to be to qualify for that, then you get the historical plate. Nebraska already allows that. What LB216 would do would allow a person who has a collector car, but maybe not old enough to be considered a historical car to also have one plate. [LB216]

SENATOR LOUDEN: Well that's what I was wondering. Are we going to put this collector car in the same category as those that are 25 years and older; would that be a simple way to describe it or do it, I guess, for a \$25 fee and you get one plate for your back...for the back end. [LB216]

SENATOR COASH: It might...some of the folks who would want...who own collector cars, those cars are not old enough to qualify so we would...then you'd have the policy discussion of do you want to change...you say a car is three years old and is historical, then...but I'd be willing to work with the committee on that. [LB216]

SENATOR LOUDEN: Well the way I read your bill, if you have a...if you designate it with this plate, you can't drive it for other transportation needs or anything so it's in... [LB216]

SENATOR COASH: Right. And that's the same in my bill. [LB216]

SENATOR LOUDEN: It's more or less, in fact, a museum piece whether it's 25 years old or not. Is that would be the... [LB216]

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SENATOR COASH: It's got a collector value to it. [LB216]

SENATOR LOUDEN: Okay, thank you. [LB216]

SENATOR COASH: Um-hum. [LB216]

SENATOR FISCHER: Thank you, Senator Louden. Senator Dubas. [LB216]

SENATOR DUBAS: Thank you, Senator Fischer. Thank you, Senator Coash. I'm going to kind of pick up on where Senator Louden left off. So if I have one of these vehicles and I get this particular kind of a plate, I can't go out some Sunday afternoon and just cruise around with it. This plate is...these vehicles are going to go to car shows or they're going to go to specific types of... [LB216]

SENATOR COASH: Well you certainly would be able to drive it, but under the provisions of LB216, you're going to have to swear or certify to the DMV that it's not your primary vehicle and it's not used for general transport for you and your family. It's more along the lines of you have it for a collector purpose, or showing purposes, and it's not your daily driver. If it's going to be your daily driver, you're not going to qualify here. [LB216]

SENATOR DUBAS: Okay. But if it was something that I just on occasion wanted to take out and drive around, I could still do this? [LB216]

SENATOR COASH: Yes. [LB216]

SENATOR DUBAS: Okay. But if it was...if I had one of these cars and I wanted to drive it on a more regular basis, then I wouldn't be able to. [LB216]

SENATOR COASH: You wouldn't qualify. And one of the provisions in this bill, and we modeled this after a state that's done this, is that in addition to telling the DMV about the car that you want to have the right to just put one plate on, you also have to tell the DMV, well here's my other cars. So that it is accessible to the DMV and anyone else who might be able to see it, that you've got a collector car and a daily driver and that...the assumption would be you always have to have something to drive and that you would have to show the DMV car B is the car that I drive every day. [LB216]

SENATOR DUBAS: And most likely if I have one of these collector cars, it's not something that I want to be driving on a regular basis. [LB216]

SENATOR COASH: That would be correct. [LB216]

SENATOR DUBAS: I probably invested a dollar or two in it, so I'm not wanting to get it



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dinged in the parking lots or anything like that. [LB216]

SENATOR COASH: You want it for the, obviously, for the pleasure of driving it, but also for the inherent value that it might bring and collector cars are cars that hold or increase in value and so it's...you're right, it's not going to be something you want to drive everyday anyway. [LB216]

SENATOR DUBAS: Thank you. [LB216]

SENATOR COASH: Plus you're going to have to pay extra. Why would you want to pay extra to license a car you...? [LB216]

SENATOR FISCHER: Thank you, Senator Dubas. Any other questions? I see none. Thank you, Senator Coash. [LB216]

SENATOR COASH: Thank you. [LB216]

SENATOR FISCHER: First proponent, please. Could I have a show of hands of those wishing to testify on this bill? I see two more, three total. Okay, thank you. Good afternoon. [LB216]

TERRY WAGNER: (Exhibits 10 and 11) Good afternoon, Senator Fischer, and members of the Transportation and Telecommunications Committee. My name is Terry Wagner. Some of you may recognize me in my professional life as the sheriff of Lancaster County. Today I'm here before you as a member of the Nebraska Corvette Association and I urge you to advance LB216 to the floor. I've asked the pages to pass out a... [LB216]

SENATOR FISCHER: Excuse me, I need you to spell your last name please. [LB216]

TERRY WAGNER: I'm sorry. Last name is Wagner, W-a-g-n-e-r. [LB216]

SENATOR FISCHER: Thank you. [LB216]

TERRY WAGNER: I've asked the pages to pass out a little packet of information to each of you. In addition to my testimony there's the Nebraska statutes governing historical plates and the provisions about those plates. The second statute is the statute governing recognized car clubs. And then thirdly are the number of recognized car clubs in Nebraska as they currently exist. And then fourth, is a black and white photo and some color photos of a couple of identical cars, one with a plate and one without a plate, just to kind of give you an idea of what we're talking about here a little bit. LB216 allows for special interest motor vehicles to have just a rear plate if the owner is a member of a recognized car club. And those membership criteria are spelled out in

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statute, if they have another registered vehicle to them; if they paid the \$50 fee; and signed the affidavit that they only drive these cars on an occasional basis then they can be allowed to only have that single license plate on their special interest motorized vehicle. My colleagues in law enforcement are in opposition to a single license plate bill on all vehicles and will probably oppose LB216 to maintain consistency with that position. The precedent has already been set, however, with historical license plates as Senator Coash mentioned. I have appeared before this committee in the past opposing a single plate legislation for all vehicles from the law enforcement perspective. At the risk of sounding hypocritical, I can explain to you the difference in my opinions on all vehicles and on these vehicles. First, and (inaudible) my professional side says that it's going to be more difficult to identify vehicles if they only have one license plate on them. But as I look back and I've been in the business 34 years, I can't remember a broadcast being issued for a corvette being involved in an armed robbery or a burglary or a drive-by shooting or any of those kinds of crimes that we normally search for vehicles in. I think if a burglar had a Corvette, he wouldn't be able to steal much merchandise and put in his Corvette, so it wouldn't make a lot of sense. Conversely the Nebraska Corvette Association side of me, and the part of me that is here testifying, looks at our members of our organization and they spend between \$30,000 and \$50,000 a year on their cars. They typically are driven three to five thousand miles a year; they keep their vehicles in pristine condition; and those aren't the people that law enforcement are on the look for on a daily basis. I own one of only two cars in Lincoln that are the same; and the photos you have are those two cars. There are only two cars like that in Lincoln. There's only seven of them in Nebraska. If I committed a crime in my car, I can assure you that my vehicle, even if the officer didn't see my rear plate, would be able to be identified rather quickly. So it's just not a stretch to think that cars that don't come with front plates, be they BMWs or Corvettes or those kind of vehicles, are folks that normally are involved in criminal activity. Likewise, to answer Senator Dubas' question, these cars are not daily transportation. I drive my car about 3,000 miles a year; generally 1,500 miles of that are to car shows in Chicago or Kansas City. And so the other 1,500 miles might be on a Sunday afternoon or a Wednesday evening ice cream run to Culver's or something of that nature. But in many newer special interest vehicles, Corvettes, Porsches, Dodge Vipers, BMWs, for example, they don't come with front license plate brackets at all. I just talked with a man who bought a new BMW for his wife, they had to drill holes in her vehicle to mount a front-plate bracket. This is just not a desirable option for these kinds of cars. Additionally, many of the vehicles in these groups utilize a front-end cover. When I'm on the road I like to put a cover on the front end to prevent rock chips and to keep the car in pristine condition. When I do put a cover on the vehicle, it does block out the license plate that I have on my car. I could go on regarding the aesthetic value of not having the front plate, but the bottom line is, this is a good compromise; it's not setting new precedent for anything; it's just a tagging onto historical plate legislation and I would appreciate if the committee would see fit to forward this bill to the floor. I'd be glad to answer any questions you might have. Thank you. [LB216]

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SENATOR FISCHER: Thank you, Mr. Wagner. Are there questions? Senator Dubas. [LB216]

SENATOR DUBAS: Thank you, Senator Fischer. I don't know if I should address you as Sheriff Wagner or Mr. Wagner since you're testifying... [LB216]

TERRY WAGNER: How about Terry. That would be good. [LB216]

SENATOR DUBAS: I know you're here as a private citizen today so, one of the requirements of this bill is to be a member of one of these car clubs, is that correct? [LB216]

TERRY WAGNER: That's correct. And the club has to meet the criteria of nonprofit organization, have X number of members, some of the issues that are already in statute. [LB216]

SENATOR DUBAS: Do you think most of the people that have these types of vehicles are a member of this...are we excluding a lot of people who have these kind of cars? [LB216]

TERRY WAGNER: I think you'll hear testimony following me that in addition to Corvette clubs there are BMW clubs. I know there are Porsche clubs. There are a number of different car clubs that would fit the criteria. I don't know how many...heretofore, it hasn't been a real advantage to be a member of a recognized car club for cars like Corvettes. It's more for older kinds of restored vehicles. If you read the statutes, it talks about authenticating parts and those kinds of things. But...so I don't have a good handle on how many clubs would be eligible to be a recognized car club. I think quite a few of them, but I'm not sure. [LB216]

SENATOR DUBAS: That would be my biggest question if we've got a lot of people out there who have these vehicles who aren't necessarily members of this club are they going to come forward saying, well, what about me? [LB216]

TERRY WAGNER: Well it's interesting because since this bill has been talked about and we've met with various folks, we've had conversations with BMW owners and Porsche owners that have...there is a club available; they can join those clubs and then be a recognized car club member. [LB216]

SENATOR DUBAS: Thank you. [LB216]

SENATOR FISCHER: Thank you, Senator Dubas. Senator Loudon. [LB216]

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SENATOR LOUDEN: Thank you, Senator Fischer. Well, sir, are you more interested in having just one license plate or having it declared historical plate or something like that because you talk about you drive it less than 5,000 miles or something like that? Well, I've got a car or two on the ranch that, yeah, if I drive it less than 5,000 miles I can get a special insurance rate. So I'm wondering what difference that would be or should we go to declaring it some type of a historical car and then the only time you can drive that is to and from car shows and places like that. Would we be better to go that route than to just tell you to go ahead and buy your plates and drive the sucker whenever you want. [LB216]

TERRY WAGNER: Well, you know, I think you make a valid point. However, if you look at the statute for historical vehicles, it includes vehicles 30 years old and older. So the photograph I passed out to you of my car it's only 14 years old. So I'm going to have to wait another 16 years before it's old enough to fit into the historical car classification. Now a good friend has a 1960 Corvette which is 50 years old, 51 years old now, he has a historical plate on the rear of his vehicle and that's perfectly legal. My car is quite a bit younger, newer car than his and it doesn't. I'm not really interested...I don't think most members of our club that have newer Corvettes are interested in historical value yet because they are newer cars from 2000 and newer, but I think these are the cars that don't come equipped with front license plates. It's difficult to mount them and I think their most interested in not having the front plate on the car than they are the historical value. [LB216]

SENATOR LOUDEN: Now my next question, say I won the lottery or something and I decided to go downtown and buy a new Corvette because this seems to be the problem is putting a front plate on a Corvette. If I buy a new one, then I'm going to have to have a front plate on that thing. [LB216]

TERRY WAGNER: Correct. [LB216]

SENATOR LOUDEN: Right. Then what's the difference between that new one and the one that's ten years old other than the fact if I go join a club, if I go join a car club then, then can I just put one plate on my new Corvette? [LB216]

TERRY WAGNER: You could. If I went out...if this bill passes and I'm a member of the Nebraska Corvette Association, which I am, and it's a recognized car club, which it is, and I go buy a 2011 Corvette, they're going to hand me a license plate bracket when I buy the car and say here's your bracket and if you want that on, you've got to drill holes in the car to do it, I would be more than willing to pay the \$50 not to have to drill the holes in the front of the car and have the speciality license plate on that vehicle. [LB216]

SENATOR LOUDEN: But I'm not supposed to drive that car only...when you say 5,000 miles I'm thinking that's quite a lot of driving you do anyway. Perhaps it should be less

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than that; just to and from car clubs if I'm going to just have that one plate, if I'm going to fall under this bill that we're trying to introduce is what I'm wondering about. How do we tell between those? Well, we had the same thing with boat dealers, you know, so.  
[LB216]

TERRY WAGNER: Well, you know, there are quite a few Corvettes in Lincoln and I would bet there are none on the street today. You're just not going to find them as a daily driver on a regular basis. You may, you know, most the miles that are on my car, like I said, are driven to car shows here or there; there are occasions we take it out in the evening and just cruise around, as Senator Dubas alluded to. I think an occasional...you could put a mileage limit on and I...insurance, the classic car insurance has that same criteria. You tell them how many miles you want to drive your car and they will tell you what the rate is. And I've done that on my car. So I think that is a possibility. [LB216]

SENATOR LOUDEN: Okay, thank you. [LB216]

SENATOR FISCHER: Thank you, Senator Louden. Other questions? I see none. Thank you, Mr. Wagner. [LB216]

TERRY WAGNER: Thank you. [LB216]

SENATOR FISCHER: Other proponents for the bill? Any other proponents? Good afternoon. [LB216]

STEVE SKIDMORE: Good afternoon, Senator. Thank you for allowing me to be here.  
[LB216]

SENATOR FISCHER: Thank you for coming. [LB216]

STEVE SKIDMORE: My name is Steve Skidmore, it's S-k-i-d-m-o-r-e. I'm an insurance agent in Omaha, Nebraska; also a Corvette enthusiast. I'm in support of this bill; I do hope it advances. Some of the reasons I think this is a good piece, the automobiles of today have become much more sophisticated, much more expensive. We're finding also a lot of them are more specialty oriented. Like a couple of examples in the Corvette world, the Corvette ZR1, it was a reuse of an old very exclusive name; cars very limited in production; very expensive, it's about \$145,000 is the retail price for it. Very few of these cars are out. When they come from a state that has no license for front-plate rule on it, it doesn't have a front-plate kit to the car whatsoever. I just experienced that with one of my insureds. He wanted a specific color, specifically equipped, couldn't find one locally. So he bought it from out of state. When the car came in he was unaware of how to do it. I do belong to a club; I do have multiple Corvettes and when he insured it he went through the process of what do I do with this? So I told him to go to the Chevy

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dealer, order the kit, he put the kit on the car. He brought the kit in and it has little sticky things that you stick on the front of the car, then you put the license plate on it and it completely changes the aerodynamics of his \$150,000 car and you can't take it off if you go to a car show. So he spent a lot of money to have a car that obviously will not be a daily driver. He has multiple other cars, as a lot of the folks I know that have Corvettes or specialty cars do. And putting them in a real position where he has an expensive vehicle for seldom use that's kind of the dream that he has wanted and now he has to decide do I either drill holes and stick this thing on, trust the glue will hold when I put the plate on it because you have an aerodynamic shape with a square piece glued to the front of it. And it just doesn't do the car justice. And I think that's more what this is about is to allow people that have these special cars that do occasionally use them, to have the opportunity to have a car in its intended state. Now if you were to go and sell this car back to a state where there is only one plate, in order to get that off he has devalued the car because now they will have to find a way to get it off without damaging it and if they would damage it they would have to buy a whole new front end piece for the car. To support the other area, I have two Corvettes that I use somewhat regularly. One of them I do drive during the summer and I will not apply for that car to be here, it's a 2004, it has 80,000 miles on it, but I also...almost ninety, actually. I have another one, it's a 2001 that is a Z06 which is more of a limited edition car, has 6,000 miles on it. So the difference between the two is what we're after as a body to have a vehicle that is special, that is modern, that I don't have to alter the look of for its intended purpose. And to me that is what this is about. I do think the people that have these car are intelligent enough to know when to do what. And we don't want to get in trouble. I don't want to get a ticket, most people don't. So I'll know which vehicle to do this with and which vehicle to not. [LB216]

SENATOR FISCHER: Thank you, Mr. Skidmore. Are there questions? I see none. Thanks for coming in today. Other proponents for the bill, please. Welcome. [LB216]

LOY TODD: Thank you. Senator Fischer, members of the committee, my name is Loy Todd, that's L-o-y T-o-d-d. I'm the president of the Nebraska New Car and Truck Dealers Association. I would appreciate it if the committee would consider my testimony regarding this bill on all one-plate bills on behalf of my association so you don't have to put up with me multiple times. Basically, our association has taken the position for some time that we ought to go to one plate. And from a dealer's perspective, I will tell you that more and more vehicles come out without a front bracket. We've seen it a lot. And the first time it started to cause problems was several years ago. I would get the calls from very angry consumers who either bought a very expensive vehicle or a special vehicle, a sports cars, whatever, and my dealer is telling them we've got to drill holes in the front of your car and attach a bracket that is absolutely unsuitable for the vehicle. And then it got...even if they could get along with that, then we got to tell them we were going to charge them \$60, \$70, \$80 additional to do that because we had to special order the bracket. And we ended up with some pretty unhappy people. And we run into it on the

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front lines all the time and you get trade-in vehicles from other states, they don't have a bracket so you have to go through that kind of thing. And I would just tell the committee, there's three basic reasons to have a license plate, if you think about it, the number one reason is taxation. You want to be...you want to identify which vehicles have paid their taxes, which ones are registered, which ones are legally on the road. And whether you have one or two plates you can kind of satisfy that need. The second reason is identification; whose car is it? If it's on the side of the road, if it's parked some place it shouldn't be, whatever, law enforcement coming up on it, they can pretty much identify if it's an honest plate, if it hasn't been switched, whatever, you got a pretty good idea. Now every vehicle has a VIN number. So that's the real identification and that's federal law and every vehicle has a VIN number out there on the road and it's stamped into the engine, it's stamped onto the frame and it's up there on the dash board. So if you really, really want to know what vehicle it is, you satisfy it there. And the third reason is law enforcement. And many states get by very nicely with their law enforcement officers being able to find the plate on the rear. Other states choose not to do that. I guess if you're really fussy about that, we ought to have four plates, one on each side of the car too so we could find them all. But it is just...I mean there's practical matters why we have these. And I don't want to distinguish too much between the bills, because from our purpose one plate solves our problem on any of these...it's just better for us as dealers. Law enforcement can give their version of it and other folks that care about those things. But I will say that that on the specialty vehicles, on this particular bill we're talking about, gosh, it is really problematic for people who have saved their whole lives to buy a vehicle and somebody says we're going to affect value; because it does affect value. I've gone to some of these classic shows. They have categories for vehicles that have never been altered. For vehicles that have never been repainted, and all those other kinds of things. It's very important to some people and we honestly believe that if you could solve that desire, we hope that you could, rather than looking at it as though somebody gets some special treatment. And it's a problem for some people, it's different than other people and if they're willing to pay for it and satisfy the concerns of law enforcement and everything else, we think that it deserves to maybe move on. With that I'd answer any questions. [LB216]

SENATOR FISCHER: Thank you, Mr. Todd. In the bill, do you see a problem on how you're going to enforce that this car is not being used for a daily transportation? [LB216]

LOY TODD: You know, I think that's going to be pretty much ignored. [LB216]

SENATOR FISCHER: Why would we pass a law that's pretty much going to be ignored? [LB216]

LOY TODD: Well here's the thing, if it's a problem...if someone brings it to the attention of law enforcement, or it has become a problem or someone is concerned with it, they'll be able to handle it that way. I think on a daily basis...I don't think my neighbors are

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going to sit and watch me to see whether I drove my car on Wednesday and Thursday. But, obviously, if law enforcement sees me enough times out there driving as a daily driver they can take care of that. But I think...I just don't think it...I guess...I'm not...I shouldn't have said ignored, I think it's not going to be a problem in most cases because, as Sheriff Wagner indicated, these aren't cars people drive, I mean, snow, rain, clouds, you name it, too much gravel on the road, they just don't get driven. So it will be other kinds of things. And if someone did want to drive it on a daily basis, there would be no reason to pay the extra money to do that. If somebody is going to collect it and it's going to keep its value, you can't put a bunch of miles on it. I think there will only be two categories of owners, one that will drive them all the time and don't care and the ones who are really trying to preserve it. [LB216]

SENATOR FISCHER: Do you think there are...I guess I should have asked Mr. Wagner this, but how many people belong to car clubs? Do you have any idea on that? [LB216]

LOY TODD: I sure don't, Senator. [LB216]

SENATOR FISCHER: Senator Dubas had brought up about maybe, you know, it caught her attention that you have to belong to a car club in order to have this specialty plate. How do you feel about that? [LB216]

LOY TODD: Well, I don't think it ought to be necessarily required. I certainly...it certainly would be a good demonstrator of which people were part of that whole structure, but I don't think it's critical to this thing working. It seems to me that the limited mileage, the limited use, the type of vehicle, those kinds of things, clearly illustrate what you are and that you've gone in and said under oath, or at least affirmed to the state that you're only going to use it for limited purpose. And belonging to or not belonging to a club it seems to me that that's a pretty minor part. [LB216]

SENATOR FISCHER: Thank you. Senator Hadley. [LB216]

SENATOR HADLEY: Senator Fischer, Mr. Todd, thank you. I was thinking, you know, at times we've had bills here and we've talked about with seat belts, with texting and such as that, probable cause for someone to...for a police officer to stop you, it seems to me that we're setting up that anybody that doesn't have a front plate on could be probable cause for an officer to stop them to find out whether or not they come under the criteria. [LB216]

LOY TODD: I think you're right, unless there were a separate designator on the plate or something like that I think you're exactly right. I think it's probably a risk that virtually any of these people would want to take. [LB216]

SENATOR HADLEY: We talk a lot about what reason a person could be stopped, and



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we're giving another reason for whatever, you don't have a plate on the front, you may be legal, but you could be stopped. [LB216]

LOY TODD: I think you're exactly right. And, Senator, if I might, I know I closed, but if I might say one other thing, because I'm testifying about all the bills, if you...when you're considering the other single plate bills, I know they can have a negative fiscal note, some of them, and one of these I would suggest the committee consider on, if we're going to go broader based, is to consider changing the plate fee from the current per plate fee, so much per plate, to a plate fee for vehicle whether you have one or two. And the reason for that is, because five years down the road when we get rid of these extremely ugly plates that we have and maybe go to something worse or better... [LB216]

SENATOR FISCHER: You didn't vote for these? [LB216]

LOY TODD: Certainly not. But at that point we're going to get a really bad fiscal note because what we're going to say is if we go to one plate, what's going to happen is the state charges so much per plate and the state is only going to get so much and they're going to get less money. If you, at this time, if you advance any of these, you change that cost so that it's per vehicle as opposed per plate, then if we ever do get to a point where we reduce it, it will actually be a money-maker for the state and have a positive fiscal note and more money for the Highway Trust Fund or to buy computers for the DMV or whatever you might choose to do. So thank you. [LB216]

SENATOR FISCHER: Thank you. Other questions? Senator Louden. [LB216]

SENATOR LOUDEN: Yes, thank you, Senator Fischer. Well, Loy, when we get to talking about this mileage now, because that's going to be kind of crucial in here, what kind of plates you have is how many miles you're going to drive it and who is going to have accountability that, oh, I'm just driving it to go see my grandmother or something like that, should there be...when you get your title registration, should you have an odometer reading checked out by local law enforcement, should that odometer reading be printed on that registration title so that if you are stopped or if a patrolman or law enforcement wants to check it out that that odometer reading is on there and if you got fewer mileage than what you're supposed to have you're fine; if you got more than that, then perhaps you need to buy a different license plate. I mean how are we going to have something...is that one option? [LB216]

LOY TODD: Senator, I certainly understand the issue. I don't think the bill prescribes mileage and I don't think it would be particularly a good idea to do that, but the real key to this is the type of vehicle and the fact that people are willing to do all these other things to do one simple thing and that is have one plate on the back instead of one on the front and the back. So I don't think we're going to run into a lot of enforcement

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problems with that. And I don't think adding a mileage figure to it would make any improvement in it. If it's a classic vehicle and the kind of money we're talking about and usage, it seems to me that adding a mileage figure or having some verification process would not be productive for anybody. [LB216]

SENATOR LOUDEN: Now how can you say...I mean, right now we got all pictures of Corvettes and you're talking about Porsches or whatever, what's to say that...put an STS Cadillac in there, where will that fit in there? Can you...I mean when you start talking about them, it's kind of like talking about your girlfriends, you know, it's a matter of opinion on those. So this is what we have here when you start talking about cars and whether...what are collective cars and what aren't, to me some of them aren't worth the junk they're piled up on. But other people, they're great, so. This is where I'm wondering how we put some kind of semblance in here that we do have laws to govern it. [LB216]

LOY TODD: Senator, I think the definitions that are in there have worked in other states, but I do understand your question that...I believe that that could be vehicles like an STS or whatever that someone has turned into a real classic or a real collector by taking absolute care of it and doing all the kinds of things that people do if they're going to try and turn a car into a collector car. [LB216]

SENATOR LOUDEN: Well, whoever thought a '57 Chevy would be a collector's item. Them I wouldn't...I didn't even like them when they were brand new, let alone I wouldn't buy them then, I still wouldn't. But that's what I'm wondering, you know, how we designate that in there somewhere or another if you just have a mileage deal and either stamp it on your registration certificate you get or whether you...and that's up to the person to decide whether or not it's a collector or not. [LB216]

LOY TODD: I see what you're saying; then if you go over, you maybe go buy the real plate, get a refund. [LB216]

SENATOR LOUDEN: Yeah, or you'd have...they would have to do something. [LB216]

LOY TODD: That would be interesting, Senator. [LB216]

SENATOR LOUDEN: And then one other, when you mentioned comment, have them...you know, four plates and one on each side, I think of my dad always used to talk about these people were speeding because he always said, you can see them coming and you see them going. So you didn't see them when they were next to you. So that's the reason we don't...we just have them front and back. Thank you for your information. [LB216]

LOY TODD: Thank you. [LB216]

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SENATOR FISCHER: Other questions? Senator Campbell. [LB216]

SENATOR CAMPBELL: Mr. Todd, is it...is it noted on your record that it is a collector car? [LB216]

LOY TODD: At this time? [LB216]

SENATOR CAMPBELL: Yes. [LB216]

LOY TODD: Currently, no. [LB216]

SENATOR CAMPBELL: So you're just... [LB216]

LOY TODD: This would be the process identified in there. [LB216]

SENATOR CAMPBELL: The time to do that. [LB216]

LOY TODD: You would basically establish that when you go to register the car by filling out the paperwork to the DMV and say here's who I am; here's what the vehicle is. [LB216]

SENATOR CAMPBELL: On the historical car, is it noted on the record? [LB216]

LOY TODD: No, those are age based. [LB216]

SENATOR CAMPBELL: Age based. Thank you. [LB216]

SENATOR FISCHER: Other questions? I see none. Thank you, Mr. Todd. [LB216]

LOY TODD: Thank you. [LB216]

SENATOR FISCHER: Are there other proponents for the bill? Any other proponents? Are there opponents to the bill? Any opponents? Anyone wishing to testify in the neutral capacity? I see none. Senator Coash, would you like to close? [LB216]

SENATOR COASH: Thank you, Chairman Fischer, and real briefly, I appreciate all the questions today and appreciate the testifiers. I think this bill is a good compromise and I'll point you back to the map that I passed out at the beginning. This bill is just asking Nebraska to join other states in saying there is a special niche out there that for reasons outlined might make sense to say, you can pay a little bit extra and only have to put on a rear license plate. Just to answer a few questions, not to rehash the discussion, but there was a reason we put car clubs as a requirement here. I think Senator Dubas talked about this. It is not my intent for anybody to say, well I got a nice car and I think

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it's a collector car, so I only want to put on one plate. That's not my intent here. We put the car collector...the car club provision in there because we found other states had found that to be a way to sort out those folks who truly looked at their vehicle and they say, this is not my daily driver, this is a car that I own for pleasure and for the inherent collectability or the value of that. And I want to...I will pay extra to join a club that puts me in a peer group of others that also feel that way and that I'll pay a little extra for the privilege of just hanging one plate on it. There are some teeth...we did put some teeth in this because I didn't want to...again, I don't want anybody to just say that, you know, I got a nice car and, you know, I think it's a collector, so we put in there a few...if...you have to tell the DMV this is...I joined this car club for this reason, this is not my daily driver and if you were found to have been lying, you are subject to a criminal penalty. And I think that's enough to say to the folks who would want to do this that they had better be serious about it and they better comply with the requirements as put forth. So I really appreciate your time and will close with that. [LB216]

SENATOR FISCHER: Okay. Thank you, Senator Coash. With that I will close the hearing on LB216; open the hearing on LB182 and I see Senator Hansen is here. Good afternoon, Senator Hansen, and welcome to the committee. [LB216]

SENATOR HANSEN: (Exhibit 12) Good afternoon. I have no props, but I do have a handout. [LB182]

SENATOR FISCHER: Senator Hansen, as much as we would love to see your props, you know that we don't allow props in here. I know, Senator Hansen wants those props today. [LB182]

SENATOR HANSEN: Thank you, Senator Fischer, members of the Transportation Committee. My name is Tom Hansen, T-o-m H-a-n-s-e-n and I represent District 42. In LB182 I'm trying to address a problem that has come about with the choice of materials that our Nebraska license plates are now made from. I agree that the large and reflective numbers required in the Motor Vehicle Registration Act in Section 16-3,100 add to the safety of a road-worthy vehicles. There's a list of vehicles that are exempt from the requirement of the two-plate per vehicle that include dealers, motorcycles, mini trucks, truck-tractors, trailers, buses, and apportionable vehicles. LB182 would add farm trucks and commercial vehicles to the list and the one plate be on the rear of the vehicle. The intent of this proposed legislation is for vehicles manufactured with two axles, but not the family-farm van or the family-farm school car. A farm truck is defined in 60-325 of the Motor Vehicle Registration Act as used exclusively to carry a farmer or rancher's own supplies; farm equipment, household goods, agricultural products, livestock and produce. The commercial vehicle is defined in 60-317 for transportation of a person or property for hire, compensation or profit. In the handout, I'd like to show a progression of the license plates of the Hansen family over the last 99 years. The final page is the reason for the legislation I bring to the Transportation Committee today in

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LB182. As you look through the handout and see some of the designs, if you come to my office I can let you hold them, bang them together, feel the weight, the heft, and the quality of plates in the past. The main reason to introduce LB182 is seen on the last page. These are just two of the farm plates that our ranch changed on our ranch pickups this past January. The material that the plate is made from will not stand up to normal farm and ranch driving: tall grass; washed out trails; cornstalks; hay meadow; or yucca plants are but a few of the hazards encountered in Nebraska's daily driving on 96 percent of Nebraska's land mass. According to our Lincoln County Treasurer, the cost to replace a license plate if you want to keep the same number, they will need to order new plates for you, but you'll take a different set of plates in the meantime. When your plates are in, you would need to take the borrowed ones back of course. The cost of the plates to replace is \$14.60 and that seems to be statewide. She said that calls for replacement plates have been more common in the last...of this last issue because of what they're made of. This is especially true of trailer plates which this bill does not address. In Section 60-3170 in the violations, the penalties can go as high as a Class III misdemeanor. I did not address the license plate fee schedule or the plate fee cap. The fees are not the problem. The problem is the material and the continued loss of the front plate from vehicles that we have to travel in an off-road experience to see the Good Life of Nebraska. Madam Chairman, that concludes my opening. If there is any questions. [LB182]

SENATOR FISCHER: Thank you, Senator Hansen. Are there questions? Senator Louden. [LB182]

SENATOR LOUDEN: Yes, thank you, Senator Fischer. Senator Hansen, these last ones, were they on the front or the back of the vehicle? [LB182]

SENATOR HANSEN: Both on the front. [LB182]

SENATOR LOUDEN: And what happened to the ones on the back? [LB182]

SENATOR HANSEN: They were in good shape. I mean, they were in reasonable shape. [LB182]

SENATOR LOUDEN: Were they just above your trailer hitch or were they behind your hind wheel? Because on our outfit usually those are the ones that go first is the ones on the back. [LB182]

SENATOR HANSEN: No, they seem to all be in good shape. My son didn't say anything about it when he changed them and I wasn't there when he changed them, but he did bring these in to me and show me a couple of examples of beat up license plates. And you can see in both of them, the top holes are all ripped out. [LB182]

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SENATOR LOUDEN: Yeah. [LB182]

SENATOR HANSEN: And they're...within the law they...I mean they're on the vehicle where the manufacturer intended them to be and they are supposed to, by law, be 12 inches off the ground and I think that probably some of them are a little higher than that, especially in the back, with raised bumpers, but this is what happens to them on the front in what I would say very normal conditions. And, no, we don't move cattle with pickups. [LB182]

SENATOR LOUDEN: Yeah, well ours on the front stay in pretty good shape, because there is a little band that goes around the license plate up front. That was my next question, if you just go to one plate, where should they be affixed, on the front or the back? [LB182]

SENATOR HANSEN: On the back. [LB182]

SENATOR LOUDEN: See, and ours are gone. Well, I've got three pickups on the place that don't have any on the back anymore. We're just lucky that the patrolmen just sees us coming, see. He doesn't ever sees us going. But usually those are the ones that...and that's where I'm wondering...and I agree that the shape of our, if you don't put some kind of a frame around them, why your plates don't stay on there. But you want them on the front if you just have one. [LB182]

SENATOR HANSEN: No, on the back. [LB182]

SENATOR LOUDEN: Okay, thank you. [LB182]

SENATOR FISCHER: Other questions? Senator Price. [LB182]

SENATOR PRICE: You have Corvettes out on the ranch? [LB182]

SENATOR HANSEN: No, we don't. [LB182]

SENATOR PRICE: Thank you. [LB182]

SENATOR HANSEN: We can't get them up the gravel road. [LB182]

SENATOR FISCHER: Senator Campbell. [LB182]

SENATOR CAMPBELL: Thank you, Senator Fischer. Senator Hansen, if they were better quality, would you be here? [LB182]

SENATOR HANSEN: Probably not, because if you seen all the old pictures, I mean, all

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the way back to 1912, those license plates would still be usable on today's vehicles. Some of those license plates, if you look closely, have been on a barn to close up the holes. The A-16 number is a family car and that was my folks' car. And the one that has the picture of the 1947 and the enlargement of the little metal tag, that was probably the car that I was...when my mother was taken to the hospital in when I was born. Those plates would still work today. The one just below that is a brushed aluminum plate, it has no paint on the background, just on the numbers. But these are all...I mean, this is our family car, as far as I know, 415/416, but the farm plates all got taken off and patched holes in barns and fences and things, so that's why I don't have too many of them. But I do want to point out that the alpha-numeric plate was in 1951. So coming back to that was nothing real new, but LN stood for Lincoln County, I'm sure. I don't know what LN stood for, but that was one that was used. But then of course my favorite on that same page is the Beef State, but... [LB182]

SENATOR FISCHER: Excellent, excellent plate. [LB182]

SENATOR HANSEN: That could be rerun. There are several of these that could be rerun too. But the quality of the plate, if you look at them, there's a bend all the way around all the old plates. And I'm sure they were made, they were stamped like that, that added a lot of rigidity to the plates. But the material that they use now, I'm not sure what it is. I don't think it's even...you can't magnetize it, I mean it's not...it's not, I don't know what it is. [LB182]

SENATOR CAMPBELL: Senator Hansen, in your research, did you have anybody...did the clerk say that anybody came back more than once to get another plate? [LB182]

SENATOR HANSEN: We didn't ask that question. [LB182]

SENATOR CAMPBELL: Okay. I mean I just wondered if we were going through a couple of these, because these really look beat up. [LB182]

SENATOR HANSEN: Um-hum. [LB182]

SENATOR CAMPBELL: Thank you, Senator. [LB182]

SENATOR HANSEN: You're welcome. [LB182]

SENATOR FISCHER: Thank you, Senator Campbell. Other questions? Senator Louden. [LB182]

SENATOR LOUDEN: Yes, the 1947 plates, that was right after World War II and everything was rationed and I remember using those little deals and we used them. What I did want to point out while you're talking about the picture you have here, Tom, is

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the ones that has the State Capitol on there and those came out right after the Capitol was built in the '30s and that's when people were quite proud of the Capitol of the state of Nebraska, because we wore it on our license plates, well you can see clear up to '41 and '42 was on our license plates, so if anybody designs license plates again, they might think about that. [LB182]

SENATOR HANSEN: Well, and on the front page of the...the license plate that is...I mean that started out was a 1919 license plate right after World War I so they didn't want to issue plates, that would be my assumption anyway, so this is what they came up with a tag and those are four rivets in each corner, four copper rivets. And then it happened again after World War II when they didn't want to issue that plate, so they just issued a tag and now we've gone down to...I don't have a problem with the tags, we can...as long as the license plate isn't all bent up we can see the tag. And I've been stopped more for that than I have...you know, missing license plate, but where I failed to put the tag on it in a timely manner. [LB182]

SENATOR FISCHER: Do you have immunity here? [LB182]

SENATOR HANSEN: Doubt it. [LB182]

SENATOR FISCHER: Other questions? Senator Hadley. [LB182]

SENATOR HADLEY: I just was curious when the last time you drove off a paved surface? [LB182]

SENATOR HANSEN: About a week ago. [LB182]

SENATOR HADLEY: Just checking. [LB182]

SENATOR FISCHER: Other questions? I see none. Thank you, Senator Hansen. [LB182]

SENATOR HANSEN: Thank you. [LB182]

SENATOR FISCHER: Are there proponents for the bill? Any proponents? Any opponents? Please come forward. Could I have a show of hands of how many are here to speak on the bill? We have three total. I say that so the legislative aides of the next testifier can keep track and be here for the next bill. Good afternoon. [LB182]

MARK TRAPP: Thank you. My name is Mark Trapp, that's M-a-r-k T-r-a-p-p. I'm with the Sarpy County Sheriff's Office and I'm also representing the Nebraska Sheriffs' Association. And in the same context that we're opposed to both LB182 and LB185, more so LB185 than even LB182. I wouldn't take anything away from the comments of



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Senator Hansen. We agree that the plate quality is not as good as it used to be and we encounter that as well in law enforcement. I'm here to talk about the law enforcement aspect of having one plate on your vehicle and whether that's a farm truck or a commercial vehicle or a standard motor vehicle, it's the same. And Senator Loudon basically said it. We see you coming more than we see you going. Ultimately we see substantially more vehicles coming at us than we see going away from us. So specifically from a traffic enforcement standpoint, we see hundreds of vehicles coming at us where we identify the identity of the vehicle, whether that vehicle is registered correctly and that ultimately leaves probable cause to stopping some of those vehicles. In Sarpy County alone, we had 1,500 citations written for expired registrations and that's simply because we were able to see the license plates and see if they were expired. Additionally, because of those 1,500 citations, we made over a hundred arrests as a result of those traffic stops including driving under the influence; driving under suspension; narcotics violations; we've had weapons violations based on those stops. Additionally, the requirement of a front plate is an additional probable cause measure that we have. If we see a vehicle that does not have a front license plate, that provides us the ability to stop that vehicle as well. We've written hundreds of citations on that as well and we've made nearly a hundred arrests off vehicles that didn't have front license plates. Very common for somebody who hasn't registered their vehicle correctly is trying to avoid registering or paying taxes on a vehicle to remove the front license plate or place multiple, you know, different plates on their vehicle, so that's very common. Also very common was stolen vehicles not to have a front license plate. Oftentimes they've stolen a license plate to place on the rear of the vehicle, but haven't taken the time to steal two separate license plates. So oftentimes stolen vehicles won't have on the front plate as well. So that from the traffic standpoint really reduces our effectiveness from a traffic enforcement standpoint. Additionally, just from a crime suppression standpoint, obviously a good majority of crimes are solved by people witnessing the crime or witnessing the person leaving the crime. That identifying factor leads us to the criminals oftentimes through license plate information. It's actually the best piece of information we can get from the scene and usually the first question we ask is did you get a license plate on that suspect? By removing the front plate, you're basically removing half the opportunity of a person to see the identity of that vehicle. Whether the vehicle backed away or drove away, the chance of them seeing the front plate or the back plate are pretty similar, and if they don't get a license plate, oftentimes we can't solve the crime because we don't have any identifying factors on the suspect. This happens on hit and run accidents; it happens on assaults; it happens on burglaries; it happens on homicides even, so ultimately you're taking away some of the opportunity of people knowing who the criminal is. My last point would be that new technology that's coming through now dealing with license plate cameras, license plate reading computers, Omaha Police Department has one, we've actually tested one, looked at the technology for that and basically what it does, it reads license plates coming past the patrol unit. It can read hundreds of them a minute and ultimately it sees vehicles coming at it and it will let you know if it sees a stolen vehicle, a suspended driver, somebody with a

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warrant and then it alerts you to the description of the vehicle and the direction of it traveling. This technology is very limited if there is not a front license plate on the vehicle. By the time it reads a rear license plate, the vehicle is already past your position, substantially, and for you to identify that vehicle and then catch up to it and stop it, makes it much more difficult. It absolutely reduced the effectiveness of that technology. It's technology that's really becoming cost-effective; very effective for traffic units; really increases the amount of criminals that are removed from the streets and really the important part of our law enforcement. There's a minimal cost savings, certainly, with eliminating that front plate. People...and not minimal to the extent of overall, but each individual paying, you know, \$3.35 or whatever it is for the additional plate, that cost-savings to me, and to the law enforcement agents, I assume here, really does not outweigh how markedly it would diminish our effectiveness out on the street. There are certainly states that do not have front plates. I would tell you that, you know, their law enforcement officers probably do a fantastic job. Please don't limit our ability to enforce the laws here; please don't limit our ability to catch the criminals and protect you by removing that front plate from us. And if you have any questions, more than willing to answer them. [LB182]

SENATOR FISCHER: Thank you, sir. Any questions? Senator Price. [LB182]

SENATOR PRICE: Senator Fischer, thank you. Thank you very much for coming to the hearing today. One question I had with all the bills was the idea of many states they're starting to use more camera technology for people running red lights, people who are speeding, so you're not having to chase them. I spent many, many years over in Europe, they don't chase speeders; they mail them a ticket. [LB182]

MARK TRAPP: Correct. [LB182]

SENATOR PRICE: And that would make it difficult. The only thing I would say on that, I'm glad you made...testified on that, but how many farm pieces of equipment do you find that you're going to have to worry about them being criminals or something like that? [LB182]

MARK TRAPP: And I'd be honest, specifically, and obviously there are two separate pieces of legislation here, this particular piece of legislation includes farm vehicles and commercial vehicles. We do not encounter a substantial amount of farm vehicles that are...are a criminal element that we're attempting to find: that haven't paid their registration; that are doing the things that we're attempting to stop them from doing. If it were a farm bill exclusive, I don't know what the position of the Sheriffs' Association would be specifically, because they didn't talk about that, from my personal standpoint, if you wanted to make that a farm vehicle-specific bill, that's not a terrible issue to me personally. Ultimately, the commercial motor vehicles that we do deal with, and we deal with a substantial number of commercial motor vehicles that are a 2-axle pickup trucks,

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vans, things like that that are licensed from a business, we do encounter that. We do encounter businesses that do not license their vehicles; we do encounter businesses that have had stolen vehicles. And ultimately you're dealing with...can I find...I sort of jokingly, the bill before, we are not opposed to specifically, but if your vehicle is stolen, the chances of us finding your stolen vehicle are substantially better if you have a front license plate on it than if you do not, simply because we can identify your vehicle more readily and certainly the camera technology can because of that. So if you want us to find your vehicle, you're better off having a front plate. But ultimately no, farm vehicles specifically, generally, are not our major problem. [LB182]

SENATOR PRICE: Great, thank you very much. [LB182]

SENATOR FISCHER: Thank you, Senator Price. Senator Campbell. [LB182]

SENATOR CAMPBELL: I'm going to follow up and while we have you up here because Senator Price and I we were thinking of asking it earlier, I would assume that you don't run into as many problems with people on collector cars or old cars because they're not trying to drive over real fast, would that be a safe assumption on our part? [LB182]

MARK TRAPP: You know, we didn't oppose that bill, the sheriff's office didn't oppose it, or my sheriff's office isn't opposing that bill, we think it's going to affect a very, very small percentage of vehicles on the road. And if...ultimately our job is to enforce the laws of this state and protect the citizens of my county, no, I don't think that's a substantial problem for me, as far as Corvettes being burglars or, you know, ultimately is it possible? Certainly, it's certainly possible that you could have your Corvette stolen, it's involved in a pursuit or, you know, there's a situation where that vehicle is the one we're looking for, but certainly less likely than the standard vehicle on the roadway. [LB182]

SENATOR CAMPBELL: Thank you very much. [LB182]

SENATOR FISCHER: Thank you, Senator Campbell. Other questions? I see none, thank you for coming in today. [LB182]

MARK TRAPP: Thank you. [LB182]

SENATOR FISCHER: Next proponent, please. Good afternoon. [LB182]

KEVIN STUKENHOLTZ: Good afternoon, Chairman Fischer. Members of the committee, my name is Kevin Stukenholtz, S-t-u-k-e-n-h-o-l-t-z. I'm currently the sheriff in Saunders County. I'm a retired Captain from the Nebraska State Patrol. I'm here today representing the Nebraska Sheriffs' Association and as Officer Trapp said, we're opposed to this bill. It's not necessarily just a law enforcement issue, it's a public safety issue. And while it's true on a day-to-day basis, law enforcement across the state of

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Nebraska are engaged in some kind of activity that having two license plates assist them. However, it's the citizens who have a concern or there is a crime being committed who are able to gather that information and provide that to us. I'll give you a couple of examples, service stations have cameras positioned at their stations and they have their clerks positioned so that they can read the license plate as the cars come in as we get numerous calls for failure to pay and drive off. Recently we had a young lady who was followed from an establishment in Lincoln into Saunders County. She was able to identify part of the front plate, was later sexually assaulted and that information assisted us in making the arrest. In the rural part of the county where we had numerous burglaries, there was a vehicle that was stuck and they solicited the assistance of a farmer to help pull them out. The vehicle was very dirty and as he was pulling it out, he couldn't identify the license plate number, but knew the vehicle was in an area, was very suspicious circumstances and was able to position himself in the front of the vehicle where he was able to make out the plate. That owner of that vehicle had been incarcerated; had a lengthy criminal record for burglaries and other related crimes. That's just a few instances that we have. Almost every road rage complaint that we have, the person is able to get at least the front plate or a partial plate. Just last week an individual called in a license plate number and got it from the front plate and it was...they were caught up in traffic before they could get around them and they were tailgating. Our officer ended up clocking and stopping the vehicle was doing 90 miles an hour. So while I understand there are some concerns with other entities, I think if you look at the overall public safety that's involved in this, a license plate isn't for cosmetics, it's for specific purposes and I think it would be greatly impacted if we didn't have that. My colleagues in other states, in Kansas for example, they will admit to us that they wish they had a 2-plate system. Unfortunately, they're just learning to live without it. I'll leave you with one last thought, while a license plate may not seem real significant, in 1995 Timothy McVeigh was stopped for a license plate violation. I'd be happy to answer any of your questions. [LB182]

SENATOR FISCHER: Thank you, sir. Are there any questions? Senator Louden. [LB182]

SENATOR LOUDEN: Yeah, thank you, Senator Fischer. Sheriff, you talk about the local citizens, you know, helping them now; is it easier to get the number of a license plate on a car when it's coming towards you or when it's going away from you? [LB182]

KEVIN STUKENHOLTZ: Well from a law enforcement perspective, it's always easier when they're coming towards you. I would say probably the majority of our officers are able to pick out the plate as they're coming at them. [LB182]

SENATOR LOUDEN: Because plate is getting closer to you all the time, whereas, the other way, when it's going away, it's getting farther away if don't see that in your mind first, you can't ever verify your mind, is that... [LB182]

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KEVIN STUKENHOLTZ: That's correct. [LB182]

SENATOR LOUDEN: ...that's the idea of license plates. As my dad said, you see them coming and you see them going, but you don't see them while they're there. Okay, thank you. [LB182]

SENATOR FISCHER: Other questions? I see none. Thank you for coming in. [LB182]

KEVIN STUKENHOLTZ: Thank you very much. [LB182]

SENATOR FISCHER: I need your yellow sheet, please. Next opponent, please. Thank you. Good afternoon. [LB182]

MICK MINES: Good afternoon, Madam Chair, members of the committee. For the record my name is Mick Mines, M-i-c-k M-i-n-e-s. I'm a registered lobbyist representing 3M and I'm here in opposition today to both LB182 and LB185. 3M is your license plate vendor. They produce the sheeting and the special inks that provide Nebraska with a reflective identification system that enhances roadway safety and provides assistance to law enforcement officers. There are some inherent issues and consequences that will compromise public safety that haven't been brought up. Certainly our law enforcement officials have done a great job with safety. Visibility is an issue that we haven't talked about yet. The front plate, or actually all plates, are reflective. They are the only reflective surface on the front a vehicle. Rear taillights, they're mandated as a reflective surface, but on the front the only reflective surface particularly when the headlights aren't turned on, when you've got headlights out, negligence from a driver in turning them on, that's the only reflective surface on the front of cars, dusk, dawn, at night. Certainly the law enforcement gentleman prior to me talked about the importance of front plates, and what I think Senator Price touched on is the technology that's called automated license plate recognition becoming very popular in other states; quite expensive at this point. It's either a stationary camera or cameras mounted on the police or sheriff's vehicle, four cameras. They take thousands of pictures at a time and can cover 4-lane highways coming and going and they recognize the license plate numbers; real time, compare that with the database for certain law enforcement database, but can also verify registration of the vehicle, as well as the insurability if we go that way. I mean, it's the new technology and certainly front license plates are critical to that process. The removal of these plates will be expensive, particularly, all the meadowlark plates have been completed. The inventory for the new plates would all have to be scrapped if we went to a 1-plate system. That's the inventory within the counties and within...at the state level. For those...if this were to become effective, you then have the recall of front plates and bringing those back into the stock or scrapping them and that's a significant cost. You're going to have the front license plate used on unlicensed vehicles and that's called plate splitting. It's very frequent, particularly we see that in

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Nebraska right now because we are an expensive state to license a vehicle and sometimes...and many times you do see plate splitting going...say that three times...plate splitting, plate splitting. And from a manufacturing standpoint, Nebraska general-use license plates are made two at a time by the Cornhusker State Industries at the prison with prison labor. Most of the labor and the distribution costs are fixed costs which means they're the same for one plate or two. And I might be able to respond to Senator Hansen's issue about the plate wearing out. Not long ago we had reissued our plates over a three-year period and then a four-year period and now it is six years and if the plates were issued less than six years we may or may not have that issue. Finally, no state has removed their front plates in 25 years. The last state that tried was Massachusetts and the next year they reinstated two plates just because of the difficulties they had in implementing that process. Again, there are unintended consequences to public safety and law enforcement and the costs associated with that. So again, we are in opposition of the bill and would answer any questions. [LB182]

SENATOR FISCHER: Thank you, Mr. Mines. Are there questions? Senator Dubas. [LB182]

SENATOR DUBAS: Thank you, Senator Fischer. Thank you, Mr. Mines. Do you have any idea what the material is that these plates are made of? [LB182]

MICK MINES: I can't tell you what it is, I'm sorry, it is a very technologically advanced reflective product. It's a skin is all it is that goes on the aluminum surface. But to tell you what it is made out of, I'm sorry, that's proprietary. [LB182]

SENATOR DUBAS: Oh, gotcha, all right, sorry I was asking for that. But I think the point is, for the types of uses on the farm and the ranch we're pretty hard on stuff and that is a problem for us out in ranch country keeping our plates attached to our vehicles is definitely a challenge and these are very thin and somewhat flimsy when you're putting them on the kinds of vehicles that we're using. And so I don't know if that's...if we aren't going to go to one plate. [LB182]

MICK MINES: What's the solution? [LB182]

SENATOR DUBAS: I'm sure cost is probably...this is probably something that is a lot less expensive than these more sturdy license plates that Senator Hansen gave us a picture of. [LB182]

MICK MINES: I think that's...you hit it on the nose. When the state chose to reissue plates the last time, and I'm sure this committee may have been involved, I'm sure the bid was based on a lesser cost and the trend is going to that type of plate, aluminum plate with a reflective finish and that would be a state...that would be your responsibility to change that. [LB182]

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SENATOR DUBAS: Thank you. [LB182]

MICK MINES: Sure. [LB182]

SENATOR FISCHER: Thank you, Senator Dubas. Other questions? I see none. Thank you, Mr. Mines. [LB182]

MICK MINES: Thank you. [LB182]

SENATOR FISCHER: I would remind you if you plan to testify for the record for the committee statement, you need to come up on the next bill. [LB182]

MICK MINES: Okay. [LB182]

SENATOR FISCHER: Any other opponents to the bill? Any other opponents? Anyone in a neutral capacity? I see none. Senator Hansen, you're recognized to close. [LB182]

SENATOR HANSEN: Thank you for the time that you allowed to talk about this legislation. I just want to reiterate that it's not about the requirement for a front plate, it's just that we can't keep them on anymore. I mean they are...I don't know what that material is that 3M uses, but it's pretty light. I know when we got our plates this year and they all came in a little plastic sacks with their tags, you couldn't tell if there were one license plate in there or two. I mean they're getting lighter and lighter and more flimsy and more flimsy. So I would use the word "flimsier," but I don't think that's a word. Thank you for your time; consider this bill. The first sheriff that talked, you know, he talked about making it for ag only. I would certainly consider that too. Thank you very much. [LB182]

SENATOR FISCHER: Thank you, Senator Hansen. With that I will close the hearing on LB182 and open the hearing on LB185. Welcome, Senator Fulton. Good afternoon. [LB182]

SENATOR FULTON: Good afternoon, Madam Chairman or Madam Chair. [LB185]

SENATOR FISCHER: Chairman works. [LB185]

SENATOR FULTON: I know you like that, but to be politically correct. For the record my name is Tony Fulton, T-o-n-y F-u-l-t-o-n and I represent District 29. I bring to you LB185. My intent in introducing LB185 is to provide additional cost-savings with regard to motor vehicle registration by eliminating the manufacturer, shipment, storage, purchase, and installation of the front license plate. Presently Nebraskans are required to pay a \$6.60 fee to cover the cost of manufacturing and distributing the estimated

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number of plates and registration stickers over a six-year plate term. The license plate fee paid by the citizen is used solely to replenish the Highway Trust Fund expenditure. In addition to the \$6.60 paid by the consumer, the front-license-plate requirement carries additional costs to both counties and vehicle dealers. In the case of counties, outside of Lancaster, Sarpy and Douglas County, the remaining counties must library their plates in numeric order thus requiring additional storage space. And with respect to car dealers, they incur an additional cost of mounting the front plates on an increasing number of vehicles that simply are not manufactured to hold a front plate. That is a cost which is passed onto those of use who purchase, lease, and use vehicles. So I probably will stay for closing, but I'm anticipating the arguments, because I've introduced this bill before and I've studied it for the number of years it's been introduced. The primary argument against bills that have been introduced in the past similar to this is from the standpoint of law enforcement. It's been argued that the two-plate system aids in the roadside apprehension of bad guys and is useful for the identification of gas station drive-offs and red light infractions. So we've had conversations with the Nebraska State Patrol, as well as, last year we had discussions with petroleum marketers and convenience stores associations in other states, particularly those that only require one license plate. The convenience store associations in Pennsylvania, Oklahoma, and Kansas, 3 of the 19 states that require only the rear plate have informed me that the lack of front plates have not caused any additional problem to their members in terms of identifying drive-offs. This is because most of their members either require prepay at the pump or have installed security cameras capable of identifying the vehicle. I don't know if the convenience store folks will testify on this bill or not, but if so, I ask you to bear that fact in mind. With respect to law enforcement, of the 19 states that require only the rear license plate, nearly half of the those states have implemented red light cameras in some or all of their municipalities. And this was, I believe, what Senator Price was referring to in the previous...under the previous bill. Now it stands to reason that if there existed a problem with red light cameras identifying vehicles with only the rear plate, then the state would move to either enact a front-plate requirement, or remove use of red light cameras in their enforcement. Neither of those have occurred. There's not been this general hue and cry from these states saying that their red light cameras are ineffectual when only one plate is required. So I ask you to bear in mind not only that which is offered, but that which is not said in contemplating this bill. While I acknowledge that the front license plate is not entirely without use, there seems to be no indication that there is a causal relationship between the front plate and effective law enforcement. That is, there is no indication that but for the front license plate, law enforcement would not be able to identify a stolen vehicle, a drive-off, or a red-light runner. I'd also like to address the fiscal note. I mean we all...we experience this in all of our bills; I would answer any specific questions that you have, but I would just ask you to bear this in mind; the average consumer is seeing \$6.60 for the (RECORDER MALFUNCTION) ...the first part of your fiscal note. I'd suggest to you that we, as state senators, are the ones who set what this maximum mandatory amount to be collected per plate is. We would have the ability to address any issues in this fiscal note if



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somehow it's construed that by making our citizens purchase half as many plates somehow it will cost us more money, we have control over that. And so if we change the mandatory maximum from \$3.50 to some higher number, we can address any issues that are talked about in the fiscal note; and I'll even take this a step further recognizing this committee, recognizing the hard fiscal times that we find ourselves and recognizing that we have responsibilities to taxpayers when it comes to infrastructure. There could be a mechanism here to get more money to build roads. And I put that out there as an idea for you because it would not only address the concerns that are brought forward in this fiscal note, which I don't necessarily agree with, but we could address them mathematically. It would also provide us a tool by which we could recognize one of our chief responsibilities...further recognize one of our chief responsibilities thus killing two birds with that proverbial one stone. I'll close there and answer any questions if you have any. [LB185]

SENATOR FISCHER: Thank you, Senator Fulton; or with one license plate. Senator Hadley. [LB185]

SENATOR HADLEY: Senator Fischer, thank you. Senator Fulton, thank you for coming. I have, I guess, two or three questions. Is the timing right for this when we just...we're just putting new plates out? I think someone earlier talked about the cost involved in the storage of plates right now and going from two plates to one plate and is this probably the worse time in the world if we're going to make this change? [LB185]

SENATOR FULTON: I wouldn't say...I would say that it could be better timed, Senator. If we were to pass this last year when I introduced it, this is one of those deals that I recognized what was coming. So I...it would have been more...it would have been better last year. But this is one of the...I think it's the last point in the fiscal note that we would have to destroy some inventory to which I would reply then we could change the operative dates such that we don't have to destroy that inventory. [LB185]

SENATOR HADLEY: Okay. [LB185]

SENATOR FULTON: I mean we could talk through that, I guess, but we could do it the end of next year, we could do it the end of the next plate cycle. I'm after policy here. [LB185]

SENATOR HADLEY: Second question, a comment was made, I think, by Mr. Mines, in the last 20 years there had not been a state that has gone to one plate and I happened to be doing some reading yesterday and a bill was killed in Illinois Legislature to go to one plate. Do you think that technology over the last 20 years has made it so that having two plates really is a significant law enforcement issue? [LB185]

SENATOR FULTON: I don't, and for reasons that I outlined in that argument with...I just

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ask you to consider these traffic cameras, if it was a problem for a traffic camera to apprehend a red-light runner, and they're used for other things in other states, but I'm using the red-light runner as the primary example, if it were a problem to be able to accomplish that task with just one plate, then those states would have either gotten rid of the red-light cameras or they would have gone back to requiring two plates, but they have not. [LB185]

SENATOR HADLEY: Okay. And one last question, and this may seem a little ludicrous, but I did read about it that some states that have gone to one plate also have a law that you cannot back into a parking place. And the reason for that is that if you back into a parking place, law enforcement or anybody else that comes through and is checking plates all you see is the front no-plate on it so they have a companion law that makes it basically illegal to back into a parking place. [LB185]

SENATOR FULTON: Yeah, well it would seem to me that something like...well, I'll come back and answer it point-wise. All of the states, I think there are 19 states, I don't believe that...well, I'm positive, not all 19 states have that... [LB185]

SENATOR HADLEY: No, I didn't say that. I just...I...in fact, I don't know how many do, but I just happen to see that some states have...it was a concern. [LB185]

SENATOR FULTON: Right. So I would say that we could look...I didn't research this, not anticipating the questions, what we could do is go to those states; of those 19 which ones don't have the law of which you speak and we can glean data and that would make for a pure subset to compare our own policy against. I would also suggest that perhaps a reason that was done was because there were legitimate concerns, law enforcement concerns that existed in those particular states and this was a way of...I'm going to use the pun, backing into the requirement to have only one license plate, but we would know that for certain by looking at those states that don't have that requirement. [LB185]

SENATOR HADLEY: Okay, thank you. [LB185]

SENATOR FISCHER: Thank you, Senator Hadley. Senator Price. [LB185]

SENATOR PRICE: Senator Fischer, thank you. Senator Fulton, in listening to the bills, the parade of one-plate bills, it's almost funny, I'm wondering what you considered on impact to commercial industry. We have quite a few trucking outfits here and I didn't know how that would impact them and their interstate commerce whether as they transfer from one state to another for licensure and tagging, I'm not sure what is required. In looking through the bill, and it does talk in different sections on what Section 46 talks to commercial vehicles, and tonnage, and things on there, I mean, there are certain things we expect to see on the vehicles as it goes by, I'm not sure how that will

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impact on our Nebraska industries to change. It would be a big change for them to go from one to another when they drop or not, how much they can charge because if we go to a standard of one plate are you going to charge extra if we need two because now they're a commercial industry and going through multiple jurisdictions? I mean just wondered if you had thought about that and how you would deal with that? [LB185]

SENATOR FULTON: I'm not positive about the truck drivers. I may be able to address this in the closing. I'll do a little research quick and...but as I...well, let me comment on noncommercial, because I think the jurisdiction of any commercial vehicle fall...is still a state issue. And so that state in which that commercial vehicle is registered it would have to abide by those statutes. If that's true, and I will go back and check this, if that's true, then what we would be doing would be to save those who are registered in Nebraska some money. [LB185]

SENATOR PRICE: Okay, thank you. [LB185]

SENATOR FISCHER: Thank you, Senator Price. Other questions? Senator Louden. [LB185]

SENATOR LOUDEN: Yes, thank you, Senator Fischer. Well, Senator, I'll make an observation first, and then I'll ask my question. My observation is that this bill is introduced in 2010 or 2009 and indefinitely postponed in the next session, 2010; been introduced in 2007, '05, '04, '02, '01, and also in 2000. And it was never advanced; so surely you can't be serious. So my question is, if Senator Hansen introduced a bill to do away with one license plate and his bill is three pages long, and you had to do the same thing and your bill is 83 pages long; now why is that? Do we have a problem with paper or what is our reason here for this? [LB185]

SENATOR FULTON: Well, I'll resist the temptation. Senator Hansen's bill is a little bit different than mine, quite a bit different. This is for everyone in the state who has to register a motor vehicle and his, I believe, was for farm. I'm not positive, about that; so there is a little bit of a difference there. The...yeah, I mean it's a good question. I mean, Fulton, why are you bringing this bill? It's been introduced so many times. I mean, surely you can't be serious, or Fulton, you can't be serious. I am serious about it and one of the reasons why I decided to bring this bill, this is the second time I think I've brought it, maybe the third time. I think it's the second time. But before agreeing to bring the bill, I went back and read through what had happened in years previous. And, frankly, the arguments against...they didn't persuade me. And so I did some research. I went to other states in which they only require one license plate and my inclination was confirmed; law enforcement seems to still be functioning well in these states, that the responsibilities of law enforcement are being realized and recognized in these states where there's only one plate. The convenience store argument that has been given in the past; well, we talked to convenience stores in the other states and the arguments

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that have been proffered year after year after year after year against the bill never persuaded me, and indeed after research, found why, because they're not warranted. That's why I brought the bill. I think that we have an opportunity here to save some dollars to the folks and the folks already have this perception that they're getting hammered with taxes and fees in every which way but from government, so this was an opportunity that I agreed with. I understand that it has been introduced in years past, but I didn't introduce it all those times. [LB185]

SENATOR LOUDEN: You think then the research from the convenience stores and that sort of thing is sufficient enough to warrant passing a bill like this then, is that what you feel? [LB185]

SENATOR FULTON: Yeah, I think so. I mean, the arguments...we take these bills, we contemplate them, we do the best job in the country of offering opponents and proponents to come forward and offer their arguments and I went back and I read through the years what the opponents had argued and there are reasonable arguments against the bill, but in the end they didn't persuade such that I wouldn't bring this bill forward. And I see the opportunity to save some...save the folks some money and maybe if we need to, to collaborate such that we could utilize some of these monies to get some roads built. I just see an opportunity. [LB185]

SENATOR LOUDEN: Okay, thank you. [LB185]

SENATOR FISCHER: Thank you, Senator Louden. Other questions? I see none. Thank you, Senator Fulton. Can I have a show of hands of how many people want to testify on this bill, please. One, two, three, four, five, six; I think we will be using the light system. Three minutes for each testifier, so I would ask for the first proponent to step forward, please. Good afternoon. [LB185]

KEITH ZIEGENBEIN: (Exhibit 13) Good afternoon. My name is Keith Ziegenbein, that's Z-i-e-g-e-n-b-e-i-n and I'm in favor of LB185 and very quickly to address why a bill like this has been introduced for so many times should go to tell you the propensity of everybody in the public that would like to see us go to one license plate. And very...just to save time so I didn't have to testify for the other ones, I would say that LB216 and Senator Hansen's bill also in favor of those. And car washes are very hard on these aluminum plates that do not have the raised embossed letters on the old galvanized steel plates. And they don't hold up very well whether it's a thistle or a car wash. And if your plate falls off, if one of your license plates falls off because your trailer hitch beat it up, you're in violation of the law regardless. And so it doesn't really make any difference if you have one plate or two plates at that point. One particular thing that's a little annoying is the fiscal bill always comes through on this stating that it's a negative impact when in fact Senator Fulton's language he has written there says in it that you get the same cost per plate, \$6.60, excuse me, per vehicle, and it is a per vehicle charge not a

per plate charge. And so that gets construed very easily the wrong way. And if you put that into the proper context, it turns this into approximately a \$2 million per year savings or money that you can apply towards roads or do something else with without having to cost the consumer any more out of their pocket. So this handout that I gave you, real quickly you can just read the bold if you need to, but I'm in the manufacturing business; I've been for 35 years; buy hundreds of thousands of parts and I'm here to testify that there is absolutely no way you can buy half as much aluminum, half as much 3M decal material and pay the same price that you're going to if you buy twice as much. It's just very simple math, and very logical. So that goes into why does the revenue for one plate need to be half of the revenue for two plates? And that goes into the terminology of get it changed so that it's per vehicle, because whether it's done now or it's done in the future, that's an important distinguished feature that wasn't anticipated a long time ago when they wrote that. And Senator Fulton's bill allows that. So we really can't afford to miss these creative opportunities that 19 other states have proven to work just fine. They have the single license plate. Obviously, Kansas and Oklahoma are not in a total state of chaos because they only have one license plate. So they've adapted to how to work with red-light cameras and other issues just fine. And personally, I think that LB185 should be...you should keep road revenues and things that are related to roads, those revenues should go to roads. And our state is totally goofed up in the way that we're distributing the money and there is no way that anybody can keep track of where it's actually going because it's split up in such an odd manner. So that's all I have. [LB185]

SENATOR FISCHER: Thank you. Are there questions? Senator Dubas. [LB185]

SENATOR DUBAS: Thank you, Senator Fischer. Thank you, Mr. Ziegenbein, for coming. So as I'm reading through your comments, you're saying we shouldn't charge anything...we shouldn't charge...if we go to one plate, we shouldn't charge less, keep the charge the same as it is now. [LB185]

KEITH ZIEGENBEIN: Yes. [LB185]

SENATOR DUBAS: Do you think the general public would have an expectation that if we go to one plate that they're going to be able to save money and maybe not to have to pay as much for their vehicle licenses? [LB185]

KEITH ZIEGENBEIN: I really don't know. I don't see why they would. But you get all kinds of perceptions and things. [LB185]

SENATOR DUBAS: Just say some of the conversations that I've had with constituents who say, yeah, let's go to one plate and then I won't have to pay as much for my vehicle licensing. So I think there would be a perception out there, so. Not to say that we couldn't work to change that perception, but I do think that's something that a lot of the

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public is thinking that, yeah, let's go to one plate because then it wouldn't cost me as much. [LB185]

KEITH ZIEGENBEIN: In the spirit of generating money instead of giving it back though, I think the state has a good case. [LB185]

SENATOR DUBAS: Thank you. [LB185]

SENATOR FISCHER: Thank you, Senator Dubas. Other questions? Senator Janssen. [LB185]

SENATOR JANSSEN: Thank you, Chairman Fischer. Mr. Ziegenbein, I was interested in the same thing; Senator Dubas kind of stole some of my thunder there, but your point you made, and I've been saying this for awhile, why not just charge double for the plates. And I would admit, we probably would meet with some people saying, you know, don't do that, don't do that. But here is government giving you less and charging you more under one analogy or the same. But...and you can just comment on this if you think you feel the same, don't you feel like you would be gaining something though. I know the Corvette owners would. And you would actually be gaining...maybe you're not defacing your vehicle, so there is a gain that you're paying for in that, and it's not really a question, but a comment, and just get your thoughts on it. [LB185]

KEITH ZIEGENBEIN: Well, I'm glad you mentioned that because I forgot to say that I've got a number of vehicles, too many, and I'm a collector and I might collect anything from a brand new car that I drive three or four thousand miles a year to the car I was married in that's got 20,000 miles on it and it's been 35 years ago. And so you...to define a collector is very difficult to do because if you're going to collect a car, for instance, look at what air conditioning is going to do to antiques. There are going to be very few antiques from now on because there's been air conditioning for the last 50 years because without air conditioning antiques...stuff just disintegrates, you know. And so if you want to collect a car, you kind of have to know that it's going to be collectible. If everybody collects it, it's not collectible. Now, would you refresh my memory, because I think I've gotten off track here a little bit. [LB185]

SENATOR JANSSEN: My comment was that you still...I guess I'm of my opinion you still gain something whether it's a collector car or even the nuisance, I just recently got a vehicle, the nuisance of having to put a new plate on or I have seen what car washes do to them. [LB185]

KEITH ZIEGENBEIN: Yeah. [LB185]

SENATOR JANSSEN: So I'm saying is, you're still paying the same, but you're getting something. I'm agreeing with you. I hope you're seeing that. [LB185]

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KEITH ZIEGENBEIN: Yeah, I...and the point I was trying to make was I don't belong to any car clubs. [LB185]

SENATOR JANSSEN: We're not talking about the car clubs. [LB185]

KEITH ZIEGENBEIN: And so I know we're not making it...I know we're not talking about that, but I forgot that too. [LB185]

SENATOR JANSSEN: Okay, (inaudible). [LB185]

KEITH ZIEGENBEIN: Yeah, I think you're getting something in exchange for it and it works lots of other places so. [LB185]

SENATOR FISCHER: Thank you, Senator Janssen. Other comments? I have a couple of questions for you. In your testimony and in your written comments here, you're focusing on the money part of this saying continue to charge what we have been charging for the license plates that can go for roads, go to the Highway Trust Fund, is that the reason you want one plate is to help out with funding roads in the state? Or is the reason you want one plate because you don't want to put one on the front of your car? [LB185]

KEITH ZIEGENBEIN: That's an excellent question. Is it LB18...? [LB185]

SENATOR FISCHER: We're on LB185, Senator Fulton's bill. [LB185]

KEITH ZIEGENBEIN: But LB216 would address what I need personally, which gets your front plate. [LB185]

SENATOR FISCHER: But you didn't come forward on LB216. [LB185]

KEITH ZIEGENBEIN: No, I was just... [LB185]

SENATOR FISCHER: We're on LB185 right now. [LB185]

KEITH ZIEGENBEIN: Everybody has been combining them together, so I thought I would save some time and get all in one. But that's not my motivation. My motivation is the...the numbers I come up with is about \$2 million a year, because besides the cost of saving the production of the plates, you would also be generating sales tax because people are now going to go buy...for lack of a better example, a Confederate plate to put on the front. You go down to Kansas and they got Jayhawks plates and they've got university plates and things like that that they put on the front. Well there's sales tax money from that that's also generated within the state. And so the crux of the whole

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problem is the money. We need the money because you drive down our roads and it's obvious that our infrastructure is caving right underneath us. And where...we can't build this building today and pay for it. That's what is sad. Think about that. And the whole state is in the same boat. And if the opinion of all the senators that's looking at new ways to save money is so lax, unrealistic, not in the real world, however, you want to look at it, that they keep saying we're not going to do that, we're not going to make that savings because we're going to do it the same way it's always been done before. We're not in times that are going to be done...things are not going to be done the way they were done before. They're going to get changed whether we like it or not. Some of them are going to hurt and some are going to facilitate. But we cannot just go along as business as usual here because this is tough times. Figure if Fannie Mae and Freddie Mac and all those companies and they raise the insurance rates, what's that going to do to the housing industry? It's going to be worse than it is now. This may be the calm before the storm. And I hate to be a doom and gloomer, I'm trying to be a realist. Okay. [LB185]

SENATOR FISCHER: Appreciate your comments. Thank you. [LB185]

KEITH ZIEGENBEIN: Thank you. [LB185]

SENATOR FISCHER: Other questions? I see none. Thank you very much. Next proponents, please. Are there other proponents for the bill? I need you to fill out a yellow sheet. You can do that afterwards. [LB185]

RICHARD HALVORSEN: Yeah. (Inaudible) My name is Richard Halvorsen, H-a-l-v-o-r-s-e-n and I'm in favor of this bill most for the cost savings. I'm going to expect to pay full tab for one less plate, but you know, I'll be willing to split the difference. Again, there's some people like Senator Janssen just the aesthetics of it, but probably figured that would be a gain. And I see law enforcement has expressed their concerns and when you take that into account, but you can also balance against cost savings. If some people in law enforcement had their way, we'd probably have our numbers painted on top of our car. I mean, there's always some trade-off between law enforcement and the public's privacy. I had a car stolen and they didn't find it because I had a front license plate, they found it because some kids put a block-wheel accelerator and set it across the soy bean field into the ditch. So two license plates, again, two license plates is not an end-all. And again, we talk about the cost-savings, you have to balance that. I see now with LB191 and with (inaudible) good time we're going to let loose 400 inmates earlier than they would normally. Again budget savings for correctional overall; are you going to release inmates before you would earlier. And you're doing that to save money. Again, you're balancing the public safety of releasing the inmates, I assume, that's why LB191 is going to be passed. The savings from LB191 versus public safety of releasing the inmates early. So again, I say it's up to you guys to balance the cost savings against public safety. And I don't think public safety



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and the matter of one license plate be affected that much. I think law enforcement can adjust to that. That's it. [LB185]

SENATOR FISCHER: Thank you very much. Are there questions? I see none. Sir, I will need you to fill out that yellow sheet... [LB185]

RICHARD HALVORSEN: Yeah, I'll fill it out right back there. [LB185]

SENATOR FISCHER: ...and hand it in before you leave. Thank you. Next proponent, please. Good afternoon. [LB185]

CHET DAWES: Hello. My name is Chet Dawes, first name C-h-e-t, last name Dawes, D-a-w-e-s and I am here, obviously, in support of LB185. To touch on some of the comments that have been made thus far, I thought Senator Fulton did a nice job of summarizing the bill and its benefits to the state. A couple of things I'd like to comment on: number one, the fiscal note, as I read through that I was interested to see that there could be no financial impact from producing half as many plates as there would be by producing the current number. I can't quite believe that that's true in its entirety. Second aspect is the 19 states that currently do not issue front plates. They have figured out ways to deal with any opposition we might see here in decreased revenue, perhaps, from issuing one plate as opposed to two, and most importantly from a law enforcement standpoint, figured out creative ways to maintain law enforcement without a front plate on a particular vehicle. And to go specifically to that one, the opposition from law enforcement, I think, is valid, although I would challenge that if there is the additional figures vary between \$1.6 million to \$2 million in terms of an annual savings. If that money was put forth to the either the Highway Trust Fund or to law enforcement for more creative or new innovative ways to enforce the law from a single plate as opposed to dual plates, would they still be opposed? And the reason I bring that up is, as Senator Fulton pointed out, single-plate cameras are in use in at least half of the 19 states that don't require a front plate and they are effective or they wouldn't be in use. The same thing can be done here. And given the additional revenue we're talking about here, the savings to the state, that could be applied to other, I think, more important things than creation of a redundant plate. That's about all I have, so feel free to ask any questions. [LB185]

SENATOR FISCHER: Thank you. Senator Hadley. [LB185]

SENATOR HADLEY: Senator Fischer, thank you. Thank you for coming in and testifying. I guess mine is in the form of a comment and a question; the same question I asked Senator Fulton. A lot has been said that 19 states have it, and if my math is right, that means 31 states do not do it. [LB185]

CHET DAWES: Actually, if I may interrupt. [LB185]

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SENATOR HADLEY: Yeah. [LB185]

CHET DAWES: There are at least one, if not several states that have optional based on provision. [LB185]

SENATOR HADLEY: I think Nevada has the optional. [LB185]

CHET DAWES: So if there's...if you look at a map, I think there were...it is about split between requirement and lack of requirement of front plate and roughly... [LB185]

SENATOR HADLEY: But the comment was also made that there hasn't been in 20 years, I believe, one of the testifiers said that in 20 years there hasn't been a state that has gone from two to one. And I just wonder if technology is...and as I mentioned Illinois, I've been reading that Illinois just tabled their bill and I just wonder if technology is such now that it is a good law enforcement tool to have two plates. [LB185]

CHET DAWES: Well I would challenge that the law enforcement could use the funding we're talking about in creation of redundant plates to utilize that fund for cameras, perhaps, that are specifically built, or technology developed specifically for using a single-plate enforcement and save the state money for things that are more important such as that. [LB185]

SENATOR HADLEY: Thank you. [LB185]

SENATOR FISCHER: Thank you, Senator Hadley. I think if you read the fiscal note it's a rather detailed fiscal note and it's not that we're going to be using half as many plates so we're going to have savings to the state; in fact, there will be a loss of revenue to the state, to the trust fund, to the correctional facilities, so it's not as simple as saying, well, there will be half as many plates, so you can cut the costs in half. [LB185]

CHET DAWES: I understand there is some fixed costs associated with it and it's not exactly... [LB185]

SENATOR FISCHER: But also revenue cost to those institutions; to the institution and to the trust fund as well. So I just wanted to clarify that for you. Senator Janssen. [LB185]

SENATOR JANSSEN: Thank you, Chairman Fischer. Thanks for showing up, Mr. Dawes. A lot has been said about..it's been, and I don't know if it's a fact or not, I assume it is, because it's said here, but it's been 20 years since we went from...since any state has switched from two plates to one plate. Is that your understanding or just? [LB185]

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CHET DAWES: That's what I understand, but I haven't researched that personally. [LB185]

SENATOR JANSSEN: And maybe I'm asking this of you, and maybe Senator Fulton could do some quick research before he closes or get back to me on this or maybe knows. When is the last time somebody went...if it is a security or safety issue, went from...changed it from one to two in the name of safety due to law enforcement? Are you familiar with that happening? [LB185]

CHET DAWES: I'm not aware of that happening either in that time frame. [LB185]

SENATOR JANSSEN: I just...I didn't think you probably would be, I was just kind of curious about that. Thanks. [LB185]

SENATOR FISCHER: Thank you, Senator Janssen. Any other questions? Senator Dubas. [LB185]

SENATOR DUBAS: Thank you, Senator Fischer. Thank you, Mr. Dawes. Has this been an issue that you've had a real interest in for a while or is it just recent? [LB185]

CHET DAWES: It is. I lived for eight years in the state of Michigan where single plate is all that's issued. I have in the last three vehicles that I've purchased have all had to go one way or the other as a result of moving back here three years ago. I had to go...actually while I was in Michigan had to...when my vehicle was devalued that I traded in because I moved from Nebraska to Michigan and it had a front plate and they had...they devalue the vehicle by the cost of repair and repaint of the front end of the vehicle because of not only the holes that were drilled in, but the vibration and scuff marks that occur on the front of the vehicle, it is viewed as devalue-type damage to the vehicle. Secondly, on my daily driver now, it was purchased in Michigan and does not have...or did not have a front plate provision. I had to go buy one and drill holes in the bumper despite already paying for that in the devalue of my vehicle that I traded in. Thirdly, a collector car that I have that qualifies as a historical plate, it's a 1971 model. I run a single plate on the rear by law with a historical plate with its provisions. And now there are two large holes in the steel bumper and it is an \$800 replacement part to do that and repaint it. So that's my own personal attachment to this is twofold; one is, the aesthetics, I prefer not to have a front plate; and two is, I think it's fiscally irresponsible to have a redundant plate when there are other means to do that. [LB185]

SENATOR DUBAS: But if we went to one plate, but still charged the same amount of money, I'll ask a similar question that I asked the previous testifier, will there be that perception among the public that, well, if I'm only getting one plate, then shouldn't I be paying less money? [LB185]

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CHET DAWES: In my case, that has no bearing on it to me. I would be perfectly comfortable if that money were spent for more important things for the state. I can speak on behalf of the BMW car club and the Porsche car club, which I'm members of, and everyone I've spoken within those organization has said they would pay the same or more for, as Senator Janssen pointed out, the privilege of...or the benefit that they would receive out of only needing one plate on their vehicle. [LB185]

SENATOR DUBAS: I can certainly recognize that point with collector vehicles and those types of vehicles; I think those are valid issues, but when you're talking about just vehicles that we drive every day on the road; and again, I'll go back to the comments I'm hearing from my constituents who are saying, I want to realize the savings if you're going to go that direction. And I'm not sure we, as a state, could afford to go that direction and if we decided to keep the fee the same, but just go to the one plate, you know. I guess I'm looking at what is driving the majority. This bill definitely has a history. And I'm new to the Transportation Committee so I'm trying to catch up on that history. But, you know, what's driving the push that this bill keeps coming back year after year. Is it mostly the aesthetics and dealing with the collector vehicles? Or is it that people think they'll save money by going to one plate? And it's probably a combination of a lot of things. [LB185]

CHET DAWES: I think it is, I think it's both; at least those two issues and perhaps others. But those are the dominant factors then. [LB185]

SENATOR DUBAS: All right, thank you. [LB185]

SENATOR FISCHER: Thank you, Senator Dubas. Other questions? I see none. Thanks so much. Are there other proponents for the bill? Any other proponents? Anyone in opposition? [LB185]

MARK TRAPP: My name is Mark Trapp, it's M-a-r-k T-r-a-p-p. I'm a lieutenant with the Sarpy County Sheriff's Office representing the Nebraska Association of Sheriffs and the Sarpy County Sheriff's Office. I've been up here before so I'm not going to regale you with the whole thing again. I'm just going to address some of the issues. Hopefully some of this will address Senator Fulton's...he hasn't been convinced. I'm going to do a little bit to attempt to convince him. Ultimately the red light cameras that you're talking about in other states are substantially different than the enforcement action that I'm talking about specifically with the license plate reading technology. Red light cameras are a fixed position that only track vehicles moving away from that position and photographed the rear license plates. Those people are not met by law enforcement. There is no law enforcement contact with that individual. From a law enforcement standpoint, we are attempting to make contact with violators and in that contact find more substantial criminal offenses whether that is somebody under the influence of alcohol; somebody

that is a suspended driver; somebody that has narcotics or weapons in their vehicle. That is a substantially different thing than a red light camera or a speeding camera where there is no law enforcement contact. So the use of the technology in the vehicles where a patrol unit, to read license plates, it requires a front license plate to be more effective because the vehicle is coming at the position. It gives more time for the computer to read it; more time for the officer to respond to the information that's provided and more chance to contact that violator. They also talked about...I believe Senator Hadley discussed backing vehicles in. And I think you're right on track with the technology that we have today is different than the technology 25 years ago. Every single patrol unit that we have has a computer system on board. Those deputies go into parking lots at apartment buildings, at motels, at large venues, and they will drive down a lane of traffic and run every license plate in that lane of traffic to find a stolen vehicle or to find something out of the ordinary. If those cars do not have a front plate and that vehicle is backed in, that is not going to happen. The officers cannot get out of their vehicles and go behind the vehicle and read the VIN number effectively, it is just not...we have limited resources and that would not be effective. So specifically addressing your point, that's exactly why they put that in the law is because without a front and rear license plate, there are ways to park the vehicle that prevent law enforcement from detecting a stolen vehicle or something that is out of the ordinary. Talking about creative ways to, you know, certainly if we didn't have front plates we'd come up with creative ways to enforce laws. You're not talking about other states that have come up with more creative ways to enforce laws, what you're talking about is 19 states that lack the ability to enforce laws based on front license plates. If you look at our statistics specifically in my county, over one year, you're talking about 1,500 citations that we wrote that we would not have written, they would not have existed; and over 100 arrests that just would not have taken place because we did not see that violation coming towards us without a front plate or an expired plate on it. So ultimately, this isn't an aesthetics issue, generally, for most people; it is I do not want a front plate on my vehicle. There's no cost-savings to the state. There's very little cost-savings to the individual people. It is \$2 at best per person, probably, of what they're going to save. So ultimately, it's not more creative law enforcement, it's...you're just limiting law enforcement. You're just not going to have as effective law enforcement. [LB185]

SENATOR FISCHER: Thank you. Are there questions? I see none. Thanks so much. Next opponent, please. Good afternoon. [LB185]

KEVIN STUKENHOLTZ: Hello again. My name is Kevin Stukenholtz, S-t-u-k-e-n-h-o-l-t-z, I'm the Saunders County Sheriff. I won't reiterate what's already been said. The Sheriffs' Association is opposed to this bill. Senator Janssen, may I answer your question earlier, I believe Massachusetts is the last state that has the one license plate and has now moved to take that out of their legislation and go back to two. I'm not aware of any other states. I'm really not in a position to speak for other states other than the contacts that I've had with other law enforcement and they envy

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Nebraska's law and wish that they had it. Thank you and I'll answer any of your questions. [LB185]

SENATOR FISCHER: Thank you, Sheriff. Are there questions? I see none. Thank you very much. [LB185]

KEVIN STUKENHOLTZ: Thank you very much. [LB185]

SENATOR FISCHER: Next opponent, please. Good afternoon. You'll need a sign-in sheet later. Oh. [LB185]

MICK MINES: Thank you. Senator, members of the committee, thank you again. I won't be redundant. My name is Mick Mines, M-i-c-k M-i-n-e-s. I'm here as a registered lobbyist representing 3M. We oppose the bill for the reasons that were given in the previous bill. And would be glad to answer any questions you might have. [LB185]

SENATOR FISCHER: Thank you, Mr. Mines. Are there questions? I see none. [LB185]

MICK MINES: Thank you. [LB185]

SENATOR FISCHER: Thank you very much. Next opponent, please. [LB185]

DAVID BAKER: Good afternoon, Senator Fischer, members of the committee. [LB185]

SENATOR FISCHER: Good afternoon. [LB185]

DAVID BAKER: My name is David Baker, B-a-k-e-r. I'm here on behalf of the Omaha Police Department in opposition of LB185. I will not belabor the points already made by my fellow law enforcement officers, except to state that the Omaha Police Department does oppose this bill for the reasons that we've already gone over. I'd be happy to answer any questions as this may relate to us in particular in an urban environment. [LB185]

SENATOR FISCHER: Thank you, sir. Any questions? I see none. Thank you for coming in today. [LB185]

DAVID BAKER: Thank you. [LB185]

SENATOR FISCHER: Any other opponents to the bill? Are there any other opponents? Anyone in the neutral capacity? I see none. Senator Fulton, you're recognized to close. [LB185]

SENATOR FULTON: Thank you, Madam Chair. To clarify first, the...back to the fiscal

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note, the Highway Trust Fund, the net fiscal impact to the Highway Trust Fund would be zero and the fiscal note...and the reason why, I'll just read here: assuming revenues from plate fees are equal to expenditures to produce license plates; there is no net fiscal impact for the Highway Trust Fund. So the net experience is zero; total expenditures and revenues of the fund will decrease. So in other words, there is less put through the Highway Trust Fund if we were to enact this bill, but the net would be zero. The next part, it's important to point it out because it can be kind of confusing, I guess, the impact on the Department of Correctional Services, what we're talking about here is a decrease in revenue because our inmates would be creating less plates. And so I just...I want to emphasize that because it's important that when we're making our policy decisions, yes, we need to contemplate all the ramifications of our good intentions, but recognize that the primary reason for having these plates is not to employ our inmates. I understand that is something that would occur if we passed this bill, that there would be less work for the inmates to do, but that's not the primary reason why we have these two plates. In conclusion, I...we have something...one of reasons that I have brought this bill, and this comes back to Senator Louden's question, what are you doing? What are you doing here? We have a control. In the scientific method there always has to be a control so that we can gauge what it is we're trying to experiment against. The control that we have here are the 19 states. We can see what has happened with law enforcement in the 19 states that don't require these two plates. Bearing that in mind, I ask you to pay attention to who didn't testify in opposition to this bill. In years past the convenience stores. In all of those years that this bill was brought forward, came in and said this bill should not move forward because X is true. Now one would think that X is still true, yet they didn't testify in opposition. Which, logically, leads us to believe that X must not have been true all of those years. Otherwise they would be in opposition today, but they're not. Who else is not here? The State Patrol is not here to testify in opposition. We talked with the State Patrol when we first introduced this bill. We do have a jurisdiction, a municipal jurisdiction of law enforcement that came and testified in opposition with good arguments, but look at all the other municipalities whose law enforcement jurisdictions did not oppose this bill. I just ask you to bear that in mind. It's something worth noting. This bill has been brought forward numerous years, but not by me. I've taken a look at it and in this term of...in this era of term limits, fresh sets of eyes get to lay their eyes upon bills that we look at and I've come up with a little bit different answer and I think going forward we've recognized that those who oppose in the past do not oppose presently. So bear that in mind as we balance our legitimate responsibilities in public safety versus that which we tax the public with. Thank you. [LB185]

SENATOR FISCHER: Thank you, Senator Fulton. Not to belabor the fiscal note, but you quoted the first part of the fiscal note with the Highway Trust Fund where there's no net fiscal impact. I'm looking at the bottom of that page because there is a one-time fiscal impact, \$85,000 to \$105,000 that one-time loss of revenue. So I just wanted to clarify that for the record. [LB185]

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SENATOR FULTON: Right and that's, yeah, that's important for the record. And again, we can address that by...it's just math, we can address all of the issues in this fiscal note if the committee wants to do it. [LB185]

SENATOR FISCHER: I can assure you the committee will look at the policy on this bill. So, thank you very much. [LB185]

SENATOR FULTON: Thank you. [LB185]

SENATOR FISCHER: With that I will close the hearing on LB185 and that closes the hearings for the day. (See also Exhibits 14 and 15--signature sheets for LB185 and LB216.) [LB185]