

MINUTES OF THE MEETING
HIGHWAYS AND TRANSPORTATION COMMITTEE
MONTANA STATE SENATE

January 22, 1985

The third meeting of the Highways and Transportation was called to order at 1 p.m. on January 22, 1985 by Chairman Lawrence G. Stimatz in Room 410 of the Capitol Building.

ROLL CALL: All members were present except Senator Manning whom was excused. There were visitors in attendance. (See attachment)

Chairman Stimatz called on Senator Christiaens, sponsor of SB 58, Mandatory Seat Belt Use, to make a statement concerning the bill. Senator Christiaens asked the committee members to table SB 58 because Senator Eck has a bill that he felt would do a better job and he felt the committee should hear Senator Eck's bill first. SB 58 will be layed on the table until a later date.

CONSIDERATION OF HOUSE BILL 20: Representative Quilici, District 71, is the sponsor of this bill. He was asked to introduce this bill by the Department of Highways. This bill was to eliminate the requirement that delivery zone permits be deleted. It was enacted in 1971 to provide a means of identifying trailers. Carriers had more trailers than tractors. It was the Department of Highways' decision that this permit would not be necessary any longer and the sub-section be deleted. It would eliminate the exsisting permit requirement for the trucking industry and also would eliminate administrative costs to the State. They now have means of checking these permits and there have only been 223 permits issued since 1971 and there are currently only 8 carriers in the State that are involved with this type of permitting. What this bill will do is save a little in administrative costs and take a little of the bureaucracy off the trucking industry. The general summary of this bill is attached as EXHIBIT 1C.

PROPONENTS: Representative Quilici, District 71, spoke in support of HB 20.

Don Copley, representing the Department of Highways, spoke in support of HB 20.

OPPONENTS: There were no opponents to HB 20.

Questions from the committee were called for.

Senator Farrell asked Don Copley if this bill eliminates the cities from setting up city zones or delivery requirements? He was told no, that the bill only effects carriers such as Consolidated, etc.

The hearing was closed on HB 20.

ACTION ON HB 20: Senator Bengston moved that HB 20 BE CONCURRED IN. The motion unanimously passed. The committee decided that Senator Bengston would carry the bill on the floor.

CONSIDERATION OF SENATE BILL 101: Senator Conover is the sponsor of this bill. The title of this bill is an Act Removing the Requirement for a Front License Plate on a Motor Vehicle. All through this bill, the plural words have been changed to singular. This bill was proposed strictly to save the state money. It would not change the present law in any other way than to change the license plate requirement from two to one. At the present time there are twenty states that have a single license plate requirement. (SEE EXHIBIT 2) Three of the twenty states were contacted, at random, for their view on the one license plate law that is in effect in their state. As you can see from the comments, (SEE EXHIBIT 3), there seems to be no detrimental law enforcement problems. In the states that only require one license plate, the front license plate is used for advertising. Students from such and such a college have a license plate designed for that college or a furniture store advertises a warehouse sale. If this bill should pass, there is an opportunity for economic development for small businesses in Montana.

Senator Conover talked with Larry Majerus and he said the effective date on the bill has to coincide with the reissue of plates. Majerus figured a savings of \$700,000 for the first year, \$130,000 for the second year, and then \$150,000. Information Senator Conover received from the prison in Deer Lodge was that it would cost .79 per plate to produce each license plate, this cost includes lights, manpower and so forth. They produce an average of 37,550 plates per month. We would save less than one-half if we only produced one plate because there are trailer and motorcycle plates included in the total for the month. At .79 per plate we would save approximately \$12,285 per month, if only one plate was required for trucks and cars. He did not know how much the new license plate stamp would cost, but as far as he knew it would only be the cost, and not the initial cost of the new stamp that would be entered into this. Another estimate Senator Conover received from the Motor Vehicle accounts is a savings of \$660,000 for the new issuance and an annual savings of \$330,000. The fiscal note figures from David Hunter show a \$674,000 savings and a \$144,440 savings each year. The general summary of this bill is attached as EXHIBIT 1B.

PROPOSERS: Senator Conover spoke in support of SB 101.

OPPOSERS: Larry Majerus, Administrator of the Motor Vehicle Division for the Department of Justice, spoke against SB 101. He explained the figures on the fiscal note and recommended that these figures be followed. He went on to say that license plates are paid for out of the motor vehicle account which is a part of the State special fund. This is funded primarily by the \$2.00 registration fee placed on each vehicle. The two dollars goes into the special account and out of that special account is money for operation of the Motor Vehicle Division, and the Tag Plant which is part of the prison industries. The first and second year figures on the fiscal note are based on a complete reissuance of new license plates. So this fiscal note was prepared with the assumption that there would be a reissue of license plates in 1986. He pointed out that the only way we could go to the one plate system is if we had a reissue of license plates. The last point Mr. Majerus stated is the issue on the unique numbering system. We need the numbering system because the public likes to glance at the oncoming car and tell where it's from. The Department

of Motor Vehicles has had to deal with the public being afraid that the numbering system would be deleted. This has been an issue that the department has not been able to interchange, although sometimes it would be to their benefit to have some flexibility in the numbering.

Bob Landon, Chief of the Montana Highway Patrol, spoke against SB 101. (SEE EXHIBIT 4) Mr. Landon quoted from the Administrator of the National Highway Safety Administration in a letter to the International Association of Chiefs of Police: "I strongly endorse the concept of the reflectorized two plate system during a potential safety aspect and for the assistance it provides the police officers in the field." Mr. Landon then talked about two studies that were done on this issue. The first study was done by the ICP in 1978-79. The ICP is an organization that represents over 14,000 members. It has a good staff and they do good imperical work. The conclusions of that study are as follows: 1) License plates are the most important tool in law enforcement. 2) License plates contribute to the safety of the officer. 3) The need to improve the design of license plates for greater legibility is necessary. 4) There is an overwhelming choice of vehicle identification using two license plates, front and rear, in preference to the one plate system, rear only. 5) There is preference to the reflectorized plates because of the greater legibility and safety factors.

The second study was done more recently by an Independent Marketing Firm out of Chicago. The States of Ohio, a two plate state, and Pennsylvania, a one plate state, were invloved. The study examined exactly the same questions that we are looking at in Montana. The highlights of this study was that there is an extremely high reponse rate of 47% in Pennsylvania and 78% in Ohio indicating the overwhelming interest in the topic of single and dual license plates. He went on to give his comments on the number of turn arounds reduced, efficiency and officer safety in using the two plate system. He felt there were alot of pluses in keeping the two plate system. The cost in savings would not be justified considering the exposure we would have to efficiency in using the two plate system.

Questions from the committee were called for.

Senator Hager asked Senator Conover if it says in the bill that there has to be a reissuance of new plates next year? He was told no, that the bill would have to be changed to coincide with the issuance of the new plates.

Senator Williams asked Larry Majerus how often are plates normally cahnged? He was told that plates were issued in 1974, 1975, and 1976, but have not been changed since.

Senator Farrell asked Bob Landon if there is a different law for large trucks? He was told that this would be a problem.

Senator Lybeck asked Larry Majerus how long are the present plates good for? He was told that in 1976 the plate issued was a high quality reflectorized plate and it was guaranteed for 4 years. It is projected for this session to reissue new plates.

Senator Lybeck asked Larry Majerus if there has been any deterioration on the plates? He was told that there has been deterioration if not well cared for.

Senator Tveit asked Senator Conover where you would plate if you could not put in on the back of the vehicle (truck)? He was told that you could put it on the endgate of the truck. Senator Tveit stated that if you were a rancher you most likely not have endgates on your truck, then where would you put the plate? He was told that would be a problem agriculturally.

Senator Williams asked Larry Majerus if you need new plates for a vehicle, do you pay a fee for those plates? He was told that a fee was not necessary any longer, that you only pay a flat registration fee. If you need a new set of plates, you trade your old ones in for the new ones.

Senator Lybeck asked Senator Conover how he derived the figures he got? He was referred back to the Deer Lodge prison, and what it cost them to make the plates.

Senator Tveit asked Larry Majerus what the total cost would be for license plates? He was told the cost for two plates to be issued next year would be 1.6 million.

Senator Williams made a statement directed towards Chairman Stimatz that 25% of the states listed in the resolutions are unhappy with the one plate system.

Senator Shaw made a motion to defer executive action action to a later date. The motion carried.

The hearing on SB 101 was closed.

CONSIDERATION OF SENATE BILL 74: Senator Aklestad, Senate District 6, is the sponsor of this bill. He stated that there should be an amendment to this bill, page 2, line 3, after "or" insert "by a peace officer of or". The general summary of this bill is attached as EXHIBIT 1A.

PROPOSERS: Bob Landon spoke in support of SB 74. He stated that the Montana Highway Patrol has responsibilities to the motoring public.

Jerry Hamlin, representing Hamlin Construction and self, spoke in support of SB 74. (SEE EXHIBIT 5)

Don Ingels, representing the Montana Chamber of Commerce, spoke in support of SB 74.

Riley Johnson, representing the Montana Home Builders Association, spoke in support of SB 74. (SEE EXHIBIT 6)

OPPOSERS: Tom Schneider, representing the Montana Highway Patrol, spoke against SB 74. He stated that the bill was adding a whole list of new duties for the Highway Patrolmen to do to assist local law enforcement officers. He also stated that there were only 158 Highway

Patrolmen on the State's highways now, and that was 20 less than in 1980. We do not have the manpower necessary to carry out any extra duties, and the overtime money needed would not be easy to get.

Don Judge, representing the Montana AFL-CIO, spoke against SB 74.
(SEE EXHIBIT 7)

Questions from the committee were called for.

Senator Bengston asked Bob Landon what is the training policy for the patrolmen? She was told that the men are well trained, the same as city officers, but more in depth concerning traffic. Senator Bengston then asked when the patrolmen assist the sheriff and city officers? She was told on a regular basis.

Senator Williams asked Senator Aklestad if there are any perennial problems? He was told that he was not aware of any.

Senator Bengston asked Bob Landon if the Highway Patrol was contacted during the Colstrip riot? She was told there was an officer at the scene and there was a consultation with the Governor and the Attorney General.

Senator Williams asked Senator Aklestad if the Highway Patrol could assist the police in labor problems? He was told the patrolmen could intervene in any situation except for one, that being when union violence is involved.

Senator Aklestad closed by saying that he wanted the State's highways kept open and safe for everyone.

This bill required an amendment, therefore the Chairman deferred action on it until the amendment was written.


The hearing on SB 74 was closed.

ANNOUNCEMENTS:

The committee will meet again on Thursday, January 24, 1985 at 1 p.m.

ADJOURNED:

The meeting was adjourned at 2:30 p.m.



LAWRENCE G. STIMATZ
CHAIRMAN

ROLL CALL

HIGHWAY AND TRANSPORT. COMMITTEE

48th LEGISLATIVE SESSION -- 1985

Date 1-22-85

SENATE
SEAT
#

| NAME | PRESENT | ABSENT | EXCUSED |
|----------------------|---------|--------|---------|
| #7 SENATOR STIMATZ | X | | |
| #25 SENATOR MANNING | | | X |
| #27 SENATOR BENGTON | X | | |
| #8 SENATOR DANIELS | X | | |
| #32 SENATOR FARRELL | X | | |
| #42 SENATOR HAGER | X | | |
| #48 SENATOR LYBECK | X | | |
| #23 SENATOR SHAW | X | | |
| #3 SENATOR TVEIT | X | | |
| #39 SENATOR WILLIAMS | X | | |
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Each day attach to minutes.

1-22-85

Highways and Transportation

VISITORS' REGISTER

| NAME | REPRESENTING | BILL # | Check One | |
|------------------|-------------------------|--------|-----------|--------|
| | | | Support | Oppose |
| Riley Johnson | Nat. Homebuilders Ass'n | SB 74 | X | |
| Don Copley | Dept. of Highways | HB 20 | X | |
| Gary Hamelin | Hamelin Const. | SB 74 | X | |
| Col. Bill Kaulan | Highway Patrol | SB 74 | | |
| " " " | " " | SB 101 | | X |
| Don Judge | MT STATE AFA-CTO | SB 74 | | X |
| Larry Majors | | SB 101 | | X |
| Kim Kradober | Attorney General | SB 74 | | |
| Don Apple | MT. Chamber of Commerce | SB 74 | X | |
| Don Schumaker | WFEA | 74 | | ✓ |

(Please leave prepared statement with Secretary)

SUMMARIES OF BILLS TO BE HEARD BY

SENATE COMMITTEE ON HIGHWAYS AND TRANSPORTATION

TUESDAY, JANUARY 22, 1985

- 1A SB 74, introduced by Senator Aklestad. This bill broadens the duties and powers of Highway Patrolmen and gives patrolmen authority to arrest a person obstructing a public highway if assistance is requested by a mayor or by a peace officer of a rural district. Patrolmen are also authorized to act to forestall danger to public health or safety or to preserve lives on property. Jurisdiction in a city or town is concurrent with local law enforcement agency, with whom cooperation is mandated. The bill also allows patrolmen to make arrests for "conduct disruptive of public order, as defined in Title 45, chapter 8, part 1." That part proscribes a number of activities, ranging from disorderly conduct, failure to disperse and riot, to failure to yield party line. The bill also repeals 44-1-1002 which denied the highway patrol any authority to make arrests in labor disputes.
- 1B SB 101, introduced by Senator Conover. This bill, effective January 1, 1986, provides that only one vehicle license plate be issued and to be displayed on the rear of the vehicle.
- 1C HB 20, introduced by Representative Quilici by request of the Department of Highways. This bill amends a section of the Gross Vehicle Weight law to remove a requirement that a truck tractor must receive a permit from the Department of Highways to complete delivery of cargo it has transported into the state in combination with a trailer or semitrailer.

20 States Require Only One License Plate

Alabama

Arkansas

Connecticut

Delaware

Florida

Georgia

Indiana

Kansas

Kentucky

Louisiana

Massachusetts

Michigan

Mississippi

New Mexico

North Carolina

Oklahoma

Pennsylvania

South Carolina

Tennessee

West Virginia

Information obtained from NCSL - early 1984 Statistics

NEW MEXICO

Major Tony of the New Mexico State Police said that when the law was proposed and then went into effect they were very much opposed to it. Now that it is in effect they have had no problem adjusting to it and it is a money saver. In his personal opinion, as far as law enforcement is concerned, the one license plate has caused no problem. It does save money and it is a reasonable proposition to look into.

INDIANA

Lt. Hill, Indiana State Police said Indiana has had the one license plate law in effect for several years. He has been on the force for the last 11 years and the one license plate requirement was in effect when he started. His opinion is that Indiana has experienced no detrimental law enforcement because of one license plate. They have not done a study or research on the subject. It is just the way they have done it for several years and it is working well.

DELAWARE

Captain Murrey of the Delaware State Police explained that they have had one back license plate since licensing requirements went into effect. He can see no benefit for a license plate in the front of the vehicle. They always approach a suspect vehicle from the back and the supposition that witnesses can see the front license plate and report a vehicle is not correct since witnesses usually give numbers that are not accurate.

COL. SANDOZ
1-22-85
OPPONENT SB 101

International Union of Police Associations

National Sheriffs Association

State Association of Chiefs of Police - I.A.C.P.

National Association of Women Highway Safety Leaders

National Troopers Coalition

International Association of Chiefs of Police

National Governors Security Association

National Association of Attorneys General

National Association of Governors Highway Safety Representatives



NATIONAL SHERIFFS' ASSOCIATION

1450 DUKE STREET • ALEXANDRIA, VIRGINIA 22314 • 703-836-7827

L. CARY BITTICK
EXECUTIVE DIRECTOR

RESOLUTION

WHEREAS,

Use of both front and rear fully reflectorized safety license plates are widely recognized by the law enforcement community as vital and important in motor vehicle identification for both traffic and crime control; and

WHEREAS,

an effort to repeal the requirement for the front license plate is sometimes made in response to budgetary considerations and motor vehicle design considerations, and

WHEREAS,

if such efforts were successful, they would have a serious and negative effect on the ability of law enforcement officers to effectively identify motor vehicles; and

WHEREAS,

the National Sheriffs' Association has long been in support of the use of both front and rear fully reflectorized license plates, as vital and important to the performance of their duties.

NOW, THEREFORE
BE IT RESOLVED

that the National Sheriffs' Association strongly opposes deleting the requirement for the front license plates; and

BE IT FURTHER
RESOLVED

that the National Sheriffs' Association reaffirms its long-standing support, urging the States to issue both front and rear fully reflectorized license plates; and

BE IT FURTHER
RESOLVED

that a copy of this resolution be forwarded to the American Association of Motor Vehicle Administrators, the Governors, State departments of motor vehicles and the legislative bodies of the 50 states; and to the Motor Vehicle Manufacturers Association of the United States, Inc.

Adopted at the General Session
June 20, 1984



International
Association of
Chiefs of
Police, Inc.
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Parliamentarian
Francis B. Looney
Farmingdale, NY

Norman Danwick
Executive Director

FRONT AND REAR REFLECTORIZED LICENSE PLATES A 1983 SACOP RESOLUTION

WHEREAS, A Bill is under consideration in the Ohio Senate to repeal their front license plate requirement

WHEREAS, This effort is apparently to satisfy a request of a car wash association and to cut costs

WHEREAS, The Motor Vehicle Manufacturers Association has indicated support for this proposed legislation

WHEREAS, The International Association of Chiefs of Police reaffirmed longstanding support for both front and rear reflective license plates by resolution in 1982 as an aid to law enforcement; now therefore be it

RESOLVED, That the State Associations of Chiefs of Police (International Association of Chiefs of Police) joins with the Ohio Association of Chiefs of Police in opposition to this bill; and be it further

RESOLVED, That a copy of this resolution and the International Association of Chiefs of Police resolution be forwarded to the Ohio Senate, Ohio Car Wash Association and the Motor Vehicle Manufacturers Association of America

Unanimously adopted by the membership of the Division of State Associations of Chiefs of Police (SACOP) meeting in Chicago, Illinois, May 27, 1983.



NATIONAL ASSOCIATION OF WOMEN HIGHWAY SAFETY LEADERS, INC.

RESOLUTION

WHEREAS law enforcement authorities have numerous traffic safety and crime control responsibilities; and

WHEREAS front and rear fully reflectorized license plates are recognized by law enforcement as a vital and positive tool to the performance of their duties; and

WHEREAS front and rear fully reflectorized license plates enable more accurate identification of vehicles suspected of being driven by alcohol or otherwise impaired drivers;

NOW, THEREFORE, BE IT RESOLVED that the National Association of Women Highway Safety Leaders, Inc., urge all states to issue both front and rear fully reflectorized license plates; and

BE IT FURTHER RESOLVED that to ensure legible and visible license plates, the National Association of Women Highway Safety Leaders, Inc., urge all states to periodically reissue both front and rear fully reflectorized license plates.

Adopted by vote of the membership
this twelfth day of September, 1984,
in general session of the Annual
Meeting at the Des Moines Marriott,
Des Moines, Iowa.



NATIONAL TROOPERS COALITION

112 STATE STREET, 12TH FLOOR, ALBANY, N. Y. 12207 518-462-7448

NATIONAL TROOPERS COALITION

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LEGAL COUNSEL

MICHAEL G. O'ROURKE
127 SUMMIT AVENUE
BUFFALO, N.Y. 14214

RESOLUTION

WHEREAS, it is the policy of the states to assist law enforcement officers in their law enforcement activities; and

WHEREAS, it is an important and necessary activity of law enforcement for officers to be able to readily recognize and read the license plates on motor vehicles both when meeting or following vehicles on the highways and when vehicles are parked on or off the streets or highways both day and night; and

WHEREAS, it is crucial to the effectiveness of the aforementioned law enforcement activity that motor vehicles display both front and rear fully reflectorized license plates; and

WHEREAS, the requirement that motor vehicles display both front and rear fully reflectorized license plates aids law enforcement officers in identifying motor vehicles, enforcing traffic violations and controlling street crime;

NOW, THEREFORE, BE IT RESOLVED, that the National Troopers Coalition supports any legislative or administrative action to provide fully reflectorized front and rear license plates for all motor vehicles;

BE IT FURTHER RESOLVED, that all member states who do not currently have a dual licensing system, pursue legislation to implement such a policy.

Adopted April 13, 1984

April 13, 1984

Thomas J. Iskrzycki

Thomas J. Iskrzycki
Chairman
National Troopers Coalition



**International
Association of
Chiefs of
Police, Inc.**

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Norman Darwick
Executive Director

**FRONT AND REAR REFLECTORIZED
LICENSE PLATES**

1983

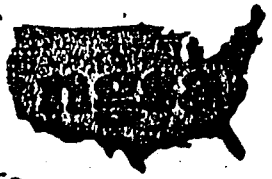
WHEREAS, A consideration is being given in some states to rescind the requirement for a front license plate; and

WHEREAS, The Motor Vehicle Manufacturers Association of America and some car wash associations have apparently indicated support for this proposed legislation; and

WHEREAS, The International Association of Chiefs of Police reaffirmed longstanding support for both front and rear reflective license plates by resolution in 1982 as an aid to law enforcement; now, therefore, be it

RESOLVED, That the International Association of Chiefs of Police reaffirms its strong support for the use of fully reflectORIZED front and rear license plates as a positive aid to law enforcement; and be it further

RESOLVED, That a copy of this resolution and previous resolutions advocating the use of fully reflectORIZED front and rear license plates be forwarded to the Motor Vehicle Manufacturers Association; the American Association of Motor Vehicle Administrators; state licensing officials; the governors and legislative bodies of the 50 United States and the Canadian Provinces; and appropriate governing bodies in the nations represented by International Association of Chiefs of Police members.



NATIONAL GOVERNOR'S SECURITY ASSOCIATION

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Michael Mix
Regional Vice-President
Southern States
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Regional Vice-President
Mid-Western States
Dennis R. Lewis
Regional Vice-President
Western States

RESOLUTION TO AFFIRM THE USE OF FRONT AND REAR LICENSE PLATES BY EACH STATE AND TERRITORY

Whereas, the National Governor's Security Association has as its primary responsibility the protection of the Governors of these United States; and

Whereas, every member of the N.G.S.A. is a state law enforcement officer with considerable experience in criminal and traffic law enforcement prior to assignment to protective duties; and

Whereas, the practical necessity of employing license plates on both the front and rear of motor vehicles is of inestimable value to the police officer on the street, facilitating the apprehension of law violators; and

Whereas, some state officials are considering the issuance of one rear license plate in the interest of economy and some states currently issue only one license plate; and

Whereas, in the interest of more efficient and safer law enforcement, this Resolution strongly encourages the nationwide implementation of two license plates per motor vehicle; now, therefore, be it

Resolved, that the National Governor's Security Association supports the issuance of both front and rear reflective license plates and that this Resolution be brought to the attention of appropriate officials.

NATIONAL ASSOCIATION OF ATTORNEYS GENERAL
ANNUAL MEETING
June 24-27, 1981
Jackson Hole, Wyoming

Resolution

RELATIVE TO VEHICLE REGISTRATION LICENSE PLATES

WHEREAS, law enforcement officials are charged with numerous responsibilities; including the enforcement of laws that frequently involve the use of motor vehicles; and

WHEREAS, state legislators have the responsibility of providing law enforcement agencies with the necessary legislation to support and expedite the law enforcement process; and

WHEREAS, front and rear reflective license plates are designed to improve legibility and provide long range visibility which can materially aid law enforcement in readily identifying vehicles and provide an added degree of safety; and

WHEREAS, recent law enforcement studies have shown the importance and need for highly legible and visible plates both day and night;

NOW, THEREFORE, BE IT RESOLVED that the National Association of Attorneys General hereby go on record in support of the issuance of both front and rear reflective license plates and that this position be brought to the attention of the appropriate state officials.

NATIONAL ASSOCIATION OF GOVERNORS' HIGHWAY SAFETY
REPRESENTATIVES

Resolution

Front and Rear License Plates

WHEREAS, Police administrators are charged with numerous responsibilities, including the enforcement of laws that frequently involve the use of a motor vehicle; and

WHEREAS, Elected officials have the responsibility of providing law enforcement agencies with necessary legislation to expedite the enforcement process; and

WHEREAS, Front and rear license plates would aid law enforcement personnel in readily identifying vehicles; be it

RESOLVED, That the membership of the National Association of Governors' Highway Safety Representatives supports the issuance of both front and rear license plates, and that this resolution be brought to the attention of appropriate officials.



INTERNATIONAL UNION OF POLICE ASSOCIATIONS AFL-CIO

THE ONLY UNION FOR LAW ENFORCEMENT OFFICERS

National Headquarters • 815 16th Street, N.W., #307 • Washington, D.C. 20006 • (202) 628-2740

Robert B. Kliesmet
President

David E. Baker
Secretary-Treasurer

FRONT & REAR FULLY REFLECTORIZED LICENSE PLATES

WHEREAS, Police officers are charged with numerous enforcement and control responsibilities which frequently involve the use of a motor vehicle; and

WHEREAS, Front and rear fully reflectORIZED license plates are rated by police officers to be an important tool to effective law enforcement and the performance of their duties; and

WHEREAS, Front and rear fully reflectORIZED license plates enable police officers to more readily identify motor vehicles;

NOW, THEREFORE, BE IT RESOLVED, That the International Union of Police Associations, AFL-CIO, reaffirms its support for the issuance of both front and rear fully reflectORIZED license plates; and

BE IT FURTHER RESOLVED, That to ensure legible and visible license plates the International Union of Police Associations, AFL-CIO, supports a reasonable periodic reissuance of both front and rear fully reflectORIZED license plates to ensure they are performing effectively; and

BE IT FURTHER RESOLVED, That this resolution be sent to the Governor and Attorney General of each State and be brought to the attention of other appropriate State and Federal officials.

UNANIMOUSLY ADOPTED BY THE DELEGATES ASSEMBLED AT THE 6TH ANNUAL CONVENTION HELD IN MEMPHIS, TENNESSEE ON AUGUST 28, 1984.

(This sheet to be used by those testifying on a bill.)

NAME: Jerry Hamlin DATE: 1-22-85

ADDRESS: 2551 Teakwood Lane - Helena, Mt.

PHONE: 443-2797 - Home 443-1340 - work

REPRESENTING WHOM? Hamlin Const. - self

APPEARING ON WHICH PROPOSAL: SB 74

DO YOU: SUPPORT? X AMEND? OPPOSE?

COMMENT: after ~~in~~ the occurrence of the labor
dispute between the Associated General
Contractors and the unions in the spring of
1982, we saw the real need for this type
of legislation. We are not in favor of a police
state but we definitely feel that we should
be able to travel across the state feeling 'safe'
even if we run into a labor dispute along our
highways. We should not condone the
breaking of ^{car} windows and intimidation of private
citizens just because it is part of a labor
dispute. The patrol must have authority to
maintain peace on our highways. SB 74 will
do this! Please pass! Thank you

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

(This sheet to be used by those testifying on a bill.)

NAME: Riley Johnson DATE: 1-22-85

ADDRESS: 9 N. Last Chance Gulch, Helena

PHONE: 442-6424

REPRESENTING WHOM? Montana Homebuilders Ass'n.

APPEARING ON WHICH PROPOSAL: SB 74

DO YOU: SUPPORT? X AMEND? _____ OPPOSE? _____

COMMENT: Mt. Homebuilders, as all construction people of
Montana, are critically aware of the abuses to
innocent people, vehicles and private property in
two ~~occurrences~~ ^{labor disputes} the past two years; They being at
Coalstrip and Deer Lodge. We do not believe any
disruption or disturbances should ~~go on~~ be permitted
on our public highways. We have the law enforcement
personnel to prevent re-occurrences of such happenings
and feel they should be permitted to enforce the laws
and protect innocent victims, whether it be in a labor
dispute or any civil disturbance

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.



JAMES W. MURRY
EXECUTIVE SECRETARY

Box 1176, Helena, Montana

ZIP CODE 59624
406/442-1708

TESTIMONY OF DON JUDGE ON SENATE BILL 74, BEFORE THE SENATE HIGHWAYS AND
TRANSPORTATION COMMITTEE, JANUARY 22, 1985

Mr. Chairman, members of the committee, for the record, my name is Don Judge and I'm appearing here today on behalf of the Montana State AFL-CIO.

We're appearing here today in opposition to Senate Bill 74. The intent of this legislation appears to be reasonable, that of giving direction to the highway patrol in keeping Montana's highways safe. However, the bill goes far beyond the direction given in the new language contained therein.

Often unnoticed, and usually extremely pertinent, are the repealers contained in these bills. In Senate Bill 74, page 3, new section 3, the bill would propose to repeal Section 44-1-1002, MCA. This is the section of law which prohibits the use of the highway patrol in labor disputes.

Obviously, we in organized labor feel it's the duty of the highway patrol to maintain the safety of our public highways. I'm certain that many of our brothers and sisters have had the good fortune of well-trained highway patrol personnel being available in their moments of need. Accidents, stranded vehicle problems, livestock ranging our roads and dangers posed by floods or severe snowstorms all document the need for a qualified patrol.

However, we have never felt, nor do we believe, in the creation of a statewide police force.

This bill would seem to eliminate the only provisions of Montana law that outlaws the establishment of a state-operated anti-strike force. In the early days of union organizing, it was the national guard and most often the Pinkertons who acted as agents on behalf of employers attempting to break unions. Violence and destruction was commonplace, with the striking workers often the recipients.

Since those days, many laws have been enacted to protect workers' rights to organize and conduct concerted activities. Laws were also enacted to prevent government from taking too active a role on behalf of either party to a labor dispute. We believe Section 44-1-1002, MCA, is such a law.

We don't like or condone violence of any sort, including violence conducted during a labor dispute. However, we also believe that with the repealer contained in SB 74, nothing is done to offer an answer to such problems, only to aggravate the situation and create a statewide union-breaking force.

Therefore, we ask you to kill SB 74. Thank you.

STANDING COMMITTEE REPORT

JANUARY 22 19 85

MR. PRESIDENT

We, your committee on **HIGHWAYS AND TRANSPORTATION**

having had under consideration..... **HOUSE BILL**..... No. **20**.....

THIRD reading copy (**BLUE**)
color

(Senator Esther Bengston)

ELIMINATION OF DELIVERY ZONE PERMITS

Respectfully report as follows: That..... **HOUSE BILL**..... No. **20**.....

BE CONCURRED IN

XXXXXX

XXXXXXXXXX

LAWRENCE G. STIMATI

Chairman.