



STATE OF CONNECTICUT DEPARTMENT OF MOTOR VEHICLES

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Testimony of the Department of Motor Vehicles on
Miscellaneous Bills
Transportation Committee Public Hearing
March 4, 2009

S.B. No. 118

AN ACT REQUIRING ISSUANCE OF A NEW MOTOR VEHICLE OPERATOR'S LICENSE NUMBER WHEN A NEW OPERATOR'S LICENSE IS ISSUED FOLLOWING THE THEFT OF THE ORIGINAL LICENSE

The Department of Motor Vehicles' (DMV) current policy is to issue a new driver's license number when the license has been compromised (i.e. used to obtain credit cards, commit financial fraud, etc.) and a police report is presented. Although this proposal's statement of purpose is to "prevent identity theft", the bill address theft only after it has already occurred.

In the current mainframe system, issuing a new number is a labor intensive process that requires manual data entry that can potentially purge the link between a customer's credential history and driving history records. In fact, many individuals with poor driving histories often attempt to obtain a new license number as an attempt to "dodge" their record. This bill would require DMV to issue a new license or identity card number to any person who requests a duplicate "as a result of the theft of the person's original motor vehicle operator's license or identity card", without establishing any threshold to determine or confirm theft.

It has been the Department's experience that a license credential is of limited utility to a thief as it carries a picture of the actual holder. Furthermore, the license number itself is public information, and when a new number is issued, the holder's name, address, and date of birth still remain the same.

Given the limited utility of a new license number, coupled with the amount of work and potential for even more fraud, DMV is opposed to SB 118.

S.B. No. 155

AN ACT REQUIRING TRAINING IN HIGHWAY WORK ZONE SAFETY

While staff at the Department recognizes *Work Zone Safety* as an important component of any driver training program, mandating a thirty-minute block within the existing 8 hour course on safe driving practices could prove problematic.

Statute already mandates that four hours of this course for sixteen and seventeen year-olds be dedicated to the impact of alcohol and drugs on motor vehicle operation, and two hours be dedicated to the dangers of teenage driving, the cognitive development of adolescents, etc. As such, without this new, thirty minute requirement, only two hours are left to cover the myriad of other safe driving issues and concerns.

As alternatives, DMV may be able to expand its website to include a section on *Work Zone Safety*, including a podcast. The Department, as part of its upcoming drivers' education curriculum review, could also evaluate the desired training and incorporate it into the comprehensive, thirty-hour course in *Motor Vehicle Operation and Highway Safety*, specifically

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components on *Driving under Adverse Conditions and Handling Emergencies* or on *Managing High Risk Locations*. Lastly, DMV might have the option to expand upon the existing section on *Work Zone Safety* that is in the Drivers' Manual during the next revision (likely in 2010 or 2011).

The Department is **opposed** to SB 155, but hopes to have the opportunity to work with the bill's proponents on addressing this important concern.

S.B. No. 428

AN ACT CONCERNING THE SAFETY OF INDIVIDUALS BEING TRANSPORTED BY STATE AGENCIES

Senate Bill 428 would require state agencies that utilize "transport vehicles", defined as vehicles used to transport patients or clients under the care, custody, or control of a state agency, to (1) review the driving record of any individual who operates a transport vehicle at least once every six months, and (2) to inspect each vehicles' safety equipment at least once every month.

DMV staff wanted to ensure that members of this Committee were aware that existing statute, section 14-44(h), already requires DMV to provide *"to any board of education or to any public or private organization that is actively engaged in providing public transportation, including the transportation of school children, a report containing the names and motor vehicle operator license numbers of each person who has been issued an operator's license with one or more endorsements, authorizing such person to transport passengers in accordance with the provisions of section 14-36a, but whose license or any such endorsement has been withdrawn, suspended or revoked by the commissioner in accordance with the provisions of this section, or any other provision of this title."*

Qualifying organizations may contact the Department to obtain a password that would provide them access to this report. As this information is updated weekly and easy to access- a designee would simply enter the license numbers of each driver- it would probably be most efficient to reference 14-44(h) to carry out the provisions of this proposal.

S.B. No. 1072

AN ACT AUTHORIZING THE REISSUANCE OR RENEWAL OF A COMMERCIAL DRIVER'S INSTRUCTION PERMIT

Current statute, section 14-44e(g) governs the issuance of Commercial Driver's Instruction Permits (CDIPs) and currently allows an individual one permit, valid for a term not longer than six months, with the opportunity for one renewal within a two-year period.

The proposed change would repeal the restrictions on renewing a CDIP, and DMV's only concern was that this change was not in conflict with Federal Motor Carrier Safety Regulations. Federal law indicates that learner's permits should be *"issued for limited time periods according to State requirements, and shall be considered valid commercial driver's licenses for purposes of behind-the-wheel training on public roads or highways"*.

As such, DMV is not opposed to this revision, and would even consider issuing a CDIP for a longer initial term, i.e. one year.