



# STATE OF CONNECTICUT DEPARTMENT OF MOTOR VEHICLES

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Testimony of Robert M. Ward, Commissioner  
Transportation Committee Public Hearing  
March 6, 2009

## GOVERNOR'S BILL No. 6393 AN ACT CONCERNING TRANSPORTATION, MOTOR VEHICLES, HIGHWAY SAFETY AND THE SPECIAL TRANSPORTATION FUND

On behalf of the Department of Motor Vehicles (DMV), I would like to thank Governor Rell for her leadership in introducing House Bill 6393, a bold Transportation package that will both improve highway safety and implement the 2010-2011 budget that she introduced last month.

As members of the Transportation Committee are aware, DMV serves as a primary revenue generator for the Special Transportation Fund (STF) with over \$400 million in motor vehicle-related fees collected annually. Given the need to boost revenue in the next biennium, sections of this bill modestly raise DMV's fees. For example, the fee for a driver's license will be raised from \$11 per year to \$13 per year, making the six-year license fee \$78; the emissions late fee will be raised from \$20 to \$25, and the license restoration fee will be raised from \$125 to \$150. Although these are small increases, the additional revenue generated will prove significant to any efforts to balance the budget.

The Governor's proposal also includes a provision that consolidates the State's weigh station operations by eliminating the Department of Public Safety's responsibilities and placing DMV in sole charge of this function. This reorganization will clearly facilitate the oversight and coordination of Connecticut's scale operations, although, we will continue to partner with State Police on many other successful highway safety initiatives.

Lastly, section 2 of this bill creates an annual *Driver Responsibility Fee* to be charged when a driver accumulates seven or more points. Individuals with seven points will be charged \$100 for two consecutive years, with an additional fee of fifty dollars charged for each additional point. DMV is working with staff from the Office of Policy and Management to determine how best to implement collection of this fee, including the option of tying this assessment to actual court convictions reflected on a driving history rather than points.

I appreciate your consideration of this important legislation, and am pleased to answer any questions that Committee Members may have.

Seat Belts Do Save Lives