



STATE OF CONNECTICUT

DEPARTMENT OF MOTOR VEHICLES

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<http://ct.gov/dmv>



**Testimony of Department of Motor Vehicles Commissioner Melody A.
Currey
Transportation Committee Public Hearing
March 14, 011**

**H.B. No. 6581 (RAISED) AN ACT MAKING REVISIONS TO MOTOR VEHICLE
STATUTES. (Bill requested by the Department)**

Good morning Senator Maynard, Representative Guerrero, Senator Boucher, Representative Scribner and other members of the Transportation Committee. I am pleased to be here today to testify in support of the HB 6581, AN ACT MAKING REVISIONS TO MOTOR VEHICLE STATUTES. This legislation will address various issues regarding the effective administration of motor vehicle laws and would resolve inconsistencies in current laws. As a result, several of these proposed statutory changes should allow for savings for the Department and the state of Connecticut as well as improve the safety on its roads and highways.

In an attempt to provide a more readable summary of the bill, my testimony below has collected together various sections under the categories of significant savings, savings, enforcement, federal regulations, licensees, and clerical/technical changes. Also, please be aware while this summary is fairly comprehensive it does not contain every single proposed change.

Significant Savings

Vision Screening - Section 13 – would postpone the date by which vision screening for license renewals must be implemented from July 1, 2011 to July 1, 2013. This delay would result in significant savings. Please note DMV supports the Governor's proposed changes in SB 1081 which would permanently repeal the requirement, not merely postpone, that vision screening be performed for license renewals. After many years of delayed implementation due to concerns about the vision screening's cost and effectiveness, the DMV supports the elimination of this program. The projected costs of this program cannot be supported given its questionable benefits and the numerous problems associated with it.

Savings

Postage Costs and Other Savings- Sections 1, 5, 7, 13, 17, 20, 22, 45, 47 – These sections would make various changes to notification requirements that would result in postage cost savings for the Department as well as other savings. For instance, section 1 would remove the requirement that the DMV Commissioner send an invitation to renew to an identity card holder when the US Postal Service has determined that mail is undeliverable to such person's address.

Shift Responsibilities – Sections 2, 4, 13, 23 – These sections provide a shift in responsibilities. For example, section 13 expands the role of AAA so they would be able

to make duplicate licenses. Section 4 would expand the categories of vehicles that licensed dealers would be able to register.

Simplify or Clarify Procedures – Sections 3, 10, 18, 19, 23, 29, 32, 33, 34, 46, 47 - These sections would simplify various procedures. For instance, section 3 would remove the requirement that a person show two forms of identification to obtain a document from DMV copy records.

Enforcement

Employers - Section 11 would establish a penalty for an employer that knowingly requires or allows an employee to drive a vehicle outside of the classification of his or her license.

Driving Schools – Section 25 would establish a penalty for operating a drivers' school that has not been licensed by the Commissioner and **Section 26** would establish a penalty against a person who engages in the business of giving driving instruction for compensation or who gives driving instruction as an employee of a drivers' school when such person has not been licensed by the Commissioner.

Traffic Violation – Section 38 would add school buses to the list of vehicles that are restricted from using the left lane on highways that are more than two lanes.

School Bus – Section 41 would change from 10 days to 48 hours the amount of time in which a school bus or student transportation vehicle operator must be removed from the operation of such a vehicle once his or her employer determines that he or she has a disqualified or suspended license or endorsement.

CMV Inspections – Section 43 would establish penalties for persons and motor carriers that fail to conduct periodic inspections of commercial motor vehicles as required by federal law, and for persons, motor carriers, and licensed motor vehicle dealers who falsify documents relating to periodic inspections of commercial vehicles.

Federal Regulations

CDL Audit – Section 18 attempts to bring Connecticut into compliance with Federal Motor Carrier regulations and were items addressed in a CDL audit.

Licensees

Manufacturer – Section 6 would allow a qualified vehicle manufacturer to use an experimental plate on a vehicle that it is testing.

Military – Section 12 would allow an active duty military member whose home state of record is Connecticut to obtain a Connecticut identity card or license if certain conditions are met.

Suspended Operator – Section 29 would remove obsolete language and remove the provision that allows a person whose license is suspended under the Driver License Compact to request a hearing for reversal or reduction in his or her suspension.

Clarification/Technical

Clarification of existing statutes – Sections 8, 9, 30, 31, 37 – These sections would clarify and make technical changes to certain statutes.

Codifying procedure – Section 27 would allow a vehicle owned or leased by and registered to the Federal Government, Connecticut, or Connecticut municipality to have flashing lights or revolving lights without obtaining a permit.

Technical – Sections 16, 28, 37, 48 – technical changes.

Obsolete – Section 14 would remove a provision that permits the issuance of a license without a photo.

Thank you again for the opportunity to testify in support of one of the Department's bills and I would be glad to answer any questions.

