



STATE OF CONNECTICUT
DEPARTMENT OF MOTOR VEHICLES
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Testimony of Department of Motor Vehicles
Commissioner Melody A. Currey
Judiciary Committee Public Hearing
March 17, 2014

S.B. No. 465 (RAISED) AN ACT CONCERNING IGNITION INTERLOCK DEVICES

Good morning Senator Coleman, Representative Fox, Senator Kissel and Representative Rebimbas and other members of the Judiciary Committee. Thank you for the opportunity to submit testimony on this proposal.

The Department of Motor Vehicles (DMV) would like to offer comment related to the fiscal and procedural impact of S.B. No. 465. This bill would have a significant impact on DMV resources. It reduces the duration of an administrative driver license suspension, in some cases significantly, but adds an ignition interlock device (IID) requirement for all persons who have administrative driver license suspensions, including first-time offenders, after an offense of operating under the influence of alcohol or drugs (OUI).

The Department of Motor Vehicle administers the Ignition Interlock Program in Connecticut. This proposed additional IID requirement would be triggered by a license suspension under the administrative license suspension statute, section 14-227b, which is administered by DMV. This bill would add first-time offenders to the existing DMV IID workload. Most of these first offenders are also eligible for the Alcohol Education Program under 54-56g, the completion of which prevents a conviction under section 14-227a from appearing on the offender's record. Currently, that person would be subject to an administrative suspension and, under this bill, a subsequent IID requirement.

In 2013, the DMV suspended the licenses of approximately **6,500** people for a first-time offense under section 14-227b. This is the number of **additional people** who would require IIDs under this bill. Compare that to **3,033** persons whom DMV is currently serving in the IID program (for OUI **convictions** under section 14-227a). **DMV will require significant additional resources to carry out this mandate for what amounts to over a 200% increase in IID users.**

DMV is responsible for processing all applications for IIDs, for monitoring all IID violations, for holding hearings on contested violations, for monitoring IID vendors and for communicating with all IID users. DMV has a single group of nineteen (19) analysts in the Driver Services Division that shares all suspension-related activity at DMV, including phone duties. Last year, this group answered close to 90,000 calls, while performing all other suspension-related activity, including processing IID applications, processing suspensions and reinstatements, processing work/education permits, accepting and processing reinstatement and program fees, evaluating medical documents, corresponding for all suspension-related issues, testifying at DMV administrative and court proceedings, arranging re-tests and coordinating compliance issues (e.g. operator retraining and seatbelt classes).

Adding this number of IID participants to their workload has a domino effect and will result in significantly slower processing time, and consequently, significantly longer wait times for anyone with a suspension-related transaction with DMV.

If this expanded IID program is to work successfully, DMV must be given the staff and resources it needs to provide service and absorb the additional numbers of IID users that are contemplated in this legislation. Thank you for the opportunity to offer testimony on this bill.