



**STATE OF CONNECTICUT**  
**DEPARTMENT OF MOTOR VEHICLES**  
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***Testimony of Department of Motor Vehicles***  
***Commissioner Melody A. Currey***  
***Transportation Committee Public Hearing***  
***February 28, 2014***

H.B. No. 5290 (RAISED) AN ACT REVISING MOTOR VEHICLE LAWS. (Bill requested by the Department of Motor Vehicles)

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 HB 5290, AN ACT REVISING MOTOR VEHICLE LAWS. This legislation proposes several changes regarding the administration of motor vehicle laws and recommends several technical changes to existing laws. As the Commissioner of the Department of Motor Vehicles, we hope you will be able to support the Department's legislation and am pleased to inform you the Department is continuing to improve customer service, increase efficiencies within existing resources, and improve the safety of the state's motoring public.

I will provide a summary of the sections of the bill arranged by subject matter rather than provide a detailed section by section chronological review.

**Technical/Clarification Changes – Sections 4, 5, 6, 23, and 29 through 39** - Sections 4, 5 and 6 are technical and would change the reference from public passenger "permit" to "endorsement."

Sections 23 and 29 through 39 are technical in nature and would renumber the evasion of responsibility statute (14-224) in order to separate it into three sections: one for death, one for physical injury and one for property damage. The reason for this separation is because these three categories are coded in the AAMVA Code Dictionary (ACD), which is the basis for uniform reporting among states that are reporting these violations on a driver record. Currently, our statute is divided into subsections: 1) death and serious physical injury; and 2) physical injury and property damage. Please note these penalties will remain the same, and there are no substantive changes to these provisions.

**Regulated Businesses - Sections 12, 13, 14, 15, 16, 17, 18, 19, and 20 –**

Section 12 clarifies who may recover under a dealer bond by clarifying that a "customer" would not include entities that finance a dealer's inventory. Section 13 would allow DMV the denial or non-renewal of a dealer and repairer license to a dealer or repairer that is delinquent in sales tax payment to the state. Section 14 would require a dealer to produce copies of electronic records upon demand by DMV during the dealer's business hours rather than within three business days as under current law. Section 15 would require a dealer to have its name, address and license number displayed on the customer purchase order and invoice. Section 16 would delete an obsolete requirement that DMV mail each new regulation adapted in accordance with Chapter 54 to all dealers and repairers and that such

regulations would not become effective until 10 days after having been mailed. DMV has a dedicated website for dealers where such notices can be posted in addition to the SOTS website where all DMV regulations are now posted online immediately with easy access thereby making this requirement obsolete and unnecessary. Section 17 makes minor changes to the information that must be included on a tow record and also requires electronic tow records to be available on demand by DMV during a tower's business hours rather than within three business days.

Section 18 would remove a requirement that driving school instructors be required to attend an additional 45 hours of instructor training within three years of being licensed. The statute refers to seminars sponsored by the DMV but DMV does not provide any such seminars. DMV is not aware of any correlation between instructor safety and this additional training. Please note that DMV conducts periodic proficiency tests of driving instructors to assess their ability.

Section 19 would allow the Commissioner to adopt regulations for private property tows, require law enforcement to check law enforcement databases to determine whether a vehicle is stolen, and codify into law what is currently a regulation requiring towers that tow vehicles from private property to notify the owner and lienholder within 48 hours. Section 20 would allow a dealer that tows or stores a vehicle (or both) to have a lien for its services. This section also updates outdated language as follows: 1) for mail delivery requirements for towers to notify owners by changing "registered or certified letter" to "certified mail, return receipt requested" and; 2) for vehicle identification by changing "engine number and chassis number" to "vehicle identification number."

**Licensing and Related – Sections 3, 7, 10, 11** – Section 3 would provide the exception for the 90-day waiting period applicable to adult learner permits to people who previously held out-of-state driver licenses. Section 7 would expand the requirement that law enforcement report arrests for felonies or certain misdemeanors to DMV within 48 hours of the arrest of a person who holds a passenger endorsement on their license, not only for student transportation endorsements as under current law.

Section 10 would remove the partial year fee for a new CDL that is over four years because of the operator's birthdate. Section 11 would allow DMV to establish a procedure for issuing an expedited driver license and collect a fee up to \$75 after DMV transitions central issuance for licensing. This section also eliminates obsolete language.

**Registrations – Sections 1, 22** – Section 1 of the bill would allow a 10 year old taxi cab to operate on a current registration until it expires. Currently DOT regulation 13b-96-42 does not permit a taxi to be more than 10 years old as of March 1 of any year. Registrations are for two years, so that taxis that are 11 model years old in the middle of their registration period must be taken off the road. This revision would allow those cabs to operate in compliance until the end of their registration period.

Section 22 would provide the Commissioner the discretion to issue a title for a vehicle that is more than 20 years old. Currently, that discretion is for vehicles that were manufactured prior to 1981.

**Compliance with Federal Law and Other – Sections 8, 9, 21, 24, 25, 26, 27 and 28** - Sections 8 and 9 would make technical changes to bring Connecticut into compliance with recently updated federal law for CDL instruction permit holders and CDL holders as follows:

1) changes the validity period of a commercial driver learner's permit from "six months" to "180 days"; 2) specifies the minimum length of time (14 days) that a CDL instruction permit must be held prior to taking the skills test; 3) adds a 60-day disqualification offense if applicant provided false information or certifications on the application for a CDL instruction permit or CDL.

Section 21 would require that any insurance policy issued to a commercial motor vehicle owner shall be in the amounts required under federal law for the type of vehicle being insured. This will assist DMV in its continuing efforts to streamline operations.

Section 24 would require that lettering for the business name and number located on the back of school transportation vehicles (STVs) be in contrasting colors from the STV vehicle color. The reason for this change is because last year PA 13-271 mandated this lettering be in black (same as on a school bus) but STVs are not required to be painted yellow like school buses.

Section 25 would eliminate an outdated statute that restricts DMV operational procedures and its motor vehicle inspectors and replaces with language ensuring operational and staffing flexibility for its inspection activities.

Section 26 would update language concerning artificer's liens applicable to motor vehicles and also would require that notice be filed with the Commissioner immediately if the lien is not dissolved through substitution of a bond within 30 days.

Section 27 would remove the mandatory requirement that student transportation vehicles that carry school children must have their portable signs covered or removed when the vehicles are not engaged in transporting school children.

Section 28 - This subsection defines which provisions of law will be subject to motor vehicle related fines, penalties or other charges in conjunction with section 13b-70, which authorizes a surcharge of 50% on such fines or penalties. Section 14-12s, which is included in that subsection, was amended in 2011 to require an administrative fee (\$10) on an electronic VIN verification that is done by DMV. DMV does not consider this fee to be one that was intended to be subject to the 50% surcharge and failure to remove that subsection in 2011 when 14-12s was amended appears to have been an oversight.

Thank you for the opportunity to testify in support of the Department's major legislative proposal. I would be happy to try to answer any questions.