

initial training alongside officers from every municipality within the state and are held to the exact same standards. Upon graduation they must successfully complete the required field training component before becoming a certified officer. These requirements and standards are universal to every officer listed in CGS 53a-3(9) and are rigidly adhered to with oversight by the certification compliance unit of POSTC. Once becoming certified all Inspectors are required to successfully complete mandatory in service training hours tri-annually as prescribed by POSTC. Every Inspectors training file is public record and is subject to a bi-annual field review by the certification compliance officer for POSTC, Mr. William Klein. Should he detect any deficiencies in training the Inspector in question is flagged and is subject to the immediate revocation of their certification. These series of checks and balances are in place not just for Inspectors of the DMV but every officer defined under CGS 53a-3(9). The training division then sends each Inspector to training above and beyond what is mandated by POSTC and is specific to our mission. I have received more specialized training in the past 13 months than I did in the last thirteen years as a municipal police officer.

As far as the ability to make arrests lacking our own formal police processing facility; Inspectors currently can and do routinely make such arrests without any restriction or hindrance. We, much like police officers of the DEEP, utilize the facilities of the State Police, any of the State courthouses, or local municipal departments as needed. Adding Inspectors to 53a-3(9) does not affect the current procedures that are in place and working or modify our authority in any way.

The job of the Inspector revolves around the mission of keeping the highways safe for our citizens through the reduction of traffic accidents caused by unsafe vehicles and drivers. To do so we make thousands of traffic stops along every highway in the state. Conducting a traffic stop is arguably one of the most dangerous activates of any law enforcement officer. Many officers are killed each year and thousands more are injured in traffic stop related incidences. According the National Highway Traffic and Safety Administration over half of all officers, line-of-duty deaths were related to traffic incidences. Every stop for a traffic violation has the potential for danger. Routine traffic stops, as they are sometimes called, sometimes turn out to be anything but routine. I speak from having experienced the pain and suffering of losing a close friend, Milford Police Officer Daniel S. Wasson, who was shot and killed making just such a "routine" stop as well as my direct involvement in the apprehension of the shooter who wounded Trooper John Kucan and a West Haven Police Officer for which I received a Unit Citation.

At a time in our history when police officers are being killed while sitting in their patrol car eating lunch I believe that all police officers regardless of their assignment should be afforded the greatest statutory protection to them possible. Inspectors are spread out across our state every day selflessly risking their lives to accomplish their mission of keeping the highways safe. Please help them and support Raised Bill 930 as there exists no credible reason not to.

Thank you for your time,

Respectfully,

A handwritten signature in black ink, appearing to read 'D. V. D'Ancicco', written in a cursive style.

David V. D'Ancicco

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February 22, 2015

Connecticut General Assembly

Attention: Transportation Committee

Hartford, CT

Re: Written Testimony in Support of Raised Bill 930

Dear Co-Chairs – Senator Maynard, Representative Guerrero; and all the honorable ladies and gentleman of the Transportation Committee:

I extend formal thanks and appreciation for all that you do for the citizens of this state and only wish a moment of your valuable time to express my thoughts regarding Raised Bill 930.

My name is David D'Ancicco from Madison Connecticut. I am certified as a full time police officer by the Police Officer Standards and Training Council pursuant to sections 7-294a to 7-294e, as are all sworn police officers within our state. I have served in such capacity since age 19 and have more than 32 years of uninterrupted service. I was second in command of the North Branford Police Department, holding the rank of Lieutenant, at the time of my honorable retirement. I am currently an Inspector for the Connecticut Department of Motor Vehicles within the Commercial Vehicle Safety Division and have been so for a little more than a year. I extend my apologies as to not being able to present myself in person but I am prevented in doing so by a previous obligation directly related to my duties and responsibilities as an Inspector.

Upon beginning my career as an Inspector I was surprised to learn that my position was not classified under CGS 53a-3(9). I believe that very few citizens or fellow police officers are aware this fact and assume, as I did, that we were. Police officers who are defined under CGS 53a-3(9) receive certain statutory representation that not only better protects the citizens that we are sworn to serve but it extends this protection to the officers themselves as they execute what is one of the most dangerous professions one could have.

Upon learning that I was excluded for this important definition I began to inquire as to why. I was told that there was a false impression that Inspectors are inadequately trained and may be a liability. I was also told that because the DMV does not have a traditional police lock up facility our agency was unable to make arrests, also false.

Every sworn Inspector in the Department of Motor Vehicles has obtained their police certification pursuant to the stringent requirements of the Police Officer Standards and Training Council. They attend