



House of Representatives

General Assembly

File No. 272

February Session, 2016

Substitute House Bill No. 5055

House of Representatives, March 30, 2016

The Committee on Transportation reported through REP. GUERRERA of the 29th Dist., Chairperson of the Committee on the part of the House, that the substitute bill ought to pass.

AN ACT DECREASING WAIT TIMES AT THE DEPARTMENT OF MOTOR VEHICLES.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Subsection (b) of section 14-41 of the general statutes is
2 repealed and the following is substituted in lieu thereof (*Effective from*
3 *passage*):

4 (b) An original operator's license shall expire within a period not
5 exceeding six years following the date of the operator's next birthday.
6 The fee for such license shall be seventy-two dollars. [The] Pursuant to
7 the powers and authority under section 14-3, the commissioner may
8 [authorize] enter into one or more agreements with independent
9 contractors, including, but not limited to, an automobile club or
10 association, licensed in accordance with the provisions of section 14-67
11 on or before July 1, 2007, authorizing such contractors to issue
12 duplicate licenses and identity cards pursuant to section 14-50a, renew
13 licenses, renew identity cards issued pursuant to section 1-1h and
14 conduct registration transactions at its office facilities. The

15 commissioner may authorize such [automobile clubs or associations]
16 contractors to charge a convenience fee, which shall not exceed [three]
17 five dollars, to each applicant for a license or identity card renewal or
18 duplication, or for a registration transaction.

19 Sec. 2. (NEW) (*Effective from passage*) (a) For the purposes of this
20 section, "certificate of title", "commissioner", "department", "owner"
21 and "vessel" have the same meanings as provided in section 15-202 of
22 the general statutes.

23 (b) Notwithstanding sections 15-203 to 15-232, inclusive, of the
24 general statutes, and except as provided in subsection (c) of this
25 section, a certificate of title shall not be required for a vessel and the
26 commissioner shall not accept an application for a certificate of title or
27 create a certificate of title for the period commencing on the effective
28 date of this section and ending December 31, 2018.

29 (c) A certificate of title for a vessel issued by the commissioner
30 pursuant to an application for a certificate of title filed during the
31 period commencing January 1, 2016, and ending on the date prior to
32 the effective date of this section may be used to transfer the ownership
33 of the vessel and, in such instance, the commissioner shall issue a
34 certificate of title to the transferee provided the transferee delivers an
35 application for the certificate of title to the department.

36 Sec. 3. Subsection (b) of section 15-206 of the general statutes is
37 repealed and the following is substituted in lieu thereof (*Effective from*
38 *passage*):

39 (b) An application for a certificate of title is not required and shall
40 not be accepted, and no certificate of title shall be issued, for:

41 (1) A documented vessel;

42 (2) A foreign-documented vessel;

43 (3) A barge;

44 (4) An amphibious vehicle for which a certificate of title is issued
45 pursuant to chapter 247 or a similar statute of another state;

46 (5) A vessel, other than a motorboat, as defined in section 15-141,
47 less than nineteen and one-half feet in length;

48 (6) A vessel propelled solely by paddle or oar;

49 (7) A vessel that operates only on a permanently fixed,
50 manufactured course and the movement of which is restricted to or
51 guided by means of a mechanical device to which the watercraft is
52 attached or by which the watercraft is controlled;

53 (8) A vessel owned by the United States, a foreign government or a
54 state, or a political subdivision thereof, which is used in the
55 performance of governmental functions;

56 (9) A vessel used solely as a lifeboat on another watercraft;

57 (10) A vessel before delivery if the vessel is under construction or
58 completed pursuant to contract;

59 (11) A vessel held by a dealer for sale or lease;

60 (12) A stationary floating structure that:

61 (A) Does not have and is not designed to have a mode of propulsion
62 of its own;

63 (B) Is dependent for utilities upon a continuous utility hookup to a
64 source originating on shore; and

65 (C) Has no sewage facilities or has a permanent, continuous hookup
66 to a shoreside sewage system;

67 (13) A vessel designated by the manufacturer as having a model
68 year of [2016] 2018 or earlier, and any vessel manufactured or
69 assembled prior to January 1, [2017] 2019, for which the manufacturer
70 or assembler has not designated a model year; or

71 (14) A vessel for which a certificate of title has been issued by
72 another state when this state has become the state of principal use for
73 the vessel if one or more of the exceptions enumerated in this
74 subsection apply to such vessel.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>from passage</i>	14-41(b)
Sec. 2	<i>from passage</i>	New section
Sec. 3	<i>from passage</i>	15-206(b)

TRA *Joint Favorable Subst.*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 17 \$	FY 18 \$
Motor Vehicle Dept.	TF - Revenue Impact	Minimal	Minimal

Note: TF=Transportation Fund

Municipal Impact: None

Explanation

The bill delays certain provisions of PA 14-63, An Act Concerning the Adoption of the Uniform Certificate of Title for Vessels Act and precludes a revenue gain to the state of up to \$15,000 until FY 19. PA 14-63 requires the Department of Motor Vehicles (DMV) to create a certificate of title system for certain vessels that are principally used on Connecticut waters with a model year of 2017 or newer. Currently the revenue associated with boating is credited to the General Fund and administrative costs by DMV are paid from the Special Transportation Fund.

The bill also authorizes DMV to allow the independent contractors to charge up to \$5 per transaction which has no fiscal impact to the state.

Lastly, the bill makes changes to CGS 14-41 to allow DMV to enter into one or more agreements with independent contractors to issue duplicate license and identity cards, renew licenses and identity cards, and conduct registration transactions. CGS 14-3 already allows for these agreements.

The Out Years

The annualized ongoing fiscal impact identified above would

continue into the future subject to the number of vessel titles.

OLR Bill Analysis

sHB 5055

AN ACT DECREASING WAIT TIMES AT THE DEPARTMENT OF MOTOR VEHICLES.

SUMMARY:

This bill authorizes the Department of Motor Vehicles (DMV) commissioner to enter into one or more agreements with independent contractors, including automobile clubs or associations, to issue duplicate license and identity cards, renew licenses and identity cards, and conduct registration transactions. The commissioner may authorize the independent contractors to charge up to \$5 per transaction. Automobile clubs and associations, already allowed by law to handle such transactions, may currently charge up to \$3 per transaction.

This section's only legal effect appears to be to increase the maximum transaction fee. Under existing law, the commissioner may enter into agreements with independent contractors to provide programs and services on behalf of the department (CGS § 14-3).

The bill also delays, until January 1, 2019, implementation of a requirement that certain vessel owners obtain certificates of title from DMV.

By law, as of January 1, 2016, owners of certain vessels principally used in Connecticut must apply to DMV for a certificate of title within 20 days after the later of (1) obtaining ownership, or (2) Connecticut becoming the state where the vessel is principally used (CGS § 15-206). The bill prohibits the commissioner, from the date the bill is signed into law through December 31, 2018, from (1) accepting an application for a certificate of title or (2) creating such a certificate. During this period such a certificate is not required for these vessels.

But the bill requires the commissioner to issue a certificate of title to a person obtaining ownership of a vessel (transferee) for those transferees who apply for the certificate after January 1, 2016 and before the date the bill is signed into law. Such a certificate may be used to transfer vessel ownership.

Current law exempts from the certificate of title requirement, among others, vessels with a model year of 2016 or earlier and, for those vessels that do not have a model year, those manufactured or assembled before January 1, 2017. The bill instead exempts from the requirement vessels (1) with a model year of 2018 or earlier and (2) for those without a model year, manufactured or assembled before January 1, 2019.

EFFECTIVE DATE: Upon passage

COMMITTEE ACTION

Transportation Committee

Joint Favorable Substitute

Yea 33 Nay 0 (03/15/2016)