

**PA12-081**

HB5164

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**CONNECTICUT  
GENERAL ASSEMBLY  
HOUSE**

**PROCEEDINGS  
2012**

**VOL.55  
PART 14  
4474 – 4836**

THE CLERK:

On page 40, Calendar 179, Substitute for House Bill Number 5164, AN ACT CONCERNING REVISIONS TO THE MOTOR VEHICLE LAWS, favorable report by the Committee on Finance.

DEPUTY SPEAKER ORANGE:

Representative Tony Guerrero.

REP. GUERRERA (29th):

Good afternoon, Madam Speaker.

DEPUTY SPEAKER ORANGE:

Good afternoon, sir.

REP. GUERRERA (29th):

Madam Speaker, I move acceptance of the joint committees' favorable report and passage of the bill.

DEPUTY SPEAKER ORANGE:

The question is acceptance of the joint committees' favorable report and passage of the bill.

Will you remark, Representative Guerrero?

REP. GUERRERA (29th):

Thank you, Madam Speaker.

Madam Speaker, the Clerk has an amendment LCO 4557. I would ask the Clerk please call the amendment, and I be granted to summarize.

DEPUTY SPEAKER ORANGE:

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The Clerk is in possession of the amendment. So will the Clerk please call LCO Number 4557, which will be designated House Amendment Schedule "A"?

THE CLERK:

LCO 4557, House "A" offered by Representative Guerrera, Representative Scribner, et al.

DEPUTY SPEAKER ORANGE:

The Representative seeks leave of the chamber to summarize.

Without objection, Representative Guerrera.

REP. GUERRERA (29th):

Thank you, Madam Speaker.

Madam Speaker this is the omnibus for the Department of Motor Vehicle. It has certain -- certain statutes that need to be changed or revised, and it touches upon some of the acts of commissioner in regards to extension for licenses, in regards to granted for an extended period, and I move for its adoption.

DEPUTY SPEAKER ORANGE:

The question before the chamber is on adoption.

Will you care to remark on House Amendment Schedule "A"?

Representative Guerrera.

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REP. GUERRERA (29th):

Thank you, Madam Speaker.

I just want to thank my colleagues in the Transportation Committee for a -- for not so long session but some long public hearings. I appreciate all the input they put in the session. I also want to thank the Ranking Member David Scribner on the other side, who was with this at all times, during the public hearings for his input and to make this bill a good bill which is done right for the people the state of Connecticut here.

So, thank you, Madam Speaker.

DEPUTY SPEAKER ORANGE:

Thank you, sir.

Will you care to remark further on House "A"?

Representative David Scribner of the 107th, you have the floor, sir.

REP. SCRIBNER (107th):

Thank you, Madam Speaker.

I rise in support of the bill and strike-all amendment that is before us. As Chairman Guerrero pointed out, it is a lengthy and complex bill, but one that we've worked very carefully and very thoroughly on, particularly, with the Commissioner's office of

the Department of Motor Vehicle and their capable staff.

Many sections of the bill were standalone bill proposals that came through the Transportation Committee that we've migrated into this bill that is all matters that the Department of motor vehicle has oversight on. And I can also point out that it remained a work in progress day by day right up until this morning. And I feel that we have worked in a very collaborative way together and in a spirit of cooperation to ensure that any concerns that were brought forward were addressed and properly resolved.

I, particularly, would like to thank Representative Guerrera for his leadership and his interest to be cooperative and work with us. I can assure the members that this is a good piece of legislation, one that will create efficiencies within the Department and one that will address a number of issues that affect our motorists and constituents statewide. I urge unanimous support.

Thank you.

DEPUTY SPEAKER ORANGE:

Thank you, Representative Scribner.

Will you care to remark further on House Amendment Schedule "A"? Will you care to remark further?

If not, let me try your minds? All those in favor please signify by saying aye.

REPRESENTATIVES:

Aye.

DEPUTY SPEAKER ORANGE:

All those opposed, nay.

The ayes have it. The amendment is adopted.

Will you care to remark further on the bill as amended? Will you care to remark further on the bill as amended? Will you care to remark further on the bill as amended?

Representative Ackert of the 8th, you have the floor.

REP. ACKERT (8th):

Thank you, Madam Chair.

And a quick question to the proponent of the bill, as amended?

DEPUTY SPEAKER ORANGE:

Please proceed.

REP. ACKERT (8th):

I've got many e-mails and questions regarding antique plates. I'm just getting this. I did not get a chance to look through it. There was some antique plates -- is -- it's not in it anymore? I'm getting this nod that that has been struck from it. So I'll take the good Ranking Member's thoughts. So, thank you, Madam Chair, and I'll keep looking through this multiple pages bill quickly then.

Thank you.

DEPUTY SPEAKER ORANGE:

Thank you, sir, and I agree so if you see it let me know.

Will you care to remark further on the bill as amended? Will you care to remark further on the bill as amended?

If not, staff and guests please come to the well of the House. Members take your seats. The machine will be open.

THE CLERK:

The House of Representatives is voting by roll call. Members to the chamber. The House is taking a roll call vote. Members to the chamber please.

DEPUTY SPEAKER ORANGE:

Have all members voted? Have all members voted?



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Please check the board to determine if your vote has been properly cast. If so, the machine will be locked, and the Clerk will take a tally.

Will the Clerk please announce the tally.

THE CLERK:

House Bill 5164, amended by House "A."

Total number voting	142
Necessary for passage	72
Those voting Yea	142
Those voting Nay	0
Those absent and not voting	9

DEPUTY SPEAKER ORANGE:

The bill as amended passed.

Will the Clerk please call Calendar Number 80, Calendar Number 80.

THE CLERK:

On page 38, Calendar 80, Substitute for House Bill 5233, AN ACT CONCERNING WORKERS' COMPENSATION FOR FIREFIGHTERS, favorable report by the Committee on Appropriations.

DEPUTY SPEAKER ORANGE:

Representative Zalaski.

REP. ZALASKI (81st):

Thank you, Madam Speaker.

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SENATE**

**PROCEEDINGS  
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SENATE

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SENATOR LOONEY:

Thank you, Madam President.

Also calendar page 18, Calendar 458, House Bill 5031.  
Move to place the item on the consent calendar.

THE CHAIR:

So ordered.

SENATOR LOONEY:

Thank you, Madam President.

Moving to calendar page 20, where we have one item,  
Calendar 468, House Bill 5217. Madam President, move to  
place this item on the consent calendar.

THE CHAIR:

So ordered, sir.

SENATOR LOONEY:

Thank you, Madam President.

On calendar page 21, Calendar 471, House Bill 5164. Move  
to place the item on the consent calendar.

THE CHAIR:

So ordered, sir.

SENATOR LOONEY:

Thank you, Madam President.

On calendar page 22, Calendar 476, House Bill 5263. Move  
to place the item on the consent calendar.

THE CHAIR:

So ordered, sir.

SENATOR LOONEY:

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On page 13, Calendar 426, House Bill 5443; on page 14, Calendar 438, House Bill 5347; Page 14, Calendar 439, House Bill 5388; page 15, Calendar 441, House Bill 5501.

Also on page 15, Calendar 442, House Bill 5536; page 16, Calendar 445, House Bill 5145; page 16, Calendar 446, House Bill 5395; on page 16, Calendar 448, House Bill 5414; page 17, Calendar 451, House Bill 5548; page 18, Calendar 456, House Bill 5285.

Also on page 18, Calendar 458, House Bill 5031; on page 20, Calendar 468, House Bill 5217; page 21, Calendar 471, House Bill 5164; page 22, Calendar 476, House Bill 5263.

On page 23, Calendar 485, House Bill 5237. On page 25, Calendar 497, House Bill 5512; page 26, Calendar 502, House Bill 5497; page 26, Calendar 503, House Bill 5409.

On page 28, Calendar 512, House Bill 5424. And on page 30, Calendar 522, House Bill 5289.

THE CHAIR:

That seems correct.

Mr. Clerk, would you please call for a roll call vote on the consent calendar. (Inaudible.)

THE CLERK:

Immediate roll call has been ordered in the Senate. Will senators please return to the Chamber. Immediate roll call has been ordered in the Senate.

THE CHAIR:

Senator Gomes, would you like to vote, please. Thank you.

If all members have voted, if all members have voted, the machine will be closed.

Mr. Clerk, would you please call a tally.

THE CLERK:

On today's consent calendar,

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Total Number Voting	35	
Necessary for passage	18	
Those Voting Yea	35	
Those Voting Nay	0	
Those Absent and Not Voting		1

THE CHAIR:

The consent calendar passes.

Are there any points of personal privilege or announcements? Are there any points of personal privilege or announcements?

Senator Looney.

SENATOR LOONEY:

Thank you, Madam President.

Yes, Madam President, if there are no announcements or points of personal privilege, we will, of course, be in session tomorrow -- or actually it's later today but -- but not on Thursday. But --

THE CHAIR:

Okay. Promise?

SENATOR LOONEY:

-- we will -- we will convene later this morning. We will have a -- announce the Democratic caucus at eleven followed by session at noon today.

Thank you, Madam President.

With that, would move the Senate stand adjourned, subject to the call of the chair.

THE CHAIR:

So ordered, sir. Everybody drive safely.

On motion of Senator Looney of the 11th, the Senate, at 12:32 a.m. adjourned subject to the call of the chair.

**JOINT  
STANDING  
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HEARINGS**

**TRANSPORTATION  
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So with that, let's start off, we have Commissioner Currey. Is she here?

COMMISSIONER MELODY CURREY: Good morning.

REP. GUERRERA: Good morning.

COMMISSIONER MELODY CURREY: Senator Maynard, Representative Guerrero, Senator Boucher, and Representative Scribner, and other members of the Transportation Committee, it's a pleasure to come before you this morning.

REP. GUERRERA: Commissioner, just real quick, who do you have with you there?

COMMISSIONER MELODY CURREY: To my right is our General Counsel, Sharon Geanuracos, our -- my Executive Assistant and Legislative Liaison Mike Bzdyra.

REP. GUERRERA: Thank you.

COMMISSIONER MELODY CURREY: And we are here today to testify on -- to begin with House Bill No. 5023, which is AN ACT CONCERNING ARREST POWERS. You will have the testimony at the conclusion of -- of this. We did bring it with us. We had it put together late in the day. So you will have that. We are supportive of that legislation, however.

You have 5164, AN ACT CONCERNING REVISIONS TO THE MOTOR VEHICLE LAWS. And I'm pleased to be here to support 5164. This legislation deals with various issues regarding the administration of motor vehicle laws and also recommends several technical changes to existing laws. Overall, these proposed changes

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HB 5169

would continue to allow the Department of Motor Vehicles to improve customer service, increase efficiency, and improve the safety of the state highways and roads.

I will provide a summary of some sections of the bill rather than provide a detailed section by section review.

Technical clarification, Sections 4, 5, 14, 16, 18, and 19. These sections are technical in nature. Section 4(a) amends subsection (a) of Section 14-41, to add back the word "other". This was erroneously deleted during the 2011 session. Section 5 makes reference to a substance abuse treatment program under 14-227f that was repealed during the 2011 session. This reference is deleted and replaced. Section 14 provides the correct statutory reference in addition to moving violations included in Section 54 of Public Act 11-213. Sections 16, 18, and 19 change the reference to duplicate title to replacement titles in sections 14-174, 14-178, and 14-192, in order to correspond to information technology upgrades occurring within DMV.

Sections 11 through 13 delete references to intermediate processors in other statutes, and Section 24 repeals the licensing requirements for intermediate processors. This -- there were only three licenses issued under Section 14-67j since it was passed in 1990 and the last of these licenses expired in 1993.

Customer-related changes are in Sections 1, 4, 7, 8, 17, and 23. These sections would help to improve efficiencies for DMV's operations and its customers. Section 1 would continue DMV's expansion efforts on its online dealer



functions to help make dealer transactions easier and more efficient.

Section 4(e) would allow for a one-time extension of a license renewal or ID card for individuals who are undergoing a verification of their immigration status and citizenship through the U.S. Department of Homeland Security. Most of these verifications occur quickly, however, in some instances checks are involved, take a longer period of time. This will prevent their licenses from expiring during that time that it takes to complete those checks. This extension will also benefit people who are out of state for extended periods and are absent at renewal time.

Section 7 would assess a \$50 fee for a dealer that allows its surety bond to lapse after being so notified by DMV. Failure to maintain the bond puts consumers at risk, so this fee should help to prevent such lapses. Currently, DMV is required to undergo a time-consuming process for bond lapses and many dealers do not obtain a replacement bond until DMV takes enforcement action. Section 8 is similar to Section 7 as it would impose a \$50 fee for lapse in dealer's financial responsibility.

Section 17 would allow DMV to expand the option for maintaining titles in electronic format.

Section 23 would create a new registration called a courtesy registration for a period of six months designed to assist people who were previously registered at a -- in another state and are having trouble to obtain their title or lien releases from that state. This courtesy registration cannot be issued unless the person has the proper sales documents and meets all

the other requirements to register the vehicle. The fee would be equal to one-quarter of the amount of a two-year registration.

Towing of vehicles, Section 9. In 2010, changes were made to this towing statute that allowed only licensed workers to do all the towing in the state. There's one section that set forth -- limits exceptions, but it's quickly becoming apparent, due to the numerous complaints from legitimate businesses, that more exceptions were required. Section 9 of this bill expands the list of exceptions to include those businesses engaged in contract towing, consensual towing performed under contract with another business such as an auction or a retailer -- a recycler, I'm sorry, for which they use commercial plates. The exceptions would also include car carrier which engage in interstate hauling of vehicles. This section also adds a penalty provision for violation of this section.

Registrations, Sections 2 and 3. Section 2 would phase out year of manufacture plates for antique, rare or special interest motor vehicles. These plates are problematic for DMV and law enforcement because the users are allowed to display plates that was in use the year the vehicle was manufactured. That does not reflect the actual registration number on the vehicle. DMV has received numerous complaints from police officers who are not able to determine the registration number of the vehicle unless they make a motor vehicle stop.

In certain cases, the year of manufacture number of the plate being displayed actually has been issued to another vehicle with an

active plate. Also, year of manufacture plates are being produced and sold on the internet, which was not the case when this provision took effect. In the proposed legislation, such plates are currently on a vehicle may continue to be displayed until the vehicle's current registration cycle, the end of it.

Section 3, that would limit the registration period for an experimental test plate for one year after the date of issuance. These plates are intended to be used to test experimental automotive equipment or vehicles, but are not meant to be used in long term registration of vehicles.

Licensing, Section 22, would require DMV to work with the Department of Corrections to establish procedures with DOC to encourage incarcerated individuals to renew their licenses and identification cards through the mail, provided the person's image is already on our file. DOC currently works with DMV to help prisoners obtain their licenses or ID when they are released from prison. This work could be reduced if the prisoners renew their credentials while in prison, thereby reducing the need for a new license upon release.

Thank you for your opportunity to testify in support of one of the Department's legislative initiatives. And I would be happy to answer any questions on that one.

We're also here on House Bill No. 5167, which is making technical and minor revisions. And I would just like to go to Sections 7 and 8 of the bill, are necessary based upon the transfer last year of the driver's training program to persons with disabilities from the Motor

with you completely.

REP. GUERRERA: Senator Boucher.

SENATOR BOUCHER: Thank you, Mr. Chairman, and good morning, Commissioner. It's a pleasure to see you and your staff here. I would have to echo some of the comments and concerns of the Ranking Member and also the Chairman of this committee with regards to some of the bills. But -- and I also would like to express some concern and questions about the Section 4e that would allow for a one-time extension of a license renewal ID card for individuals who are undergoing a verification of their immigration status. When you say a one-time extension, exactly how long would that be? Are we talking about 30 days, 90 days, 6 months, what specifically is the timeframe for that one month extension?

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SHARON GEANURACOS: Good morning, Senator. The -- the provision -- the proposal indicates that the period is up to six months, or actually I think it says six months.

SENATOR BOUCHER: I would like to express my concern about that time frame. I think it's too long. We had an issue of security, whether it be state security or national security, particularly during these troubling times that we're living in, and increasingly so I might add, that this might not be a wise move. That maybe you should look at a much shorter timeframe for this extension. It's just one suggestion.

COMMISSIONER MELODY CURREY: If I could explain the six months. One of the reasons is -- for one thing these are the folks who are in the proper

process of verifying who -- that they're here correctly. The government has given them an extension of time to continue to prove that, the federal government.

What we've found is that as we do what we call SAVE verification, sometimes it's a process that's an immediate turnaround, sometimes it takes up to six weeks, sometimes it takes three, four, up to five months. This would give someone the six-months period, a time to work all of that out. These are people who are here legally and the government is recognizing they're here legally and said you have time to work this out. We're not extending past that time. Am I clear on that? Sharon?

SHARON GEANURACOS: Yes, and also if I might add, these people have already proven who they are. They have shown all of the documentation to get their license initially that -- that is required by law. And it's -- it's simply their -- their immigration status that may be in flux at that point. And that's -- the extension gives us the opportunity to do those second level SAVE checks that sometimes do take, as the Commissioner said, quite a long time.

SENATOR BOUCHER: Well, I would just caution the department that you really are the target organization for a lot of issues that have occurred in the past, some nationally infamous situations, and some even here in Connecticut and Bridgeport that were associated with some terrorist activities and that we should be very cautious on how you proceed with this. That that may be the one area that oftentimes is highlighted as the first place to go to find some of this stuff out. So I would caution you on that.

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I concur with my Ranking Member on the -- the early testing for drivers. I think that's the best way to go. And I would add my concerns on the Senate Bill -- or House Bill, I should say, 5023, with regards to the arrest powers of local officers and motor vehicle inspectors and adding them to this list. It sounds to me like this is, in fact, a great deal more responsibility than they currently have -- could add to staffing at the expensive of the state police force.

And it seems to me that the reasons provided don't seem substantial enough to make this kind of really serious change. But I'm looking forward to hearing more testimony on this, to getting some more background on why this move is necessary, and later on deliberating on the merits of this particular bill. Thank you.

REP. GUERRERA: Thank you, Senator Boucher.

Representative Steinberg.

REP. STEINBERG: Thank you, Mr. Chair. Commissioner, thank you for testifying today. I'd like to turn for a moment to something a little less consequential than some of the subjects we've just been discussing. Specifically, House Bill 5164, Section 2 on registrations, the year of manufacture of the vehicles.

I come from a town which sponsors the annual Concours d'Elegance where any number of wonderful vintage cars participate. And they're very proud of their cars, and they believe that the year of manufacture plates are more consistent with the style and -- and feel

of those plates. And I might add they're also a source of revenue for the state, these special plates. So I was wondering if there might be some room for compromise here?

Wouldn't it be possible for them to maintain these plates and yet also be obliged to acquire active plates as well? And perhaps as we offer drivers the opportunity to have temporary plates until their -- their permanent plates are available, we could require them to display their active plates when their cars are on the road in a removable fashion, so that when they are on display, they could be featuring their year of manufacture plates.

So we'd have the best of both worlds, additional source of revenue and we wouldn't have to take away something that many owners of these very special cars appreciate having. I was wondering if you had any thoughts about that and whether there might be any room for a little compromise on this (inaudible).

COMMISSIONER MELODY CURREY: Actually, I was approached by the Connecticut Council of Car Clubs as I walked in the room, and I would be happy to have discussions. I would like to see the bill proceed as it is, but always open to ideas.

REP. STEINBERG: Thank you.

REP. GUERRERA: Thank you, Representative.

Representative Jutila.

REP. JUTILA: Thank you, Mr. Chairman, and thank you, Commissioner, for being here today and testifying on such a wide variety of subjects.

(HB 5164)

Your -- you and your staff are obviously very busy over there at DMV. One issue that a number of my constituents have expressed some disappointment about is the consolidation last year of the motor vehicle facilities that provide the on-road testing for license issuance. And we've communicated a little bit with your office on this, and, you know, have conveyed that -- that disappointment to you.

From southeastern Connecticut, our closest choice now is Willimantic. And as you may know, and -- and for me as someone who spent two years on the Storrs campus, it's not easy to get from southeastern Connecticut to Willimantic, so some are going all the way up to Wethersfield for the -- the testing just because it's easier to get to. And my understanding from the communications that we've had is that the department has been reevaluating the consolidation, and I'd like to see if I can get an update on that and if there's any chance that in the near future we're going to see a facility back down in our area? Thank you.

COMMISSIONER MELODY CURREY: What we have decided, Senator, is that Norwich will remain fully open, five days a week, Tuesday through Saturday, just as the other branches are. However, it will not -- no longer do -- will continue not to do testing. Old Saybrook will be the same. The change -- we won't be making any changes for a while. We are in the process of doing our modernization, the (inaudible) project, at Motor Vehicles. It is a roll-out of our updated computer system. We have a huge roll-out coming in November. We are building towards that now.



We actually, Old Saybrook today is closed because we're training the staff on how to use the new system. What I discovered is the staff really had never received consistent training in what they do. Hence, that's why many times I think it's a legitimate complaint the consumer has when they go to one branch they get one answer and another branch they may get a different one. The policy books that they go through literally are this thick, to find how they determine different cases of what happens when you go there.

I'm trying to make it consistent and trying to be sure that the training is consistent across the board, that we reexamine every policy. We're also going through our Evolution Project, the LEAN project, where we're looking at each and every function that we do and we're LEANing out any waste involved. It has to be backed up by a writ, a statute, or a very good justification about why you do what you do. If it's not statutorily required, not required by regulation, then why are we doing it? That is progressing.

In one unit we took a process from 28 days down to 1.8 days doing it with two less people. Many employees felt that means our jobs are at risk. Quite frankly, we can handle probably hundreds more at Motor Vehicles to do the job. It just seems to be never ending, and a number of different intricacies that happen in the -- in the back room of the agency to process all of it.

With the update in the computer system, you'll be able to do a great deal more online. You'll be able to access your own pin number, create a pin, pay online, and move it along. You'll

have to -- still have to come in for your driver's license, because that's the -- you have your picture done. But you can do that at a AAA office also. We are seeing a huge increase -- influx of people this past month, thousands more transactions at all the branches across -- I think it's part of the income tax returns and people are becoming -- getting their fees paid up to date, et cetera, and processing their paperwork correctly. So that's the good news.

The economy, I think, is churning a little bit better, and we're seeing some of it. But in relation to making major changes at this point in time, I -- I need to see, one, how the pilot works that we are running out in Cheshire on knowledge testing for teams, we need to see how (inaudible) is taking effect in November works, and reevaluate all of that to see how it works and how we would redistribute staff at that point. We would then make a redetermination that we need to do something else in that area, I think at that point we would have the staff in place to do it.

As you -- as you may know, we had almost 100 people down this year from what we had last year. So we are in the process of doing the testing and the hiring, et cetera, to bring the staff back up to the level it needs to be just to meet the customers' needs. So is there hope? There -- there is hope in the future, but at this particular point in time, that decision will not happen until after the November roll-out.

REP. JUTILA: Okay. I mean I'm certainly a big proponent of LEAN, I mean, it's worked wonderfully in the private sector and has

allowed us to do much more with less. And -- and I applaud you for those efforts and, you know, would -- would like to see that work continue. You know, it's just that down in southeastern Connecticut, you hear this all the time, that -- that we feel we're sometimes forgotten down there.

And the Governor was at the Chamber of Commerce just last week I think it was, and -- and made it very clear that southeastern Connecticut is not going to be left out in his administration. And I hope that, you know, you'll keep us on your radar screen and as you reevaluate and LEAN continues to bear fruit, that you think about the consumers in our area too and do everything you can to -- to try to serve them with the facilities that -- that you have or that you can create there. So again I appreciate your work and for being here today. Thank you.

COMMISSIONER MELODY CURREY: Thank you.

REP. GUERRERA: Thank you, Representative Jutila.

Representative Gibbons.

REP. GIBBONS: Thank you, Mr. Chairman. Good morning, Madame Commissioner.

COMMISSIONER MELODY CURREY: Good morning.

REP. GIBBONS: I've got a couple of questions about specifically the Norwalk office. I get lots of complaints from constituents that the service there is not -- very uneven. One day I'll get somebody saying I had to wait three hours and then the next day somebody will say, no I was able to get in there and it's very efficient.

So I think that your office needs to continue to monitor how the people are working down there and how effective it can be. But one thing you just said is that you're going to discontinue testing at the Norwalk office. What does that mean, please, and what testing is going to be discontinued and where do people go?

COMMISSIONER MELODY CURREY: It no longer at the Norwich office, there no longer is knowledge tests. If I said Norwalk, I apologize. There's no longer knowledge tests, there's no longer driving tests, eye tests, that type of thing.

REP. GIBBONS: Okay.

COMMISSIONER MELODY CURREY: Norwalk you no longer have driving tests. I looked at the facility and when we were looking at downsizing the staff dramatically and we had to make hard decisions, I was extremely comfortable with saying we were no longer going to do driving tests. As you know, when you pull out the Norwalk DMV --

REP. GIBBONS: I know it well.

COMMISSIONER MELODY CURREY: -- you're right in the middle of a major, major intersection, very dangerous for kids taking driving tests was my concern. They are doing knowledge tests again, they are doing vision tests, et cetera, at Norwalk. And the reason one day you have a huge line and the next day you have a quick line is because people choose when they go to DMV. They choose whether or not to stay there for 3 hours or stay there for 20 minutes if they are lucky enough to arrive at that time,

or not to go to a AAA to renew their license if they meet those qualifications to do that. We are working on a -- the knowledge test pilot that will have a scheduler attached to it.

I'm looking down the road to be able to schedule most of what we do at DMV and allow people that opportunity. We just know it's going to take us a little while to get there, but we will get there to make it easier, because our focus is -- is on the consumer and trying to make it easier for the person to get through there. I know when I left Wethersfield, they were literally out the door of the main room, and the lines were horrendous today. They have been, like I said, all month for some reason. This is supposed to be our down time. This has not been a downtime and it's literally thousands of more transactions.

REP. GIBBONS: One of the questions I get repeatedly is how do I change my address on my license? Is this something that can be done online or what do they do?

COMMISSIONER MELODY CURREY: You will have the ability to do this fully online. Now you can go online, you can print off the form and send it to us. But one of the things before (inaudible) is complete, we are siloed. So you go online you change your address, some people are changing on their license, well, we're not customer-centered yet so it gets changed on your license, but your registration doesn't get changed because you didn't check off the box. We can only do what you direct us to do. So down the road, we will be -- it will go then, Lile Gibbons will be -- come up on the plate, and that is what we will change, Lile Gibbons address on her license, on her registration, on

her boat, whatever you have it will be changed.

REP. GIBBONS: Okay.

COMMISSIONER MELODY CURREY: And that's coming with  
(inaudible).

REP. GIBBONS: But currently you do not have to have  
a new license to get your address changed, is  
that correct or do you --

COMMISSIONER MELODY CURREY: Correct.

REP. GIBBONS: You just put a little sticker over  
it.

COMMISSIONER MELODY CURREY: Correct.

REP. GIBBONS: But then you should go online and --  
and change it.

COMMISSIONER MELODY CURREY: You go online, print  
the form out, and you have to mail it to us --

REP. GIBBONS: Okay. All right. Thank you. Is  
there any way of checking online what is  
available and what -- when lines would be  
shorter or longer? If people say what -- what  
is the best time for me to go, just tell me and  
I'll go then. Is there any way of knowing  
that?

COMMISSIONER MELODY CURREY: We have some historical  
knowledge the best times to go online now. We  
are in the middle of doing what we're calling -  
- is called Nemo-Q, and throughout the  
branches. It's in effect right now in  
Wethersfield. When you go in, you get in line,  
you do get a number. And we have a board, a TV  
screen that will call the numbers out and tell

you what station to go to as the day progresses. You also are given a estimated time of how long it will be before you are served. We can -- we are figuring that. We're collecting the data, so hopefully before the end of session we'll have enough data collected to be able to show you the difference that can make in certain branches where it's rolling out.

REP. GIBBONS: Okay. Well, thank you. As I say, sometimes constituents call to say it's been great and other times they just say it's been hopeless. So at least there's been some improvement. Thank you, Commissioner.

REP. GUERRERA: Thank you, Representative.

Senator Leone.

SENATOR LEONE: Thank you, Mr. Chairman. And good morning, Commissioner, still good morning. I apologize for getting in a few minutes late. But I just wanted to ask you just one quick question with our bill that we had passed last year for the veterans, considering that you're making some technical changes and I see you're working on updating the system. So I just wanted to make sure that we're on track with that bill that will allow veterans to have their -- an identification on their drivers license.

And I know there's some hurdles we have to work through between the -- between DMV and Veterans' Affairs. So I just wanted to make sure that we could keep our eye on the ball, and if you could just keep me abreast of how we're doing. Because we got -- we got quite a bit of interest in that -- passage of that bill

and I want to make sure we're able to stick to our timeline. So if you could just let me know -- I don't know if you can add any comments now or if we just need to follow up later on.

COMMISSIONER MELODY CURREY: Actually, Commissioner Schwartz and I met about three weeks ago and talked about where we are in the process. Yes, the veterans have a challenging relationship with their computer system and being able to do it in an easy fashion. But we're working through that and anticipate meeting the deadline.

SENATOR LEONE: Okay. And if you could just let me know how things are progressing so that I can help in any way to make sure that we stay on track.

COMMISSIONER MELODY CURREY: Will do.

SENATOR LEONE: Thank you. Thank you, Mr. Chairman.

REP. GUERRERA: Thank you, Senator Leone. I like that quick question with 20 parts to it, but any other comments for the Commissioner? Seeing none, thank you, Commissioner.

COMMISSIONER MELODY CURREY: Thank you.

REP. GUERRERA: Let me have -- if Andy -- Andrew Matthews, if you would please come up, followed by, is Michael Lawlor here? How are you, Michael?

ANDREW MATTHEWS: Good morning.

REP. GUERRERA: Good morning. I -- I -- with due diligence I kind of rearranged the schedule a little bit, because I know this has become a --



I appreciate you considering the multiple users of the road.

REP. GUERRERA: Any other comments? Thank you, Senator Bye, and I hope -- I wish I could have saw you this year cross-country skiing to the Capitol, but it looks like it's not going to happen.

SENATOR BYE: Now snow, and I didn't wear my helmet this year. Only in judish, I saved my helmet for judiciary when we bring this up.

REP. GUERRERA: Thank you, Senator.

Dave, followed by Dr. Linda Perry. Is she here?

A VOICE: Yes.

REP. GUERRERA: Yes. Okay. Followed by Paul Brady.

DAVE BAJUMPA: Senator Maynard, Representative Guerrero, members of the Transportation Committee. My name is Dave Bajumpaa, I live in East Windsor. I'm here to voice opposition to the portion of House Bill 5164, AN ACT CONCERNING REVISIONS TO MOTOR VEHICLE LAWS, that eliminates the use of the year of manufacture registration plates on antique, rare, and special interest motor vehicles.

I am a member of the Connecticut Council of Car Clubs Board of Directors. The Connecticut Council of Car Clubs is an association about 35 Connecticut car clubs that monitors legislation in the state. We represent on the order of 2,000 automotive hobbyists in the state. The Connecticut Council of Car Clubs Board of Directors is comprised purely of volunteer

members.

The Connecticut Council of Car Clubs has submitted written testimony in opposition to the portion of the bill that eliminates the use of year of manufacture plates. I point out that the history of motor vehicle registration plates in Connecticut is considerable. There are excellent compendiums of this history available on websites that's noted in our written testimony.

Maintaining the ability of an antique, rare, or special interest motor vehicle to display year of manufacture registration plates helps preserve this history. This also enhances the hobby and promotes small businesses that sell these historic plates, and there are several in Connecticut that do have -- sell the historic plates. Back in Connecticut -- back in the year 2000, the Connecticut Council of Car Clubs was the group behind the effort that allowed -- first allowed the use of year of manufacture plates in Connecticut. That was Public Act 00169.

And earlier in this hearing, Commissioner Currey identified some issues that concerned the year of manufacturer plates. We -- we -- the Connecticut Council of Car Clubs would like to better understand these issues that are driving the elimination of the use of the plates, and we would ask that this proposed elimination be taken off the table for the 2012 legislative session to give us an opportunity to work with DMV to understand the problems these plates are causing and see if an alternative to the elimination of the use of these plates is possible.

We are optimistic that an alternative to the elimination of the use of the plates is possible since their use is allowed in several other states. A recent survey indicated that about 35 states in the United States allow the use of year of manufacture plates, 7 states currently do not, and we don't have a status -- that survey did not have a status on the rest of the plates.

Let's see -- the Connecticut Council of Car Clubs respectfully requests the Transportation Committee delete the portion of the bill that eliminates the use of year of manufacture plates on antique, rare, or special interest motor vehicles. We appreciate DMV's earlier offer in this hearing to work with us on this issue. However, we are concerned that the compressed schedule associated with this short legislative session will challenge meaningful interactions in the short term.

We would speculate that the risk and vulnerabilities of holding off on the elimination of year of manufacture plates for one year is minimal, since their use is limited to a small subset of antique, rare, or special interest motor vehicles. Thank you.

REP. GUERRERA: You know, Dave, when I saw this I -- I thought of your group to be quite honest with you, that this might raise some concerns. And I'd like to see if we can have a meeting, you know, after obviously this public hearing. We could set something up with my aid, Mary Anderson, there, the assistant clerk, and somehow see what we can do to try to resolve that issue.

DAVE BAJUMPAA: I certainly appreciate that. Thank

you.

REP. GUERRERA: Absolutely. Any other comments?  
Thank you, Dave.

DAVE BAJUMPAA: You're very welcome.

REP. GUERRERA: Next, is it Dr. Perry, who did I --  
let's see, where's my list here.

Dr. Linda Perry followed by Paul Brady.

DR. LINDA PERRY: Good afternoon. I'm Dr. Linda Perry, I'm here to speak to Senate Bill 111, as a victim. I'm fortunate to have survived this incident and to be here to testify today solely because I was riding a horse who saved my life as the expense of his own. I am still receiving medical treatment for injuries I sustained from this incident. Trapper Jake Mint was a road safe, trail safe, child safe, dressage and patrol horse. He was one of the first horses on the Connecticut Horse Council's Volunteer Horse Patrol.

After Trapper's death, I became aware of how many incidents of death and injury to people and animals along Connecticut's highways occurred and what a very large problem it had become. Astonishingly, there are often no consequences to the drivers who cause the harm. I would like to share my tragic story with the hope that something like this will never happen again.

Seven months ago Trapper and I were riding along Olde Orchard Road in Clinton, speed limit of 25 miles an hour. We were on a straight and open section of road walking next to the curb on the right side of the -- the road. I heard

DOUGLAS LYONS: Representative Guerrera, Senator Maynard, distinguished members of the Transportation Committee. Thank you for your time this afternoon. My name is Doug Lyons, I'm the Director of the Connecticut Association of Independent Schools, 100 independent schools in Connecticut. I'm here in support of Bill 5164. In particular I'm here in support of Commissioner Currey's interest in restoring the A endorsement.

And I represent the interest of three other organizations. Together, the four of us sent a letter to Commissioner Currey last summer. The other organizations are the Connecticut Association of Boards of Ed representing the public schools, the Connecticut Federation of Catholic School Parents representing all the Catholic schools, and also the Connecticut Association of Non-Profits.

The A endorsement, what is that? I've had one for about 20 years. The A endorsement is essentially held by teachers in schools who are permitted to drive activity vans. These are 15-passenger vans, specifically designed for small groups of kids. The teachers are folks who are under contract with a non-profit organization. They've gone through a driver history check, criminal history check, drug test, they agree to random drug testing during the year.

And the license allows them to take children, essentially on field trips. You can take 14 kids and a driver. There are 7,000 people in Connecticut who hold this license. And the DMV will tell you their stats prove that the safety record has been outstanding. The restoration of the A license comes after a bill was passed

that would -- that would require ten hours of training initially, six hours every year.

We can't imagine how you could possibly spend ten hours training somebody on these vans. We believe in training, we have a proposal for two hours of training, possibly done online. We've -- we've worked with DMV officials on this proposal, but we would like to see this license restored. Most of the people who have this license will drive children occasionally. So it might be a high school English teacher who takes the debate team twice a year to a match. It might be a tennis coach who drives the tennis team to six away meets.

To ask all these people to go through the training that had been proposed and to look at the manual, it's all of the training that's required for people who drive children to and from school in 54-passenger buses. It would have a crippling effect on education for kids in Connecticut. There would be no field trips. We cannot afford -- it's hundreds of dollars to take a kindergarten class on a 54-passenger bus down to the orchards to pick apples. It is not going to happen.

You're going to see a real reduction in some of the off-campus opportunities for kids unless we can go back to the A license. The A license has worked for a very long time. We'd love to see it back. Thank you.

SENATOR MAYNARD: Thank you, Doug, appreciate your coming up here. As usual, you bring us very thoughtful recommendations. And I have to say I'm extremely sympathetic to the outcome, and I will work toward that outcome.

And I know Senator Boucher has a comment or two as well.

SENATOR BOUCHER: Thank you, Mr. Chairman. And thank you for your compelling testimony. I think we have talked about this issue before in previous sessions with our public schools as well. And I know you're representing other groups, and I think we should take care of this.

We don't want to limit the activities in our schools of any type, whether they be public or private schools or non-profits that are doing extra-curricular work. We want to enhance the educational experience of our students, in particular our debate teams which ultimately will end up right here probably in Hartford. So we thank you very much for your testimony. You can see that -- you have a great deal of support here on the part of the committee. Thank you.

SENATOR MAYNARD: Are there comments or questions by other members? Seeing none, well, thank you, and thank you for your patience today.

Next we will hear from Nicole Strack. Is Nicole here?

Then we'll move on to Bill Boucher.

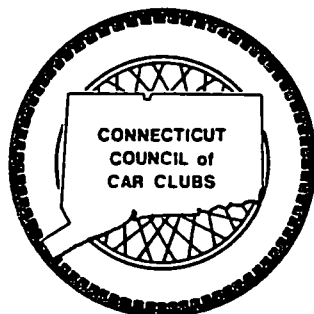
A VOICE: He's outside.

SENATOR MAYNARD: Is he? If he's right there, otherwise, we'll -- pardon me? I don't -- is this Bill?

A VOICE: Yes.

H.B. 5164

(47)



Connecticut Council of Car Clubs  
 Dave Bajumpaa  
 17 Mullen Road  
 East Windsor Connecticut  
 February 22, 2012

Transportation Committee  
 Room 2300, Legislative Office Building  
 Hartford, Connecticut 06106

**Subject: Opposition to the Portion of House Bill 5164, "An Act Concerning Revisions to the Motor Vehicle Laws," that eliminates the use of Year of Manufacture Plates.**

Dear State Senator/Representative:

The Connecticut Council of Car Clubs (4C's) is an association of approximately 35 Connecticut Car Clubs that monitors legislation in the state. The 4C's membership also consists of approximately 50 individual members. The 4C's Board of Directors is comprised of volunteer automotive hobbyists.

The 4C's is opposed to the portion of House Bill 5164 that eliminates the use of year of manufacture registration plates on antique, rare or special interest motor vehicles. The history of motor vehicle registration plates in Connecticut is considerable. Excellent compendiums of this history are available at <http://www.ctplates.info> and <http://www.ctmarkerhistory.org>. Maintaining the ability of antique, rare or special interest motor vehicles to display year of manufacture plates helps preserve this history.

In 2000, the 4C's was the group behind the effort to allow the use of year of manufacture plates (Public Act 00-169, Section 21). The 4C's is not aware of the reason that the elimination of the use of year of manufacture plates is being proposed as part of House Bill 5164. We would ask that this proposed elimination be taken off the table for 2012 Legislative Session to give us an opportunity to work with DMV to understand the problem(s) these plates are causing, and to see if an alternative to elimination of the use of year of manufacture plates is possible. We are optimistic that an alternative to elimination of the use of year of manufacture plates is possible, since their use is allowed in several other states.

The 4C's respectfully requests that the Transportation Committee delete the portion of House Bill 5164 that eliminates the use of year of manufacture plates on antique, rare or special interest motor vehicles.

Very Truly Yours,

Dave Bajumpaa  
 Connecticut Council of Car Clubs





**STATE OF CONNECTICUT**  
**DEPARTMENT OF MOTOR VEHICLES**

60 State Street, Wethersfield, CT 06161

<http://ct.gov/dmv>



**Testimony of Department of Motor Vehicles**  
**Commissioner Melody A. Currey**  
**Transportation Committee Public Hearing**  
**February 22, 2012**

**H.B. No. 5164 (RAISED) AN ACT CONCERNING REVISIONS TO THE MOTOR VEHICLE LAWS** (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 HB 5164, AN ACT CONCERNING REVISIONS TO THE MOTOR VEHICLE LAWS. This legislation deals with various issues regarding the administration of motor vehicle laws and also recommends several technical changes to existing laws. Overall, these proposed changes would continue to allow the Department of Motor Vehicles to improve customer service, increase efficiencies, and improve the safety of the state's highways and roadways.

I will provide a summary of some of the sections of the bill rather than provide a detailed section by section review.

**Technical/Clarification changes – Sections 4, 5, 14, 16, 18, 19** – These sections are technical in nature. Section 4(a) amends subsection (a) of section 14-41 to add back the word "other" that was erroneously deleted during the 2011 session. Section 5 made reference to a substance abuse treatment program under section 14-227f that was repealed during the 2011 session. This reference is deleted and replaced. Section 14 provides the correct statutory references to the additional moving violations included in section 54 of Public Act 11-213. Sections 16, 18 and 19 change the references to "duplicate" title to "replacement" title in sections 14-174, 14-178, and 14-192 in order to correspond to information technology upgrades occurring within DMV.

Sections 11 through 13 delete references to intermediate processors in other statutes and Section 24 repeals the licensing requirements for intermediate processors. There were only three licenses issued under section 14-67j since it was passed in 1990 and the last of these licenses expired in 1993.

**Customer Related Changes – Sections 1, 4, 7, 8, 17, 23** – These sections would help improve efficiencies for DMV operations and its customers. Section 1 would continue DMV's expansion efforts of its on-line dealer functions to help make dealer transactions easier and more efficient.

Section 4(e) would allow for a one-time extension of a license renewal or ID card renewal for individuals who are undergoing a verification of their immigration status and citizenship through the U.S. Department of Homeland Security. Most of these verifications occur quickly, however, some require additional checks that involve longer periods of time. This will prevent their licenses from expiring during the time that it takes to complete the checks.

This extension will also benefit people who are out of state for extended periods and are absent at renewal time.

Section 7 would assess a \$50 fee for a dealer that allows its surety bond to lapse after being so notified by the DMV. Failure to maintain the bond puts consumers at risk so this fee should help to prevent such lapses. Currently, DMV is required to undergo a time consuming process for bond lapses and many dealers do not obtain a replacement bond until DMV takes enforcement action. Section 8 is similar to section 7 as it would impose a \$50 fee for lapses in a dealer's financial responsibility.

Section 17 would allow DMV to expand the options for maintaining titles in electronic format.

Section 23 would create a new registration, called a courtesy registration, for a period of six months designed to assist people who were previously registered in another state and are having trouble obtaining the title or the lien release from that state. This courtesy registration cannot be issued unless the person has the proper sales documents and meets all of the other requirements to register the vehicle. The fee would be equal to one-quarter of the amount of the two year registration.

**Towing of Vehicles – Section 9** - In 2010, changes were made to this towing statute that allowed only licensed wreckers to do all towing in the state. There was one section that set forth limited exceptions but it quickly became apparent due to numerous complaints from legitimate businesses that more exceptions were needed. Section 9 of this bill expands the list of exceptions to include those businesses engaged in contract towing (consensual towing performed under contract with another business such as an auction or a recycler) for which they use commercial plates. The exceptions would also include car carriers that engage in the interstate hauling of vehicles. This section also adds a penalty provision for violating this section.

**Registrations – Sections 2 and 3** – Section 2 would phase out “year of manufacture” plates for antique, rare or special interest motor vehicles. These plates are problematic for DMV and law enforcement because the user is allowed to display a plate (that was in use in the year the vehicle was manufactured) that does not reflect the actual registration number of the vehicle. DMV has received complaints from police officers who are not able to determine the registration number of the vehicle unless they make a motor vehicle stop. In certain cases, the “year of manufacture” number on the plate being displayed actually has been issued to another vehicle with an active plate. Also, year of manufacture plates are being produced and sold on the internet, which was not the case when this provision took effect. In the proposed legislation, such plates that are currently on a vehicle may continue to be displayed during the vehicle's current registration cycle.

Section 3 would limit the registration period for an “experimental test plate” for one year after the date of issuance. These plates are intended to be used to test experimental automotive equipment or vehicles but are not meant to be used as long-term registrations of a vehicle.

**Licensing – Section 22** – Section 22 would require DMV to work with the Department of Corrections to establish procedures with DOC to encourage incarcerated individuals to renew their license or identification card through the mail (provided the person's image is

already on file). DOC currently works with DMV to help prisoners obtain their license when they are released from prison. This work could be reduced if prisoners renewed their credentials while in prison thereby reducing the need obtain a new license upon release.

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

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CAIS

CONNECTICUT ASSOCIATION OF INDEPENDENT SCHOOLS

February 22, 2012

Sen. Andrew Maynard  
 Rep. Tony Guerrero  
 Transportation Committee  
 Legislative Office Building  
 300 Capital Avenue  
 Hartford, CT 06106

HB 5164

Dear Sen. Maynard and Rep. Guerrero,


As the Director of the Connecticut Association of Independent schools, I represent the interests of 97 nonpublic schools in Connecticut, serving approximately 30,000 students. Our schools take pride in many things; most notably the safety record of our extracurricular student transportation programs.

The students in our schools are transported in state approved buses when traveling from their homes to our schools. These buses are driven by appropriately licensed individuals. We do, however, rely on faculty members to support the transportation needs of after-school programs. This includes teachers who coach sports and drive teams to athletic events once or twice a week as well as a large number of teachers who drive infrequently (a yearbook advisor who occasionally drives the student editors to a local photography studio, a drama teacher who drives students once a year to an annual public speaking competition). All of these drivers comply with the criminal history checks, medical regulations, driving record check, drug testing and other regulations.

We view students in school vans as precious cargo and our safety record provides evidence of that. I have been informed by DMV officials that 7000 Ct residents currently hold an "A" endorsement and that the safety record of the full group is impressive.

The training requirements that will be waived for activity van drivers in the proposed legislation were unnecessarily broad and far-reaching; appropriate for the larger buses and perhaps appropriate for the regular home to school runs, but onerous for uses that are ancillary to school attendance. CAIS schools are certainly amenable to a discussion of uniform pre-service training for activity van drivers and we would actively participate in enforcement (our current practice is to deny re-accreditation to any school that cannot demonstrate full compliance with all federal, state and local laws – and we check). However, the requirements itemized in the original law are excessive and they will place a significant, onerous burden on our schools.

A third party with a vested interest in our safety record is the insurance broker for our 59-school insurance coop. Part of the broker's responsibility is to insure our reputation among insurance carriers in order for us to secure rates that reflect good experience. Below are comments and statistics offered by Mr. Christopher Duble, partner in the Fred C. Church Insurance company:

**CAIS**

CONNECTICUT ASSOCIATION OF INDEPENDENT SCHOOLS

As the insurance broker and risk management adviser for 59 of the CAIS schools, through the Nutmeg Group consortium, I wanted to weigh in on the question of required training for independent school faculty and staff with "V" licenses with an "A" restriction.

After working with the CAIS schools since 2006, I am convinced that both the outstanding safety record and current training at the schools preclude the need for further, required training. I cannot speak to other entities (e.g. public schools, bus companies, non-education businesses), but for the independent schools in Connecticut, the following should be understood and factored into the regulatory decision:

1. The safety record of these schools has been outstanding over the past five years, and as far as we can tell, for many years before that. An excellent and credible measure of driving safety is the "loss ratio" measured by the automobile insurer of any one school or group of schools. The loss ratio is determined by dividing paid and reserved losses into premium – over time, a group's loss ratio is an accurate measure of that group's claims frequency, claims severity and therefore driving safety record. For the Nutmeg Group (currently 59 of the CAIS schools), against an insurer "breakeven loss ratio" of 55-60%, and an ideal underwriting goal of being below 40%, the loss ratios for the past five years have been 19.3%, 19.2%, 9.7%, 14.8% and 13.2%.

2. The schools already do a significant amount of training. Utica Mutual, as the Nutmeg Group's insurer, and we at Fred C. Church Insurance as the consortium's broker and risk management adviser, have done countless training sessions over the past six years – on campus, with required attendance by all special license drivers, in vehicles as well as in the classroom. In addition to the training we have done or organized through Utica Mutual, the schools do a lot on their own – either online or with consultants and trainers they hire individually.

3. Driver training is not the only risk management tool – in fact our research and claims statistics indicate that driver credentialing is equally important. By ordering MVR's on all affected drivers on a regular basis, requiring physicals, etc., the schools have been able to screen out the bad drivers and not allow them to drive students at all. Training is great, and is done rigorously as noted above, but our belief is that all the training in the world will not make a bad driver into a good driver. Because of the driver credentialing that so many of our schools conduct it's not necessary to implement new and onerous training requirement.

Chris Duble, Executive Vice President  
Fred C. Church Insurance  
P. O. Box 1865  
Lowell, MA 01853



## CONNECTICUT ASSOCIATION OF INDEPENDENT SCHOOLS

41 Wellman Street, Connector Park  
Lowell MA 01851  
(978) 322-7225 (Direct)  
(800) 225-1865 x7225 (Toll Free)  
(978) 790-6344 (Cell)

Thank you for your consideration of our position.

Sincerely,

A handwritten signature in black ink that reads 'Douglas J. Lyons'. The signature is written in a cursive style with a large, looped 'D' at the beginning.

Douglas J. Lyons  
Executive Director