
OLR Bill Analysis

sSB 994 (File 293, as amended by Senate “A”)*

AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE DEPARTMENT OF MOTOR VEHICLES, STUDYING AN EMERGENCY CONTACT INFORMATION DATABASE OR REVISIONS TO MOTOR VEHICLE RECORDS AND REQUIRING THE SAFETY DRIVING COURSE TO INCLUDE EDUCATION ON THE EFFECTS OF CANNABIS.

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Requires the knowledge test for a class D license to be administered in at least 26 additional languages that the commissioner determines, in consultation with specified groups, are responsive to the states emerging immigrant and refugee populations; requires the DMV commissioner to report certain information on these tests to the legislature

§ 507 — DRIVER TRAINING RECIPROCITY WITH TAIWAN

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Eliminates the fee for duplicate registration certificates provided online, conforming to current agency practice

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Makes two technical changes

BACKGROUND

SUMMARY

This bill makes several changes in the motor vehicle statutes, including the following:

1. delays the date by which the Department of Motor Vehicles (DMV) must begin checking the federal Drug and Alcohol Clearinghouse before processing commercial driver's license (CDL) transactions;
2. eliminates the separate license for limited repairers, instead requiring these businesses to get repairer's licenses;
3. modifies penalties related to license plate and driver's license sale and counterfeiting;
4. requires the knowledge test for a class D license to be offered in

- 26 additional languages;
5. requires repairers, certain businesses, and emissions inspectors to check whether a vehicle is subject to an open safety recall when they provide services for the vehicle and give written notice of the recall to the vehicle owner;
 6. allows the court to cancel the fine for a first-time violator of the state's car seat law if he or she shows proof of getting an appropriate car seat; and
 7. requires DMV to study establishing and maintaining an emergency contacts database or modifying the driver record to include this information.

*Senate Amendment "A" makes minor changes to the provisions on the Drug and Alcohol Clearinghouse and repairer licenses and adds provisions on dealer registration applications, recall notices, knowledge test languages, reciprocity with Taiwan, dealer and repairer certificates of approval, watershed land trespass, the "move over" law, accessible parking, school bus drivers, and duplicate registration fees.

EFFECTIVE DATE: Various, see below

§ 1 — DRUG AND ALCOHOL CLEARINGHOUSE CHECKS

Delays the deadline for DMV to begin requesting a commercial driver's record from the Drug and Alcohol Clearinghouse and makes other related changes conforming with federal law

The bill makes several changes related to the Drug and Alcohol Clearinghouse to conform to federal law. The clearinghouse is an online database maintained by the Federal Motor Carrier Safety Administration (FMCSA) that gives employers and government agencies access to information about CDL and commercial learner's permit (CLP) holders' drug and alcohol program violations (e.g., positive drug or alcohol test results and test refusals).

It delays, from January 6, 2023, to November 18, 2024, the deadline for DMV to begin complying with FMCSA regulations requiring state licensing agencies to request a driver's record from the Drug and

Alcohol Clearinghouse anytime the driver applies for, renews, transfers, or upgrades a CDL. The delay conforms to FMCSA's extended compliance date (86 Fed. Reg. 55718).

The bill also requires DMV to request records from the clearinghouse when a driver applies for, renews, transfers, or upgrades a CLP and incorporates provisions from federal law on the actions the commissioner must take when he receives information from the clearinghouse that a CDL or CLP holder or applicant is prohibited from operating a commercial vehicle. Specifically, the commissioner must refuse to issue, renew, or upgrade the CDL or CLP, downgrade the CDL to a class D license, or cancel the CLP, as applicable. Anyone subject to these actions must be given opportunity for a hearing under the Uniform Administrative Procedure Act.

EFFECTIVE DATE: Upon passage

§§ 2-5 & 7-13 — LIMITED REPAIRER LICENSE ELIMINATION

Beginning January 1, 2024, eliminates the separate license for limited repairers, instead requiring these businesses to get repairer's licenses; current licenses remain valid until they expire; requires DMV to notify licensed limited repairers

Current law requires businesses seeking to repair motor vehicles to obtain either a repairer's or limited repairer's license, depending on the type of work they perform. A limited repairer engages in the business of making minor repairs to a motor vehicle, including cooling, electrical, fuel, and exhaust system repairs or replacements; brake adjustments, relining, and repairs; wheel alignment and balancing; and shock absorber repair and replacement.

Beginning January 1, 2024, the bill eliminates the separate license for limited repairers, instead requiring that people engaging in the above listed activities get a repairer's license. The bill specifies that all valid licenses issued before that date (1) remain valid, according to their terms, until they expire and (2) authorize the businesses to continue their business of making minor repairs. Within 30 days after the bill takes effect, DMV must notify, in writing, each licensed limited repairer that (1) the limited repairer's license will not be renewed on or after January 1, 2024, and (2) a description of the process for getting a

repairer's license.

Qualifications and requirements for repairers and limited repairers are substantially similar under current law, except that the required surety bond amount is higher for repairers (\$25,000) than for limited repairers (\$10,000). Thus, the bill increases the surety bond amount for businesses currently operating under a limited repairer's license by \$15,000. (A surety bond is an agreement between three parties—the principal (e.g., business owner), the surety (guarantor), and the obligee (e.g., the government)—that guarantees the principal will fulfill their obligations. Bond premiums are generally a percentage of the bond's value and vary based on risk-related factors such as credit score and experience.)

By law, unchanged by the bill, lubricating motor vehicles, adding or changing oil or other fluids, changing tires and tubes (including wheel balancing), or installing batteries, light bulbs, windshield wiper blades, or drive belts is not considered repairing motor vehicles and does not require a license.

EFFECTIVE DATE: January 1, 2024, except that the provision requiring DMV to provide notice is effective upon passage.

§ 6 — DEALER PLATES

Allows dealer and repairer plates to be issued at the DMV commissioner's discretion, rather than based on sales transactions and annual limits

Under existing law, rather than requiring car dealers and repairers to register each vehicle they own or temporarily possess, DMV issues them a general distinguishing number and mark and registration certificates and license plates containing the general mark.

The bill allows the DMV commissioner to issue these registrations to dealers and repairers as he deems necessary. Current law generally prohibits DMV from issuing more than (1) one registration to new car dealers for every 10 sales transactions and (2) three per year to used car dealers, repairers, and limited repairers.

EFFECTIVE DATE: January 1, 2024

§ 14 — DRIVER’S SCHOOL LICENSEE RENEWALS

Specifically requires driver’s school licensees to be fingerprinted and undergo background checks when renewing their license

The bill specifically requires that driver’s school licensees be fingerprinted and undergo a state and national criminal records check and a review of the state child abuse and neglect registry when renewing their license, in addition to when they initially apply.

EFFECTIVE DATE: July 1, 2023

§ 15 — CAR SEAT VIOLATION FINE CANCELLATION

Allows the court to refrain from imposing a fine on a first-time violator of the state’s car seat law if the person shows proof of getting an appropriate car seat for the child he or she transports

Existing law requires people transporting children to secure them as the law requires (e.g., in a car seat or booster seat) and makes a first violation an infraction.

The bill allows the court, within 14 days after the violation but before imposing the fine, to not impose a fine on a first-time violator if he or she shows proof of acquiring, renting, or buying a car seat or booster seat appropriate for the age and weight of the child he or she transports.

Existing law, unchanged by the bill, requires the DMV commissioner to require first- and second-time violators to attend a car seat safety course.

EFFECTIVE DATE: October 1, 2023

§§ 16-18 & 21-23 — PENALTIES FOR CRIMES AND VIOLATIONS RELATED TO DRIVER’S LICENSES, REGISTRATIONS, AND LICENSE PLATES

Increases the penalty for selling a state-issued driver’s license to a class D misdemeanor; lowers the penalty for using someone else’s registration or driver’s license to an infraction; increases the maximum fine for certain other violations by classifying them as class D misdemeanors

The bill makes changes to penalties for the unlawful use or transfer or counterfeiting of license plates, registrations, and driver’s licenses.

It increases the maximum penalty for selling a DMV-issued driver’s

license by making it a class D misdemeanor, punishable by a fine up to \$250, up to 30 days in prison, or both. Currently, it is punishable by a fine of up to \$100.

The bill also lowers the maximum penalties for (1) using a registration or driver's license that was issued to someone else or (2) using a registration on a vehicle other than the one for which the registration was issued. Currently, violators face a fine of up to \$500, up to 30 days in prison, or both. Under the bill, a violation is an infraction.

Currently, certain violations of the law related to counterfeiting or altering a credential are punishable by a fine of up to \$200, up to 30 days in prison, or both. The bill classifies these violations as class D misdemeanors, which increases the maximum fine from \$200 to \$250. The specific counterfeiting or altering offenses are:

1. counterfeiting a license plate, or making any substitute or temporary marker;
2. counterfeiting or altering a driver's license or registration; and
3. loaning or selling an altered or counterfeit license plate, marker, registration, or driver's license.

Lastly, the bill makes a minor change classifying the following violations as infractions, conforming to current practice: (1) illegally selling or loaning a DMV-issued license plate or marker and (2) loaning a DMV-issued license for use by another person. The bill also makes numerous technical and conforming changes (§§ 17-18 & 21-23).

Infractions are punishable by fines, usually set by Superior Court judges, of between \$35 and \$90, plus a \$20 or \$35 surcharge and an additional fee based on the fine's amount. There may also be other applicable charges depending on the type of infraction. For example, certain motor vehicle infractions trigger a Special Transportation Fund surcharge of 50% of the fine. An infraction is not a crime, and violators can pay the fine by mail without making a court appearance.

EFFECTIVE DATE: October 1, 2023

§ 19 — EMERGENCY CONTACT STUDY

Requires DMV and DESPP to study the feasibility of establishing and maintaining an emergency contact information database or revising motor vehicle records to add emergency contact information

The bill requires the DMV and Department of Emergency Services and Public Protection (DESPP) commissioners to study the feasibility of establishing and maintaining an emergency contact information database or, alternatively, revising motor vehicle records to add emergency contact information. The database or revised motor vehicle record must do the following:

1. give a Connecticut driver's license, instruction permit, or identity card holder the opportunity to provide and update information (name, address, phone number, and relationship) for at least one contact person who the holder wants notified if he or she dies, is seriously injured, or is rendered unconscious and unable to communicate with the contact person and
2. be accessible to police officers to notify the contact person if the holder is involved in a motor vehicle accident or an emergency situation.

By February 1, 2024, the agencies' commissioners must submit the study's results and recommendations on implementing a database or revised motor vehicle records, to the Transportation, Public Safety, and Appropriations committees.

EFFECTIVE DATE: Upon passage

§ 20 — DELETED BY AMENDMENT

Amendment deletes section 20 of the underlying bill, but moves its provisions to section 505

The amendment deletes this section but adds identical provisions on cannabis education to section 505 (see below).

§ 501 — DEALER ELECTRONIC REGISTRATION FILING

Requires dealers who provide registration services to file electronically if the DMV commissioner determines a dealer files, on average, at least five applications monthly (rather than at least seven under current law)

The bill potentially increases the number of car dealers who must file applications for permanent vehicle registrations electronically. It does so by requiring dealers who provide registration services to file electronically if the DMV commissioner determines a dealer files, on average, at least five applications monthly (rather than at least seven, as under current law).

Existing law, unchanged by the bill, allows dealers to request that DMV exempt them from electronic filing due to hardship (e.g., lacking access to a device capable of communicating electronically).

EFFECTIVE DATE: July 1, 2023

§§ 502-504 — NOTICE OF SAFETY RECALLS

Requires repairers, certain businesses, and emissions inspectors to check whether a vehicle is subject to an open safety recall when they provide services for the vehicle and provide notice written notice of the recall to the vehicle owner

The bill requires the following people to determine whether a motor vehicle is subject to an open recall:

1. a licensed repairer or a person, firm, or corporation engaged in the business of changing a vehicle's oil or tires and tubes, when performing repair work or changing the oil or tires and tubes of a vehicle, and
2. an authorized emissions inspector when doing an inspection.

The repairer, inspector, or business must do so by checking information provided by the manufacturer or another known and readily available source, such as the National Highway Traffic Safety Administration. If the vehicle is subject to one or more open recalls, the repairer, business, or inspector must give the vehicle owner written notice, including a description of each recall and a statement that it may be repaired or modified by a manufacturer-approved dealer at no cost to the owner, unless federal law provides a different remedy.

The bill specifies that it does not alter the liability under common law of any motor vehicle manufacturer or dealer approved by the manufacturer to repair or modify a vehicle subject to an open recall.

Repairers, businesses, independent contractor-inspectors, and their employees are not liable for any act or omission related to the bill's notice requirements.

Under the bill, an “open recall” is a safety-related recall for which a manufacturer has provided notice under federal law and that requires an authorized dealer to repair or modify a vehicle. It does not include a recall (1) related to defects or noncompliance with labeling or notice requirements in an owner’s manual or (2) where the remedy is for the manufacturer to buyback the vehicle or otherwise give financial compensation to the vehicle owner.

EFFECTIVE DATE: October 1, 2023

§ 505 — CANNABIS EDUCATION IN EIGHT-HOUR SAFE DRIVING COURSE

Specifically requires that cannabis be covered in the eight hour safe driving practices course and requires that the course include a video presentation specific to cannabis’s impact on drivers

By law, adult instruction permit and youth instruction permit holders must complete an eight-hour safe driving practices course before getting a driver’s license. The course must include at least four hours on (1) the nature and the medical, biological, and physiological effects of alcohol and drugs; (2) how they impact a driver; (3) the dangers associated with driving after consuming alcohol or drugs; (4) the problems of alcohol and drug abuse; and (5) the penalties for alcohol and drug-related motor vehicle violations.

The bill (1) specifically requires that the drugs covered include cannabis and (2) requires that the course include a video presentation specific to cannabis’s impact on drivers and how ingesting cannabis can impair motor function, reaction time, perception, and peripheral vision.

EFFECTIVE DATE: October 1, 2023

§§ 505 & 506 — KNOWLEDGE TEST LANGUAGES

Requires the knowledge test for a class D license to be administered in at least 26 additional languages that the commissioner determines, in consultation with specified groups, are responsive to the states emerging immigrant and refugee populations; requires the DMV commissioner to report certain information on these tests to the legislature

Language Requirements

By law, the class D driver's license knowledge test must be offered in English, Spanish, or any language spoken at home by at least 1% of the state's population, based on the most recent U.S. decennial census. Under current law, the test may be administered in the form the commissioner deems appropriate, including audio, electronic, or written testing. The bill instead requires that the test be offered in electronic and audio format and any other format the commissioner deems appropriate, conforming to agency practice.

The bill additionally requires that the test be administered, electronically or in writing, in at least 26 other languages that the DMV commissioner determines are responsive to the language needs of the state's emerging immigrant and refugee populations. In making this determination, the commissioner must consult with representatives from organizations advocating for or assisting immigrants, refugees, or other English language learners. Knowledge tests offered in these other languages must be reviewed by a fluent speaker and may also be offered in audio format as the commissioner deems appropriate.

By law, unchanged by the bill, the commissioner must require a driver's license applicant to have sufficient understanding of English to interpret traffic control signs.

Report

By February 1, 2024, the DMV commissioner must report to the Transportation Committee on administering the knowledge test in different languages. The report must do the following:

1. identify the languages that the commissioner determined were responsive to the linguistic needs of the emerging immigrant and refugee populations;
2. state the number of requests the department received for a test in a specific language from April 1, 2023, to January 1, 2024; and
3. recommend which languages, if any, should be administered in electronic or audio format and the level of funding the

department needs to do so.

EFFECTIVE DATE: October 1, 2023, except the report provision is effective upon passage.

§ 507 — DRIVER TRAINING RECIPROCITY WITH TAIWAN

Requires the DMV commissioner to submit a status report to the Transportation Committee about a reciprocal agreement with Taiwan for recognizing driver training requirements

By February 1, 2024, the bill requires the DMV commissioner to submit a status report to the Transportation Committee about a reciprocal agreement with Taiwan for recognizing driver training requirements.

EFFECTIVE DATE: Upon passage

§ 508 — DEALER AND REPAIRER CERTIFICATES OF APPROVAL

Transfers authority to issue motor vehicle dealer and repairer certificates of approval from a municipality's zoning board of appeals to its zoning enforcement official

With limited exceptions, the law requires a business applying for a motor vehicle dealer's or repairer's license from the Department of Motor Vehicles to submit a certificate of approval from the municipality where the business intends to locate. (These certificates indicate the municipality has determined the location is suitable and has also been approved by the local building official and fire marshal.) The bill transfers authority to issue certificates of approval from the municipality's zoning board of appeals (or if the municipality does not have one, the entity designated by local law) to its zoning enforcement official (see BACKGROUND).

Under the bill, the zoning enforcement official must determine whether the proposed location and use complies with the municipality's zoning regulations. Current law specifies no criteria for the zoning board of appeals, or other designated municipal entity, to consider when reviewing these applications (see BACKGROUND).

By law, unchanged by the bill, individuals aggrieved by decisions on certificates of approval may appeal to the Superior Court after exhausting all administrative remedies (CGS §§ 14-57 & 4-183).

EFFECTIVE DATE: July 1, 2023

§ 509 — SIMPLE TRESPASS ON WATERSHED LAND

Establishes a separate, specific infraction for simple trespass of public water supply watershed land that is owned, controlled, or managed by a water company

By law, a person is guilty of simple trespass when, knowing that he or she is not authorized to do so, he or she enters or remains on any premises without intent to harm it. Simple trespass is an infraction (see BACKGROUND), subject to a fine of \$50 plus surcharges.

The bill establishes a separate, specific violation for simple trespass of public water supply watershed land that is owned, controlled, or managed by a water company. Under the bill, a person is guilty of this violation when, knowing that he or she is not authorized to, enters or remains on the land without lawful authority or the water company's consent. Violators commit an infraction and are subject to a \$90 fine.

EFFECTIVE DATE: October 1, 2023

§ 510 — “MOVE OVER” LAW EXPANSION

Requires drivers, when approaching a stationary or slow-moving emergency vehicle on a two-lane road, to slow down until they have safely passed the vehicle and (2) applies the existing enhanced penalties for violations causing an emergency vehicle driver's injury or death to causing the same for emergency vehicle occupants

The state's "move over" law requires drivers, when approaching emergency vehicles that are stationary or moving slowly in the shoulder, lane, or breakdown lane, to (1) immediately slow down to a speed reasonably below the speed limit and (2) if traveling in the lane adjacent to the shoulder or lane with the emergency vehicle, move over one lane unless it would be unsafe to do so. Currently, the move over law applies only on public roads with at least two travel lanes going in the same direction.

The expands the law to two-lane roads (i.e., those with two lanes of undivided traffic proceeding in opposite directions), requiring drivers approaching an emergency vehicle that is stationary or moving slowly in the shoulder, lane, or breakdown lane to immediately slow down to a reasonable speed below the speed limit until they are safely clear of the emergency vehicle.

By law, violations of the “move over law” are generally infractions. However, violators are subject to higher penalties if the violation results in an emergency vehicle driver’s injury (up to \$2,500) or death (up to \$10,000). The bill applies this enhanced penalty to violations that result in the death or injury of an emergency vehicle occupant.

EFFECTIVE DATE: October 1, 2023

§§ 511 & 512 — ACCESSIBLE PARKING PERMIT

Requires placards used by people with certain disabilities or blindness to bear the words “Accessibility Parking Permit” and prohibits them from bearing the words “parking permit for persons with disabilities”

This bill requires placards used by people with certain disabilities or blindness to bear the words “Accessibility Parking Permit” and, beginning October 1, 2023, prohibits any issued placard from bearing the words “parking permit for persons with disabilities.” However, under the bill, any otherwise valid placard issued before this date is valid until it expires.

EFFECTIVE DATE: October 1, 2023

§ 513 — DEATH REGISTRY CHECKS

Requires the DMV commissioner to check the Department of Public Health’s state death registry at least monthly, conforming to current DMV practice

The bill also requires the DMV commissioner to check the Department of Public Health’s state death registry at least monthly, rather than periodically as under current law, and cancel placards issued to deceased people identified in the registry, which conforms to current DMV practice.

EFFECTIVE DATE: October 1, 2023

§ 514 — ACCESSIBLE PARKING ADVISORY COUNCIL

Creates an Accessible Parking Advisory Council and charges it with developing a strategy to deter, detect, and prevent fraud and misuse related to windshield placards for people with disabilities, among other things

The bill creates an Accessible Parking Advisory Council within DMV for administrative purposes only and tasks the council with the following:

1. developing a strategy to deter, detect, and prevent fraud and misuse related to issuing and using placards;
2. reviewing the laws in other states on placard use and issuance;
3. recommending best practices for policies and regulations on placard application, issuance, and use and enforcement of such through fines;
4. identify and make recommendations on streetscape issues that interfere with the ability of a person with disabilities or blindness to access accessible parking;
5. make educational material available to medical professionals, police officers, and the public on the proper issuance and use of placards; and
6. review the status of lifetime placards (which were issued prior to January 1, 2020).

Membership and Governance

The council consists of nine specified members (see table below) and any other members the council decides to include. Initial appointments must be made by September 1, 2023. Appointed members serve two year terms but may continue serving after the term expires until a successor is appointed. Vacancies are filled by the appointing authority.

Table: Advisory Council Membership

<i>Description</i>	<i>Appointing Authority</i>
DMV commissioner or designee	N/A
Department of Aging and Disability Services (ADS) commissioner or designee	N/A
Two licensed physicians, physician assistants, or advanced practice registered nurses who certify placard applications in the course of their employment	DMV commissioner
Representative of an advocacy organization for people with physical disabilities	ADS commissioner

Description	Appointing Authority
Municipal planner	Transportation Committee House chairperson
Two accessible parking users or advocates	Transportation Committee Senate chairperson and House ranking member (one each)
Municipal police officer	Transportation Committee Senate ranking member

The DMV commissioner, or his designee, serves as the council's chairperson. The council must meet when they determine is necessary and may make rules governing its internal procedures.

Reporting

The bill requires the council to annually report to the Transportation Committee by January 1, starting in 2025, on the strategy it developed, its findings, and any legislative recommendations.

EFFECTIVE DATE: Upon passage

§ 515 — GPS USE ON SCHOOL BUSES

Allows school bus drivers to use certain DMV-approved mobile electronic devices for navigation purposes

The bill provides an exception to the distracted driving law for drivers using certain mobile devices for navigation. Under current law, school bus drivers generally are prohibited from using any mobile electronic device, including hands-free devices, except in an emergency. Under the bill, drivers may use a mobile electronic device with a video display if it is (1) used as a global positioning system (GPS) or for navigation, (2) securely attached inside the school bus dashboard near the driver, and (3) has been approved by DMV.

EFFECTIVE DATE: July 1, 2023

§ 516 — SCHOOL BUS DRIVER ROAD TESTS

Requires DMV to prioritize scheduling road tests for people seeking or renewing a public passenger endorsement to drive a school bus

The bill requires DMV to prioritize scheduling road tests for people seeking or renewing a public passenger endorsement to drive a school

bus.

EFFECTIVE DATE: July 1, 2023

§ 517 — SCHOOL BUS DRIVER SHORTAGE STUDY

Requires the DMV commissioner to study and make recommendations on policies or initiatives to respond to the nationwide school bus driver shortage

The bill requires the DMV commissioner to study and make recommendations on policies or initiatives to respond to the nationwide school bus driver shortage. The study must consider, at a minimum, increasing CDL validity from four to five years and streamlining the licensing and renewal processes for a public passenger endorsement (PPE) to operate a school bus. By February 1, 2024, the commissioner must submit the study's results and recommendations to the Transportation Committee.

EFFECTIVE DATE: Upon passage

§ 518 — DUPLICATE REGISTRATION FEE

Eliminates the fee for duplicate registration certificates provided online, conforming to current agency practice

The bill limits the application of the \$20 fee for a duplicate registration certificate to those provided at a DMV office or by a contractor. In doing so, it eliminates the fee for duplicate certificates provided online, conforming to current agency practice.

EFFECTIVE DATE: Upon passage

§§ 519 & 520 — TECHNICAL CHANGES

Makes two technical changes

The bill makes two technical changes to correct statutes on (1) the Connecticut Hydrogen and Electric Automobile Purchase Rebate Advisory Board (CHEAPR) and (2) extensions of time for emissions compliance.

EFFECTIVE DATE: July 1, 2023

BACKGROUND

Certificate of Approval Suitability Criteria

Prior to its repeal in 2003, state law specified suitability criteria and required them to be considered when reviewing certificate of approval applications. These criteria included, among other things, the proposed location relative to schools, churches, traffic conditions, and the effect on public traffic (CGS § 14-55, repealed by PA 03-265; see also *One Elmcroft, LLC v. Stamford Zoning Board of Appeals*, 337 Conn. 806 (2021)).

Infractions

Infractions are punishable by fines, usually set by Superior Court judges, of between \$35 and \$90, plus a \$20 or \$35 surcharge and an additional fee based on the fine's amount. Violators may also be subject to other applicable charges depending on the type of infraction. For example, certain motor vehicle infractions trigger a Special Transportation Fund surcharge of 50% of the fine. An infraction is not a crime and violators can generally pay the fine by mail without making a court appearance.

Related Bills

sSB 995 (File 426), reported favorably by the Transportation Committee, contains (1) identical provisions on accessible parking placards and checking the state death registry and (2) has a similar provision creating a working group on accessible parking placards.

sSB 1081 (File 249), reported favorably by the Transportation Committee, contains (1) identical provisions on the school bus driver shortage study and road tests and (2) similar provisions on GPS use.

sHB 5371 (File 398), reported favorably by the Transportation Committee, contains identical provisions on dealers filing registrations electronically.

sHB 6646 (File 214), reported favorably by the Planning and Development Committee, also transfers authority for issuing certificates of approval from a municipality's zoning board of appeals but instead transfers authority to its planning commission (rather than the zoning enforcement official).

sHB 6654 (File 402), reported favorably by the Transportation

Committee, contains similar provisions on notice of safety recalls.

sHB 6656 (File 451), reported favorably by the Transportation Committee, contains similar provisions on knowledge test languages and identical provisions on driver training requirement reciprocity with Taiwan.

sHB 6748 (File 457), reported favorably by the Transportation Committee, contains (1) identical provisions on dealer and repairer certificates of approval, watershed land trespass, and technical changes and (2) similar provisions on the “move over” law.

COMMITTEE ACTION

Transportation Committee

Joint Favorable Substitute

Yea 36 Nay 0 (03/10/2023)

Judiciary Committee

Joint Favorable

Yea 35 Nay 1 (04/19/2023)