

**Appropriations Committee**  
**Transportation Subcommittee Work Session**  
**February 24, 2026**

**1. Drive-only**

Drive Only Licenses New Issuances	
Year	Count
2015	5,048
2016	16,137
2017	11,248
2018	10,618
2019	9,700
2020	6,996
2021	7,782
2022	8,129
2023	7,078
2024	7,839
2025	6,197
<b>Total</b>	<b>96,772</b>

**2. JD Power contract**

Public Acts 22-118 and 25-2 updated the process in which motor vehicles are assessed for purposes of local car tax billing. Prior to passage, municipalities shared in the cost of accessing manufacturer priced data. Now, the state is required to acquire such data to determine sales tax owed on applicable motor vehicle transactions - and then share the data with municipalities for use with vehicle personal property tax assessment. As such, the DMV is paying for data that benefits other state agencies and municipalities (the DMV collected over \$100 million in sales tax in FY25). Costs to acquire this important operational data have increased substantially. Previously, the DMV paid \$81,190 - and now the annual cost is \$560,000; the budget adjustment is for the net increase of \$478,810. Pricing has been negotiated through 6/30/28.

**3. Legislative plates**

Upon issuance, the DMV strongly advises that legislative plates be used on vehicles for purposes of travel within Connecticut only - as electronic tolling systems in neighboring states may not distinguish between similarly numbered vehicle plates otherwise issued by the DMV. Importantly, legislative plates are only a supplement to the vehicle's permanent registration - which must be maintained throughout the two-year marking included on legislative plates. The DMV will be reaching out to other states on their tolling quality control and is researching updates for the next two-year plate issuance cycle that may help further distinguish legislative plates.

#### 4. Modernization

Modernization funding is deployed to support ongoing technology enhancements given the rapid acceleration of digital consumer options; our responsibility to provide efficient in-person service; and our responsibility to ensure data privacy and security. Ongoing projects include equipment change-out in our busy public rooms to facilitate acceptance of modern payment methods; integration of that equipment across DMV’s network and systems; and fortifying a new document scanning solution to facilitate paper submissions.

#### 5. Other expenses

- See additional document.

#### 6. Overtime

	FY 23	FY 24	FY 25
STF PS Expense	\$48,337,020.77	\$46,341,941.71	\$50,453,362.77
STF OT	\$1,402,857.57	\$1,483,289.03	\$1,235,312.18
OT as % of STF PS Expense	2.90%	3.20%	2.45%
Federal/Other Funds OT	\$725,138.98	\$742,359.84	\$576,694.53
Emissions OT	\$61,679.25	\$95,673.85	\$59,330.83
<b>Total Overtime</b>	<b>\$2,189,675.80</b>	<b>\$2,321,322.72</b>	<b>\$1,871,337.54</b>

#### 7. Postage

The DMV mails approximately 16,500 plates annually and United States Postal Service (USPS) rates increased from \$6.60 to \$8.15 per plate. Additionally, the DMV also mails approximately 2 million first class items annually, with a USPS rate increase of 5 cents per mailing. This has resulted in over \$100,000 in additional cost to the agency.

#### 8. Real ID uptake

Month	Total # of Licenses/ID's	Total # of Real ID Licenses/ID's	Percentage
February 2026	2,899,137	2,230,314	76.93%
January 2026	2,897,346	2,220,406	76.64%
December 2025	2,898,601	2,213,397	76.36%
November 2025	2,896,087	2,203,900	76.10%

## 9. Weigh stations

- Danbury, Greenwich and Union: 5 days a week
- Middletown and Waterford: 2-3 days a week
- Hours: 6 A.M. – 12 P.M., plus additional OT shifts (federally funded at 95%)
  
- Weigh in Motions (WIM): Greenwich and Union
- Portable scales (2): west truck squad and east truck squad; hours: 5 A.M. – 1 P.M. (80 hours of coverage per week)
  
- Vehicles weighed at fixed weigh stations (total potential fines)
  - Jul–Dec 2023: 149,753 (\$770,725)
  - Jan–Jun 2024: 239,013 (\$783,839)
  - Jul–Dec 2024: 316,490 (\$705,453)
  - Jan–Jun 2025: 274,638 (\$763,778)

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