



Driver's License Campaign Statistics

- Connecticut law conditions eligibility for a driver's license on federal immigration status. This prevents 54,000 Connecticut immigrants¹ from getting licenses—even though they need to drive to support their families.
- These unlicensed, uninsured drivers increase insurance premiums in Connecticut by \$20 million each year.²
- Nationwide, unlicensed motorists are five times more likely to be involved in a fatal crash than licensed drivers.³
- The State will earn two million dollars in revenue per year from new registrations.⁴
- Washington and New Mexico already require all immigrant motorists to get driver's licenses.
 - Since New Mexico made this change in 2003, its rate of uninsured motorists fell from 33% to under 9%.⁵
 - New Mexico also saw a 32% decrease in alcohol-related crashes,⁶ a 35% drop in alcohol-related traffic fatalities,⁷ and a 23% drop in all traffic fatalities.⁸

¹ In 2009, Ohio added identification requirements for vehicle registration that limited immigrants' access to registration. The Ohio statutory change and its consequences provide a relatively accurate basis upon which to calculate the number of affected immigrants in Connecticut. Ohio, due to the more stringent identification requirements, identified those registrations not in compliance and allowed for three months for individuals to update their registration. Only a small fraction complied; about 45,000 registrations were cancelled in a state with 12 million registered vehicles. We assume an identical ratio of undocumented car registrations to undocumented populations between the two states. However, we note that according to the Pew Hispanic Trust's estimates for 2009, Connecticut has 20% more undocumented immigrants than Ohio. See "Unauthorized Immigrants in the U.S." PEW HISPANIC CENTER, available at <http://www.pewhispanic.org/2011/02/01/appendix-a-additional-figures-and-tables/> (accessed on Oct. 8, 2011). This yields an expectation of 54,000 registrations by expanding access to registration. We assume, for the sake of this estimate, that the number of new registrations would be equal to the number of new licenses.

² See "Insurance Premiums Estimate Memo," attached.

³ AAA Foundation, High-Risk Drivers Fact Sheet, <http://www.aaafoundation.org/multimedia/index.cfm?button=udfacts>.

⁴ Connecticut charges a \$40 fee to register a car for one year. *Standard Registration Fees and Additional Charges*, CT Dep't of Motor Vehicles, <http://www.ct.gov/dmv/cwp/view.asp?a-802&Q=244546>. Multiplied by the 54,000 in estimated new registrations from footnote 1, this yields an estimated \$2,160,000 in revenue per year.

⁵ This figure is from a study by the New Mexico Motor Vehicle Vision, as reported in Dan Boyd, "Effects on Insurance Unclear," *Albuquerque Journal* (July 9, 2012), <http://www.abqjournal.com/main/2012/07/09/news/effects-on-insurance-unclear.html>. (Note: there is some conflicting research from the Insurance Research Council.)

⁶ In 2002, New Mexico had 3,566 alcohol-related crashes. University of New Mexico, Division of Government Research, <http://www.unm.edu/~dgrint/reports/annual/annrept02.pdf>. By 2010, the latest year for which data is available, this number had dropped to 2,426. University of New Mexico, Division of Government Research, <http://www.unm.edu/~dgrint/reports/annual/ar2010-9-19-2012draft.pdf>. One reason may be that the state can keep better track of DWI violations, sentence compliance, and license revocations. Somos Un Pueblo Unido, DL Fact Sheet, <http://www.somosunpueblounido.org/DLNews/drivers-license-facts-check/>.

⁷ In 2002, New Mexico had 198 alcohol-related traffic fatalities. University of New Mexico, Division of Government Research, <http://www.unm.edu/~dgrint/reports/annual/annrept02.pdf>. By 2010, the latest year for which data is available, that number had dropped to 129. University of New Mexico, Division of Government Research, <http://www.unm.edu/~dgrint/reports/annual/ar2010-9-19-2012draft.pdf>.

⁸ In 2002, New Mexico had 449 traffic fatalities. University of New Mexico, Division of Government Research, <http://www.unm.edu/~dgrint/reports/annual/ar2010-9-19-2012draft.pdf>. By 2010, the latest year for which data is available, this number had dropped to 346. University of New Mexico, Division of Government Research, <http://www.unm.edu/~dgrint/reports/annual/ar2010-9-19-2012draft.pdf>.