

Vermont Legislative Joint Fiscal Office

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FISCAL NOTE

Date: 3/10 2016

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H. 571 Fiscal Impact summary

H. 571 An act relating to driver's license suspension

1. Impact Summary Table assumes mid-case participation rates:

Summary Impacts - HWM

Fund	FY 2016	FY2017	FY 2018	FY2019 and ongoing
Victims' Comp SF	Negligible	\$111,640	-\$8,600	
Domestic and Sexual Violence SF	Negligible	-\$9,570	-\$3,140	
Crime Victims' Restitution Fund	Negligible	-\$22,020	-\$7,230	
Total VCCVS		\$80,050	-\$18,970	
Judiciary Revenue	Negligible	\$113,440	-\$4,530	
Pre 1991 Dismissals*		-\$84,820		
DRP Processing		-\$68,500		
Total Judiciary		-\$39,880	-\$4,530	
General Fund	Negligible	-\$6,940	-\$2,280	
Transportation Fund	Negligible	-\$874,100	-\$740,070	-\$674,530
All Funds Total	Negligible	-\$840,870	-\$765,850	-\$674,530

*Estimated cost of recording the dismissals

2. Summary of Impacts

a) FY 2016: There may be a some drop off in ticket payments in anticipation of the Driver Restoration program but since 2/3 of FY 2016 has already passed and this bill is in the early stages of the legislative process any adverse impact on FY 2016 revenue is deemed to be negligible.

b) FY 2017: The Driver Restoration program will occur in FY 2017. Traffic tickets eligible for the program can be discharged by a \$30 payment per ticket. The analysis assumes that an average of \$14.40 of each \$30 payment will be allocated to the Judiciary with the balance of \$15.60 going to the Victims' Compensation Special Fund. This average split is consistent with the experience of the Chittenden County DRP program in 2015. The DRP revenue offsets the revenue lost when the full payment of the waiver penalty amount on citations is not made as expected in FY 2017 and FY 2018. For the Victims' Compensation Special Fund, the Domestic and Sexual Violence Special Fund and the Crime Victims' Restitution Special Fund considered together, the DRP revenue more than offsets the aggregate FY 2017 lost revenue in the 3 programs to produce a FY 2017 surplus of \$80,050 which, in turn, more than covers the -\$18,970

impact in FY 2018. The Judiciary's share of this revenue covers in part the extra costs they expect to occur in FY 2017.

c) FY 2018: Represents ongoing revenue assumptions.

d) FY 2019 and beyond: Then only ongoing impact of the bill is lost revenue to the Transportation Fund due to changes in the law which are projected to decrease the annual number of license reinstatements.