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FISCAL NOTE (Form 1)  
(Office of Fiscal Analysis)  
Analyst: AC/mw/sr 4/30/92  
kr  
Version: 6

BILL NUMBER: HB 5846  
FILE NUMBER:  
AMENDMENTS: House "A", "B", and  
"D"

TITLE: "AN ACT CONCERNING FINES FOR FELONIES AND MISDEMEANORS  
AND THE PAYMENT BY MAIL OF FINES FOR INFRACCTIONS AND CERTAIN  
SPEEDING VIOLATIONS"

FAVORABLY REPORTED BY Judiciary, Transportation

EFFECTIVE DATE: 10/1/92

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FISCAL IMPACT STATEMENT - BILL NUMBER HB 5846

STATE IMPACT	Potential Revenue Gain, Revenue Loss (Transportation Fund and General Fund) and Potential Loss of Federal Funds, see explanation below
MUNICIPAL IMPACT	None
STATE AGENCY(S)	Judicial Department, Department of Public Safety, Department of Motor Vehicles

EXPLANATION OF ESTIMATES:

STATE IMPACT: The passage of the bill as amended could result in a potential revenue gain to the State. The bill as amended increases the maximum fine on certain classes of felonies and on class A misdemeanors. Since the maximum fine is rarely imposed in criminal cases, any revenue gained is anticipated to be minimal.

In addition, the bill as amended prohibits the Commissioner of Motor Vehicles from assessing points against the driver's licenses of those who commit certain speeding violations. To the extent that individuals would be less likely to contest these fines, a revenue gain to the Special Transportation Fund would result. In addition, a minimal caseload savings may result to the Judicial Department.

Since currently the Department of Motor Vehicles assesses a point for speeding, even if the individual chooses to pay the fine by mail, the DMV staff will have to redraft its regulations to comply with the provisions of the bill as amended. It is anticipated that any cost can be absorbed within normal budgetary resources.

The passage of the bill as amended would also result in a revenue loss to the Special Transportation Fund and the General Fund that cannot be determined at this time. The bill as amended allows the possession,

installation and use of radar detectors in Connecticut. These are currently prohibited by regulations adopted by the Commissioner of Motor Vehicles and violations are infractions which result in minimal revenues to the Special Transportation Fund and the General Fund. These revenues would be eliminated.

To the extent that this would make it more difficult to enforce speeding laws, revenues could be reduced. This cannot be determined at this time. In 1991 there were about 139,000 speeding arrests with potential fines in excess of \$25 million.

It is also not known to what extent the legalization of radar detectors would increase the sale of radar detectors or what effect it would have on the number of speeders in Connecticut. An increase in the number of speeders could jeopardize the State's receipt of Federal highway funds. Under the Surface Transportation Act of 1991, up to 10% or \$11.0 million of funds apportioned to 3 programs may be subject to sanctions. These programs are (1) Surface Transportation; (2) Congestion Mitigation and Air Quality; and (3) the National Highway System.

House Amendment "A" makes a technical change and does not alter the fiscal impact of the bill.

House Amendment "B" changes the effective date of House Bill 5016, a bill which had no fiscal impact.

House Amendment "D" legalized radar detectors and resulted in a revenue loss of Transportation and General Funds and a potential loss of Federal Funds.