

1 **[DIFFERENCES FROM S.99 (HTC SAA DRAFT 1.1) HIGHLIGHTED]**

2 **[ONLY SEC. 41(a) INCLUDED]**

3 \* \* \* Implementation of DMV Modernization Project; Driver Services \* \* \*

4 Sec. 41. IMPLEMENTATION OF DEPARTMENT OF MOTOR VEHICLES

5 MODERNIZATION PROJECT; GENERAL ASSEMBLY

6 OVERSIGHT

7 (a) Findings. The General Assembly finds that:

8 (1) The Department of Motor Vehicles provides services to almost all  
9 Vermonters, including, in fiscal year 2022, engaging in more than a million  
10 transactions, with almost half of all transactions being conducted online.

11 (2) The Department is in the middle of the DMV Core System  
12 Modernization project, with an estimated launch date for the vehicle services  
13 module in November 2023 and with the driver services module expected to  
14 launch approximately 18 months after it commences in February 2024.

15 (3) As part of its design and implementation of the vehicle services  
16 module, the Department has discovered that one of the barriers to modernizing  
17 Department operations is certain outdated statutes. In order to best modernize  
18 and optimize Department processes for the future during the months-long  
19 module design and development process, the Commissioner of Motor Vehicles  
20 has had to make business decisions based on the needs of the Department to  
21 modernize processes to best meet the needs of Vermonters. These business

1 decisions will, upon future implementation, conflict with statute if certain  
2 statutes are not amended through the legislative process.

3 (4) The driver services module of the DMV Core System Modernization  
4 project will design and implement processes to issue and maintain driver’s  
5 licenses and other credentials; support fraud detection and investigation;  
6 administer hearings; and administer, manage, and report driver restrictions,  
7 convictions, and other information related to driver improvement.

8 (5) Driver services processes are regulated by statute in 23 V.S.A.  
9 chapters 1, 3, 5, 9, 11, 24, 25, and 39, as well as more than 15 rules adopted  
10 pursuant to authority under Title 23.

11 (6) It is anticipated that in designing and implementing the driver  
12 services module, the Commissioner will, in order to modernize and optimize  
13 Department processes to best serve Vermonters, need to make additional  
14 business decisions that will, upon future implementation, conflict with statute  
15 if certain statutes are not amended through the legislative process.

16 (7) Of the modernization projects in which the State is currently  
17 engaged, the DMV Core System Modernization Project will likely have the  
18 most significant impact on existing statutory language, but it is anticipated that  
19 other modernization projects, such as the one that the Department of Labor will  
20 undertake related to unemployment insurance, will raise similar tensions  
21 between promoting efficiencies as part of modernization and contending with

1 outdated statutory provisions.

2 (8) A collaborative partnership between the Department and the General  
3 Assembly throughout the driver services module, monitored during legislative  
4 adjournment by the Joint Transportation Oversight Committee, the Joint Fiscal  
5 Committee, and members of the House and Senate Committees on  
6 Transportation, provides the best opportunity to save money, promote  
7 transparency, streamline the process of amending statute to optimize potential  
8 efficiencies for Vermonters, and serve as a model for collaboration between  
9 branches of State government in future modernization projects.