

Department of Legislative Services
 Maryland General Assembly
 2012 Session

FISCAL AND POLICY NOTE

House Bill 30 (Delegate Schuh)
 Environmental Matters

**Motor Vehicle Administration - Selective Service Registration - Driver's License,
 Moped Operator's Permit, and Identification Card Applicants**

This bill alters the application for a driver's license or identification card to specify that, for applicants between the ages of 15 and 25 years, if required by federal law, the applicant consents to Selective Service registration upon signing the application, or upon reaching 18 years of age. This affirmation of consent is also added to an application for a moped operator's permit, which is incorporated in the current Selective Service registration requirements under the bill. If the applicant's consent is not provided, the Motor Vehicle Administration (MVA) must forward specified personal information from the application to the Selective Service System. The bill also repeals a provision making the requirement for MVA to provide information about an applicant to the Selective Service System contingent upon the receipt of federal funds to support the initial computer programming start-up costs for implementing the requirement.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures increase by about \$27,500 in FY 2013 only due to additional reprinting and contractual computer programming costs. TTF revenues decrease negligibly beginning in FY 2013 to the extent that MVA would no longer charge the Selective Service System for costs involved in producing information about driver applicants.

(in dollars)	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
SF Revenue	(-)	(-)	(-)	(-)	(-)
SF Expenditure	\$27,500	\$0	\$0	\$0	\$0
Net Effect	(\$27,500)	\$0	\$0	\$0	\$0

Note:() = decrease; GF = general funds; FF = federal funds; SF = special funds; - = indeterminate effect

Local Effect: None.

Small Business Effect: None.

Analysis

Current Law: Chapter 309 of 2002 requires MVA to submit the following information in an electronic format related to male applicants younger than age 26 for a driver's license or an identification card: full name, current address, birth date, gender, date of application, and Social Security number, if available. The application form for a driver's license or identification card must contain a statement that the male applicant has (1) already registered with the Selective Service; or (2) has not registered and either consents or refuses to forward the information on the application to Selective Service. The applicant's signature signifies that he has selected one of these options. Refusal to consent is not grounds for denying an application for a driver's license or identification card. Chapter 309 makes these requirements contingent on receipt of sufficient federal funds to pay MVA start-up costs for computer programming changes. This contingency has not occurred; therefore, the requirements under Chapter 309 did not take effect.

Background: According to the Selective Service System, as of September 16, 2011, 39 states, 3 territories, and the District of Columbia have enacted driver's license laws supporting Selective Service registration. While Maryland is among these 43 jurisdictions, it is 1 of only 3 that have enacted, but not implemented, such a law (Maine and Washington being the other 2 states). Even so, MVA advises that it currently provides such information to the Selective Service System, upon request, and that it charges the system when it does so.

State Expenditures: TTF expenditures increase in fiscal 2013 only by about \$5,600 for MVA to reprint driver's license, moped operator's permit, and identification card forms, and by about \$21,900 for MVA to contract with an outside vendor to reprogram its website and driver's licensing kiosk. This estimate does not account for internal computer programming work or additional transaction time necessary to implement the bill, which can likely be handled with existing budgeted resources. The estimate also assumes that reprinting costs reflect the number of forms that need to be revised for male applicants younger than 26; females are not currently required to register with the Selective Service System under federal law.

Additional Information

Prior Introductions: HB 990 of 2011, a bill with similar provisions, received an unfavorable report from the House Environmental Matters Committee.

Cross File: SB 50 (Senator Astle) – Judicial Proceedings.

Information Source(s): Maryland Department of Transportation, Selective Service System, Department of Legislative Services

Fiscal Note History: First Reader - January 26, 2012
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