

Department of Legislative Services
Maryland General Assembly
2014 Session

FISCAL AND POLICY NOTE

House Bill 88 (Delegate Schuh)
Environmental Matters

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

This bill alters the application for a driver's license or identification card to specify that, for applicants (of either gender) between the ages of 17 and 25, if required by federal law, the applicant consents to Selective Service registration upon signing the application, or upon reaching age 18. 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 computer programming start-up costs for implementing the requirement.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures increase by about \$31,900 in FY 2015 only due to additional reprinting and contractual computer programming costs. TTF revenues decrease negligibly beginning in FY 2015 to the extent that MVA would no longer charge the Selective Service System for costs involved in producing information about driver applicants.

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 either (1) already registered with the Selective Service or (2) 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 have not yet taken effect.

Background: According to the Selective Service System, as of September 30, 2012, 40 states, four territories, and the District of Columbia have enacted driver's license laws supporting Selective Service registration. While Maryland is among these 45 jurisdictions, it is 1 of only 4 that have enacted, but not implemented, such a law (Connecticut, Maine, and Puerto Rico being the others). Even so, MVA advises that it currently provides such information to the Selective Service System and that it charges the system when it does so.

As of January 15, 2014, 422,916 males between the ages of 17 and 25 held a driver's license or identification card issued by MVA.

State Expenditures: TTF expenditures increase in fiscal 2015 only by \$31,916: \$6,084 for MVA to reprint driver's license and identification card forms and \$25,832 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, despite being authorized to serve in combat by the U.S. Department of Defense.

Additional Information

Prior Introductions: HB 772 of 2013, a similar bill, received a hearing in the House Environmental Matters Committee, but no further action was taken. Its cross file, SB 399, was amended in the Senate and received a hearing in the House Environmental Matters Committee, but no further action was taken. SB 50 of 2012, a similar bill, received an unfavorable report from the Senate Judicial Proceedings Committee. Its cross file, HB 30, received an unfavorable report from the House Environmental Matters Committee. HB 990 of 2011, a bill with similar provisions, received an unfavorable report from the House Environmental Matters Committee.

Cross File: SB 281 (Senator Astle) – Judicial Proceedings.

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

Fiscal Note History: First Reader - January 24, 2014
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