

Department of Fiscal Services
Maryland General Assembly

FISCAL NOTE

House Bill 916 (Delegate Genn, *et al.*)
Judiciary

Motor Vehicles - Ignition Interlock System

This bill prohibits the Motor Vehicle Administration (MVA) from reinstating a license that is suspended or revoked because of driving while intoxicated or under the influence of alcohol and/or drugs unless a certified ignition interlock system has been installed on the person's vehicle and the person has completed an alcohol counseling and treatment program. The MVA may allow a person to operate an employer-provided vehicle in the course of employment without the ignition interlock system installed.

The bill also provides that if an individual is convicted of driving with a suspended or revoked license due to alcohol and/or drug related driving offenses, a court may not allow the individual to drive unless an ignition interlock system has been installed on their vehicle.

Fiscal Summary

State Effect: Increase in Transportation Trust Fund revenues of approximately \$93,500 annually. Expenditures would not be affected.

Local Effect: None.

Small Business Effect: Potential meaningful effect on small businesses that install ignition interlock systems.

Fiscal Analysis

State Revenues: In fiscal 1996, there were 9,109 convictions for driving while intoxicated or under the influence of alcohol and/or drugs. In addition, there were approximately 245 convictions for driving while privileges were canceled, suspended, refused, or revoked in fiscal 1996. To operate a vehicle with the ignition interlock system installed, the driver's

license must be modified to reflect this restriction. The fee for a restricted license is \$10. Assuming all 9,354 individuals must have the ignition interlock system installed in their vehicles, Transportation Trust Fund revenues could increase by \$93,540 per year.

State Expenditures: The MVA estimates that personnel costs could increase to hire two Customer Service Representatives to implement, monitor, and maintain the ignition interlock system program for these individuals. Transportation Trust Fund expenditures could increase by an estimated \$33,689 in fiscal 1998, which accounts for the October 1 effective date. This estimate includes salaries, fringe benefits, and ongoing operating expenses. Future year expenditures reflect a full salary with 3.5% annual increases, 3% employee turnover, and 2% annual increases in ongoing operating expenses. The Department of Fiscal Services advises that fees be imposed on the participants to recover the costs of the program.

The District Court advises that a court considers the resources of an individual when increased costs and additional mandatory fees are imposed. Consequently, the court may impose lesser fines to avoid unduly burdening certain drivers. Thus, the provisions of this bill may negatively impact the amount of fines assessed by the court and thus decrease general fund revenue.

Small Business Effect: This bill could result in the installation of 9,354 ignition interlock systems at an estimated cost of \$50. In addition to installation charges, vendors charge a monthly leasing fee of approximately \$55 per system. Thus, small businesses that provide ignition interlock systems could realize a substantial increase in sales.

Information Source(s): Department of Transportation (Motor Vehicle Administration), Judiciary (District Court), Department of Fiscal Services

Fiscal Note History: First Reader - February 19, 1997

lc

Analysis by: Christina H. Kim

Reviewed by: John Rixey

Direct Inquiries to:

John Rixey, Coordinating Analyst

(410) 841-3710

(301) 858-3710