

Department of Legislative Services  
Maryland General Assembly

**FISCAL NOTE**

Senate Bill 12 (Senator Ruben)

Judicial Proceedings

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**Motor Vehicles - Drunk Driving - Ignition Interlock System**

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This bill requires a court to prohibit a person who has been convicted of driving while intoxicated or while under the influence of alcohol from operating a motor vehicle that is not equipped with an ignition interlock system. This requirement is in addition to any other penalties provided in the law and may not be imposed for a period of more than three years. Under current law a court has discretion as to requiring an interlock system under these circumstances.

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**Fiscal Summary**

**State Effect:** Transportation Trust Fund (TTF) could experience an annual revenue increase of \$300,000 with a partially offsetting expenditure increase of \$33,000 due to fees and costs associated with issuing corrected licenses. TTF expenditures could also increase for additional personnel (\$29,846 in FY 1999) and computer reprogramming. General fund expenditures could increase minimally for the District Court to notify the Motor Vehicle Administration (MVA) of the court ordered restrictions.

**Local Effect:** None.

**Small Business Effect:** Potential meaningful.

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## **Fiscal Analysis**

**State Effect:** In fiscal 1997, there were 9,432 convictions and 9,286 probations before judgement of driving while intoxicated and driving while under the influence of alcohol. Of these, 1,972 individuals had their licenses revoked and therefore not eligible to receive an ignition interlock system restriction. Approximately 325 individuals were ordered by the court to participate in the ignition interlock program. Therefore, assuming a constant number of violations, it is estimated that an additional 16,500 drivers would be required to participate in the program under the conditions of the bill.

The MVA charges a \$20 fee for licensees 21 years old and over to reissue a driver's license to reflect an ignition interlock restriction. The fee is \$10 for licensees under 21. Assuming a constant number of violations and subsequent revocations and that the majority of violators are over 21, TTF revenues could increase by approximately \$300,000 per year. Reissuing a driver's license to reflect the ignition control system restriction will cost the MVA approximately \$2. Assuming there are 16,500 licenses that need to be reissued, expenditures will increase by \$33,000, for a net revenue increase of \$267,000.

TTF expenditures could increase by an estimated \$29,846 in fiscal 1999, which reflects the cost of one additional Customer Service Representative to update driving records, to process notifications to licensees, and to notify courts of failures to comply with the restriction. It includes salaries, fringe benefits, one-time start-up costs, ongoing operating expenses, and accounts for the bill's October 1, 1998 effective date. Future costs for the additional employee are expected to be approximately \$34,000 annually.

Additionally, the MVA estimates the bill will result in overtime costs of \$42,857 in fiscal 1999 for employees at MVA branch locations to process the additional walk in customers requiring the restriction. However, the Department of Legislative Services (DLS) advises that all the MVA branches may not be operating at full capacity. It is possible that some of the additional work could be performed without paying overtime.

Further, the MVA advises that computer programming expenditures could increase by an estimated \$11,050 to modify the computer programs as proposed in this legislation. DLS advises that if other legislation is passed requiring computer reprogramming changes, economies of scale could be realized. This would reduce computer programming costs associated with this bill and other legislation affecting the MVA system. Further, DLS advises that the increased computer expenditure is simply an estimate and the MVA may be able to handle the changes with either less money than it estimates or existing resources.

The District Court is currently in the process of updating its computer system. This updating

effort can include reprogramming to notify the MVA of a court ordered ignition interlock restriction. However, the new computer system will not be fully operational until after the bill's effective date. Until such time that the computer system can electronically notify the MVA, manual notification will be required. Costs associated with additional manual notifications are expected to be minimal.

**Small Business Effect:** This bill could result in the installation of a significant number of ignition interlock systems at an estimated cost of \$50 each. 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. Currently, there are four small businesses in the State that provide such systems.

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

**Fiscal Note History:** First Reader - February 2, 1998

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