

Department of Legislative Services
Maryland General Assembly

FISCAL NOTE

House Bill 293 (Delegate Dembrow)

Commerce and Government Matters

Vehicle Laws - Failure to Stop at Red Light - Points

This bill increases the number of points assessed for failure to stop at a red signal from one to three points if the signal was red for more than three seconds but less than five seconds before the driver entered the intersection. The penalty for failure to stop at a red signal if the signal was red for five seconds or more is increased from one to five points.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures could increase by \$58,800 in FY 1999 which accounts for the October 1 effective date. Future year expenditures reflect annualization and inflation. This estimate is exclusive of costs for postage and administrative hearings. Enforcement could be handled with existing resources.

(in dollars)	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003
SF Revenues	\$0	\$0	\$0	\$0	\$0
SF Expenditures	58,800	72,500	74,500	76,700	78,900
Net Effect	(\$58,800)	(\$72,500)	(\$74,500)	(\$76,700)	(\$78,900)

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

Local Effect: None. Enforcement could be handled with existing resources.

Small Business Effect: Minimal. To the extent that drivers accumulate additional points on their driving record, small businesses that provide driver improvement programs may experience an indeterminate increase in business.

Fiscal Analysis

State Expenditures: In fiscal 1997 there were 39,068 red light violations and 16,321 individuals appeared for trial in the District Court. Significantly increasing the number of points assessed for a violation, as required by the bill, may result in an increased caseload for the District Court. However, any increase in the caseload is not expected to materially affect the finances of the District Court.

Based on the large number of red light violations each year, the MVA would require one Customer Service Representative, one contractual Customer Service Representative, and one Typist/Clerk to mail additional warning and suspension letters and to process and schedule administrative hearings. TTF expenditures could increase by an estimated \$58,794 in fiscal 1999, which accounts for the bill's October 1, 1998 effective date and includes salaries, fringe benefits, one-time start-up costs, and ongoing operating expenses. Future year expenditures reflect: (1) full salaries with 3.5% annual increases and 3% employee turnover; and (2) 1% annual increases in ongoing operating expenses. Additional expenditures will be incurred for postage and certified mail.

It costs the MVA approximately \$52 in reimbursable funds to the Office of Administrative Hearings for each MVA hearing. It is expected that the bill will increase the number of hearings requested, although the number of additional hearings that may be held to contest license suspensions is uncertain. To the extent that individuals with suspended licenses request hearings, TTF expenditures could increase.

Information Source(s): Department of Transportation (Motor Vehicle Administration), Judiciary (The District Court), Department of State Police, Department of Legislative Services

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