

Department of Legislative Services
Maryland General Assembly

FISCAL NOTE

House Bill 615 (Delegate DeCarlo. *et al.*)

Commerce and Government Matters

Vehicle Laws - Driving Tests - Driver Performance Evaluation Pilot Program

This bill requires the Motor Vehicle Administration (MVA) to develop a revised driving test that includes actual highway driving and to implement the revised test in a Driver Performance Evaluation Pilot Program in Harford, Baltimore, and Montgomery counties. The pilot program must include an evaluation of the revised driving test and a comparison with the current test that is offered to license applicants. The MVA must review the content of the current driving test and evaluate the effectiveness under actual highway conditions.

The MVA is required to report to the General Assembly before January 1, 2001 on the results of the driving test review and the conclusions of the comparison between the revised test offered under the Driver Performance Evaluation Pilot Program and the current driving test. The bill sunsets on December 31, 2000.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures could increase by \$450,200 in FY 1999, exclusive of any costs to upgrade Baltimore County's MVA office. Out-year estimates reflect annualization, inflation, and the program's December 31, 2000 sunset date. Revenues would not be affected.

(in dollars)	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003
SF Revenues	\$0	\$0	\$0	\$0	\$0
SF Expenditures	450,200	498,900	252,000	0	0
Net Effect	(\$450,200)	(\$498,900)	(\$252,000)	\$0	\$0

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

Local Effect: None.

Small Business Effect: None.

Fiscal Analysis

State Expenditures: The MVA advises that it will require an additional 31 contractual Driver's License Examiners (DLE) at the Montgomery and Harford county offices to administer the revised test. MVA advises that the current test takes about 15 minutes, while the new test will take an hour. They further advise that each DLE can perform only 23 tests per week due to the fluctuations in customer demand. Based on this estimate, total expenditures would increase by \$646,079 in fiscal 1998 accounting for the bill's effective date. This estimate includes salaries, fringe benefits, and one-time start-up equipment that includes safety devices such as panoramic mirrors.

The Department of Legislative Services (DLS) notes that according to the MVA estimate of the weekly workload, these employees would have a significant amount of time that will not be spent on the administration of driving tests. Therefore, the employees will likely be responsible for activities that are not required by the bill for approximately 40% of their work week. DLS advises that the provisions of the bill will require an additional 20 examiners who would be solely responsible for administering the revised driving test. TTF expenditures would increase by approximately \$450,200 in fiscal 1999. Future year expenditures reflect full salaries with 1% annual increases.

MVA advises that if there are not enough employees to meet customer demand during the regular workday, overtime hours will be required. Depending upon the fluctuation of customer demand on any given day, some overtime costs may occur if customers are not willing to return at a later date.

Baltimore County does not have a full-service MVA office, so driving tests are not currently administered there. The MVA advises that driving tests could not be given until a driving course and driver licensing equipment were installed in an MVA branch office in Baltimore County. These costs could be significant.

The MVA advises that the University of Maryland will prepare a study to evaluate the revised driving test and to compare it to the current test that is offered to license applicants. The expected cost is approximately \$40,000. DLS advises that the MVA can complete the study internally and can absorb the costs of the development of the new test and the required report to the General Assembly with existing budgeted resources.

Information Source(s): Department of Transportation (Motor Vehicle Administration),
Department of Legislative Services

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