

Department of Legislative Services  
Maryland General Assembly

**FISCAL NOTE**  
**Revised**

House Bill 76 (Delegate Arnick)

Commerce and Government Matters

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**Vehicle Laws - Certificate of Title - Age of Majority**

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This bill prohibits the Motor Vehicle Administration (MVA) from issuing a certificate of title for a vehicle in the State to an individual who is not at least 18 years old, unless the application for a certificate of title is cosigned by a parent, guardian, or other responsible adult. Additionally, the bill provides that the application for a title must contain the owner's date of birth. If the owner of the vehicle is a partnership or joint venture, the date of birth of each partner or joint venturer must be included on the application.

The bill is to be construed only prospectively.

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**Fiscal Summary**

**State Effect:** Transportation Trust Fund expenditures would experience a one-time increase of approximately \$5,000 in FY 1999 for form revisions. Potential minimal increase in computer programming costs. Revenues would not be materially affected.

**Local Effect:** None.

**Small Business Effect:** None.

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**Fiscal Analysis**

**State Effect:** The bill codifies the standard practice of automobile dealers not to sell vehicles to minors, who have difficulty in obtaining financing and insurance. Accordingly, the provisions of the bill should not materially affect the number of applications for certificate of title. Any decrease in Transportation Trust Fund revenues from titling fees should be minimal.

The MVA would need to revise its VR-5 application for certificate of title to include the information on the dates of birth of multiple owners in partnerships and joint ventures as required by the bill. The revision of such forms is expected to cost the Transportation Trust Fund approximately \$5,000.

The MVA advises that computer programming expenditures could increase by an estimated \$4,300 to modify the computer programs as proposed in this legislation. The Department of Legislative Services (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.

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**Information Source(s):** Department of Transportation (Motor Vehicle Administration), Maryland New Car and Truck Dealers Association, Department of Legislative Services

**Fiscal Note History:** First Reader - January 22, 1998  
lc Revised - House Third Reader - March 24, 1998

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