

Department of Legislative Services  
Maryland General Assembly

FISCAL NOTE

Revised

House Bill 928 (Delegates Bissett and Arnick)

Judiciary

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Ignition Interlock Systems

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This bill authorizes the Motor Vehicle Administration (MVA) to impose a restriction on a license that prohibits the licensee from driving unless the licensee is a participant in the ignition interlock system. The bill also expands the participation in the program by including subsequent offenders of driving while under the influence of drugs or drugs and alcohol. Current law provides that any licensee who is convicted of two or more violations of drunk driving must be a participant, regardless of the time frame between convictions. However, the bill limits this mandatory participation to offenders with subsequent convictions within five years. The bill further authorizes the MVA to require an ignition interlock restriction on any underage driver who is given a restricted license for education purposes for at least one year. Additionally, any individual who is under the age of 21 and is convicted of drunk or drugged driving may participate in the ignition interlock program for up to three years.

The bill further requires the MVA to certify service providers to service, install, monitor, calibrate, and provide information on ignition interlock systems. The MVA must adopt regulations that establish minimum standards for such businesses and their employees. The bill is effective July 1, 1998.

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Fiscal Summary

**State Effect:** Transportation Trust Fund (TTF) expenditures could increase by \$53,200 in FY 1999 only for form revisions. Indeterminate expenditure increase for computer programming and administrative hearings. Indeterminate increase in TTF revenues due to license correction fees.

**Local Effect:** None.

**Small Business Effect:** Minimal.

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## Fiscal Analysis

**State Expenditures:** This bill both limits and expands the number of individuals that are required to be placed in the ignition interlock system program. The bill also gives the MVA more authority to modify individuals licenses to reflect an ignition interlock restriction. The MVA can handle this additional responsibility with existing personnel. However, license restriction violation forms and administrative per se forms used by police officers and distributed by the MVA will need to be revised to reflect the changes in the bill. The cost to print and distribute the new forms is expected to be approximately \$53,200 in fiscal 1999 only.

It costs the MVA approximately \$62 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 ignition interlock restrictions is uncertain. To the extent that individuals with an ignition interlock restriction request hearings, TTF expenditures could increase.

The MVA advises that computer programming expenditures could increase by an estimated \$40,000 to modify the computer programs to reflect new restriction procedures. 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.

The MVA currently certifies providers of ignition interlock systems. The MVA could handle the enforcement of the bill's additional certification requirements with existing resources.

**State Revenues:** The MVA charges a \$20 fee to issue a corrected license to reflect that the licensee is a participant in the ignition interlock system program. To the extent that additional individuals participated in the program TTF revenues could increase.

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

**Fiscal Note History:**

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First Reader - March 16, 1998

Revised - House Third Reader - April 7, 1998

Revised - Enrolled Bill - April 28, 1998

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