

Department of Legislative Services
 Maryland General Assembly
 1999 Session

FISCAL NOTE

House Bill 1206 (Delegate Giannetti)

Judiciary

Drunk and Drugged Driving - Ignition Interlock System

This bill requires a court to prohibit a person who is convicted of or granted probation for a second or subsequent violation of driving while intoxicated from operating a vehicle that is not equipped with an ignition interlock system for up to three years. Similarly, a court must prohibit a person who is convicted or granted probation for a third or subsequent violation of driving while under the influence of alcohol from operating a vehicle that is not equipped with an ignition interlock system.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures would increase by \$30,800 in FY 2000 for personnel and related expenditures. Future years reflect annualization, inflation, and additional personnel expenditures beginning in FY 2001. Minimal increase in TTF revenues.

(in dollars)	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004
SF Revenues	-	-	-	-	-
SF Expenditures	\$30,800	\$113,000	\$108,000	\$112,000	\$116,000
Net Effect	(\$30,800)	(\$113,000)	(\$108,000)	(\$112,000)	(\$116,000)

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

Local Effect: None.

Small Business Effect: Meaningful.

Fiscal Analysis

State Expenditures: In fiscal 1998, there were 4,853 convictions of driving while intoxicated and 4,562 convictions of driving while under the influence of alcohol in the District Court. The District Court could not provide information on the number of second or subsequent convictions; however, based on records provided by the Motor Vehicle Administration (MVA), it is estimated that the bill would increase the number of participants in the ignition interlock system program by 1,800 annually. It is further assumed that each participant would be in the system for approximately two years.

Currently, there are almost 2,000 participants in the ignition interlock system program. The MVA employs two individuals to administer the program and to monitor its participants and service providers. Based on the anticipated increased participation in the program, the MVA would require one additional administrative specialist in fiscal 2000 and two administrative specialists in fiscal 2001 to administer and monitor the program. TTF expenditures could increase by an estimated \$30,800 in fiscal 2000, which accounts for the bill's October 1, 1999 effective date. In fiscal 2001, as more individuals enter the program and before prior year participants have rotated out of the program, personnel expenditures would increase by \$113,000. It 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.

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 participate in the program, TTF revenues could increase.

Small Business Effect: The bill would significantly increase the number of participants in the ignition interlock system program. Currently, there are three providers approved by the MVA to install and service ignition interlock systems. These providers will experience a meaningful increase in demand for their services. The installation of an ignition interlock is approximately \$110, with monthly service fees of between \$55 and \$60. Additional small businesses could be drawn to the market based on the increase in demand created by the bill.

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

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mld/jr

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