

**Department of Legislative Services**  
 Maryland General Assembly  
 1999 Session

**FISCAL NOTE**

House Bill 699 (Delegate D. Davis, *et al.*)

Judiciary

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**Alcohol Related Driving Offenses - Blood Alcohol Concentration Levels -  
 Qualification for Federal Transportation Funding**

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This bill reduces the level of alcohol concentration required for a determination of driving while intoxicated per se from 0.10 to 0.08. The bill also reduces the level of alcohol concentration required to result in an individual being charged with the crimes of homicide by motor vehicle or vessel while intoxicated per se and the crime of life threatening injury by motor vehicle or vessel while intoxicated per se from 0.10 to 0.08. Similarly, the bill reduces the alcohol concentration required for a suspension of a driver's license from 0.10 to 0.08. Further, the bill makes conforming changes to the definition of intoxicated per se.

This bill is to be construed to conform to the requirements of the federal government in order for the State to obtain full incentive grant funding under the federal Transportation Equity Act for the 21st Century. The bill must be construed only prospectively to administrative, criminal, and juvenile delinquency offenses that are committed on or after September 30, 1999. The bill is effective July 1, 1999.

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**Fiscal Summary**

**State Effect:** Transportation Trust Fund (TTF) expenditures would increase by \$183,300 in FY 2000. Future years reflect inflation and new and ongoing personnel expenses. Estimates are exclusive of potentially significant costs for administrative hearings, Medical Advisory Review statements, and computer programming. TTF revenues could increase by an indeterminate amount. General fund revenues and expenditures could increase depending upon the increase in fines and convictions. Significant increase in federal fund revenue beginning in FY 1999.

(in dollars)	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004
SF Revenues	-	-	-	-	-

FF Revenues	-	-	-	-	-
SF Expenditures	\$183,300	\$195,700	\$198,100	\$205,400	\$213,000
Net Effect	(\$183,300)	(\$195,700)	(\$198,100)	(\$205,400)	(\$213,000)

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

**Local Effect:** Revenues and expenditures could increase depending on the number of additional fines and convictions imposed.

**Small Business Effect:** None.

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## Fiscal Analysis

### State Revenues:

#### *Federal Funds*

The federal government provides incentive grants for states that adopt a .08 blood alcohol concentration (BAC) as the legal standard for a drunk driving offense. The Transportation Equity Act for the 21st Century (TEA-21) provides \$500 million in incentive grants over the 6-year program period beginning in fiscal 1998. The incentive grant is based upon the proportion of funds allocated to each eligible state under the federal State and Community Safety Grant Program. Grants under the State and Community Safety Grant Program are disbursed based on a formula of each state's population and road miles. Maryland receives approximately 2% of total program funding.

Currently, 15 states have enacted and are enforcing a .08 BAC level as the legal standard for driving while intoxicated. The following chart details Maryland's share of the incentive program should Maryland become the 16th state to adopt the .08 standard.

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### Maryland's Projected Share of TEA-21 Incentive Grants With 16 States Complying (in millions)

<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>
\$2.3	\$2.7	\$3.3	\$3.8	\$4.2	\$4.6

These estimates are based on only 16 states complying with the federal standard. As additional states adopt the new standard, Maryland's share of the program would decrease. If all states were to comply, Maryland's grant would simply be 2% of the total available

funding, or \$1.3 million in fiscal 1999.

Maryland has forgone the grant for 1998. However, because this bill becomes effective prior to the end of federal fiscal 1999, Maryland would be eligible for the grants beginning in 1999.

### *Special Funds*

The bill is expected to increase the number of driver's license suspensions and revocations. For a revocation, the Motor Vehicle Administration (MVA) collects a \$15 filing fee for an application to reinstate a license plus \$60 for the reinstatement on an alcohol or drug-related driving offense. An additional \$30 fee is assessed to produce the new license. Further, the MVA imposes a fee of \$20 to reissue a license after an alcohol or drug-related suspension. TTF revenues could increase in future years depending upon the number of reinstatements.

### *General Funds*

The bill will increase the number of individuals charged with driving while intoxicated. General fund revenues could increase under the monetary penalty provision for those cases heard in the District Court, depending upon the number of convictions and fines imposed. Furthermore, it is expected that the bill will significantly increase the requests for administrative hearings. The Office of Administrative Hearings imposes a \$15 fee for each case.

**State Expenditures:** In fiscal 1998 the MVA processed 3,263 suspensions for individuals convicted of driving while under the influence and who fell into the BAC range of .08 to .10. Under the bill these individuals would be subject to the stricter penalties imposed on those convicted of driving while intoxicated, including a revocation of driving privileges.

Accordingly, TTF expenditures could increase by an estimated \$183,300 in fiscal 2000, which accounts for a 90-day start-up delay. This estimate reflects the cost of hiring 1 customer service representative, 2 administrative specialists, and 1 docket specialist. These employees will be responsible for a variety of duties including processing revocations, preparing cases for administrative hearings, and preparing files for presentation to the Medical Advisory Review Board. It includes salaries, fringe benefits, one-time start-up costs, and ongoing operating expenses. An additional one-time cost of \$74,400 would be required to reprint forms to reflect the bill's changes.

Salaries and Fringe Benefits

\$93,500

One-time Expenses	74,400
Operating Expenses	<u>15,400</u>
<b>Total FY 2000 TTF Expenditures</b>	<b>\$183,300</b>

Because there will be an increase in revocations beginning with the effective date of this bill, the number of applications for license reinstatements will increase in the future. Based on the current volume of such requests and the anticipated increase, it is expected that the MVA will require 2 additional employees, 1 administrative specialist, and 1 clerk to process reinstatement applications beginning in fiscal 2001. The expense for the 2 employees, including salaries, fringe benefits, and operating expenses, would be \$68,400 in fiscal 2001.

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.

It costs the MVA approximately \$88 in reimbursable funds to the Office of Administrative Hearings for each MVA hearing. It is expected that this bill will significantly increase the number of hearings requested, although the number of additional hearings that may be held to contest license suspensions and revocations is uncertain. To the extent that individuals with suspended and revoked licenses request hearings, TTF expenditures could increase. Similarly, all reinstatements concerning alcohol related offenses must be reviewed by the Medical Advisory Review Board. It costs the MVA \$100 for each hour of the board's service. On average, each reinstatement case needs one-half of an hour to process. Depending on the number of reinstatements, TTF revenues could increase.

The MVA advises that computer programming expenditures could increase by an estimated \$10,000 to modify its computer programs. 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 bill will increase the number of individuals charged with driving while intoxicated. General fund expenditures could increase minimally due to more people being committed to a Division of Correction facility and increased payments to counties for reimbursement of inmate costs.

**Local Revenues:** Revenues could increase minimally under the monetary penalty provision for those cases heard in the circuit courts.

**Local Expenditures:** Expenditures could increase due to a greater number of individuals being charged with drunk driving. Counties pay the full cost of incarceration for people in their facilities for the first 90 days of the sentence, plus part of the per diem cost after 90 days. Per diem operating costs of local detention facilities are expected to range from \$15 to \$80 per inmate in fiscal 2000.

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**Information Source(s):** Maryland Department of Transportation (Motor Vehicle Administration, State Highway Administration), Judiciary (The District Court), Office of Administrative Hearings, Department of Public Safety and Correctional Services (Division of Correction), Department of Legislative Services

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Analysis by: Jody J. Minnich

Direct Inquiries to:  
John Rixey, Coordinating Analyst  
(410) 946-5510  
(301) 970-5510