

**Department of Legislative Services**  
 Maryland General Assembly  
 2000 Session

**FISCAL NOTE**

Senate Bill 390 (Senator Hooper, *et al.*)

Judicial Proceedings

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**Drunk and Drugged Driving - Ignition Interlock System**

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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 of 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. Further, if a court orders the installation of an ignition interlock system, the court must require the monitoring of the monthly mileage of a vehicle equipped with the system. The bill also requires ignition interlock systems to periodically test the driver's blood alcohol level while the vehicle is in use.

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**Fiscal Summary**

**State Effect:** Transportation Trust Fund (TTF) expenditures would increase by \$63,300 in FY 2001 for personnel and related expenditures. Future years reflect annualization, inflation, and additional personnel expenditures beginning in FY 2002. Minimal increase in TTF revenues.

(in dollars)	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005
SF Revenues	-	-	-	-	-
SF Expenditures	\$63,300	\$154,800	\$152,400	\$159,900	\$167,700
Net Effect	(\$63,300)	(\$154,800)	(\$152,400)	(\$159,900)	(\$167,700)

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

**Local Effect:** None.

**Small Business Effect:** Meaningful.

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## Analysis

**State Expenditures:** In fiscal 1999, there were 4,570 convictions of driving while intoxicated and 4,209 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 3,000 participants in the ignition interlock system program. The MVA employs three 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 two additional administrative specialists in fiscal 2001 and two administrative specialists in fiscal 2002 to administer and monitor the program. TTF expenditures could increase by an estimated \$63,300 in fiscal 2001, which accounts for the bill's October 1, 2000 effective date. In fiscal 2002, as more individuals enter the program and before prior year participants have rotated out of the program, personnel expenditures would increase by \$154,800. 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.

Any expenses associated with regular monthly monitoring of mileage would be borne by the service providers and ultimately by program participants.

**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.

The bill requires the regular monthly monitoring of mileage of vehicles equipped with ignition interlock systems. It is assumed that the service providers would be responsible for monitoring this data. Any costs associated with this responsibility could be mitigated by an

increase in the monthly fee. Further, the bill requires that ignition interlock systems be equipped with a system to periodically test the driver's blood alcohol level while the vehicle is in use. Current systems conform to this requirement as drivers must be retested every three to five minutes while the vehicle is in use.

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### **Additional Information**

**Prior Introductions:** This bill was introduced in the 1999 session as SB 405 and received an unfavorable report from the Senate Judicial Proceedings Committee.

**Cross File:** None.

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

**Fiscal Note History:** First Reader - February 24, 2000

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