

**Department of Legislative Services**

Maryland General Assembly

2001 Session

**FISCAL NOTE****Revised**

Senate Bill 255 (Senators Haines and Forehand)

Judicial Proceedings

Commerce and Government Matters

**Motor Vehicle Administration - Driver's License Provisions - Safe Driving Credit System**

This bill requires the Motor Vehicle Administration (MVA) to create a system that provides safe driving credits for persons whose driving record does not contain a suspension, revocation, or conviction for alcohol and/or drug related motor vehicle violations or of any State or local vehicle laws or regulations. The credits can be used to offset points assessed against a licensee but are invalidated if the licensee is convicted of alcohol-related motor vehicle violations or State or local vehicle laws or regulations. The credits can only offset points for one or more moving violations that are not assessed more than two points each. Each licensee can accumulate up to five credits.

**Fiscal Summary**

**State Effect:** Increase in Transportation Trust Fund expenditures of \$80,000 in FY 2002. No effect on revenues.

(in dollars)	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Revenues	\$0	\$0	\$0	\$0	\$0
SF Expenditure	80,000	0	0	0	0
Net Effect	(\$80,000)	\$0	\$0	\$0	\$0

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

**Local Effect:** None.

**Small Business Effect:** None.

## Analysis

**Current Law:** Moving violations for which two points are assessed include: (1) tailgating; (2) driving with an improper license class; (3) failing to stop for a school vehicle with flashing red warning lights; (4) speeding in excess of the posted speed limit by ten miles per hour or more; and (5) throwing substances likely to injure a person, animal, or vehicle on a highway.

**State Expenditures:** The MVA advises that the computer programming costs associated with this bill are approximately \$80,000. The Department of Legislative Services concurs with this assessment but also advises that if other legislation that requires programming changes is passed, economics of scale could be realized and reduce the programming costs associated with this bill.

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## Additional Information

**Prior Introductions:** None.

**Cross File:** None.

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

**Fiscal Note History:** First Reader – February 22, 2001  
jm/jr Revised – Senate Third Reader – March 20, 2001

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