

Department of Legislative Services
 Maryland General Assembly
 2001 Session

FISCAL NOTE

House Bill 836 (Delegates Owings and Frush)
 Judiciary

Drunk and Drugged Driving - Ignition Interlock System Program - Habitual Offender

This bill provides that a person who is convicted at least three times of driving or attempting to drive while under the influence of alcohol and/or drugs is a “habitual offender,” and thus must participate in the Ignition Interlock Program for at least 24 months in order to have his or her license reinstated. The bill increases the license suspension period to no more than 24 months on a licensee who is convicted a third time for the referenced offenses. The bill also increases the potential reduction in the suspension period to six months for a three-time offender who participates in the Ignition Interlock Program.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures could increase by \$16,300 in FY 2002. Out-year estimates reflect ongoing operations. Revenues would not be affected.

(in dollars)	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Revenues	\$0	\$0	\$0	\$0	\$0
SF Expenditure	16,300	19,300	20,400	21,600	22,900
Net Effect	(\$16,300)	(\$19,300)	(\$20,400)	(\$21,600)	(\$22,900)

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

Local Effect: None.

Small Business Effect: Minimal.

Analysis

Current Law: A habitual offender is a person who has had at least four license suspensions due to alcohol and/or drug impaired driving offenses. A habitual offender is required to participate in the Ignition Interlock Program for at least 24 months. A person convicted a third time of the offenses referenced in the bill is subject to a 12-month license suspension. A three-time offender who participates in the Ignition Interlock Program may have the suspension period reduced to 45 days, and be issued an alcohol restricted license, provided the person uses the ignition interlock for not more than 12 months.

Background: The District Court reports that in fiscal 2000, there were 4,505 convictions of the offenses referenced in the bill out of 6,253 charges. The Motor Vehicle Administration (MVA) advises that there are about 3,700 people in the Ignition Interlock Program, which has a staff of three. It is expected that the bill's requirements will increase the number of Ignition Interlock Program participants, however, the increase cannot be reliably estimated.

State Fiscal Effect: TTF expenditures could increase by an estimated \$16,303 in fiscal 2002, which accounts for the bill's October 1, 2001 effective date. This estimate reflects the cost of hiring a half-time administrative specialist to monitor and coordinate the additional Ignition Interlock Program participants. It includes a salary, fringe benefits, one-time start-up costs, and ongoing operating expenses.

Salary and Fringe Benefits	\$13,854
Operating Costs	<u>2,449</u>
Total FY 2002 State Expenditures	\$16,303

Future year expenditures reflect: (1) full salary with a 6.5% increase in fiscal 2003 and a 4.5% increase each year thereafter, with 3% employee turnover; and (2) 1% annual increases in ongoing operating expenses.

The MVA notes that meeting the bill's requirements will involve using the Document Imaging and Workflow System as well as the Ignition Interlock Program and that this may provide an opportunity to integrate the two systems at an approximate cost of \$50,000. The Department of Legislative Services notes that integrating the computer systems is not necessary to meet the bill's requirements.

Additional Information

Prior Introductions: None.

Cross File: None.

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

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cm/jr

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