

Department of Legislative Services
 Maryland General Assembly
 2001 Session

FISCAL NOTE

Senate Bill 128 (Senator Dyson)
 Judicial Proceedings

Vehicle Laws - License Restriction for a Minor - Prohibition Against Minors as Passengers

This bill prohibits a licensed driver under the age of 18 from driving with a passenger under the age of 18 (except specified relatives) for 180 days after the driver's license is issued. A police officer may only enforce this provision as a secondary violation (i.e., it cannot be the primary cause for stopping a motorist).

Fiscal Summary

State Effect: Increase in Transportation Trust Fund (TTF) expenditures of \$45,700 in FY 2002. Future years reflect annualization and inflation, as well as a constant rate of license issuance. Potential minimal increase in general fund revenues due to the penalty provision applicable to this offense under the Maryland Vehicle Law (maximum \$500 fine).

(in dollars)	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
GF Revenue	-	-	-	-	-
SF Expenditure	45,700	61,500	62,100	62,700	63,400
Net Effect	(\$45,700)	(\$61,500)	(\$62,100)	(\$62,700)	(\$63,400)

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

Local Effect: Enforcement could be handled with existing resources.

Small Business Effect: None.

Analysis

Current Law: There are no restrictions on the number of passengers in a vehicle except in cases where the passengers obstruct the view of the driver or interfere with the control of the driver over the vehicle.

State Revenues: Potential minimal increase in general fund revenues due to the penalty provision applicable to this offense under the Maryland Vehicle Law (maximum \$500 fine). Because the violation can only be enforced as a secondary violation and the number of drivers under 18 is a small percentage of the driving population, any such increase is assumed to be minimal.

State Expenditures: The Motor Vehicle Administration (MVA) issues approximately 42,000 provisional driver's licenses each year. The restriction provided by the bill would be in effect for the first six months of the one-year term of the provisional license. The MVA would need to reissue the provisional license after six months to remove the restriction. Reissuing a license costs the MVA approximately \$1.45 for supplies. Assuming that 42,000 licenses will be reissued, TTF expenditures will increase by \$60,900 per year (plus inflation), after an initial loss of \$45,700 in fiscal 2002, which accounts for the bill's October 1 effective date.

Additionally, the MVA estimates that the bill will result in contractual employee costs of \$37,855 in fiscal 2002 and \$46,010 in the following years to reissue the provisional licenses in order to remove the restriction. However, the Department of Legislative Services (DLS) advises that it is possible that some of the additional work could be performed without hiring additional employees. DLS also notes that the MVA's workload varies by location. Implementation of the bill would place a greater burden on local branches in metropolitan areas that serve large populations, which may require additional resources in the future.

The MVA advises that computer programming expenditures could increase by an estimated \$10,000 to add a new restriction code. 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.

Enforcement could be performed with existing resources.

Additional Information

Prior Introductions: An identical bill was introduced as SB 404 in the 2000 session and SB 597 in the 1999 session. Both received an unfavorable report from the Judicial Proceedings Committee.

Cross File: None.

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

Fiscal Note History: First Reader – January 24, 2001
ncs/jr

Analysis by: Ann Marie Maloney

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