

**Department of Legislative Services**  
Maryland General Assembly  
2002 Session

**FISCAL NOTE**  
**Revised**

House Bill 26

(Delegates Hutchins and Linton)

Commerce and Government Matters

Judicial Proceedings

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**Motor Vehicle Administration - Drivers' Licenses and Identification Cards -  
Selective Service Administration Registration**

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This bill requires the Motor Vehicle Administration (MVA) to provide information to the Selective Service Administration regarding adult male applicants under the age of 26 years who apply for a driver's license or identification card, contingent upon receipt of federal funds to pay for start-up computer programming changes.

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**Fiscal Summary**

**State Effect:** Transportation Trust Fund (TTF) expenditures would increase by \$11,900 in FY 2003 only due to supply costs. Assuming that federal funds are available in FY 2003 to pay for computer programming costs, federal fund expenditures could increase by \$183,100.

**Local Effect:** None.

**Small Business Effect:** None.

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**Analysis**

**Bill Summary:** The bill requires the MVA to submit the following information in an electronic format related to male driver's license applicants under age 26: full name, current address, birth date, gender, date of application, and Social Security number, if available. The bill also requires that the application form for a driver's license or identification card contain a statement that the male applicant has: (1) already registered with the Selective Service; or (2) has not registered and either consents or refuses to

forward the information on the application to Selective Service. The applicant's signature signifies that he has selected one of these options. Such refusal is not grounds for denying an application for a driver's license or identification card.

The bill is contingent on receipt of sufficient federal funds to pay the MVA's start-up costs for computer programming changes. The bill directs the Motor Vehicle Administrator to initiate and monitor efforts to obtain such federal funds and to report promptly to the Department of Legislative Services (DLS) when the funds have been received.

**Current Law:** Federal law requires that men living in the United States register with Selective Service if they are 18 to 26 years old. Exempted from this requirement are active duty military or military academy students, lawful non-immigrants on visas (e.g., foreign students), and men who are incarcerated, hospitalized, or institutionalized for medical reasons. Failure to register for the Selective Service is a felony punishable by up to five years in prison and a fine of up to \$250,000.

**Background:** Twenty-nine states and 71 municipalities have laws tying education, training, or employment opportunities for men to Selective Service registration. According to the Selective Service Administration, seven states have enacted laws requiring Selective Service registration in order to obtain a driver's license -- Arkansas, Oklahoma, Delaware, Georgia, Hawaii, Alabama, and Utah. Others have proposed or passed similar legislation, including North Carolina, New York, Ohio, Pennsylvania, Tennessee, and Wisconsin.

**State Fiscal Effect:** Transportation Trust Fund expenditures could increase by \$11,946 in fiscal 2003. According to the MVA, the computer programming changes that an outside vendor would need to make to the driver's license system, which is currently being redesigned, would cost \$183,120. The bill requires that the MVA receive federal funds to pay for these costs.

However, DLS advises that: (1) several changes to the licensing system may be required pursuant to legislation enacted in 2002; economies of scale need to be pursued with the contractor to avoid prohibitive costs for every computer system change needed; and (2) the cost estimates provided by the vendor are significantly higher than the estimates given by internal MVA technology staff in previous years.

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### **Additional Information**

**Prior Introductions:** None.

**Cross File:** SB 297 (Senator Blount) – Judicial Proceedings.

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

**Fiscal Note History:** First Reader - January 17, 2002  
ncs/cer Revised - House Third Reader - March 25, 2002

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