

Department of Legislative Services
Maryland General Assembly
2011 Session

FISCAL AND POLICY NOTE
Revised

Senate Bill 803

(Senator Raskin, *et al.*)

Judicial Proceedings

Judiciary

Drunk Driving Reduction Act

This bill requires, rather than authorizes, the Motor Vehicle Administration (MVA) to (1) establish an Ignition Interlock System Program; (2) expand participation to specified categories of participants; (3) impose a fee for the program that is sufficient to cover its costs; and (4) establish minimum standards for all ignition interlock service providers, including the requirement that service providers provide information to MVA at least every 30 days on program participants. MVA must waive the required program fee for an individual who is indigent.

The bill establishes the misdemeanor of driving a vehicle without a required ignition interlock device. It also imposes the sanction of mandatory suspension for the failure to participate or successfully complete the Ignition Interlock System Program for specified categories of participants.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures increase by \$425,200 in FY 2012 for additional personnel and related expenses to monitor and process program participants. TTF revenues increase significantly from program fees charged to participants in the Ignition Interlock System Program, which must cover the cost of the program. Revenues also increase from fees for corrected licenses. Out-years assume a stable caseload and reflect annualization and inflation. General fund revenues increase by \$115,000 in FY 2012 due to additional administrative hearings. Potential minimal increase in general fund revenues and expenditures due to the bill's penalty provision. Enforcement can be handled with existing resources.

(in dollars)	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
GF Revenue	\$115,000	\$153,400	\$153,400	\$153,400	\$153,400
SF Revenue	\$427,800	\$534,000	\$558,300	\$582,300	\$606,800
GF Expenditure	-	-	-	-	-
SF Expenditure	\$425,200	\$529,400	\$551,200	\$574,200	\$598,600
Net Effect	\$117,600	\$157,900	\$160,400	\$161,400	\$161,600

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

Local Effect: Potential minimal increase in expenditures due to the bill's penalty provision. Enforcement can be handled with existing resources.

Small Business Effect: Minimal. Vendors approved by MVA who install ignition interlock devices may receive additional income under the bill due to higher levels of participation.

Analysis

Bill Summary: The bill alters and clarifies the authority of MVA to modify a license suspension or revocation or issue a restrictive license after a person commits the specified alcohol-related driving offense and sets forth the circumstances under which a person may be offered participation or required to participate in the Ignition Interlock System Program. The bill requires MVA to impose a restriction on the license of every driver that participates in the Ignition Interlock System Program. The restriction prohibits the driver from driving a motor vehicle that is not equipped with an ignition interlock device for the entire time that the individual is required to participate in the program

Mandatory Program Participation: A driver *must* participate in the program as a condition of modification of a license suspension or revocation of a license or the issuance of a restrictive license if the driver:

- is required to participate by a court order;
- is convicted of driving while under the influence of alcohol or under the influence of alcohol *per se* and had a blood alcohol concentration (BAC) at the time of testing of 0.15 or greater;
- is convicted of driving while under the influence of alcohol, under the influence of alcohol *per se*, or while impaired by alcohol *and* within the preceding five years was convicted of any specified alcohol and/or drug-related driving offense; or
- was younger than age 21 and violated the alcohol restriction imposed on the driver's license or committed the specified alcohol-related driving offense.

A driver who is required to participate in the program under the bill must be in the program for six months the first time the requirement is imposed. For the second time,

the driver must participate for one year. For the third or any subsequent time the requirement is imposed, the driver must participate for three years. A court and MVA may also impose a longer participation period in accordance with other Maryland Vehicle Law provisions.

MVA must immediately issue a license to a driver who successfully completes the program and whose license is not otherwise suspended, revoked, refused, or canceled.

Expanded Discretionary Participation – “Administrative Per Se” Offenses: Discretionary participation in the program is expanded by authorizing MVA to include an individual who is currently prohibited from participation in the program under the “administrative *per se*” statute. This authority applies to a driver who takes a test of blood or breath with a BAC result of at least 0.08, but less than 0.15, and who is otherwise ineligible for modification of a license suspension or issuance of a restrictive license under existing provisions.

MVA has the authority, under existing statute, to modify a suspension or issue a restrictive license if MVA finds that (1) the individual is required to drive a motor vehicle in the course of employment; (2) the license is needed to attend an alcohol treatment program; (3) the individual has no alternative means of transportation to and from employment and his or her ability to earn a living would be seriously impaired without a driver’s license; (4) the license is required for obtaining health care treatment, including a necessary prescription for the individual or his or her immediate family and no alternative means of transportation is available; or (5) the license is required for attending an educational program, as specified. This authority applies only to a driver who takes a test of blood or breath with a BAC result of at least 0.08 but less than 0.15 and has also not had a license suspension for an alcohol-related driving offense for the past five years and has not been convicted of an alcohol- and/or drug-related driving offense during the past five years. The bill expands participation to drivers with the aforementioned test result who also had a license suspension for an alcohol-related driving offense or had been convicted of an alcohol- and/or drug-related driving offense.

Sanctions for Program Participants: A driver who is convicted of driving while under the influence of alcohol or under the influence of alcohol *per se* and had a BAC of 0.15 or greater is subject to a mandatory indefinite license suspension until the driver successfully completes the program. The other categories of drivers who are mandated to participate in the program (as noted above) are subject to mandatory license suspension for one year if they fail to participate in the program or do not complete it. Periods of mandatory participation must run concurrently for a driver who is subject to participation in the program due to more than one provision of the law.

A driver who is eligible to participate in the program under the bill after taking a test of blood or breath with a BAC result of at least 0.08 but less than 0.15, and who is otherwise ineligible for modification of a license suspension or issuance of a restrictive license under existing provisions, must participate in the program for one year or MVA must suspend the driver's license for the full suspension period otherwise required.

A driver who does not successfully complete the program and is subject to suspension may request a hearing. If the hearing is timely requested, the suspension must be stayed pending the decision at the administrative hearing.

Any driver who is mandated to participate in the program, or who requests ignition interlock program entry and is not otherwise exempt, must not drive a motor vehicle without an ignition interlock device in violation of an ignition interlock system restriction on the participant's driver's license. A person who violates this provision is guilty of a misdemeanor and is subject to maximum penalties of one year imprisonment and/or a \$1,000 fine for a first offense and two years imprisonment and/or a \$1,000 fine for a second or subsequent offense.

Reconsideration of Refusal or Program Reentry: If a driver who is eligible or required to participate in the ignition interlock program does not initially become a participant, that driver may apply to MVA to become a participant at a later time. MVA may reconsider any suspension or revocation of the driver's license arising out of the same circumstances and allow the driver to participate in the program.

If MVA removes a driver from the program due to violation of the program requirements, MVA may allow the driver to reenter the program after a period of 30 days from the date of removal. If the driver reenters the program under these circumstances, that driver must participate in the program for the entire period that was initially assigned for successful completion of the program without any credit for participation that occurred before the driver was removed from the program.

Mandatory Warnings: Under the bill, MVA is required to warn a driver, in a notice of proposed suspension or revocation, about the required participation in the ignition interlock program if the driver is convicted of a subsequent alcohol-related driving offense. MVA must also warn all drivers younger than age 21 at issuance of their license about the required participation in the ignition interlock program for any violation of the driver's alcohol restriction on the license or the commission of any alcohol-related driving offense, as specified. However, a driver may not raise the absence of a warning or the failure to receive a warning as a basis for limiting the authority of MVA to require participation in the ignition interlock program.

Use of Employer-owned or Provided Vehicle During Employment: Under the bill, the authority of MVA to allow an ignition interlock participant to drive an employer-owned or provided motor vehicle without an ignition interlock device during the course of

employment is expanded. MVA may allow a program participant to operate such a motor vehicle in the course of his or her employment if the individual provides acceptable information to MVA regarding his or her current employment and the need to operate the motor vehicle in the course of employment. This provision allows MVA to exercise its authority without the necessity of an administrative hearing.

Current Law: A person may not drive or attempt to drive any vehicle while:

- under the influence of alcohol or under the influence of alcohol *per se*;
- impaired by alcohol; or
- impaired by drugs, or a combination of drugs and alcohol.

Test of Blood or Breath: A “test” means a test of a person’s breath or one specimen of blood to determine alcohol concentration, a test or tests of one specimen of blood to determine drug or controlled dangerous substance content or both a test of a person’s breath or a test of one specimen of blood to determine alcohol concentration *and* a test or tests of one specimen of blood to determine drug or controlled dangerous substance content.

A person who drives or attempts to drive a motor vehicle is deemed to have consented to take a test. This applies to a person detained by a police officer on suspicion of committing an alcohol- and/or drug-related driving offense. However, a person may not be compelled to submit to a test to determine the alcohol concentration or drug content of a person’s blood or breath, unless there is a motor vehicle accident that results in death or life-threatening injury to another person and the police officer detains the person due to a reasonable belief that the person committed an alcohol- and/or drug-related driving offense.

Authority for Ignition Interlock System Program: MVA is authorized to establish an Ignition Interlock System Program for alcohol-impaired drivers and establish protocols for minimum standards for approved system providers. MVA is authorized to establish a fee for the program. A system provider must demonstrate the ability to competently service, install, monitor, calibrate, and provide information on ignition interlock devices. There is no timeframe established in statute that specifies when or under what circumstances service providers must deliver information to MVA about program participants. MVA does establish some requirements through regulation.

Discretionary Participation in Ignition Interlock – Administrative Per Se Sanctions: MVA must impose on the driver’s license of each individual younger than age 21 an alcohol restriction that prohibits him or her from driving or attempting to drive a motor vehicle with any alcohol in the blood. A driver younger than age 21 who is convicted of the specified alcohol-related driving offense may be required to participate in the Ignition Interlock System Program for up to three years as a condition of retaining his or her driver’s license.

Except as otherwise specified, MVA has authority to modify a license suspension imposed for an alcohol-related driving offense and issue a restrictive license to a person who participates in the program. MVA may also modify a proposed license revocation by imposing a period of suspension in lieu of license revocation. The suspension periods for an accumulation of points for committing the specified alcohol-related driving offense or if the suspension is imposed in lieu of license revocation are:

- for a first conviction, a maximum of six months;
- for a second conviction at least five years after the date of the first conviction, a maximum of nine months;
- for a second conviction less than five years after the date of the first conviction or for a third conviction, a maximum of 12 months; and
- for a fourth or subsequent conviction, a maximum of 24 months.

A driver who has been convicted of an alcohol-related driving offense four or more times is deemed an habitual offender whose license may not be reinstated unless the driver participates in the Ignition Interlock System Program for at least 24 months.

A proposed administrative license suspension or license revocation is subject to notice and hearing requirements, as specified in the Maryland Vehicle Law. The general authority of MVA to modify an administrative suspension or issue a restrictive license applies to those drivers who did not refuse to take a test and had a test result indicating a BAC of less than 0.15. The driver must not have had a suspended license for an alcohol-related driving violation or a conviction for an alcohol- and/or drug-related driving offense during the past five years. MVA must also find that the driver needs a restrictive license for specified reasons, and may also issue a restrictive license if the license is required to obtain necessary health care treatment (including prescriptions) for the driver or a member of the driver's immediate family.

MVA may also modify a suspension or issue a restrictive license, including a restriction that prohibits the person from operating a motor vehicle unless the person participates in the Ignition Interlock System Program, if the person (1) did not refuse to take a requested test of blood or breath; (2) was not convicted of an alcohol- and/or drug-related driving offense; (3) had a test result with a BAC of less than 0.15; and (4) needs the license to attend an educational program, as specified.

Discretionary Participation – High-risk Drivers: If a driver refused to take a test of blood or breath or took a test that indicated a BAC of 0.15 or more at the time of testing, the authority of MVA to modify the license suspension or issue a restrictive license applies only if the driver is eligible and agrees to participate in the Ignition Interlock System Program for one year. Also, a person may participate if he or she is ordered to do so by a court.

If MVA modifies the license suspension or issues a restrictive license and the driver fails to complete participation in the program, the license must be summarily suspended for the period applicable to the administrative offense of either taking a test with a result of 0.15 or greater, or refusing to take a test of blood or breath.

Program Participant with Employer's Automobile During Course of Employment: If a person who is a participant in the Ignition Interlock System Program is required to operate a motor vehicle in the course of employment that is owned or provided by the person's employer, the person may operate that vehicle without an ignition interlock device only with the express permission of the court or the Administrator of MVA. A hearing must take place for this exemption to be granted.

Judicial Sanctions: In addition to any other penalties for driving while (1) under the influence of alcohol; (2) under the influence of alcohol *per se*; or (3) impaired by alcohol or in addition to any other condition of probation, a court may prohibit a person who is either convicted for any of these offenses or granted a probation before judgment from operating a motor vehicle that is not equipped with an ignition interlock device for up to three years.

With a conviction for an alcohol- and/or drug-related driving offense, a violator is subject to a range of penalties involving fines and imprisonment as well as suspension or revocation of the driver's license by MVA. A person convicted of driving under the influence or under the influence *per se* is subject to fines ranging from \$1,000 to \$3,000 and/or a maximum imprisonment term of one to three years. A repeat conviction within five years requires a mandatory minimum penalty of imprisonment from 5 to 10 days or community service from 30 to 60 days as well as a mandatory alcohol abuse assessment.

A conviction for lesser included offenses subjects the violator to a fine of \$500 and/or imprisonment for up to two months. However, for repeat offenders, maximum prison terms increase to one year. If an offender is transporting a minor at the time of the alcohol- and/or drug-related driving offense, fines and sanctions increase.

Background:

State Ignition Interlock Program: According to MVA, about 8,000 drivers participate annually in the Maryland ignition interlock program. About 6,000 drivers are in the program at any one time and about 2,000 cycle out of the program on a recurring basis due either to successful completion or failure to complete the program. In fiscal 2010, 3,244 people successfully completed the program and 2,997 people withdrew due to failure to complete program requirements. Participants generally are repeat offenders or offenders who refused a BAC test or had a BAC test result of 0.15 or more.

A participant must pay a fee to an ignition interlock provider for device installation and maintenance unless exempted due to financial hardship. These fees are not regulated by MVA. MVA does not impose a program fee although it has statutory authority to do so. The participant must have the device serviced and data downloaded by the vendor every 30 days. Five vendors are certified by MVA to provide equipment for the program. MVA monitors participants through the data reports from the vendors. Violations, such as attempting to start or operate a vehicle with a BAC greater than 0.025, failing to submit to a retest after starting the vehicle, tampering with the interlock device, having another person blow into the device, or operating a vehicle without a device, can result in removal from the program or an extension of the person's required period of participation.

In 2010, MVA altered its regulations to address an initial test failure that may result from transient mouth alcohol from certain foods, medication, or mouthwash. The new regulations specify that if there is a successful retest within five minutes of a failure, the failure is not counted against the driver.

Use of Ignition Interlock in Other States: According to the 2008 final report of the Maryland Task Force to Combat Driving Under the Influence of Drugs and Alcohol, the use of ignition interlock devices has been shown to lead to long-lasting changes in driver behavior and the reduction of recidivism. The task force advises that a minimum of six months of failure-free use is needed to significantly reduce recidivism. The task force reported that Michigan, Pennsylvania, Virginia, and West Virginia have extended required times for ignition interlock use for certain drunk driving violations and, when offenders are required to use ignition interlock devices, recidivism is reduced by 60% to 95%.

According to the National Conference of State Legislatures, about 1.4 million drivers are arrested nationwide for alcohol impairment annually. About 146,000 ignition interlock devices are in use, a proportion of 10%. Forty-eight states and the District of Columbia authorize or mandate the use of an ignition interlock device to deter alcohol-impaired driving. The two states that do not authorize use of an ignition interlock device are Alabama and South Dakota. Judges in the jurisdictions with ignition interlock systems have the discretion to order installation as part of sentencing for convicted drunk drivers. Fewer than half of the states with ignition interlock mandate its use. In states where the use of ignition interlock is mandatory, it is usually required either for repeat offenders, or drivers with high BAC, and as a condition of probation, or in exchange for limited restoration of driving privileges.

States are beginning to require the use of ignition interlock devices for any standard drunk driving conviction (BAC of 0.08 or higher) – even for first offenses. In 2005, New Mexico became the first state in the country to enact legislation requiring the use of ignition interlock devices for all convicted drunk drivers, including first-time offenders. As of November 2010, 11 other states (Alaska, Arizona, Arkansas, Hawaii, Illinois,

Louisiana, Nebraska, New York, Oregon, Utah, and Washington) mandate the use of ignition interlock for any drunk driving conviction.

State Revenues: General fund revenues increase \$115,031 in fiscal 2012 and \$153,375 annually thereafter due to the fees paid to the Office of Administrative Hearings (OAH) for hearings on the mandatory participation in the Ignition Interlock System Program required under the bill. MVA advises that about 20% of those subject to participation are likely to request an administrative hearing and pay the \$125 fee. Legislative Services advises that 1,227 new participants are likely to pay the fee for the administrative hearing.

General fund revenues increase minimally as a result of the bill's monetary penalty provisions from cases heard in the District Court.

TTF revenues increase significantly in fiscal 2012 and in future years under the bill. MVA advises that, under current law, there are 8,000 ignition interlock participants and that about 6,000 join the program annually. MVA estimates that the bill's requirements add an additional 6,136 participants annually, consisting of (1) drivers who are convicted of driving under the influence of alcohol or under the influence of alcohol *per se* with a test result of at least 0.15 BAC (1,141); (2) drivers who are convicted with a test result of at least 0.15 BAC who reenter the program after failing to successfully complete the program (571) (MVA advises that this population has a 50% program failure rate); (3) drivers whose test results indicated a BAC between 0.08 and 0.15 who became eligible for the program and those who enter the program due to court order (1,500); (4) drivers younger than age 21 who commit an alcohol-related driving offense or violate an alcohol restriction (1,624); (5) those drivers who reconsider their initial refusal and enter the program (700); and (6) those drivers who reenter the program after removal for program violations (600).

While the estimate assumes a stable caseload, the number of people subject to this bill will necessarily vary because some people will be required to participate for six months and others will be required to participate for one year, three years, or perhaps even longer if required to do so by a court. Only limited information is available to determine which participants would be subject to six-month, one-year, or three-year requirements, so the projected impact does not take that variable into account. Also not addressed in this fiscal estimate is the impact of the program on future participants. According to national studies, those people who successfully complete the program are projected to be less likely to be repeat offenders. In future years, if the program works as intended, the population subject to program participation may decrease. This could also reduce the need for some of the new personnel allocated to implement the bill's provisions. The extent to which recidivism and the numbers of repeat offender participants could be reduced in future years cannot be reliably estimated. Another variable not addressed in this estimate is the extent to which program fee revenues may be reduced due to the number of participants who may be exempted from paying the required program fee due

to indigency. As the number of people who may receive fee waivers cannot be reliably predicted, this estimate assumes that all eligible participants pay the required program fee.

The bill requires that MVA charge a fee to program participants to cover the cost of the program. MVA has not determined what fee would be charged, but the fee would be charged to all 12,136 participants (6,000 current participants and 6,136 new participants), not just the new participants captured by the bill. MVA advises that it is contemplating a \$45 fee for the program which would result in TTF revenues increasing by \$409,590 in fiscal 2012 and \$546,120 in the out-years, assuming a stable caseload and no change in the fee.

For fiscal 2012, Legislative Services projects that implementation would cost \$425,191. Thus, MVA would have to set the fee at about \$47 per participant to cover the projected costs in fiscal 2012 and to account for the October 1, 2011 effective date. In future years, the fee could range between \$44 and \$50, and the fiscal estimate is based on these fees. As the bill does not impose specific requirements regarding the charge, other than that the program costs be covered, MVA could vary the fee from year to year depending on the number of participants and the staffing and equipment required to administer the program. The fee estimate does not account for any current costs to administer the program, just the costs to expand it.

MVA advises that revenue from corrected license fees will be combined with revenues from the program participation fee to cover costs. The bill, however, requires that the fee for the program entirely cover program costs. Using revenue from other sources, even if they are related to program implementation, does not appear to be authorized by the bill.

Drivers who have their licenses suspended can acquire new licenses only by paying for a corrected license, for which MVA charges a \$30 fee. The bill requires six months participation in the Ignition Interlock System Program for a first offense, participation of one year for a second offense, and three years participation for third and subsequent offenses. Revenues for corrected licenses do not accrue to TTF until the driver completes the program. Data are not available to reliably estimate what proportion of the additional 6,136 drivers subject to the bill would have to participate for six months, one year, or three years; at what point some drivers may reenter the program or reconsider an initial refusal; or those drivers would have otherwise had their license suspended or revoked, thereby potentially paying a renewal or reinstatement fee anyway. Even so, *by way of illustration*, if all 6,136 drivers paid \$30 for a corrected license fee within one year of participation in the Ignition Interlock System Program, fiscal 2013 revenues would increase by about \$138,060 and out-year revenues would increase by about \$184,080.

State Expenditures:

Office of Administrative Hearings: It is anticipated that OAH can likely handle the additional workload due to the bill with existing resources. In fiscal 2009, OAH disposed of 26,035 MVA administrative hearings. In fiscal 2010, OAH disposed of 23,069 MVA hearings. It is estimated that the bill adds 1,227 cases to the OAH caseload, about a 5% increase. The additional cases anticipated under this bill are not likely to constrain OAH resources or delay cases.

Motor Vehicle Administration: TTF expenditures increase by an estimated \$425,191 in fiscal 2012, accounting for the October 1 effective date. This estimate reflects the cost of hiring 7.5 customer service agents to monitor driver participation in the Ignition Interlock System Program and process driver records, field phone calls, and process correspondence. MVA advises that one customer service agent who monitors program participants can manage a caseload of 1,000 drivers annually. A customer service agent who processes phone calls and correspondence can manage 4,000 cases annually. The estimate includes salaries, fringe benefits, one-time start-up costs, and other ongoing operating expenses.

Positions (Full-time Equivalent)	7.5
Salaries and Fringe Benefits	\$295,505
Administrative Hearings	92,025
Related Operating Expenses	<u>37,661</u>
Total Fiscal 2012 State Expenditures	\$425,191

Future year expenditures reflect full salaries with 4.4% annual increases and 3% turnover, 1% annual increases in ongoing operating expenses, and a stable caseload.

MVA advises that about 20% of the new population of drivers is likely to request an administrative hearing. MVA is required to pay \$100 for every administrative hearing requested. Accordingly, for the additional 1,227 administrative hearings that could occur under the bill, TTF expenditures are likely to increase by \$92,025 in fiscal 2012 and \$122,700 annually thereafter, assuming a stable caseload and no change in fees. These costs are reflected above.

Computer programming modifications to the driver licensing system and the revision and printing of forms that are likely required by the bill can be handled with existing resources.

Department of Public Safety and Correctional Services: General fund expenditures increase minimally as a result of the bill's incarceration penalty due to more people being committed to Division of Correction (DOC) facilities and increased payments to counties for reimbursement of inmate costs. The number of people convicted of this proposed crime is expected to be minimal.

Persons serving a sentence longer than 18 months are incarcerated in DOC facilities. Currently, the average total cost per inmate, including overhead, is estimated at \$2,920 per month. This bill alone, however, should not create the need for additional beds, personnel, or facilities. Excluding overhead, the average cost of housing a new DOC inmate (including variable medical care and variable operating costs) is about \$390 per month. Excluding all medical care, the average variable costs total \$170 per month.

Persons serving a sentence of one year or less in a jurisdiction other than Baltimore City are sentenced to local detention facilities. For persons sentenced to a term of between 12 and 18 months, the sentencing judge has the discretion to order that the sentence be served at a local facility or DOC. Prior to fiscal 2010, the State reimbursed counties for part of their incarceration costs, on a per diem basis, after a person has served 90 days. Currently, the State provides assistance to the counties for locally sentenced inmates and for inmates who are sentenced to and awaiting transfer to the State correctional system. A \$45 per diem grant is provided to each county for each day between 12 and 18 months that a sentenced inmate is confined in a local detention center. Counties also receive an additional \$45 per day grant for inmates who have been sentenced to the custody of the Division of Correction but are confined in a local facility. The State does not pay for pretrial detention time in a local correctional facility. Persons sentenced in Baltimore City are generally incarcerated in DOC facilities. The Baltimore City Detention Center, a State-operated facility, is used primarily for pretrial detentions.

Local Expenditures: Expenditures increase minimally as a result of the bill's incarceration penalty. Counties pay the full cost of incarceration for people in their facilities for the first 12 months of the sentence. A \$45 per diem State grant is provided to each county for each day between 12 and 18 months that a sentenced inmate is confined in a local detention center. Counties also receive an additional \$45 per day grant for inmates who have been sentenced to the custody of the Division of Correction but are confined in a local facility. Per diem operating costs of local detention facilities have ranged from \$57 to \$157 per inmate in recent years.

Additional Information

Prior Introductions: None.

Cross File: Although HB 1012 (Delegate Kramer, *et al.* – Judiciary) is designated as a cross file, it is not longer identical. HB 1276 (Delegate Vallario, *et al.* – Judiciary), which is not designated as a cross file, is now identical to this bill.

Information Source(s): Judiciary (Administrative Office of the Courts), Department of State Police, Maryland Department of Transportation, National Conference of State Legislatures, National Highway Traffic Safety Administration, Governors Highway

Safety Association, Insurance Institute for Highway Safety, Department of Legislative Services

Fiscal Note History: First Reader - March 6, 2011
ncs/ljm Revised - Clarification - March 8, 2011
Revised - Senate Third Reader - March 28, 2011
Revised - Enrolled Bill - May 13, 2011

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