

Department of Legislative Services
 Maryland General Assembly
 2014 Session

FISCAL AND POLICY NOTE

House Bill 1354 (Delegate Glass, *et al.*)
 Environmental Matters

Motor Vehicle Administration - Multiple Copies of Driving Records - Fees

This bill prohibits the Motor Vehicle Administration (MVA) from charging a fee of more than \$2 for each additional copy of an individual’s driving record after the first one made in the same request.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) revenues likely decrease minimally – by about \$26,000 in FY 2015, which accounts for the bill’s effective date, and by about \$34,600 on an annual basis thereafter under the set of assumptions discussed below – due to the decrease in driving record fee revenues. TTF expenditures increase by about \$22,200 in FY 2015 only for computer programming changes that must be undertaken by an outside vendor; MVA can otherwise implement the bill with existing resources.

(in dollars)	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
SF Revenue	(-)	(-)	(-)	(-)	(-)
SF Expenditure	\$22,200	\$0	\$0	\$0	\$0
Net Effect	(-)	(-)	(-)	(-)	(-)

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

Local Effect: None.

Small Business Effect: Minimal. Any small business for which driving record application fees represent a significant share of overall costs realizes savings.

Analysis

Current Law/Background: The MVA administrator or a designee may provide a copy or a certified copy of any MVA record subject to numerous specified restrictions for records with personal information. For a business seeking to obtain multiple driving records, MVA provides a form – “MVA Certified/Non-Certified Multi-Request” (form #DL-015) – that can be submitted by mail to MVA along with the required fees. The fee for each certified copy of a record is \$12, or \$9 for a noncertified copy.

Generally, the State and local governments may only keep information about a person that is needed to accomplish a purpose relevant to an authorized or required legislative mandate, executive order, or judicial rule. A custodian of personal records at MVA may only disclose personal information to a federal, State, or local government unit for specified purposes, or to certain business entities for purposes specified in law. An MVA custodian may not disclose personal information for use in telephone solicitations but may disclose personal information for those conducting surveys, marketing, or solicitations, or for other general requests for information, if written consent is given by the person in interest.

State Revenues: The impact on TTF revenues is likely minimal. According to MVA data, there were an average of 210,441 driving record requests made between fiscal 2011 and 2013, of which an average of 85,743 were for certified records and an average of 124,698 were for noncertified records. MVA advises that it does not track the percentage of driving record requests that involve multiple copies but estimates that, based on experience, about 2% of requests involve multiple copies. Therefore, based on the \$10 loss in fee revenue for each second or subsequent *certified* copy of a record made in the same request and the \$7 loss in fee revenue for each second or subsequent *noncertified* copy of a record made in the same request, it is estimated that TTF revenues decrease by about \$34,600 on an annual basis under the bill, or \$26,000 in fiscal 2015, which accounts for the bill’s effective date. This estimate reflects only one additional copy of a driving record in these requests for multiple copies. The actual loss in TTF revenues may vary to the extent that the percentage of requests involving multiple copies of an individual’s driving record differs significantly from the MVA estimate of 2% and the number of copies per request exceeds two. Additionally, this estimate does not account for any increase in the volume of requests for multiple copies of an individual’s driving record that may occur as a result of the bill’s fee reduction.

Additional Information

Prior Introductions: HB 501 of 2013 received an unfavorable report from the House Environmental Matters Committee. A similar bill, HB 887 of 2012, also received an unfavorable report from the House Environmental Matters Committee.

Cross File: None.

Information Source(s): Maryland Department of Transportation, Department of Legislative Services

Fiscal Note History: First Reader - February 21, 2014
mam/ljm

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