

Department of Legislative Services
 Maryland General Assembly
 2015 Session

FISCAL AND POLICY NOTE

Senate Bill 72 (Senators Astle and Rosapepe)
 Judicial Proceedings

**Motor Vehicle Administration - Selective Service Registration - Driver's License
 and Identification Card Applicants**

This bill alters the application for a driver’s license or identification card to specify that, for applicants (of either gender) between the ages of 17 and 25, if required by federal law, the applicant consents to Selective Service registration and the forwarding of specified information to the Selective Service System upon signing the application, or upon reaching age 18. The bill repeals the option to refuse consent to Selective Service registration. The bill also repeals a provision making the requirement for the Motor Vehicle Administration (MVA) to provide information about an applicant to the Selective Service System contingent upon the receipt of federal funds to support the computer programming start-up costs for implementing the requirement.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures increase by about \$31,300 in FY 2016 only due to additional reprinting and contractual computer programming costs. TTF revenues decrease negligibly beginning in FY 2016 to the extent that MVA would no longer charge the Selective Service System for costs involved in producing information about driver applicants.

(in dollars)	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Revenues	\$0	\$0	\$0	\$0	\$0
SF Expenditure	31,300	0	0	0	0
Net Effect	(\$31,300)	\$0	\$0	\$0	\$0

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

Local Effect: None

Small Business Effect: None.

Analysis

Current Law: Chapter 309 of 2002 requires MVA to submit the following information in an electronic format related to male applicants younger than age 26 for a driver's license or an identification card: full name, current address, birth date, gender, date of application, and Social Security number, if available. The application form for a driver's license or identification card must contain a statement that the male applicant has either (1) already registered with the Selective Service or (2) 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. Refusal to consent is not grounds for denying an application for a driver's license or identification card. Chapter 309 makes these requirements contingent on receipt of sufficient federal funds to pay MVA start-up costs for computer programming changes. This contingency has not occurred; therefore, the requirements under Chapter 309 have not yet taken effect.

Background: According to the Selective Service System, as of September 30, 2013, 40 states, 4 territories, and the District of Columbia have enacted driver's license laws supporting Selective Service registration, while 10 states have no such laws. While Maryland is among the 45 jurisdictions with such a law, it is 1 of only 3 that have enacted, but not implemented, the law (Maine and Puerto Rico being the others). Even so, MVA advises that it currently provides such information to the Selective Service System and that it charges the system when it does so.

As of January 27, 2015, 603,869 males between ages 17 and 25 held a driver's license or identification card issued by MVA, while 266,090 Marylanders between ages 18 and 25 have registered with the Selective Service System, according to the system's data as of September 30, 2013.

State Expenditures: TTF expenditures increase in fiscal 2016 only by \$31,346: \$4,997 for MVA to reprint driver's license and identification card forms and \$26,349 for MVA to contract with an outside vendor to reprogram its website and driver's licensing kiosk. This estimate does not account for internal computer programming work or additional transaction time necessary to implement the bill, which can likely be handled with existing budgeted resources. The estimate also assumes that reprinting costs reflect the number of forms that need to be revised for male applicants younger than 26; females are not currently required to register with the Selective Service System under federal law, despite being recently authorized to serve in combat by the U.S. Department of Defense.

Additional Information

Prior Introductions: Similar bills, SB 281 and HB 88 of 2014 as well as SB 50 and HB 30 of 2012, received unfavorable reports from the Senate Judicial Proceedings Committee and House Environmental Matters Committee. HB 772 of 2013, a similar bill, received a hearing in the House Environmental Matters Committee, but no further action was taken. Its cross file, SB 399, was amended in the Senate and received a hearing in the House Environmental Matters Committee, but no further action was taken. HB 990 of 2011, a bill with similar provisions, received an unfavorable report from the House Environmental Matters Committee.

Cross File: HB 196 (Delegate Afzali, *et al.*) - Environment and Transportation.

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

Fiscal Note History: First Reader - February 2, 2015
mar/ljm

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