

**COMMONWEALTH OF KENTUCKY STATE FISCAL NOTE STATEMENT
LEGISLATIVE RESEARCH COMMISSION
2018 REGULAR SESSION**

MEASURE

2018 BR NUMBER **1647**

HOUSE BILL NUMBER **367**

RESOLUTION NUMBER _____

AMENDMENT NUMBER _____

SUBJECT/TITLE **An ACT establishing support for dyslexia and making an appropriation therefor.**

SPONSOR **Representative Wuchner**

NOTE SUMMARY

FISCAL ANALYSIS: IMPACT NO IMPACT INDETERMINABLE IMPACT

LEVEL(S) OF IMPACT: STATE LOCAL FEDERAL

BUDGET UNIT(S) IMPACT: **Department of Education, Transportation Cabinet**

FUND(S) IMPACT: GENERAL ROAD FEDERAL RESTRICTED AGENCY Dyslexia Trust Fund
 OTHER

FISCAL SUMMARY

FISCAL ESTIMATES	2017-2018	2018-2019	2019-2020	ANNUAL IMPACT AT FULL IMPLEMENTATION
REVENUES		Indeterminable	Indeterminable	Indeterminable
EXPENDITURES		Indeterminable	Indeterminable	Indeterminable
NET EFFECT		Indeterminable	Indeterminable	Indeterminable

() indicates a decrease/negative

MEASURE’S PURPOSE: The purpose of this measure is to create a dyslexia trust fund and a new Dyslexia Ready to Read license plate from which application revenues would fund the dyslexia trust fund.

PROVISIONS/MECHANICS: Section 1 creates a new section of KRS Chapter 157 to establish a dyslexia trust fund administered by the Kentucky Department of Education (KDE), which may receive funds from appropriations, federal funds, contributions, gifts, and donations. The trust fund would finance grants to local school districts for support of students with the characteristics of dyslexia. Any remaining moneys in the fund at the close of a fiscal year will not lapse to the General Fund but carryforward. KDE would be required to submit an annual report detailing all expenditures in the fund.

Section 2 creates a new section of KRS Chapter 186 to create the Dyslexia Ready to Read special license plate. Fees from initial or renewal applications for the special license plate would be appropriated to KDE to support grants to local school districts. Printing of the new plate

would not be contingent on any minimum number of applications and the Transportation Cabinet would be required to consult with KDE on the design for the license plate.

Section 3 amends KRS 186.162 to add the Dyslexia Ready to Read license plate to the list of plates offered and sets the initial and renewal fee structure.

Section 4 amends KRS 186.166 to add the Dyslexia Ready to Read license plate to the list of special license plates the Transportation Cabinet is required to perpetually produce.

Section 5 states the Act takes effect January 1, 2019.

FISCAL EXPLANATION: According to KDE, there would be a minimal fiscal impact for the administration of the trust fund. The budget office would need to set up the fund and report to the General Assembly and the State Board of Education annually on expenditures. Time and effort would also be required to collaborate with the Transportation Cabinet on the design of the plate.

According to the Transportation Cabinet, to introduce a new specialty license plate there is a one-time programming cost of \$28,000. In addition, for a plate to be printed by Correctional Industries a minimum of one sheet of 1,750 plates must be ordered at a cost of \$6,177.50. There will also be an additional administrative cost of \$2,000 each fiscal year plus postage to send this plate option to all county offices.

It is unknown how many motorists would select the Dyslexia Ready to Read plate each year. Of the \$40 initial fee, \$27 would go to the Road Fund, \$3 to the county clerk, and \$10 to the dyslexia trust fund. Of the \$30 renewal fee, \$12 would go to the Road Fund, \$3 to the county clerk, and \$15 to the trust fund. Without knowing how many will be sold, there is no way to determine if the revenue collected will offset the expenditures incurred to create the special license plate or if it would be enough to cover the costs of administering the trust fund. It is also possible enough plates will be purchased to cover all costs involved with production of the plate and administration of the fund. Therefore, the fiscal impact is indeterminable.

DATA SOURCE(S): Department of Education, Transportation Cabinet, LRC Staff
PREPARER: Jonathan Eakin **NOTE NUMBER:** 125 **REVIEW:** JAB **DATE:** 2/26/2018