

TENNESSEE GENERAL ASSEMBLY
FISCAL REVIEW COMMITTEE



FISCAL NOTE

HB 1828 - SB 2253

February 4, 2018

SUMMARY OF BILL: Changes, from the Department of Finance and Administration (F&A) to the Department of Safety (DOS), the department which receives \$1.25 of each fee from the DUI Monitoring Fund for the sole purpose of funding grant awards to local law enforcement agencies and further transfers from F&A to DOS any surplus balance received.

Authorizes DOS to toll periods during the mandatory 365 consecutive day period during which certain motor vehicles are required to be equipped with a functioning ignition interlock device, if the motor vehicle is inoperable based on specified reasons beginning January 1, 2019.

ESTIMATED FISCAL IMPACT:

**Increase State Revenue – \$49,400/One-Time/Department of Safety
\$14,000/Recurring/Department of Safety**

**Decrease State Revenue – \$49,400/One-Time/Finance and Administration
\$14,000/Recurring/Finance and Administration**

Assumptions:

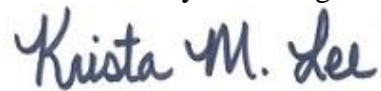
- Pursuant to Tenn. Code Ann. § 55-10-419(g)(2)(D), F&A, the Office of Criminal Justice Programs receives \$1.25 of each fee from the DUI Monitoring Fund for the sole purpose of funding grant awards to local law enforcement agencies.
- The proposed legislation would require DOS, the Tennessee Safety Office, to receive \$1.25 of each fee from the DUI Monitoring Fund rather than F&A, the Office of Criminal Justice Programs.
- As a result of the proposed legislation, there will be one-time carry forward surplus balance of \$49,368 transferred from F&A to DOS beginning January 1, 2019.
- The one-time increase in state revenue for DOS is estimated to be \$49,368.
- The one-time decrease in state revenue for F&A is estimated to be \$49,368.
- Based on the information provided by DOS, recurring funds currently received by F&A are estimated to be \$14,000 per year.
- The recurring increase in state revenue for DOS is estimated to be \$14,000.
- The recurring decrease in state revenue for F&A is estimated to be \$14,000.
- Tolling periods of inoperability of a vehicle when a driver is otherwise required to use an ignition interlock device in order for such driver to still meet the requirement of a

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consecutive 365 days of use will not change any fees paid by the driver and will not significantly impact the operations of DOS. Any related impact on state expenditures is estimated to be not significant.

CERTIFICATION:

The information contained herein is true and correct to the best of my knowledge.

A handwritten signature in blue ink that reads "Krista M. Lee". The signature is written in a cursive, flowing style.

Krista M. Lee, Executive Director

/rbp