

**LEGISLATIVE BUDGET BOARD**  
**Austin, Texas**

**FISCAL NOTE, 86TH LEGISLATIVE REGULAR SESSION**

**April 15, 2019**

**TO:** Honorable Poncho Nevárez, Chair, House Committee on Homeland Security & Public Safety

**FROM:** John McGeady, Assistant Director     Sarah Keyton, Assistant Director  
Legislative Budget Board

**IN RE: HB646** by Raney (Relating to the operation and inspection of mopeds; increasing a fee.),  
**As Introduced**

<b>No significant fiscal implication to the State is anticipated.</b>
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The bill would amend statute to allow certain persons aged 15 years to 18 years to operate a moped if they hold a Class M license or other license with an authorization to operate a moped. The bill sets the fee for moped inspection at \$12.50.

It is assumed that the provisions of the bill relating to operation and inspection of mopeds could be absorbed using existing resources.

According to analysis provided by the Comptroller, the current fee for moped inspection is \$5.74. There are currently 1,750 mopeds registered in Texas that would require annual inspection, resulting in an estimated annual revenue increase to the Texas Mobility Fund of \$12,000.

Under current law, an \$8 fee is required for moped authorization, with a Class A, B, C, or commercial driver license. The bill would eliminate the requirement for a license holder to obtain moped authorization. According to the Department of Public Safety (DPS), this would impact approximately 7,000 license holders. Of the \$8 authorization fee, currently \$3 goes to the Texas Mobility Fund, and \$5 goes to General Revenue-Dedicated Motorcycle Education Account. The Comptroller estimates a revenue loss of \$21,000 to the Texas Mobility Fund, and \$35,000 to the General Revenue-Dedicated Motorcycle Education Account, annually.

Note: The bill would reduce, rescind, or repeal the dedication of a specific source or portion of revenue dedicated to the Texas Mobility Fund. Article 3, Section 49-k, of the Texas Constitution, specifies that while money in the Texas Mobility Fund is pledged for the payment of any outstanding debt obligations, the Legislature may not reduce, rescind, or repeal the dedication of a specific source or portion of revenue dedicated to the Texas Mobility Fund unless the Legislature by law dedicates a substitute or different source of revenue that is projected by the Comptroller to be of a value equal to or greater than the source or amount being reduced, rescinded, or repealed. The Comptroller assumes the replacement would come from General Revenue.

**Local Government Impact**

No fiscal implication to units of local government is anticipated.

**Source Agencies:** 304 Comptroller of Public Accounts, 405 Department of Public Safety  
**LBB Staff:** WP, LBO, AI, SMi