

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

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

**May 8, 2019**

**TO:** Honorable Robert Nichols, Chair, Senate Committee on Transportation

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

**IN RE: HB1548** by Springer (Relating to the operation of golf carts, neighborhood electric vehicles, and off-highway vehicles; authorizing fees.), **As Engrossed**

**No significant fiscal implication to the State is anticipated.**

The bill would amend the Transportation Code to stipulate that the Department of Motor Vehicles may not register a "neighborhood electric vehicle" (NEV) for operation on a highway. The bill would require DMV by rule to establish a procedure to issue license plates for NEVs, all-terrain vehicles (ATV), and recreational off-highway vehicles (OHV), and authorize DMV to charge a fee not to exceed \$10 to be deposited to the Texas Department of Motor Vehicles Fund (TxDMV Fund). The bill would authorize OHVs, golf carts, and NEVs to operate on a highway if authorized by a county or municipality and would require the display of a license plate issued by DMV to do so. The bill would amend various provisions in the Transportation Code and other law regarding the definitions of these types of vehicles.

NEVs are currently registered by DMV. The bill would prohibit the registration of NEVs for operation on a highway. Based on the analysis provided by DMV, it is assumed this provision of the bill would result in an insignificant revenue loss from annual registration related fee collections to the State and the counties. Based on the analysis provided by DMV, it is assumed there would be an insignificant revenue gain to the state and counties for the initial issuance of license plates with the payment of a one-time fee of up to \$10 and the standard processing and handling fee for the applicable vehicles under the provisions of the bill. DMV also reports that the bill would authorize the issuance of titles for utility vehicles, which are not currently titled. Based on the analysis provided by DMV, it is assumed the issuance of titles for utility vehicles would result in an insignificant revenue gain to the State and the counties.

Based on LBB staff analysis of information provided by DMV, it is assumed any costs associated with implementing the provisions of the bill could be absorbed within the agency's existing resources.

**Local Government Impact**

No significant fiscal implication to units of local government is anticipated.

**Source Agencies:**     405 Department of Public Safety, 601 Department of Transportation, 608

Department of Motor Vehicles

**LBB Staff:** WP, JGAn, SGr, TG, SMi