

**LEGISLATIVE SERVICES AGENCY
OFFICE OF FISCAL AND MANAGEMENT ANALYSIS**

200 W. Washington, Suite 301
Indianapolis, IN 46204
(317) 233-0696
<http://www.in.gov/legislative>

FISCAL IMPACT STATEMENT

LS 6865
BILL NUMBER: SB 260

NOTE PREPARED: Dec 29, 2009
BILL AMENDED:

SUBJECT: Golf Carts in Unincorporated Areas.

FIRST AUTHOR: Sen. Stutzman
FIRST SPONSOR:

BILL STATUS: As Introduced

FUNDS AFFECTED: **GENERAL**
 X DEDICATED
 FEDERAL

IMPACT: State & Local

Summary of Legislation: This bill revises provisions governing the use of golf carts on certain roadways. It provides that an ordinance authorizing the use of golf carts in a county must require that: (1) an individual who operates a golf cart in the county hold a driver's license; and (2) a fine assessed for a violation of the ordinance be deposited in the general fund of the county. The bill specifies that the violation of an ordinance governing the use of a golf cart on a state highway in the county is considered an ordinance violation (instead of a Class C infraction).

Effective Date: July 1, 2010.

Explanation of State Expenditures:

Explanation of State Revenues: *Potential License Fees:* Requiring the operator of a golf cart to possess a driver's license may increase the number of driver's licenses in the state. The fee for a driver's license is \$21. The following funds are affected.

Distribution of Annual Registration Fee	Fee
Motor Vehicle Highway Account (MVHA)	\$6.00
Crossroads 2000 Fund	\$3.00
BMV Tech Fund	\$0.50
Anti-Terrorism	\$1.25
Bureau of Motor Vehicles Commission (BMVC)	\$10.25
TOTAL	\$21.00

Background Information: The number of golf carts in Indiana is not known.

The Motor Vehicle Highway Account may be used for road construction, reconstruction, and maintenance for cities, towns, and counties. The MVHA also supports entirely the operation of the Bureau of Motor Vehicles, a significant part of the operation of the Department of Transportation, about 61% of the operation of the State Police, and part of the operation of the state Department of Revenue.

The Crossroads 2000 Fund supports highway bonding.

The BMV Tech Fund supports technology for the Bureau of Motor Vehicles.

The Anti-Terrorism fee supports the Integrated Public Safety Commission (IPSC). The IPSC operates Project Hoosier SAFE-T. Project Hoosier SAFE-T (Safety Acting For Everyone-Together) is an initiative of the IPSC. The Commission works with local, state, and federal public safety agencies to implement a statewide, interoperable, digital, 800 MHz trunked voice and mobile data communications network for public safety officials. SAFE-T will provide 95% statewide mobile coverage through a baseline design of 126 communication sites. SAFE-T seeks to replace inadequate, obsolete, and incompatible communications systems and allow interagency coordination and response to routine, emergency, and catastrophic events. Public safety agencies independently choose whether or not to participate in SAFE-T.

The BMVC is supported by the state License Branch Fund, which operates the license branches throughout the state.

Explanation of Local Expenditures:

Explanation of Local Revenues: It is not known how many violations will occur from using golf carts on certain roadways under the jurisdiction of a county. The bill allows for a fine for violation of the traffic ordinance adopted by a county prohibiting the use of golf carts on certain roadways. This revenue is to be deposited into the general fund of the county.

State Agencies Affected: .Department of Transportation; Bureau of Motor Vehicles; State Police; Department of Revenue, all as recipients of MVHA distributions.

Local Agencies Affected: Counties which adopt an ordinance regulating the use of golf carts on certain roadways.

Information Sources: Bureau of Motor Vehicles.

Fiscal Analyst: James Sperlik, 317-232-9866.