

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 79TH LEGISLATIVE REGULAR SESSION

May 3, 2005

TO: Honorable Todd Staples, Chair, Senate Committee on Transportation & Homeland Security

FROM: John S. O'Brien, Deputy Director, Legislative Budget Board

IN RE: SB1548 by Van de Putte (Relating to hydrogen-fueled vehicles and refueling stations.), **As Introduced**

Estimated Two-year Net Impact to General Revenue Related Funds for SB1548, As Introduced: an impact of \$0 through the biennium ending August 31, 2007.

The bill would make no appropriation but could provide the legal basis for an appropriation of funds to implement the provisions of the bill.

General Revenue-Related Funds, Five-Year Impact:

Fiscal Year	Probable Net Positive/(Negative) Impact to General Revenue Related Funds
2006	\$0
2007	\$0
2008	\$0
2009	\$0
2010	\$0

All Funds, Five-Year Impact:

Fiscal Year	Probable (Cost) from <i>STATE HIGHWAY FUND</i> 6
2006	(\$16,120,000)
2007	(\$120,000)
2008	(\$120,000)
2009	(\$120,000)
2010	(\$120,000)

Fiscal Analysis

The bill would require the Texas Department of Transportation (TxDOT) to establish and operate at least four hydrogen refueling stations to be located in San Antonio, Austin, Dallas, and near Interstate Highway 10 or Interstate Highway 35 in Houston. The bill would require TxDOT to operate in each city four vehicles with hydrogen internal combustion engines and three fuel-cell vehicles or one fuel-cell bus. The bill would authorize TxDOT to establish hydrogen refueling stations on the Trans-Texas Corridor.

The bill would take effect on September 1, 2005.

Methodology

Based on the information and analysis provided by TxDOT, the cost to establish four refueling stations is estimated to be \$6 million (4 stations x \$1.5 million per station). TxDOT estimates the cost for 16 hydrogen internal combustion engine vehicles to be \$4 million (4 cities x 4 vehicles x \$250,000 per vehicle). TxDOT estimates the cost for 12 fuel-cell vehicles to be \$6,000,000 (4 cities x 3 vehicles x \$500,000 per vehicle). TxDOT estimates annual fuel costs of \$120,000 beginning in fiscal year 2006.

Based on the analysis of TxDOT, it is assumed any staffing requirements associated with implementing the provisions of the bill could be absorbed within existing resources.

Local Government Impact

No fiscal implication to units of local government is anticipated.

Source Agencies: 601 Department of Transportation

LBB Staff: JOB, SR, MW, TG