

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 89TH LEGISLATIVE REGULAR SESSION

March 25, 2025

TO: Honorable Ken King, Chair, House Committee on State Affairs

FROM: Jerry McGinty, Director, Legislative Budget Board

IN RE: HB1846 by Walle (Relating to the establishment of the Electric Truck Advisory Council.), As Introduced

Estimated Two-year Net Impact to General Revenue Related Funds for HB1846, As Introduced: a negative impact of (\$4,181,560) through the biennium ending August 31, 2027.

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:

<i>Fiscal Year</i>	<i>Probable Net Positive/(Negative) Impact to General Revenue Related Funds</i>
2026	(\$3,345,780)
2027	(\$835,780)
2028	(\$835,780)
2029	(\$835,780)
2030	(\$835,780)

All Funds, Five-Year Impact:

<i>Fiscal Year</i>	<i>Probable Savings/(Cost) from General Revenue Fund 1</i>	<i>Change in Number of State Employees from FY 2025</i>
2026	(\$3,345,780)	2.0
2027	(\$835,780)	2.0
2028	(\$835,780)	2.0
2029	(\$835,780)	2.0
2030	(\$835,780)	2.0

Fiscal Analysis

The bill would establish the Electric Truck Advisory Council, composed of representatives appointed by certain state agencies specified in the legislation to serve six-year terms. The bill would require the advisory council to be administratively attached to the Texas Department of Transportation (TxDOT) and funded using TxDOT's existing funds. The bill would require the advisory council to meet at least once a month or more frequently at the call of the presiding officer. The bill would require the advisory council to develop a strategic plan for the statewide implementation of electric truck charging infrastructure that (1) identifies strategic locations for charging infrastructure and requirements for their development and construction; (2) specifies each agency subject to the plan; and (3) makes recommendations regarding roles and responsibilities of each agency subject

to the plan. The bill would require the advisory council to submit the strategic plan no later than March 1, 2027. The bill would require the administrative head of each agency subject to the plan, within 90 days of receipt of the strategic plan, to develop and submit to the Governor, Lieutenant Governor, and the legislature a plan for implementing recommendations from the strategic plan.

The bill would take effect immediately upon receiving a vote of two-thirds of all members elected to each house or, otherwise, on September 1, 2025.

Methodology

Based on the analysis provided by TxDOT, it is assumed the agency would incur a cost of \$2,510,000 in fiscal year 2026 for the development of the initial strategic plan required by the legislation. In addition, TxDOT estimates ongoing annual costs of \$500,000 each fiscal year for annual implementation of the strategic plan beginning in fiscal year 2026.

TxDOT estimates two additional full-time equivalent (FTE) positions would be required to support the advisory committee. Based on the information provided by TxDOT, it is assumed the annual costs to support the advisory committee would be \$285,780 for salaries and employee benefits and \$50,000 for other administrative support expenses beginning in fiscal year 2026.

It is assumed that any costs to the other participating agencies associated with the bill could be absorbed using existing resources.

Local Government Impact

No fiscal implication to units of local government is anticipated.

Source Agencies: 116 Sunset Advisory Commission, 300 Trusteed Programs Within the Office of the Governor, 452 Department of Licensing and Regulation, 473 Public Utility Commission of Texas, 582 Commission on Environmental Quality, 601 Department of Transportation, 710 Texas A&M University System Administrative and General Offices, 727 Texas A&M Transportation Institute

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