

Fiscal Note

State of Alaska
2026 Legislative Session

Bill Version: HB 317
 Fiscal Note Number: _____
 () Publish Date: _____

Identifier: HB317-DOT-PD-03-20-2026
 Title: DOT: WILDLAND URBAN INTERFACE MAINT
 PLAN
 Sponsor: HOLLAND
 Requester: House Transportation

Department: Department of Transportation and Public Facilities
 Appropriation: Design, Engineering and Construction
 Allocation: Project Delivery
 OMB Component Number: 3441

Expenditures/Revenues

Note: Amounts do not include inflation unless otherwise noted below. (Thousands of Dollars)

	FY2027 Appropriation Requested	Included in Governor's FY2027 Request	Out-Year Cost Estimates				
			FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
OPERATING EXPENDITURES	FY 2027	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032
Personal Services	23.0						
Travel	8.0						
Services	40.0						
Commodities	2.0						
Capital Outlay							
Grants & Benefits							
Miscellaneous							
Total Operating	73.0	0.0	0.0	0.0	0.0	0.0	0.0

Fund Source (Operating Only)

1004 Gen Fund (UGF)	73.0						
Total	73.0	0.0	0.0	0.0	0.0	0.0	0.0

Positions

Full-time							
Part-time							
Temporary							

Change in Revenues

None							
Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Estimated SUPPLEMENTAL (FY2026) cost: 0.0 *(separate supplemental appropriation required)*

Estimated CAPITAL (FY2027) cost: 0.0 *(separate capital appropriation required)*

Does the bill create or modify a new fund or account? no
(Supplemental/Capital/New Fund - discuss reasons and fund source(s) in analysis section)

ASSOCIATED REGULATIONS

Does the bill direct, or will the bill result in, regulation changes adopted by your agency? no
 If yes, by what date are the regulations to be adopted, amended or repealed?

Why this fiscal note differs from previous version/comments:

Initial version, not applicable.

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Division: <u>Commissioner's Office</u>	Date: <u>03/20/2026 01:00 PM</u>
Approved By: <u>Dom Pannone, Director</u>	Date: <u>03/20/26</u>
Agency: <u>Department of Transportation and Public Facilities</u>	

FISCAL NOTE ANALYSIS

STATE OF ALASKA
2026 LEGISLATIVE SESSION

BILL NO. HB 317

Analysis

This bill requires the Department of Transportation and Public Facilities (DOT&PF) to maintain a Wildland Fire Interface plan to prioritize those state-owned routes that offer access to affected communities with single points of access. Planning activities would require screening communities for types of access, climate conditions and population, and identifying facilities, or segments of facilities, that provide sole access to them. Staff review of this legislation anticipates an intensive interaction and coordination with communities and EMS officials serving areas of communities along with federal and state fire management agencies. Staff also anticipate executing a robust communications effort to disseminate information to the public along with internal communication about the prioritization plan (likely seasonally) that will also be necessary to successfully operationalize any zones established.

The bill also requires a report to the Legislature regarding the plan to prioritize Wildland Urban Interface routes. Planning work would consist of issuing a contract (with staff admin/contracting support and project management) to do the initial GIS analysis and set up meetings with agencies, governments and M&O personnel. Additionally, communications work would consist of one DOT&PF Communications staff working for one month to produce and communicate information to affected areas. Some contractual assistance is anticipated for this effort.

Given that staff bill to federal projects or limited indirect cost allocation plans (ICAP), this additional effort would require funding to support implementation without impacting existing program delivery. From previously contracted assistance, staff estimates state personal services of \$23K for staff administration of consultant assistance, \$40K in contractual services (e.g. GIS contractor), and \$2K for printed materials given recent experience with other projects.

Coordination work between higher-level planning chiefs, M&O and communities, state agencies and organizations will have a cost of approximately (8 people x 8 hours per year), or \$8K. Not all personnel would attend all meetings.

This fiscal note does not contain any estimated costs which would be needed for operationalizing the developed plan for clearing/management of interface zones. Any such additional costs or resources would need to be estimated after planning efforts, in consultation as the bill directs - with local municipalities, community organizations, metropolitan planning organizations, regional transportation planning organizations, and service areas. If additional costs are not appropriate upon establishment or designation of zones from this planning effort, the existing resources of maintenance staff would be offset to accomplish these interface buffers, directly impacting existing activities such as snow removal, debris sweeping, vegetation management, and roadside hardware repairs (e.g. guardrail and signs) to name a few.