

Fiscal Note

State of Alaska
2026 Legislative Session

Bill Version: SB 35
Fiscal Note Number: _____
() Publish Date: _____

Identifier: SB035CS(L&C)am-DCCED-DOI-04-17-26
Title: TRANSPORTATION/DELIVERY NETWORK COMPANIES
Sponsor: BJORKMAN
Requester: (H) Labor & Commerce

Department: Department of Commerce, Community and Economic Development
Appropriation: Insurance Operations
Allocation: Insurance Operations
OMB Component Number: 354

Expenditures/Revenues

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

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

Fund Source (Operating Only)

None							
Total	0.0	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If yes, by what date are the regulations to be adopted, amended or repealed? N/A

Why this fiscal note differs from previous version/comments:

Not applicable, initial version.

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Division: <u>Division of Insurance</u>	Date: <u>04/17/2026</u>
Approved By: <u>Hannah Lager, Administrative Services Director</u>	Date: <u>04/17/26</u>
Agency: <u>Department of Commerce, Community, and Economic Development</u>	

FISCAL NOTE ANALYSIS

STATE OF ALASKA
2026 LEGISLATIVE SESSION

BILL NO. CSSB 35(L&C) am

Analysis

CSSB 35(L&C) creates a new occupational accident insurance coverage requirement for delivery network companies (DNC) and transportation network companies (TNC). It also adds transportation network companies and couriers to sections and subsections that address insurance coverage requirements for delivery network companies and drivers, with differences on when the company's (DNC or TNC) coverage requirements are triggered by the actions of the driver or courier, based upon the definitions of when a driver is logged onto a "digital network" of a DNC or providing a "prearranged ride", and when a courier is providing a "delivery service". It clarifies when the company (DNC or TNC) must provide primary coverage and when the driver or courier must provide primary coverage, as well as the specific coverage requirements for different stages of engagement of the driver or the courier. A TNC is required to provide auto insurance coverage when a driver is logged onto a TNC's digital service and is not allowed to waive uninsured and underinsured coverage; a DNC is not required to provide auto coverage when a courier is logged onto a DNC's digital service.

The new occupational accident insurance would be filed with the Division of Insurance for review and approval. Each TNC and DNC would make one filing.

DNCs would be required to file a primary automobile liability insurance policy. Each DNC would make one filing. TNCs are already required to have primary liability insurance policies; the bill creates a requirement that TNC are not allowed to waive uninsured and underinsured motorist coverage. This may require a refiling of existing TNC policies.

TNC and DNC would be required to file Certificates of Insurance with the Division of Insurance. Each TNC and DNC would make one filing.

As there are very few TNC and DNC, the overall filing review work would be negligible and be absorbed by current staff at the division. As a result, the Division of Insurance does not anticipate fiscal impact from this legislation.