

Fiscal Note

State of Alaska
2024 Legislative Session

Bill Version: HB 355
Fiscal Note Number: _____
() Publish Date: _____

Identifier: HB355-DOT-PDSP-04-05-2024
Title: STATEWIDE PUBLIC & COMMUNITY TRANSIT
PLAN
Sponsor: MINA
Requester: House Transportation

Department: Department of Transportation and Public Facilities
Appropriation: Administration and Support
Allocation: Program Development and Statewide Planning
OMB Component Number: 2762

Expenditures/Revenues

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

	FY2025 Appropriation Requested	Included in Governor's FY2025 Request	Out-Year Cost Estimates				
OPERATING EXPENDITURES	FY 2025	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
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 (FY2024) cost: 0.0 (separate supplemental appropriation required)

Estimated CAPITAL (FY2025) 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If yes, by what date are the regulations to be adopted, amended or repealed?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:

Not applicable, initial version.

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Approved By: Dom Pannone, Director
Agency: Program Development and Administration

Phone: (907)465-3900
Date: 04/05/2024
Date: 04/05/24

FISCAL NOTE ANALYSIS

STATE OF ALASKA
2024 LEGISLATIVE SESSION

BILL NO. HB 355

Analysis

The language of HB 355 directs DOT&PF to (1) specifically consider transit when conducting multimodal and intermodal plans and studies, (2) to study modal alternatives in rural and remote areas, and (3) create a statewide transit plan.

In practice, this bill would result in no change to operations, funding, or designation of resources. All elements of this bill are currently being accommodated and pursued as part of the current, ongoing planning process to expand the department's "family of plans" already in progress.

Given the language largely is already supported, including community transit programs, by existing statutory authority and agency activities, the department does not anticipate a fiscal impact and therefore submits a zero fiscal note.