

FISCAL NOTE

STATE OF ALASKA
2025 LEGISLATIVE SESSION

Bill Version HJR14
Fiscal Note Number _____
() Publish Date _____

Identifier (file name) HJR14-LEG-SESS-04-09-25 Dept. Affected _____
Title Support Northern Rail and Port MacKenzie Rail Extensions Appropriation _____
Allocation _____
Sponsor McCabe
Requester (H) Transportation OMB Component Number 0

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

| | FY2026 Appropriation Requested | Included in Governor's FY2026 Request | Out-Year Cost Estimates | | | | |
|------------------------|--------------------------------------|--|-------------------------|------------|------------|------------|------------|
| OPERATING EXPENDITURES | FY2026 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 |
| 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 (Thousands of Dollars) | | | | | | | |
|------------------------------------|-------------------|------------|------------|------------|------------|------------|------------|
| 1002 | Fed Rcpts (Fed) | | | | | | |
| 1003 | GF/Match (UGF) | | | | | | |
| 1004 | Gen Fund (UGF) | | | | | | |
| 1005 | GF/Prgm (DGF) | | | | | | |
| 1007 | I/A Rcpts (Other) | | | | | | |
| 1037 | GF/MH (UGF) | | | | | | |
| | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| POSITIONS | | | | | | | |
|-----------|--|--|--|--|--|--|--|
| Full-time | | | | | | | |
| Part-time | | | | | | | |
| Temporary | | | | | | | |

| CHANGE IN REVENUES | FY2026 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 |
|---------------------------------|------------|------------|------------|------------|------------|------------|------------|
| 1004 Gen Fund (UGF) | | | | | | | |
| 1002 Fed Rcpts (Fed) | | | | | | | |
| TOTAL CHANGE IN REVENUES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Estimated SUPPLEMENTAL (FY2025) operating costs 0.0 (separate supplemental appropriation required)

Estimated CAPITAL (FY2026) costs 0.0 (separate capital appropriation required)

Does the bill create or modify a 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? _____ Discuss details in analysis section.

Why this fiscal note differs from previous version/comments (if initial version, please note as such)

Initial Version.

Prepared by Representative Kevin J. McCabe
Division House Transportation Committee, Member
Approved by _____
Agency _____

Phone (907) 465-2679
Date/Time _____
Date 4/9/2025

FISCAL NOTE ANALYSIS

STATE OF ALASKA
2025 LEGISLATIVE SESSION

BILL NO. HJR14

Analysis

This resolution supports the completion of two strategic rail infrastructure projects - the Port MacKenzie Rail Extension (PMRE) and the Northern Rail Extension (NRE) - that are vital to strengthening Alaska's defense posture, economic resilience, and transportation network. The NRE, already underway with its Tanana River crossing, brings the Alaska Railroad within 70 miles of Fort Greely, a cornerstone of national missile defense. Rail connectivity is critical to ensuring reliable supply lines for military operations and disaster response. Simultaneously, the PMRE, now nearly two-thirds complete thanks to the Mat-Su Borough and Alaska Railroad, promises to unlock Interior Alaska's resources, lower energy costs, and enable clean, efficient transport of goods, including coal, to tidewater for export. These efforts align with recent Presidential Executive Orders promoting coal and Arctic rail infrastructure as key components of energy independence and national security.

Together, these rail extensions advance economic development in Delta Junction, Tetlin, and the broader Interior, support regional agriculture, and reduce dependence on long-haul trucking. The projects relieve strain on Alaska's highways, increase supply chain resilience, and create lasting jobs. House Joint Resolution 14 also calls on the Alaska Railroad to pursue a community-focused approach that ensures local input shapes future development.

By supporting PMRE and NRE, this resolution enhances Alaska's strategic relevance, fulfills federal priorities on coal, rail, resource development, and strengthens the state's long-term infrastructure, energy, resiliency and defense capabilities.

There is no fiscal impact in support.