

Fiscal Note

State of Alaska
2026 Legislative Session

Bill Version: HB 26
Fiscal Note Number:
() Publish Date:

Identifier: HB26CS(TRA)-DOT-PDSP-01-23-2026
Title: STATEWIDE PUBLIC & COMMUNITY TRANSIT
PLAN
Sponsor: MINA
Requester: Senate Community & Regional Affairs

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)

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

Fund Source (Operating Only)

None							
Total	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

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If yes, by what date are the regulations to be adopted, amended or repealed?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:

Updated from SLA2025 to SLA2026 template.

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Date: 01/23/26

FISCAL NOTE ANALYSIS

STATE OF ALASKA
2026 LEGISLATIVE SESSION

BILL NO. CSHB26

Analysis

The language of HB 26 directs the Department of Transportation and Public Facilities (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 current 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 by both planning and transit staff to expand the department's "family of plans" already in progress, driven largely by standing federal requirements. The requirements in this bill singularly call out transit, leaving the statutes silent on many other modes of transport that are similarly covered under federal programs and requirements, by adding transit alone to the core statutory powers and duties in AS 44.42.020.

Given the language is already descriptive of existing DOT&PF efforts, 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.