

Dept	Division or Program	Statutes	Regulations	Brief Summary/Notes	Statute Amend or Repeal	Regulation Amend or Repeal	State Costs	Public Costs
DOT&PF	D&ES			<p>2016</p> <p>Alaska's Memorial Sign Program: In light of a diminishing annual operating budget, the Department is currently discussing the future of our highway memorial sign program. The cost of sign materials and installation are 100% born by the State of Alaska and come from the GF-sponsored DOT&PF operating budget. We are exploring potential interest in a restructured program whereby memorial signs could still be available to the public, but the costs of purchasing and installing those signs would be the responsibility of the requestor; the installer would be a private contract(s).</p>	NA	Repeal 17 AAC 08.005 - .055	approx \$3,500 per sign	\$0
DOT&PF	D&ES		17 AAC 08	<p>2015</p> <p>Amending the framework of our Memorial Sign Program in accord with public request. The program will no longer be provided free of charge, but it will offer families the opportunity to maintain their loved one's memorial sign into posterity.</p>	NA	Amend	\$30K	\$40K
DOT&PF	International Airports		17 AAC 42.005 - .990	Necessary regulatory changes are with the Dept of Law for review. This regulations project amends and repeals several provisions related to our two international airports, none of which constitute a burden on the affected public.	NA	Amend & Repeal	None	approximately 8 lessees at the Anchorage International Airport and 10 lessees at the Fairbanks International Airport are paying a non-aeronautical use auxiliary rent rate of \$.12 per square ft per year. When their current lease expires and if they want to continue as a renter, they will have to pay a FMIR (fair market rent) value.
DOT&PF	Rural Airports		17 AAC 45.010 - .990	Necessary regulatory changes were public noticed through October 16, 2015. This regulations project amends and repeals several provisions, but none that constitute a burden on the affected public. The chapter covers authorized land use and activity at the rural airports, leases, concessions, security, aircraft parking and tie-down and airport operations. Current regulations are now over ten years old. During the course of ongoing business operations statewide, the Department has identified in several instances the need or desirability of updating the regulations. Some purely administrative reasons exist for updates such as correcting obvious mistakes and improving existing language. In a few instances, substantive changes were made, such as modifying user categories for consistency with FAA guidance, and to add special event permits.	NA	Amend & Repeal	None	\$12.50 increase annually for airport badge applicants
DOT&PF	Dept-wide		17 AAC	Updating certain trade manuals that are cited in regulation to the most current version of that manual/publication: We are required to have specific manual references and dates within the regulations so that the public can build or comply with specific requirements. This requires us to go through our regulations every few years and update	NA	Amend	\$20K	\$ 20K

DOT&PF	AMHS	17 AAC 70	<p>the referenced citations manuals to current practice. There are approximately 20 outdated, pro forma references scattered throughout 17 AAC. Following are a couple of examples: (a) A traffic impact analysis required under 17 AAC 10.060(c) must compute traffic generated by a development in accordance with the Institute of Traffic Engineers' <i>Trip Generation Handbook (1997)</i>. (b) Level of service (LOS) and operational analysis for a traffic impact analysis prepared under this section must be performed in accordance with the Transportation Research Board's publication <i>Special Report 209, Highway Capacity Manual (1997 Update)</i>. While it would easier for the Department to be able to cite "most recent edition of the (blank) Manual", this is not acceptable because it presents an ever changing landscape for compliance for the public, requiring them to determine what is the most recent manual, it's applicability to the public's timing and involvement. Not keeping our manual citations up to date has caused the department and public to incur extra costs as a result of confusion and conflicting directives between our regulations and FHWA guidance. This has manifested itself mostly in ROW acquisition practices, driveway permits, and other ROW issues. <i>The Department has not yet started this regulatory work.</i></p>	NA	Amend	None	None
DOT&PF	D&ES	17 AAC 80	<p>The majority of AMHS regulations were adopted in the early 1970s. Currently, AMHS is reviewing/amending the entirety of its regulations with several goals in mind, including:</p> <ul style="list-style-type: none"> Update regulations to reflect changes in the law over past 40+ years; Present regulations in a more organized & clear fashion that enables better public understanding & compliance; Enable better management and operations; and Enhance performance and accountability. <p>At present, we do not foresee imposition of direct financial costs to the State or Public as a result of anticipated regulatory amendments. <i>The Department has not yet started this regulatory work.</i></p> <p>Updating our State Harbors regulations: There is outdated and obsolete information with the current regulatory framework that need to be updated. <i>The Department has not yet started this regulatory work</i>, but we estimate an administrative cost of approximately \$20K and do not yet have an estimate of potential impacts to the public.</p>	NA	Amend	\$20K	Unknown