

AK LEGISLATURE FINANCE COMMITTEES FILES 2007-2008 3363

205

**SB**

**216**

SFIN

FILE

I want to personally thank each and everyone one of you for taking the time out of your busy workload to work on the Purple Heart Trail issue (SB216/HB283). I have sort of made this a personal crusade and I have been working hard on this issue for about a year now. It is a real joy to see it moving forward in the legislative process. I can assure you that Alaska veterans are gaining a sincere and larger appreciation for the work that you "our Juneau supporters" are putting forth for veterans. Please continue with your caring efforts and don't let them down.

Representative Gardner and Senator Ellis have gone out of their way to help me get this going and I am so very appreciative for their devoted assistance. I want to extend that appreciation to those of you who now have this issue before you and I want to thank you in advance for your future endeavors on behalf of our wounded combat vets.

I firmly believe that the Purple Heart Trail will do two things: one it will establish a visible honor for "ALL" wounded and deceased combat veterans, and two it will provide visual proof to all who travel the Purple Heart Trail that Alaska not only cares but that we show we care.

The Purple Heart Trail already exists in 42 other states as well as Guam. I just want Alaska to be part of something very special. I submit that the many Alcan travelers who see these signs, and know or be related to someone who was killed or wounded in battle, will be very appreciative to Alaska for showing that we care.

On behalf of our wounded combat vets I thank you for your support and I anxiously await the day this important legislation is passed in Juneau.

My phone number is 907/562-4254.  
My email address is [rona:ph@oci.net](mailto:rona:ph@oci.net)

Once again, thank you so very kindly;

Yours in Patriotism;  
Ron Siebels  
MOPH, Alaska

# ALASKA STATE LEGISLATURE

Senate Labor and Commerce  
Committee, Chair

Legislative Budget and Audit  
Committee

Senate Rules Committee

Committee on Committees



*While in Session*  
State Capitol, Rm. 9  
Juneau, AK 99801  
(907) 465-3704  
Fax: (907) 465-2529

*While in Anchorage*  
716 W. 4<sup>th</sup> Ave, Ste. 440  
Anchorage, AK 99501  
(907) 269-0169  
Fax: (907) 269-0172

SENATOR JOHNNY ELLIS  
SENATE MAJORITY LEADER

## Sponsor Statement SB 216: Purple Heart Trail

The Purple Heart medal is a United States military decoration awarded in the name of the President to those who have been wounded or killed in service to their country. SB 216 seeks to recognize and honor recipients by establishing a Purple Heart Trail in Alaska.

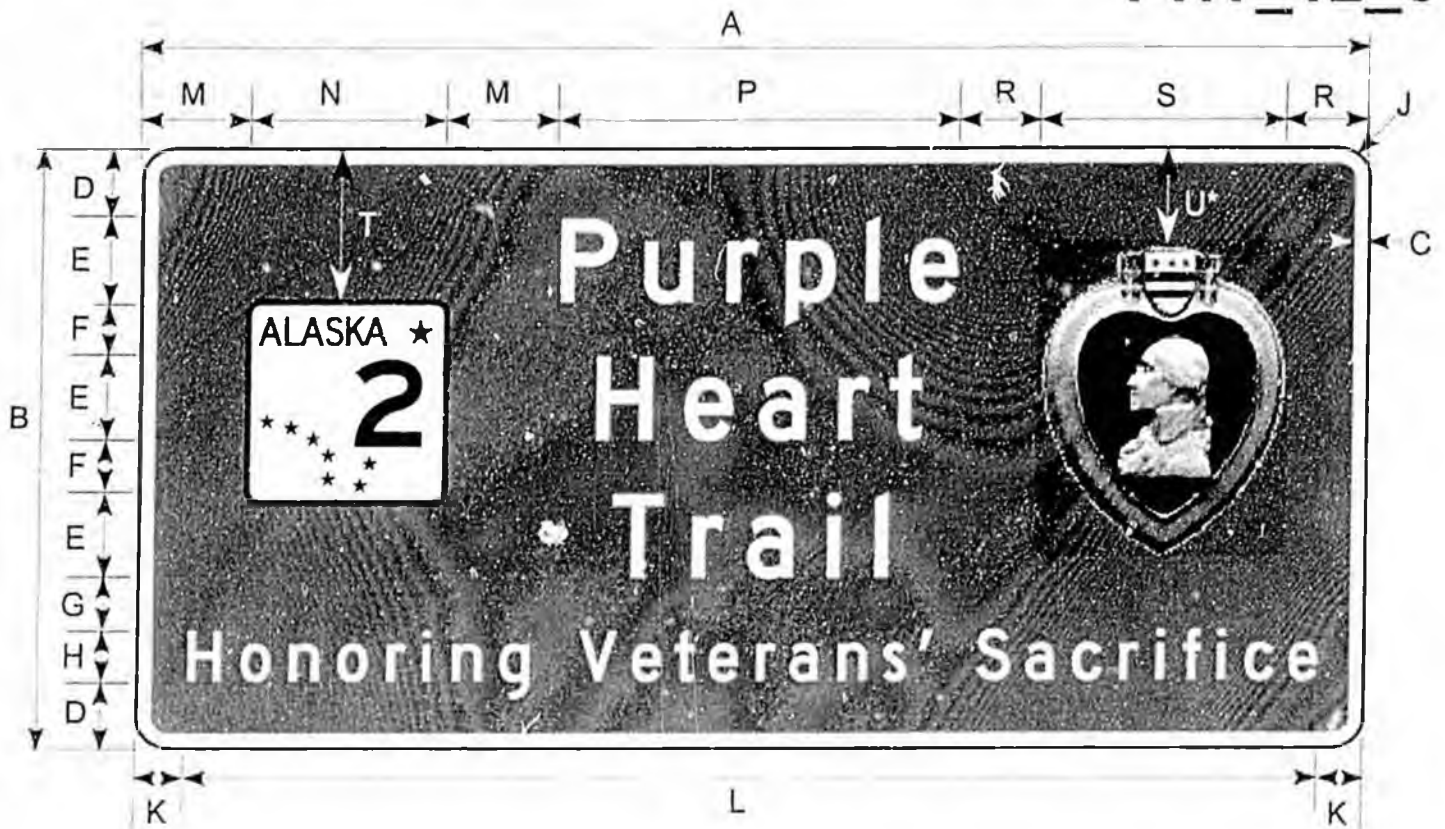
The Purple Heart Trail is a national project to designate portions of the interstate highway system as "The Purple Heart Trail System", reminding Americans of the sacrifices made by their men and women in uniform. The original Purple Heart Trail was established in the Commonwealth of Virginia at Mt. Vernon and runs the length of the Virginia Highway.

Today, the Purple Heart Trail extends across the nation. Signage drawing attention to the designation is placed at appropriate intervals along the highways to stimulate thought and discussion among adults and children alike in contemplating the history of this nation, and those who have sacrificed for it.

Alaska's participation in this national effort is long overdue. We have a strong military tradition; an estimated 73,000 resident veterans, approximately 25,000 active duty military, and more serving in the National Guard. In recent months, many returning Alaskan soldiers have been honored with the Purple Heart Medal.

The Alaska Highway, completed during World War II by the US Army to serve as a supply route, is an apt choice for the designation as "Purple Heart Trail System". Signs designating the Purple Heart Trail will be seen by both visitors and residents alike and will demonstrate that Alaska recognizes and honors the sacrifices made by our wounded and fallen soldiers.

Please join me in supporting the establishment of a Purple Heart Trail in Alaska.

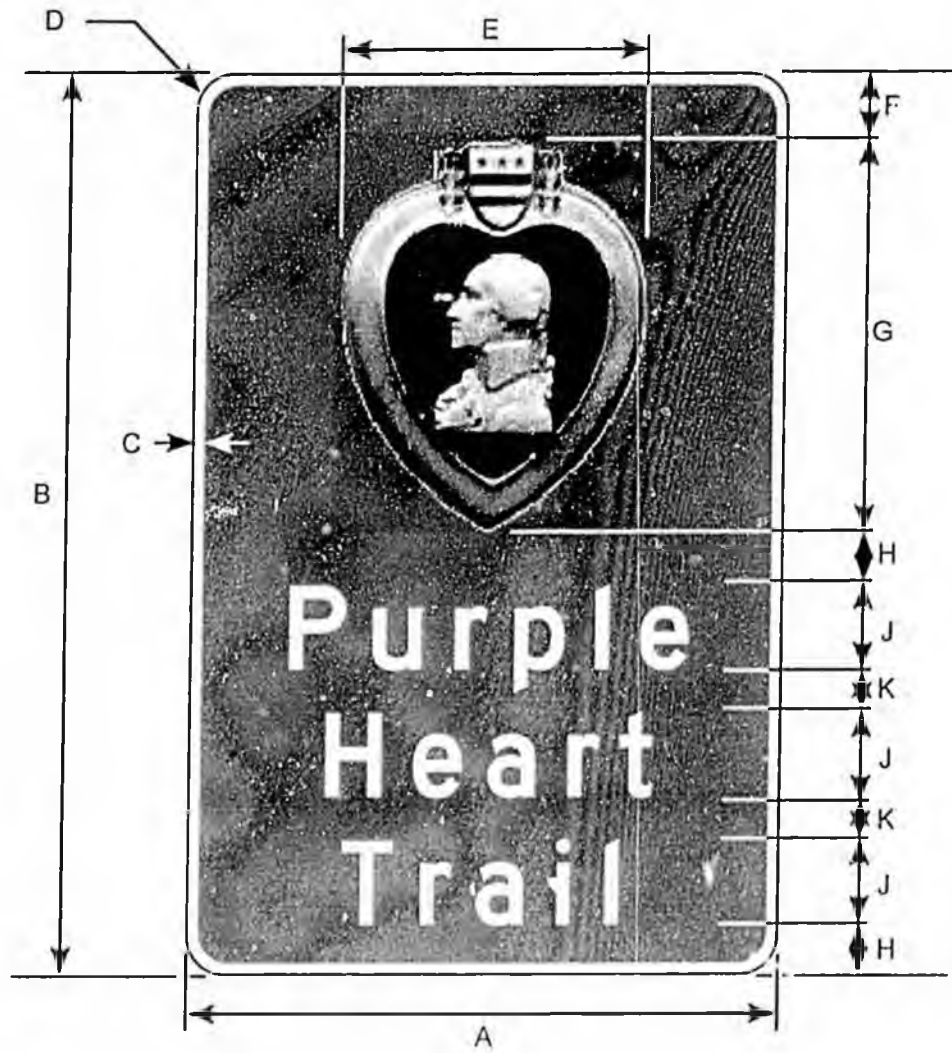


Legend: White  
 Background: Green  
 Route Plaque: Black on White

Make symbol proportional  
 to graphic shown.

Road Class	Dimensions (inches)								
	A	B	C	D	E	F	G	H	J
Expressway	120	72	2	8	10	6	8	6	4
	K	L	M	N	P	R	S	T	U*
	5.75	138.5	13.25	24	49.5	10	30	18	11.75

\* Proportionately scale Purple Heart Emblem to 30" wide



Border and Legend: White  
 Background: Green  
 Marker: Black on White

\* See Appendix B-4 for  
 Standard Arrow Details.

Make symbol proportional to graphic shown

Letter Size (inches)	Dimensions (inches)										
	A	B	C	D	E	F	G	H	J	K	
5	36	54	0.75	2.25	1.92	4	24	3	5	2.5	



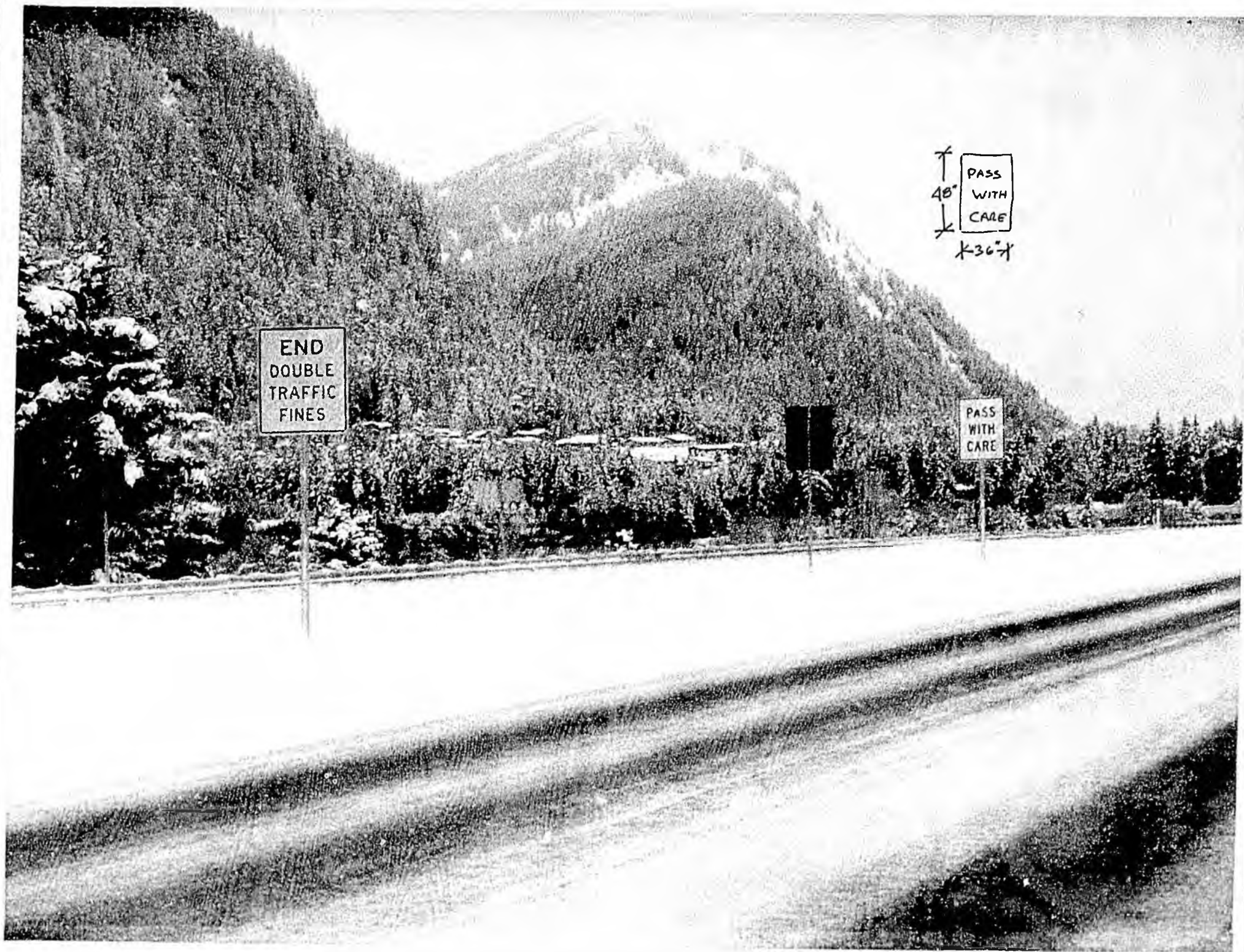


END  
DOUBLE  
TRAFFIC  
FINES

PASS  
WITH  
CARE

↑  
48"  
↓  
K367

PASS  
WITH  
CARE



# FISCAL NOTE

STATE OF ALASKA  
2008 LEGISLATIVE SESSION

Fiscal Note Number: 1  
Bill Version: CSSB 216(TRA)  
(S) Publish Date: 2/8/08

Identifier (file name): SB 216-DOT-NDE-02-06-08 Dept. Affected: DOT&PF  
Title: Act Designating AK Hwy/Richardson Hwy as the Purple Heart RDU: Highways and Aviation  
Component: Northern Region Hwys and Aviation  
Sponsor: Senator Ellis  
Requester: Senate Transportation Component Number: 2068

**Expenditures/Revenues** (Thousands of Dollars)

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

	Appropriation Required	Information						
		FY 2009	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
<b>OPERATING EXPENDITURES</b>								
Personal Services								
Travel								
Contractual	150.0							
Supplies								
Equipment								
Land & Structures								
Grants & Claims								
Miscellaneous								
<b>TOTAL OPERATING</b>	<b>150.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>								
-----------------------------	--	--	--	--	--	--	--	--

<b>CHANGE IN REVENUES ( )</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
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**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts								
1003 GF Match								
1004 GF	150.0							
1005 GF/Program Receipts								
1037 GF/Mental Health								
Other Interagency Receipts								
<b>TOTAL</b>	<b>150.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2008) cost: \_\_\_\_\_

**POSITIONS**

Full-time	0.0	0.0	0	0	0	0	0	0
Part-time	0.0	0	0	0	0	0	0	0
Temporary	0.0	0	0	0	0	0	0	0

**ANALYSIS:** (Attach a separate page if necessary)

Installation of six (6) major signs (approx 5'x12'), six (6) minor signs (4.5'x3'), and three (3) informational kiosks along locations on the Richardson and Alaska Highways. The cost for initial installation includes the concrete foundations and crash supports that breakway in an accident. A contractor will install these signs under the direction of the Department.

Prepared by: Mary Sireky  
Division: DOT&PF, Commissioner's Office  
Approved by: Nancy Skagle  
Director of Division of Administration

Phone: 465-4772  
Date/Time: 2/6/08 2:00 PM  
Date: 2/6/2008

# ALASKA STATE LEGISLATURE

Senate Labor and Commerce  
Committee, Chair

Legislative Budget and Audit  
Committee

Senate Rules Committee

Committee on Committees



*While in Session*  
State Capitol, Rm. 9  
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(907) 465-3704  
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*While in Anchorage*  
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Fax: (907) 269-0172

SENATOR JOHNNY ELLIS  
SENATE MAJORITY LEADER

## MEMORANDUM

**DATE:** February 8, 2008

**TO:** Senator Bert Stedman  
Senate Finance Committee Co-Chair

**FROM:** Senator Johnny Ellis

**RE:** Explanation of changes to SB 216 – Purple Heart Trail

---

These changes were made in consultation with the Department of Transportation.

SB 216  
25-LS1280\A

CS SB 216 (TRA)  
25-LS1280\C

- Sets minimum sign size at 20" X 30"
- Requires signs to be placed at terminus of highway and every 50 miles throughout

- Allows DOT to determine the most appropriate sign size
- Designates Fairbanks, Delta Junction, Tok Junction, and the Canadian border for large signs with smaller signs at the midpoints
- Specifies content of informational pullout displays

Municipality  
of  
Anchorage



P.O. Box 196650  
Anchorage, Alaska 99519-6650  
Telephone: (907) 343-4431  
Fax: (907) 343-4499  
<http://www.muni.org>

*Mark Begich, Mayor*

OFFICE OF THE MAYOR

January 4, 2008

Senator Johnny Ellis  
State Capitol, Room 9  
Juneau, AK 99801-1182

Subject: Letter of Support

Dear Senator Ellis:


The purpose of this letter is to express our unconditional support of the initiative of Chapter 593 of the Military Order of the Purple Heart to secure Alaska's participation in the National Purple Heart Trail System. The idea of designating major highways as portions of a National Purple Heart Trail originated in Virginia in 1992. Since that time, the trail has extended with designations across much of the Lower 48.

The Interstate Highway System, seen as a tangible symbol of our freedom -- the ability to get up and go anywhere, anytime -- provides an opportunity for a visible and poignant reminder of the sacrifices of Americans who have shed blood to protect our freedom. For those states that participate in this trail system, a simple highway designation with appropriate signage does just that.

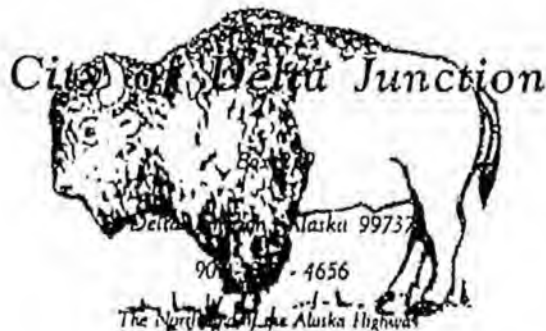
Given the significant military population in our Great State and the many thousands of veterans who make Alaska home, we see our participation in this program as both a fitting tribute to serving military and our veterans and as an important reminder of their service and sacrifice. To all who travel Alaska's stretch of the Purple Heart Trail, our participation in this designation program says we recognize the sacrifice, we care about those who do and have served our country and we remember freedom is not free.

We strongly encourage your support of this important initiative.

Sincerely,

  
Cdt. Gregory Miller (Ret)  
Chairman

Anchorage Military & Veterans Commission



## RESOLUTION 2008-05

### A RESOLUTION REQUESTING THE STATE OF ALASKA DESIGNATE THE ALASKA HIGHWAY AS A "PURPLE HEART TRAIL" WITHIN THE ALASKA ROAD SYSTEM

WHEREAS, it is fitting and proper to never forget those who have given their lives and shed their blood in defense of this great nation; and

WHEREAS, a Purple Heart Trail system has been established throughout the major road system of the lower 48 states; and

WHEREAS, Alaska is geographically located at the far northwest reaches of the United States of America; and

WHEREAS, it is in the interest of Alaska's citizens, Alaska's veterans, and Alaska's tourism industry to be part of the Purple Heart Trail system; and

WHEREAS, Alaska is proud to join this worthy effort in providing America with the ability to establish this Purple Heart Trail all across America; and

WHEREAS, the placement of signs indicating "Purple Heart Trail" will simply indicate a part of a nationally existing system; and

WHEREAS, the establishment of the Purple Heart Trail within Alaska will in no way change the name or numerical designation of any existing road; and

WHEREAS, the Alaska Highway has a well established historical military significance since it was built during the WWII era for military purposes; and

WHEREAS, the Alaska Highway is the best choice to establish and continue the Purple Heart Trail into the confines of the Alaska Road System.

THEREFORE BE IT RESOLVED THAT: The City Council for the City of Delta Junction by this resolution hereby requests the State of Alaska provide for the signage and placement of the Purple Heart Trail signs at approximately 50 mile intervals along the corridor of the Alaska Highway system within Alaska beginning at Beaver Creek and extending on to Delta Junction; and

BE IT FURTHER RESOLVED THAT: In order to inform all travelers, a sign designating the purpose for the Purple Heart Trail also be placed with the Purple Heart Trail signs at strategic locations such as entering or leaving the vicinities of Beaver Creek, Northway, Tok, Dot Lake, and Delta Junction; that explains the reason for the Purple Heart Trail; and

BE IT FURTHER RESOLVED THAT: The designated note of purpose signs read as follows:

*IN HONOR OF THOSE BRAVE PATRIOTS  
WHO SHED THEIR BLOOD  
WHILE ENGAGED IN THE SELFLESS ACT OF  
DEFENDING OUR NATIONS FREEDOM*

PASSED AND APPROVED by a duly constituted quorum of the Delta Junction City Council this 4th day of December 2007.



CITY OF DELTA JUNCTION

*Mary Leith-Dowling*  
Mary Leith-Dowling, Mayor

ATTEST

*Pat White*

Pat White, City Clerk



Tok Chamber of Commerce  
"Main Street Alaska"  
PO Box 389  
Tok, Alaska 99780  
907-883-5775

Fax: 907-883-5774  
<http://www.tokalaska.info.com>

TO: State of Alaska  
Senator Ted Stevens  
Senator Johnny Ellis  
Representative Don Young  
Representative Berta Gardner

We are proud to offer our strong support for Alaska to be a part of the "Purple Heart Trail". We think its simple visible message is well deserved by those who bravely gave so much of themselves in defending this nation.

This worthy project can be of great benefit to our community and the State of Alaska. We believe that those who see the signs will have a better understanding of the sacrifices made by those who wear the Purple Heart. We believe that the traveling public, whether Alaskans or visitors, will realize that we care about our wounded veterans. We further believe that the signs will bear witness that we in Alaska not only care about our wounded veterans, but we are willing to put forth the effort to visibly display our deepest fondness for their sacrifice.

Many who travel our roads will surely know or be related to a wounded veteran or a veteran who lost their life in defense of our nation. The warm feeling they obtain will certainly be in their minds as they traverse the roads of our great state. By showing them we care we can instill a kind Alaskan memory of their travels, and hopefully we will see them again.

Be it known to all that the community of TOK Alaska will be proud to be part of the Purple Heart Trail. We support it and we encourage all Alaskans to support it as well.

Sincerely yours,

---

John A. Rusyniak, President  
Home 883-3124; Cell 206-724-4591; E Fax 305-425-7901  
Email: [john@rusyniak.com](mailto:john@rusyniak.com)

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ALASKA'S NEWSPAPER

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## 20 wounded soldiers receive Purple Heart

Twenty with combat injuries honored for 'warrior spirit'

By GEORGE BRYSON  
gbryson@adn.com

Published: October 17, 2007

Last Modified: October 17, 2007 at 12:55 PM

Twenty Purple Heart medals rested in the serving tray Tuesday while 19 Fort Richardson-based soldiers wounded in Iraq stood at attention as best they could -- some leaning on canes, one missing a leg, a few with injuries to the head.



[Click to enlarge](#)

One by one the medals were pinned on their chests by Maj. Gen. Stephen Layfield, the senior Army commander in Alaska, who sternly told about 200 onlookers to "never ever miss the chance to say thank you" to the men - all of whom are members of the 4th Brigade Combat Team (Airborne), 25th Infantry Division.

The ways they were injured were as varied as their wounds. Some were riding in vehicles that were blasted apart by projectiles. Some were hit by roadside bombs. Some were walking on patrols and shot by

unseen snipers.

But Staff Sgt. Chad LeBlanc, of Anchorage, may have had the most unusual tale to tell. He was stationed at an outpost south of Baghdad and was just preparing to lie down for the night inside his "can" -- a small mobile trailer just large enough for two bunks -- when he heard the sound of mortar fire outside.

Sticking his head out the door, LeBlanc just had time to see a mortar round blast into



ERIK HILL / Anchorage Daily News  
[enlarge](#)

Staff Sgt. Chad LeBlanc of Anchorage receives his Purple Heart medal from Maj. Gen. Stephen Layfield, senior Army commander in Alaska, as 19 soldiers assigned to the 4th Brigade Combat Team (Airborne), 25th Infantry Division received their medals Tuesday at Fort Richardson.

### Related story content

- [Purple Heart recipients](#)
- [Photos: 4th Brigade in Iraq](#)
- [Photos: Military home front](#)
- [Fallen soldier profiles](#)
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- [Pursuit of truck ends in driver's death](#)

neighboring trailer -- one that was usually occupied by his buddy, Sgt. 1st Class Joshua Ferguson, who just then was away on leave in Alaska.

Shrapnel from the blast hit LeBlanc in the stomach and limbs and burnt his face and arms. Before falling into shock, he managed to find help.

"I ran about 25 meters to where the medics were and laid down on the ground and told them what happened," he recalled. "Then they put me on a helicopter, I went to Baghdad -- and that was it."

In an operating room, doctors removed 14 pieces of shrapnel from LeBlanc's arm and a big chunk from his side. The shrapnel that entered his stomach had to be removed through his back -- an operation that has since made the 32-year-old Alaskan less mobile.

He knows it could have been worse. He could have been inside the trailer that took the direct hit -- Ferguson's trailer. As it happened, however, his buddy didn't make it through their deployment unscathed either.

Returning to their unit -- a team within the 425th Brigade Special Troops Battalion that trains Iraqi army forces -- Ferguson was badly wounded about five weeks later when his vehicle was struck by an armor-piercing projectile.

The blast tore up his lower legs and shattered his left knee. Ultimately the leg would have to be amputated. On Tuesday, Ferguson was standing in the ranks with the other Purple Heart recipients, supported by a cane and a prosthetic leg.

"I set a record getting out of Walter Reed (Medical Center) for an amputee," Ferguson said, noting how anxious he was to return to Fort Richardson and his family. Now he's hoping to remain in the military -- he's served 11 years so far -- and in Alaska.

"If I could stay here until I retire in nine years, that would be perfect," he said.

Spc. William Swails, a native of Rockingham, N.C. -- who received his second Purple Heart on Tuesday after suffering shrapnel wounds to his hand and arm -- is hoping to remain on active duty in Alaska too. His wife, Chastity, is currently enrolled in the nursing program at the University of Alaska Anchorage.

Spc. Justin Taurainen, who grew up in Anchorage -- and returned by motor home to a large throng of friends and family greeting him at the Muldoon overpass last week -- received a Purple Heart as well.

On May 21, his armored engineer vehicle was struck by "multiple IEDS," the improvised explosive devices his unit was charged with removing. Taurainen, 23, sustained shrapnel wounds to his head, back, hands and legs.

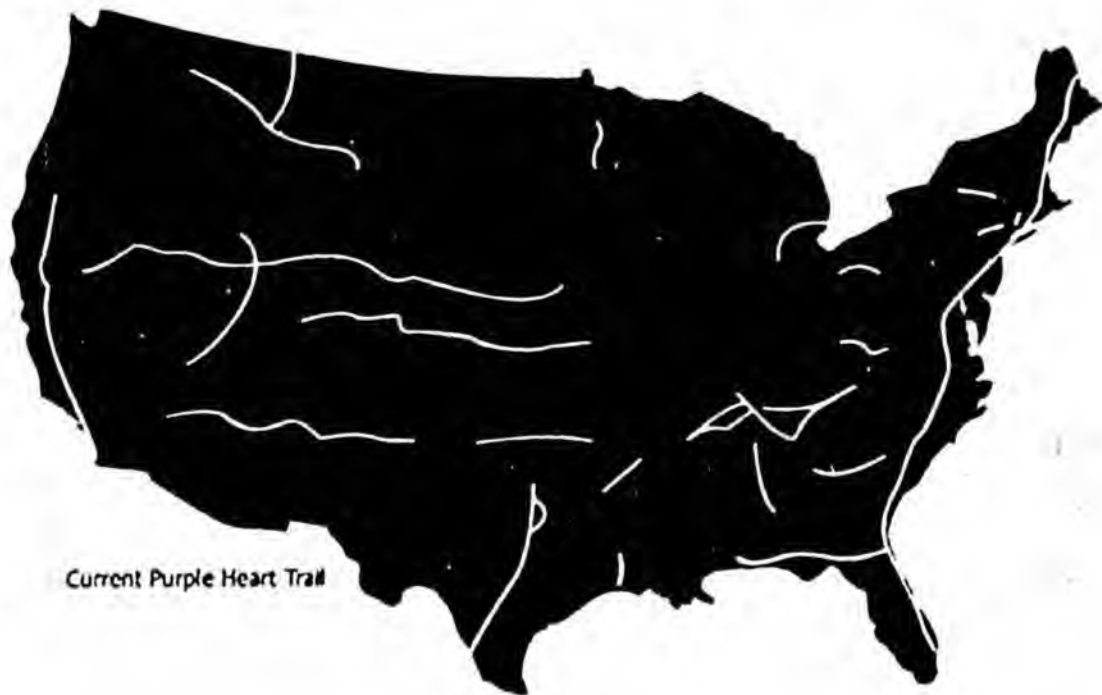
Before pinning the medals on the assembled soldiers -- Sgt. Casey Wright of Tucson, Ariz., was unable to attend the ceremony -- Layfield emphasized their collective bravery.

"We're forever in your debt," he said. "We acknowledge your sacrifice and we acknowledge your warrior spirit and we acknowledge what you did for our country."

Find George Bryson online at [adn.com/contact/gbryson](http://adn.com/contact/gbryson) or call 257-4318.

<http://www.purpleheart.org/purple-heart-trail.html>

**Purple Heart Trail** was initially established in the Commonwealth of Virginia from its start point at Mt. Vernon, VA. Through positive legislative support of the Virginia General Assembly and through the leadership of two of its governors, The Honorable George Allen (now U.S. Senator) and incumbent Governor James Gilmore the trail now extends down Virginia highway 235 (the Mt. Vernon Parkway) to US Route #1, thence to I-95. All of I-95 is designated the Purple Heart Trail from the Potomac River in Alexandria, on the Maryland border, down to the State of North Carolina. It branches off at Fredericksburg on Virginia Highway 3 (the Kings Highway) to Stafford County and thence to the George Washington Birthplace National Monument in Westmoreland County, VA. Another leg goes eastward on I-64 at Richmond, the state capital, to the city of Norfolk. The Virginia Department of Transportation has placed 'Purple Heart Trail' signs at all rest stops on I-95 and I-64 and at other special points along the total trail.



Current Purple Heart Trail

Ultimately, the Purple Heart Trail will be extended from Virginia to all other states and major cities of the United States. Historically, the Purple Heart Trail concept was inspired by the George Washington Chapter #1732 of Fredericksburg/Spotsylvania, VA, in 1992. In convention of the Order, the delegates voted to approve a resolution establishing a symbolic Purple Heart Trail throughout the 50 states. With the Commonwealth of Virginia being the home of the two distinguished general officers involved in the development of the Purple Heart, Generals Washington and MacArthur, the Department of Virginia members of the Order took the lead to institute The Purple Heart Trail in Virginia, with a memorial marker to be erected and dedicated at Mt. Vernon as the start point of the trail.

In 1996, the General Assembly of the Commonwealth approved the first step in establishing the Purple Heart Trail parallel to I-95 and that portion of Virginia Route 3 from Washington's birthplace in Westmoreland County, VA, to his boyhood home at

<http://www.purpleheart.org/purple-heart-trail.html>

Ferry Farm in Stafford County, VA. In 1998, through subsequently legislative fiat, the trail was extended to Norfolk, VA, ending at the tomb of General Douglas MacArthur on Interstate 64 from Richmond (I-95) to Norfolk and to Mt. Vernon. The purpose of the Purple Heart Trail is to commemorate the patriotic American heritage given to us by George Washington and General MacArthur and for the people of Virginia, and ultimately all the states, to memorialize those service persons who have had the Purple Heart medal bestowed on them or their next of kin for wounds received in combat in defense of our nation.



By marking these trails with appropriate signage, it was conceived that the automobile and the Interstate Highway System represent very tangible symbols of our freedom; the ability to get up and go anywhere anytime. While taken for granted by so many, this and so many other freedoms we enjoy as Americans have been earned through the sacrifice of millions of Americans who have shed their blood and the many who have died in defense of freedom and liberty. The signage was intended as a reminder that freedom is not free and would stimulate thought and discussion among adults and children alike in contemplating the bountiful heritage enjoyed by all Americans as part of their legacy.

Major highways are the ideal setting for this virtual trail, and ultimately, the Military Order of the Purple Heart would like to see the entire Interstate Highway System, conceived by General Dwight D. Eisenhower during his tenure as President of the United States, designated as major portions of the Purple Heart Trail. Instructional kits have been developed and are in the hands of all Department Commanders on how to initiate necessary legislation in their respective states to implement the continued growth of the Purple Heart Trail System.

National Commander Louie Spinelli has accepted expansion of the trail as a major thrust of his leadership during his term of office. We who are on the forefront of this great effort, can take great pride in establishing this system as a most noble and patriotic endeavor of the Military Order of the Purple Heart that will become an indelible part of our continuing service to this great nation. If your state is not yet on board, we encourage all local chapters to take this up within the scope of their Americanism projects. Most legislatures have been found to be most receptive in support of legislative initiatives required to implement the program. The mood of the country is also such that many salons would welcome the opportunity to offer the necessary legislative language to make it happen. God Bless America, our home, sweet home!

**SB**

**218**

**HFIN**

**FILE**



# FISCAL NOTE

STATE OF ALASKA  
2008 LEGISLATIVE SESSION

Fiscal Note Number: \_\_\_\_\_  
Bill Version: SB 218  
( ) Publish Date: \_\_\_\_\_

Identifier (file name): \_\_\_\_\_ Dept. Affected: DOT&PF  
Title: \_\_\_\_\_ RDU: Planning  
Sponsor: Senator French Component: Program Development  
Requester: House Finance Committee Component Number: 2762

## Expenditures/Revenues (Thousands of Dollars)

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

	Appropriation Required	Information						
		FY 2009	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
<b>OPERATING EXPENDITURES</b>								
Personal Services								
Travel								
Contractual								
Supplies								
Equipment								
Land & Structures								
Grants & Claims								
Miscellaneous								
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
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<b>CHANGE IN REVENUES ( )</b>	<b>0.0</b>							
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## FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts								
1003 GF Match								
1004 GF								
1005 GF/Program Receipts								
1037 GF/Mental Health								
Other Interagency Receipts								
<b>TOTAL</b>	<b>0.0</b>							

Estimate of any current year (FY2008) cost: \_\_\_\_\_

### POSITIONS

Full-time								
Part-time								
Temporary								

### ANALYSIS: *(Attach a separate page if necessary)*

Federal DOT Chief Counsel has confirmed that the passage of SB 218 will qualify Alaska for additional federal funds. Alaska would be eligible to receive an estimated \$194,235 in FFY09 and \$194,235 in FFY10. The exact funding amount will be based on the number of states that qualify and apply for funding.

Language has been included in the SFY 09 capital budget that provides that the sum of \$194,000 is appropriated from federal receipts to DOT&PF to provide child safety and booster seat incentive grants. The capital budget also includes contingency language with appropriation upon enactment of SB 218.

Prepared by: Suzanne Armstrong  
Division: House Finance Committee  
Approved by: Rep. Kevin Meyer, Co-Chairman  
Rep. Mike Chenault, Co-Chairman

Phone: 465-6875  
Date/Time: 4/09/2008 9:20 p.m.  
Date: 4/9/2008

## FISCAL NOTE

STATE OF ALASKA  
2008 LEGISLATIVE SESSION

BILL NO. CS SB 218

### ANALYSIS CONTINUATION

#### Child Safety and Booster Seat Incentive Grants:

Provides funds to states that are enforcing a law requiring any child riding in a passenger vehicle who is too large to be secured in a child safety seat, to be secured in a child safety seat to be secured in a child restraint that meets the requirements prescribed under section 3 of Anton's Law (49 USC 30127 note:116 Stat. 2772). States become eligible for these funds when specific weight and height of children are included in statute.

To qualify for a grant under this program, a state child restraint law must not leave any gaps in coverage for children under 8 years old (e.g.: gaps between coverage by a child safety seat and a booster seat).

Current Alaska law requires the use of proper safety devices for children under the age of 16 as approved by the U.S. Department of Transportation, but does not include which safety device must be used based on a child's age, height, and weight.

SB 218 puts USDOT National Highway Traffic Safety Administration (NHTSA) recommendations in statute, clarifying for law enforcement officials what devices are required for proper child restraint.

Up to 50 percent of the grant a State receives in a fiscal year may be used to fund programs for purchasing and distributing child safety seats and restraints to low income families. The remaining amounts shall be used to carry out child safety seat and child restraint programs, including: enforcement of child restraint laws; training of child passenger safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning all aspects of the use of child safety seats and child restraints; and educating the public concerning the proper use and installation of child safety seats and child restraints.

Replaced H110  
**FISCAL NOTE**

STATE OF ALASKA  
2008 LEGISLATIVE SESSION

Fiscal Note Number: \_\_\_\_\_  
Bill Version: CSSB 218(FIN)  
( ) Publish Date: \_\_\_\_\_

Identifier (file name): SB218CS(FIN)-DOT-PD-04-08-08 Dept. Affected: DOT&PF  
Title: An Act relating to use of child safety seats and seat belts. RDU: Planning  
Sponsor: Senator Hollis French Component: Program Development  
Requester: House Finance Component Number: 2762

**Expenditures/Revenues** estimated \$194,235 additional federal funding in FFY09

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

	Appropriation Required	Information					
		FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
<b>OPERATING EXPENDITURES</b>							
Personal Services							
Travel							
Contractual							
Supplies							
Equipment							
Land & Structures							
Grants & Claims							
Miscellaneous							
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>	<b>194.2</b>		<b>194.2</b>				
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<b>CHANGE IN REVENUES ( )</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
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**FUND SOURCE**

	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
1002 Federal Receipts	194.2	194.2				
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1007 GF/Mental Health						
Other Interagency Receipts						
<b>TOTAL</b>	<b>194.2</b>	<b>194.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2008) cost: 0.0

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** *(Attach a separate page if necessary)*

Federal DOT Chief Counsel has confirmed that the passage of SB218 will qualify Alaska for additional federal funds. Alaska would be eligible to receive an estimated \$194,235 in FFY09 and \$194,235 in FFY10. The exact funding amount will be based on the number of states that qualify and apply for funding.

CHILD SAFETY AND BOOSTER SEAT INCENTIVE GRANTS provide funds to States that are enforcing a law requiring any child riding in a passenger vehicle who is too large to be secured in a child safety seat to be secured in a child restraint that meets the requirement prescribed under section 3 of Anton's Law (49 USC 30127 note; 116 Stat.2772), for an appropriate child safety seat or booster seat. States become eligible for these funds when specific weight and height of children are included in statute.

Prepared by: Mary Siroky Legislative Liaison  
Division: Commissioner's Office DOT&PF  
Approved by: Nancy Slagle DOT&PF  
Director Division of Administrative Services

Phone: 907 465-4772  
Date/Time: 4/8/08 2:30 PM  
Date: 4/6/2008

FISCAL NOTE

STATE OF ALASKA  
2008 LEGISLATIVE SESSION

BILL NO. SB 218

ANALYSIS CONTINUATION

To qualify for a grant under this program, a State child restraint law must not leave any gaps in coverage for children under 8 years old (e.g., gaps between coverage by a child safety seat and a booster seat.)

Current Alaska law requires the use of proper safety devices for children under the age of 16 as approved by the US Department of Transportation, but does not include which safety device must be used based on a child's age, height and weight.

SB 218 puts USDOT National Highway Traffic Safety Administration (NHTSA) recommendations in statute, clarifying for law enforcement officials what devices are required for proper child restraint.

Up to 50 percent of the grant a State receives in a fiscal year may be used to fund programs for purchasing and distributing child safety seats and restraints to low income families. The remaining amounts shall be used to carry out child safety seat and child restraint programs, including: enforcement of child restraint laws; training of child passenger safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning all aspects of the use of child safety seats and child restraints; and educating the public concerning the proper use and installation of child safety seats and child restraints.

DOT&PF would receive these federal funds through federal transportation funding via the capital budget.

# Alaska State Legislature



## Senator Hollis French

### Sponsor Statement

#### SB 218 - Child Safety Seats and Seat Belts

Booster seats save lives. Of the sixty one children under the age of eight injured in auto accidents in recent years, only five were properly restrained in the recommended child safety seat. Nearly two thirds of the sixty one injured were children ages four to eight. At this age, many children are too large for a child's car seat but too small for an adult seat belt. The National Highway Traffic Safety Administration recommends that children under 80 pounds and under 57" use a child safety seat or a belt positioning booster seat.

Current Alaska law requires the use of proper safety devices for children under the age of 16 as approved by the US Department of Transportation. SB 218 puts USDOT National Highway Traffic Safety Administration (NHTSA) recommendations in statute, clarifying for law enforcement officials what devices are required for proper child restraint.

SB 218 states that:

- Children under one year of age or older but under 20 pounds, shall be secured in a rear facing child safety seat.
- Children one to four years old who weigh over 20 pounds shall be secured in a child restraint device or seat.
- Children ages four to eight who are under 57" in height and under 80 pounds shall be secured in a booster seat or a child restraint system.
- Children over 4 who are taller than 57" and weigh over 80 pounds shall be properly secured in a seat belt, just like adults.
- Children over eight but under 16 years of age who are under 57" and 80 pounds shall be restrained by the proper safety device or a seat belt, whichever is appropriate.

All safety devices, boosters and child seats must meet or exceed the standards set out by the United States Department of Transportation.

At this time, thirty nine other states mandate booster seat use. While any restraint is better than no restraint, national studies have shown booster seats are sixty percent safer than seat belts alone.

The cost of booster seats range from approximately \$25 to \$100, depending on the model.

Please join me in promoting passenger safety by supporting this legislation.



# Safe Kids<sup>®</sup>

## Alaska

January 30, 2008

The Honorable Senator Hollis French and Members of the State of Alaska Legislature  
Transportation Committee

Dear Senator French and Transportation Committee Members,

On behalf of Safe Kids Alaska, I urge you to support Senate Bill 218, the proposed upgrade to Alaska's child passenger safety law. I strongly urge you to approve this legislation in its entirety during the current legislative session.

As you may know, motor vehicle crashes remain the leading cause of unintentional injury-related death among children ages 14 and under. Each year, nearly 1,600 child occupants ages 14 and under die in motor vehicle crashes and close to 228,000 are injured as occupants in motor vehicles. Unrestrained children are more likely to be injured, to suffer more severe injuries, and to die in motor vehicle crashes than children who are restrained.

We know that strong occupant protection laws that are consistently enforced are one of the best ways to prevent injuries and save children's lives. Senate Bill 218, if enacted into law, would close a significant gap in Alaska's child occupant protection law by clearly requiring some older children to ride properly restrained in a booster seat or high-weight-harness child restraint, secured by the motor vehicle's safety belt system.

If Safe Kids Alaska can be of any assistance to you regarding Senate Bill 218, please do not hesitate to contact me. Thank you for your leadership on this important safety initiative for Alaska's children!

Sincerely,

*Sara L. Peniston, RN, BSNS, CPSTI*  
Safe Kids Alaska State Coalition Coordinator  
Child Passenger Safety Technician Instructor  
The Children's Hospital at Providence  
Telephone: (907) 261-3194  
Email: [safekidsak@providence.org](mailto:safekidsak@providence.org)

Safe Kids Alaska: Preventing Childhood Injury in The Last Frontier

Senator Hollis French  
Alaska State Legislature

January 25, 2008

Support Letter: SB 218  
Child Safety Seats and Seat Belts

Booster seats DO save lives and DO prevent life long injuries. The last child passenger safety law written in Alaska was in the 80's. We have discovered since then, through the advancement of technology, of on-scene crash investigations, hands-on emergency trauma treatment, through pediatric intensive care, and months, if not years, of rehabilitation the serious consequences of non-use and misuse of child restraints.

I have been an emergency department registered nurse in three major western trauma centers during my 42 professional years. The last 22 of those years, I worked in the largest emergency department in an Anchorage, Alaska and coordinated a statewide, national injury prevention program for children. Currently, in "retirement", I serve as the Chair of the Alaska Committee for Child Passenger Safety (CPS) and am a nationally certified CPS Instructor.

Beginning in 1987 in Alaska, CPS technicians and instructors began "checking" car seats, educating parents and caregivers how to choose and correctly install seats. Annual evaluation of thousands of car seat "check" records, indicated an 85% misuse rate in the most commonly used seats, with three or more critical errors. We also continued to find, through the years, parents and caregivers misunderstood the Alaska Child Passenger Safety Law. Most, when questioned, said the law allowed children to turn forward facing BEFORE one year of age and children could MOVE to a "safety belt" at age 4.

Due to muscle instability and bone growth, children MUST remain rear facing until they are at the very least one-year of age and 20 pounds. The American Academy of Pediatrics recommends, barring any medical conditions, children remain rear facing for even longer depending on the range of the car seat. Car seat belts (lap only and lap-shoulder) were designed by all car manufacturers for individuals over 4 foot 9 inches and heavier than originally indicated, fitting over the upper thighs, across the chest, with knees bent at seat edge, feet touching the floor, holding an individual safely in the restraint.

It is time to join the majority of states and update Alaska's Child Passenger Safety Law. We have the knowledge and the data indicating children are at risk if not secured properly and secured in booster seats for a longer period than previously indicated. Parents look to our current law for guidance and have been confused, putting children at risk.

There is nothing quite so tragic as the loss of a child due to preventable injuries.

Thank you for your consideration; Margaret (Peggy) Hayashi, R.N.

January 24, 2008

Dear Senator Hollis French,

Thank you for hosting Senate Bill 218 which if passed, would mandate booster seat use for children under 4'9". The law currently states "Children over four must be secured in an approved child safety seat, booster seat or safety belt, whichever is appropriate for the particular child."

As a nationally certified Child Passenger Safety instructor, I work with families promoting motor vehicle safety. It is quite common to find the 4-8 year old child restrained only by a seat belt. If Senate Bill 218 was passed, parents with children between 4-8 years old would know that a booster seat is appropriate for their child's motor vehicle safety.

I commonly witness youngsters (4 to 8 years old) in seat belts only. Seat belts are designed for an adult body and do not fit a child properly; the shoulder belt cuts into their neck or face, the lap belt fits high on their abdomen. To counteract the poor fit, the child puts the shoulder belt behind their back- now the child only has a lap belt holding them into the vehicle.

Unfortunately in the event of a crash, if the child is only secured by the lap belt up high on their abdomen, the injuries to their internal organs, spine, neck, and head are far greater and severe. National studies have shown children restrained in booster seats are sixty percent safer than seat belts alone.

In the June 2003 issue of the Journal of the American Medical Association, a study was published showing the first real-world evidence of the added safety benefits of booster seats compared with seat belts alone. In addition, the study demonstrates that proper positioning of the belt by booster seats virtually eliminates injuries associated with seat belt syndrome, including injuries to the abdomen and spine. In contrast, children in the study who were restrained in seat belts alone suffered injuries to every body region.

Seat belts are not designed for children, seat belts are designed to fit those over 4'9" and at least 80 pounds. Let's protect our Alaskan children, as 39 states have, by passing a Booster Seat law.

Thank you and please let me know if I can be assistance in promoting booster seat legislation. Sincerely, Beth

Beth Schuerman, Certified Child Passenger Safety Instructor  
8805 Little Brook St.  
Anchorage, AK 99507  
907-244-1123

# Alaska Automobile Dealers Association

January 25, 2008

Re: SB 218

To All Members of the House and Senate:

The Alaska Auto Dealers Association Board of Directors passed a unanimous resolution in support of SB 218 and we urge you to support this worthy bill. SB 218 bill, if passed, will help protect young children by updating the current infant and booster seat law which has become outdated.

For example, current law gives the parent the option of placing a small four year old in a booster seat or utilizing a seat belt. Vehicle safety systems have advanced dramatically since the current law was written with a variety of active and passive safety devices being added to vehicles. Front, side and curtain airbags, which have tremendous explosive force if triggered, are just one example of safety devices that weren't in existence when the current law was written.

As automobile dealers, we can assure you that no vehicle manufacturer recommends placing a small four year old in a seat belt only. Doing so could result in serious injury or death to the child.

Nearly forty two states have updated their infant and booster seat laws along the lines proposed. By adopting new legislation, the State will be eligible for grant monies which could be used for a safety campaign. Most importantly, however, updating our law will insure that children are better protected on Alaska's roads. We urge and appreciate your support of SB 218.

Sincerely,

*Jon Cook*

Jon Cook  
Legislative Director

**Allison Biastock**

---

**From:** Heath, Brian [BHeath@borough.kenai.ak.us]  
**Sent:** Monday, January 28, 2008 4:51 PM  
**To:** Allison Biastock  
**Subject:** SB218

As a Paramedic/ Firefighter, as a parent of three children and as someone who has witnessed the aftermath of preventable childhood injuries, I fully and without reservation support the passage of SB218.

NREMT-P/Engineer/CSS Tech  
Brian P. Heath  
Central Emergency Service  
Soldotna, Alaska



Property Casualty Insurers Association of America

Shaping the Future of American Insurance

January 29, 2008

The Hon. Hollis French  
Alaska State Senator  
State Capitol, Room 417  
Juneau, AK 99801-1182

**RE: Support for SB 218**

Dear Senator French,

On behalf of the more than 1,000 insurer members of the Property Casualty Insurers Association of America, who collectively write more than 40% of the property/casualty insurance policies in force in the United States today, I am pleased to inform you of our support for your proposed **SB 218**, an act relating to child safety seats and seat belts.

PCI has recently adopted a revised policy position on the issue of child safety in private passenger autos, which recognizes that while all 50 states currently have laws on the books aimed at protecting children traveling in private passenger autos, there are gaps in those laws in many states, particularly in the 4-8-year old age group. Passage of SB 218 would bring Alaska into compliance with standards set by the National Highway and Transportation Safety Administration for children. We support this legislation and applaud the efforts you and your colleagues in the Alaska Legislature are putting forth to improve child safety.

Please let me know if I can provide any additional information.

A handwritten signature in cursive script that reads "Kenton Brine".

Warm Regards,  
Kenton Brine  
NW Regional Manager

CC: Kris Knauss, PCI AK lobbyist



The Children's Hospital at Providence

January 30, 2008

The Honorable Senator Hollis French and Members of the State of Alaska Legislature  
Transportation Committee

Dear Senator French and Transportation Committee Members,

On behalf of The Children's Hospital at Providence, I urge you to support Senate Bill 218, the proposed upgrade to Alaska's child passenger safety law. I strongly urge you to approve this legislation in its entirety during the current legislative session.

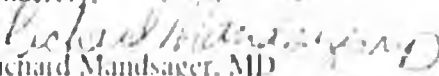
As you know, motor vehicle crashes remain the leading cause of unintentional injury-related death among children ages 14 and under. Each year in the United States, nearly 1,600 child occupants ages 14 and under die in motor vehicle crashes and close to 228,000 are injured as occupants in motor vehicles. Unrestrained children are more likely to be injured, to suffer more severe injuries, and to die in motor vehicle crashes than children who are restrained.

The Children's Hospital at Providence provides the hospital care to many of Alaska's children who are seriously injured in automobile accidents. So many of these tragedies could be prevented or would have less severity if the children had been adequately restrained.

We know that strong occupant protection laws that are consistently enforced are one of the best ways to prevent injuries and save children's lives. Senate Bill 218, if enacted into law, would close a significant gap in Alaska's child occupant protection law by clearly requiring some older children to ride properly restrained in a booster seat or high-weight-harness child restraint, secured by the motor vehicle's safety belt system.

If we at The Children's Hospital at Providence can be of any assistance to you regarding Senate Bill 218, please do not hesitate to contact me. Thank you for your leadership on this important safety initiative for Alaska's children!

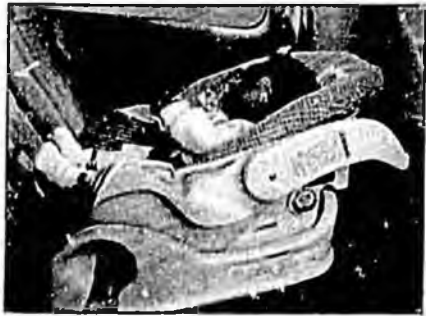
Sincerely,

  
Richard Mandsager, MD

Executive Director - The Children's Hospital at Providence

## SB 218

### Child Safety Seats and Seat Belts



1) A child under one year, or over one year but under 20 pounds shall be secured in a rear facing child safety seat

2) A child one to four years of age who is over 20 pounds shall be properly secured in a child restraint device.

3) A child over four years, but under eight years who is less than 57 inches and under 80 pounds shall be secured in a booster type seat or another child passenger restraint system secured by a belt system.

4) A child over four years of age who exceeds the height and weight requirements of 3) shall be secured in a seat belt.

5) A child between the ages of eight and sixteen who does not meet the height and weight requirements of 3) shall be secured in a child safety device or a seat belt, whichever is appropriate.



**AS 28.05.098 - A person may not sell, offer for sale, or install a child safety device that does not meet federal standards**



### Primary and Secondary Laws

- Primary (AK, AL, CA, CT, DC, DE, GA, HI, IA, IL, IN, KY, LA, MD, MI, MS, NC, NJ, NM, NY, OK, OR, SC, TN, TX, WA)
- Secondary (AR, AZ, CO, FL, ID, KS, MA, ME, MN, MO, MT, ND, NE, NV, OH, PA, RI, SD, UT, VA, VT, WI, WV, WY)
- No adult safety belt law (NH)
- States Mandating Booster Seat Use

# FOR YOUR family

## Belt-positioning Booster Seats: *Easy to Use, Affordable and Safe*

When your child reaches the top weight or height for his child safety seat, his shoulders are above the harness slots or his ears have reached the top of his child safety seat, he needs a booster seat. A booster seat raises your child up so that the vehicle's lap/shoulder belt fits him correctly.

### How do you use a booster seat?

- Read the booster seat and vehicle user manuals.
- Place the booster seat in the back seat in a position with a lap/shoulder belt. Never use a booster seat if there is only a lap belt.
- After your child sits in the booster, pull the lap/shoulder belt across him and buckle the seat belt.
- Check to see if the belt crosses the shoulder between the neck and arm and that the lap belt is low and snug on the hips, just touching the thighs.



### What type of booster is best?

- Use a backless booster seat if the back seat of your car has head rests or a high seat back. Otherwise, choose a high-back booster seat.
- Prices start at \$20 for a backless booster. More expensive seats are not necessarily safer.

### How effective are boosters? Why aren't seat belts good enough?

- Belt-positioning boosters are safest for your school-age child in a crash. Any restraint is better than no restraint, but boosters are 66 percent safer than seat belts alone. In a crash, poor-fitting seat belts can result in serious injury to a child's abdomen, neck and head.
- Seat belts are made to fit adults. Until your child is big enough, he needs a boost.

### What to do if your child says, "But I'm a big kid now!"

- Tell your child that the car will not move until everybody is buckled up correctly.
- Let your child select his booster seat, and teach him how to buckle himself up.
- Show your child that the booster will let him see out the window better and help make the seat belt comfortable.
- Tell your child that boosters are for "big kids." Don't call a booster seat a child's seat.

### When is it safe to move my child from his booster seat to an adult seat belt?

Your child should stay in a booster seat until the adult seat belt fits — usually when he is about 4'9" in height and is 8 to 12 years old. The seat belt fits properly when:

- The shoulder belt lies across the chest, not the neck or face.
- The lap belt is low and snug across the thighs, not across the stomach, and
- The child is tall enough to sit against the vehicle seat back with his legs bent at the knees and feet hanging down.



The information contained in this publication should not be used as a substitute for the medical care and advice of your pediatrician. There may be variations in treatment that your pediatrician may recommend based on individual facts and circumstances.



## Report from the Alaska Trauma Registry on Motor Vehicle Injuries to Children

A query of the Alaska Trauma Registry data for the most recent years available, 2001-2005, identifies 61 children, from birth through eight years of age, seriously injured in a motor vehicle crash on the highway. The National Highway Traffic Safety Administration recommends that children be restrained in a child safety seat or belt positioning booster seat up through age eight.

All of these injuries required admission to the hospital, three died, and one two-year-old's injuries resulted in quadriplegia. **Only five of the 61 injured children were recorded to have been restrained properly in the recommended child safety seat at the time of injury** – and none of the four mentioned above was properly restrained. There was one additional injury, not included in the 55, which involved a fetus who was subsequently delivered by C-section.

A further breakdown of age groups and safety equipment use is as follows:

≤ 1 year:	7 injured	3 restrained in child safety seats; <b>4 unrestrained</b>
1 year old:	4 injured	1 restrained in a child safety seat; <b>1 unrestrained</b> ; 2 unrecorded
2 years old:	5 injured	2 in child safety seat ( <b>1 child seat failed-was ejected</b> ); <b>2 with safety belt/harness</b> ; <b>1 unrestrained</b>
3 years old:	6 injured	<b>1 lap belt only</b> ; <b>5 unrestrained</b>
4-8 years old:	39 injured	<b>15 with safety belt/harness</b> ; <b>9 lap belt only</b> ; <b>11 unrestrained</b> ; 4 unrecorded

Total: 61

Clearly the incidence of not using restraints is very high among the injured population in this study. However, also remarkable, is the incidence of improper restraint, especially among children ages 4 through 8. Without belt positioning booster seats, this group is not adequately protected during a motor vehicle crash.

Tariq Ali & Martha Moore  
Alaska Trauma Registry, Dept. of Health & Social Services (HSS)  
Section of Injury Prevention & EMS (IPEMS)  
Division of Public Health

## Preliminary Data Indicate That Booster Seat Laws Increase Child Safety Seat Use

On June 1, 2006, Wisconsin enacted a child passenger safety law requiring children between 4 and 8 years old or who weigh between 40 and 79 pounds and are no taller than 4 feet 9 inches to be restrained in booster seats. The law does not require the booster seat to be placed in a back seat. During a six-month grace period, police issued written warnings instead of citations for first-time violations. Beginning January 1, 2007, police issued citations for violations.

Prior to June 1, 2006, Wisconsin law required all children under 4 to be in child restraints, and children between 4 and 8 years old to be in child restraints or safety belts. While Wisconsin's child passenger safety (CPS) law is a primary enforcement law, meaning police can write tickets to parents and caregivers of improperly restrained children, Wisconsin's adult seat belt law is a secondary enforcement law. Police can only give an adult seat belt violation if a driver is pulled over for another violation.

The Wisconsin Department of Transportation developed a one-page information sheet and card to provide details of the new law for law enforcement personnel and the public. The Wisconsin Bureau of Transportation Safety also ran an article on the new law in its May newsletter. The American Automobile Association (AAA) of Wisconsin and Safe Kids Worldwide (SKW) held a news conference in Madison on June 1 in conjunction with SKW car seat checks around the State.

In order to examine the effectiveness of this law to increase booster seat use among children of booster seat age, the National Highway Traffic Safety Administration contracted with TransAnalytics, LLC, and its subcontractor, Program Professionals, Inc., to conduct an observational survey of booster seat use in Wisconsin before and after the law changed.

### Method

Booster seat observation sites were located in urban and suburban areas and based on site permission, high numbers of target vehicles entering the site, safety, and location. The most common sites were shopping centers with retail stores that attract the target vehicle group (e.g., Wal-Mart,

Toys“R”Us); elementary schools and child care centers; health care centers; and recreational sites. A convenience sampling approach was used.

To obtain control/comparison data, booster seat observations were also conducted in Michigan, a neighboring State that had no legislative action for enacting a booster seat law. Under Michigan's law, all children under the age of 4 must be in a child restraint system, and children between 4 and 16 must wear a seat belt. All front-seat occupants must wear seat belts. However, in Michigan, both CPS and seat belt laws are primary enforcement laws.

Baseline data was collected in the Milwaukee, Wisconsin, area May 9-11, 2006, and in the Detroit, Michigan, area May 18-24, 2006. Post-intervention data was collected in Wisconsin September 6-23, 2006, and in Michigan September 11 to October 3, 2006.

Data collectors stationed in parking lots and targeted drivers who were (a) parking their cars, and, (b) transporting at least one child passenger appearing to be 4 to 8 years old. Upon receiving the driver's permission to participate in the study, data collectors noted the vehicle type, number of passengers, seating positions, sex, and restraint use.

### Results

Overall, the driver and vehicle characteristics (e.g., percentage of female versus male, race, vehicle types, and number of occupants) were similar in Wisconsin and Michigan during the pre- and post-intervention periods.

Although booster seat use among children 4 to 8 years old increased from 40 to 45.9 percent in Wisconsin and from 38.6 to 40.2 percent in Michigan during this same period, these increases were not statistically significant (see Table 1).

However, during the pre- and post-booster-seat law period, the overall patterns of restraint use (safety belt, child safety seat [CSS], booster, and unrestrained) for children 4 to 8 changed significantly in Wisconsin ( $p < .02$ ) and in Michigan ( $p < .01$ ). In both States, the number of children in child safety seats and booster seats increased, and the number of children

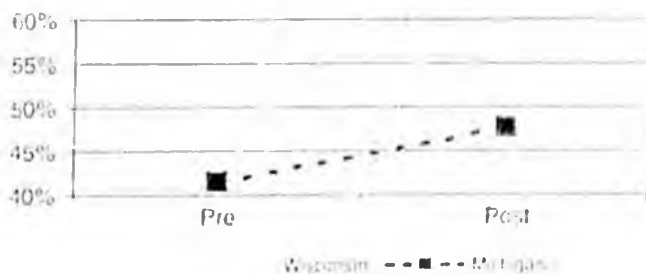
in seat belts decreased. However, in Wisconsin, the number of unrestrained children remained relatively stable, while the number in Michigan increased.

**Table 1. Restraint Use for Booster-Seat-Age Children**

	Wisconsin		Michigan	
	Pre N=407	Post N=355	Pre N=472	Post N=465
Safety Belt	30.7%	21.1%	45.6%	35.7%
CSS	8.6%	11.8%	3.0%	7.3%
Booster	40.0%	45.9%	38.6%	40.2%
Unrestrained	20.6%	21.1%	12.9%	15.8%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Since there is a large variation in children's sizes between 4 to 8 years old, smaller children would be appropriately restrained in CSSs with internal harnesses while larger children would be appropriately restrained in booster seats. There is also some variation in upper weight limits for forward-facing CSSs with internal harnesses (e.g., from 40 to 80 pounds), so a child 40 pounds or over may still be appropriately restrained in a CSS.

**Figure 1. Children Ages 4 to 8 Appropriately Restrained in Child Passenger Seats or Booster Seats**



A chi-square test was performed to determine if there was a significant difference from the pre- to post-booster law period in the number of children who were appropriately restrained, without regard to the type of child restraint system. Thus, an appropriately restrained child could be riding in a booster seat or in a CSS. In Wisconsin, significantly more children were appropriately restrained from before to after the law (p < .02) while the results for Michigan were not significant. The combination of CSS and booster seat use in Wisconsin

showed an increase of 9.1% (48.6% to 57.7%) and the same combination yielded an increase in Michigan of 5.9% (41.6% to 47.5%, see Figure 1).

There was also a trend for children inappropriately restrained for their age (e.g., in seat belts or completely unrestrained). In Wisconsin, the number of children in seat belts and the number of children who were completely unrestrained decreased 9.1% (51.3% before the law; 42.2% after the law). In Michigan during this same period the number of children in seat belts and the number of children who were unrestrained decreased 6% (58.5% before the law; 52.5% after the law).

For both States, over half of the booster seats were the backless type in the pre- and post-intervention periods. Over one-third of the booster seats were belt-positioning, high-back models in the pre- and post-intervention periods. About 10% were combination seats and only about 2% were shield boosters in each period.

## Conclusions

These findings offer the first indications that Wisconsin's Booster Seat Law had the effect of increasing child restraint system use (CSS or booster seats) for children 4 to 8 years old. However, this study has limitations because it used a convenience sample. While not necessarily representative of the State, the study findings show a significant change in the direction of safer practices from pre- to post-Wisconsin's booster seat law change.

It can be inferred that the booster seat law motivated parents and caregivers to move their children into some type of restraint that was appropriate for the child's age and weight. Since there was no concomitant change in the comparison State from pre- to post-intervention (no child booster seat law was implemented in Michigan), it may be inferred that the increase in appropriately restrained children in Wisconsin was the result of the new law.

## How to Order

The report for *Preliminary Data Indicate That Booster Seat Laws Increase Child Safety Seat Use* prepared by TransAnalytics, LLC, will be available in the next few months by writing to the Office of Behavioral Safety Research, NHTSA, NHT-130, 1200 New Jersey Avenue SE, Washington, DC 20590, fax 202-366-7090, or download from [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov). John Siegler, Ph.D., was the Task Order Manager for this project.



U.S. Department of Transportation  
National Highway Traffic Safety  
Administration

1200 New Jersey Avenue SE | NHT-130  
Washington, DC 20590

*TRAFIC TECH* is a publication to disseminate information about traffic safety programs, including evaluations, innovative programs, and new publications. Feel free to copy it as you wish. If you would like to receive a copy, contact Patricia Ellison Potter, Ph.D., Editor, fax 202-366-7090, e-mail [traffictech@dot.gov](mailto:traffictech@dot.gov).

**SB**

**218**

**SFIN**

**FILE**

**SENATE FINANCE COMMITTEE REPORT**

DATE: 2/27/08

FURTHER:

DATE TURNED  
IN TO OFFICE: \_\_\_\_\_

Finance Committee considered SENATE BILL NO. 218

SB 218 CHILD SAFETY SEATS & SEAT BELTS

"An Act relating to use of child safety seats and seat belts."

and recommends:

- be replaced with  SCS or  CS SB 218 ( FIN )
- adopt previous  SCS or  CS \_\_\_\_\_ ( \_\_\_\_\_ )
- attached amendment(s)
- adopt \_\_\_\_\_ Letter of Intent
- further referral to \_\_\_\_\_ Committee

<b>SENATE BILL:</b>	
<input checked="" type="checkbox"/>	Same Title
<input type="checkbox"/>	New Title
_____	
<b>HOUSE BILL:</b>	
<input type="checkbox"/>	Same Title
<input type="checkbox"/>	Technical Title Change
<input type="checkbox"/>	New Title w/ SCR # _____

**NEW FISCAL NOTE(S):**

Department	Date	Fiscal	Indet.	Zero	FN#

**PREVIOUS FISCAL NOTE(S):**

Department	Date	Fiscal	Indet.	Zero	FN#
<u>DOT</u>	<u>1/28/08</u>	<u>✓</u>			<u>1</u>

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	PRINTED LAST NAME	DO PASS	DO NOT PASS	NO REC	AMEND
	Elton	✓			
	Thomas	✓			
	Huggins	✓			
	Olson	✓			
CO-CHAIR:	Hoffman	✓			
CO-CHAIR:	Spelman	✓			

*Adopted  
1/24/08*

25-LS1273C  
Luckhaupt  
1/23/08

**CS FOR SENATE BILL NO. 218( )**

**IN THE LEGISLATURE OF THE STATE OF ALASKA**

**TWENTY-FIFTH LEGISLATURE - SECOND SESSION**

**BY**

**Offered:  
Referred:**

**Sponsor(s): SENATOR FRENCH**

**A BILL**

**FOR AN ACT ENTITLED**

1 **"An Act relating to use of child safety seats and seat belts."**

2 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

3 **\* Section 1. AS 28.05.095(b) is amended to read:**

4 (b) Except as provided in (c) of this section, a driver may not transport a child  
5 under the age of 16 in a motor vehicle unless the driver has provided the required  
6 safety device and properly secured each child as described in this subsection. A [IF  
7 THE] child

8 (1) less than one year of age or a child one year of age or older who  
9 weighs less than 20 pounds shall be properly secured in a rear-facing child safety  
10 seat that meets or exceeds [IS LESS THAN FOUR YEARS OF AGE, THE CHILD  
11 SHALL BE PROPERLY SECURED IN A CHILD SAFETY DEVICE MEETING  
12 THE] standards of the United States Department of Transportation and is used in  
13 accordance with the manufacturer's instructions;

14 (2) one or more years of age but less than five years of age who  
15 weighs over 20 pounds shall be properly secured in a child restraint device that

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meets or exceeds the standards of the United States Department of Transportation and is used in accordance with the manufacturer's instructions;

(3) over four years of age but less than eight years of age who is less than 57 inches in height and weighs 20 or more pounds but less than 80 pounds shall be properly secured in a booster seat that is secured by a seat belt system or by another child passenger restraint system that meets or exceeds the standards of the United States Department of Transportation and is used in accordance with the manufacturer's instructions;

(4) over four years of age who exceeds the height and weight requirements in (3) of this subsection shall be properly secured in a seat belt;

(5) eight years of age [FOR A CHILD SAFETY DEVICE FOR INFANTS. IF THE CHILD IS FOUR] but not yet 16 years of age who does not exceed the height and weight requirements in (3) of this subsection [, THE CHILD] shall be properly secured in a child safety device approved for a child of that [AGE AND] size by the United States Department of Transportation or in a safety belt, whichever is appropriate for the particular child.

# FISCAL NOTE

STATE OF ALASKA  
2008 LEGISLATIVE SESSION

Fiscal Note Number: 1  
Bill Version: SB 218  
(S) Publish Date: 2/6/08

Identifier (file name): SB218-DOT-PD-01-28-08 Dept. Affected: DOT&PF  
Title: An Act relating to use of child safety seats and seat belts. RDU: Planning  
Sponsor: Senator Hollis French Component: Program Development  
Requester: Senate Transportation Component Number: 2762

**Expenditures/Revenues** estimated \$194,235 additional federal funding in FFY09

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

	Appropriation Required	Information					
		FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
<b>OPERATING EXPENDITURES</b>							
Personal Services							
Travel							
Contractual							
Supplies							
Equipment							
Land & Structures							
Grants & Claims							
Miscellaneous							
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>		<b>194.2</b>	<b>194.2</b>				
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<b>CHANGE IN REVENUES ( )</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
-------------------------------	------------	------------	------------	------------	------------	------------	------------

**FUND SOURCE**

1002 Federal Receipts		194.2	194.2				
1003 GF Match							
1004 GF							
1005 GF/Program Receipts							
1037 GF/Mental Health							
Other Interagency Receipts							
<b>TOTAL</b>	<b>0.0</b>	<b>194.2</b>	<b>194.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2008) cost: 0.0

**POSITIONS**

Full-time							
Part-time							
Temporary							

**ANALYSIS:** (Attach a separate page if necessary)

Federal DOT Chief Counsel has confirmed that the passage of SB218 will qualify Alaska for additional federal funds. Alaska would be eligible to receive an estimated \$194,235 in FFY09 and \$194,235 in FFY10. The exact funding amount will be based on the number of states that qualify and apply for funding.

CHILD SAFETY AND BOOSTER SEAT INCENTIVE GRANTS provide funds to States that are enforcing a law requiring any child riding in a passenger vehicle who is too large to be secured in a child safety seat to be secured in a child restraint that meets the requirement prescribed under section 3 of Anton's Law (49 USC 30127 note; 116 Stat. 2772), for an appropriate child safety seat or booster seat. States become eligible for these funds when specific weight and height of children are included in statute.

Prepared by: Mary Siroky Legislative Liaison  
Division: Commissioner's Office  
Approved by: Nancy Sagle  
Director Division of Administrative Services

Phone: 907 465-4772  
Date/Time: 1/28/08 2:00 PM  
Date: 1/28/2008

FISCAL NOTE # 1

STATE OF ALASKA  
2008 LEGISLATIVE SESSION

BILL NO. SB 218

ANALYSIS CONTINUATION

To qualify for a grant under this program, a State child restraint law must not leave any gaps in coverage for children under 8 years old (e.g., gaps between coverage by a child safety seat and a booster seat.)

Current Alaska law requires the use of proper safety devices for children under the age of 16 as approved by the US Department of Transportation, but does not include which safety device must be used based on a child's age, height and weight.

SB 218 puts USDOT National Highway Traffic Safety Administration (NHTSA) recommendations in statute, clarifying for law enforcement officials what devices are required for proper child restraint.

Up to 50 percent of the grant a State receives in a fiscal year may be used to fund programs for purchasing and distributing child safety seats and restraints to low income families. The remaining amounts shall be used to carry out child safety seat and child restraint programs, including: enforcement of child restraint laws; training of child passenger safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning all aspects of the use of child safety seats and child restraints; and educating the public concerning the proper use and installation of child safety seats and child restraints.

DOT&PF would receive these federal funds through federal transportation funding via the capital budget.

Marilyn Dize

---

**From:** Louanne Christian  
**Sent:** Thursday, April 03, 2008 4:36 PM  
**To:** lhfccllc+senateschedule@legis.state.ak.us  
**Subject:** SFC Agenda for Friday

## AGENDA

Friday, April 4, 2008

9:00 AM

SB 218-CHILD SAFETY SEATS & SEAT BELTS

SB 226-VEXATIOUS LITIGANTS

HB 326-MILITIA & NAT'L GUARD FIGHT WILDLAND FIRE

## SB 218

### Child Safety Seats and Seat Belts



1) A child under one year, or over one year but under 20 pounds shall be secured in a rear facing child safety seat



2) A child one to four years of age who is over 20 pounds shall be properly secured in a child restraint device.



3) A child over four years, but under eight years who is less than 57 inches and under 80 pounds shall be secured in a booster type seat or another child passenger restraint system secured by a belt system.



4) A child over four years of age who exceeds the height and weight requirements of 3) shall be secured in a seat belt.



5) A child between the ages of eight and sixteen who does not meet the height and weight requirements of 3) shall be secured in a child safety device or a seat belt, whichever is appropriate.



**AS 28.05.098 - A person may not sell, offer for sale, or install a child safety device that does not meet federal standards**



**Primary and Secondary Laws**

- Primary (AK, AL, CA, CT, DC, DE, GA, HI, IA, IL, IN, KY, LA, MD, MI, MS, NC, NJ, NM, NY, OK, OR, SC, TN, TX, WA)
  
- Secondary (AR, AZ, CO, FL, ID, KS, MA, ME, MN, MO, MT, ND, NE, NV, OH, PA, RI, SD, UT, VA, VT, WI, WV, WY)
  
- No adult safety belt law (NH)
  
- States Mandating Booster Seat Use



# Safe Kids<sup>®</sup>

## Alaska

January 30, 2008

The Honorable Senator Hollis French and Members of the State of Alaska Legislature  
Transportation Committee

Dear Senator French and Transportation Committee Members,

On behalf of Safe Kids Alaska, I urge you to support Senate Bill 218, the proposed upgrade to Alaska's child passenger safety law. I strongly urge you to approve this legislation in its entirety during the current legislative session.

As you may know, motor vehicle crashes remain the leading cause of unintentional injury-related death among children ages 14 and under. Each year, nearly 1,600 child occupants ages 14 and under die in motor vehicle crashes and close to 228,000 are injured as occupants in motor vehicles. Unrestrained children are more likely to be injured, to suffer more severe injuries, and to die in motor vehicle crashes than children who are restrained.

We know that strong occupant protection laws that are consistently enforced are one of the best ways to prevent injuries and save children's lives. Senate Bill 218, if enacted into law, would close a significant gap in Alaska's child occupant protection law by clearly requiring some older children to ride properly restrained in a booster seat or high-weight-harness child restraint, secured by the motor vehicle's safety belt system.

If Safe Kids Alaska can be of any assistance to you regarding Senate Bill 218, please do not hesitate to contact me. Thank you for your leadership on this important safety initiative for Alaska's children!

Sincerely,

*Sara L. Peniston, RN, BSNS, CPSTI*  
Safe Kids Alaska State Coalition Coordinator  
Child Passenger Safety Technician Instructor  
The Children's Hospital at Providence  
Telephone: (907) 261-3194  
Email: [safekidsak@providence.org](mailto:safekidsak@providence.org)

Safe Kids Alaska: Preventing Childhood Injury in The Last Frontier

Senator Hollis French  
Alaska State Legislature

January 25, 2008

Support Letter: SB 218  
Child Safety Seats and Seat Belts

Booster seats DO save lives and DO prevent life long injuries.

The last child passenger safety law written in Alaska was in the 80's. We have discovered since then, through the advancement of technology, of on-scene crash investigations, hands-on emergency trauma treatment, through pediatric intensive care, and months, if not years, of rehabilitation the serious consequences of non-use and misuse of child restraints.

I have been an emergency department registered nurse in three major western trauma centers during my 42 professional years. The last 22 of those years, I worked in the largest emergency department in an Anchorage, Alaska and coordinated a statewide, national injury prevention program for children.

Currently, in "retirement", I serve as the Chair of the Alaska Committee for Child Passenger Safety (CPS) and am a nationally certified CPS Instructor.

Beginning in 1987 in Alaska, CPS technicians and instructors began "checking" car seats, educating parents and caregivers how to choose and correctly install seats. Annual evaluation of thousands of car seat "check" records, indicated an 85% misuse rate in the most commonly used seats, with three or more critical errors. We also continued to find, through the years, parents and caregivers misunderstood the Alaska Child Passenger Safety Law. Most, when questioned, said the law allowed children to turn forward facing BEFORE one year of age and children could MOVE to a "safety belt" at age 4.

Due to muscle instability and bone growth, children MUST remain rear facing until they are at the very least one-year of age and 20 pounds. The American Academy of Pediatrics recommends, barring any medical conditions, children remain rear facing for even longer depending on the range of the car seat. Car seat belts (lap only and lap-shoulder) were designed by all car manufacturers for individuals over 4 foot 9 inches and heavier than originally indicated, fitting over the upper thighs, across the chest, with knees bent at seat edge, feet touching the floor, holding an individual safely in the restraint.

It is time to join the majority of states and update Alaska's Child Passenger Safety Law. We have the knowledge and the data indicating children are at risk if not secured properly and secured in booster seats for a longer period than previously indicated. Parents look to our current law for guidance and have been confused, putting children at risk.

There is nothing quite so tragic as the loss of a child due to preventable injuries.

Thank you for your consideration: Margaret (Peggy) Hayashi, R.N.

January 24, 2008

Dear Senator Hollis French,

Thank you for hosting Senate Bill 218 which if passed, would mandate booster seat use for children under 4'9". The law currently states "Children over four must be secured in an approved child safety seat, booster seat or safety belt, whichever is appropriate for the particular child."

As a nationally certified Child Passenger Safety instructor, I work with families promoting motor vehicle safety. It is quite common to find the 4-8 year old child restrained only by a seat belt. If Senate Bill 218 was passed, parents with children between 4-8 years old would know that a booster seat is appropriate for their child's motor vehicle safety.

I commonly witness youngsters (4 to 8 years old) in seat belts only. Seat belts are designed for an adult body and do not fit a child properly; the shoulder belt cuts into their neck or face, the lap belt fits high on their abdomen. To counteract the poor fit, the child puts the shoulder belt behind their back- now the child only has a lap belt holding them into the vehicle.

Unfortunately in the event of a crash, if the child is only secured by the lap belt up high on their abdomen, the injuries to their internal organs, spine, neck, and head are far greater and severe. National studies have shown children restrained in booster seats are sixty percent safer than seat belts alone.

In the June 2003 issue of the Journal of the American Medical Association, a study was published showing the first real-world evidence of the added safety benefits of booster seats compared with seat belts alone. In addition, the study demonstrates that proper positioning of the belt by booster seats virtually eliminates injuries associated with seat belt syndrome, including injuries to the abdomen and spine. In contrast, children in the study who were restrained in seat belts alone suffered injuries to every body region.

Seat belts are not designed for children, seat belts are designed to fit those over 4'9" and at least 80 pounds. Let's protect our Alaskan children, as 39 states have, by passing a Booster Seat law.

Thank you and please let me know if I can be assistance in promoting booster seat legislation. Sincerely, Beth

Beth Schuerman, Certified Child Passenger Safety Instructor  
8805 Little Brook St.  
Anchorage, AK 99507  
907-244-1123

# Alaska Automobile Dealers Association

January 25, 2008

Re: SB 218

To All Members of the House and Senate:

The Alaska Auto Dealers Association Board of Directors passed a unanimous resolution in support of SB 218 and we urge you to support this worthy bill. SB 218 bill, if passed, will help protect young children by updating the current infant and booster seat law which has become outdated.

For example, current law gives the parent the option of placing a small four year old in a booster seat or utilizing a seat belt. Vehicle safety systems have advanced dramatically since the current law was written with a variety of active and passive safety devices being added to vehicles. Front, side and curtain airbags, which have tremendous explosive force if triggered, are just one example of safety devices that weren't in existence when the current law was written.

As automobile dealers, we can assure you that no vehicle manufacturer recommends placing a small four year old in a seat belt only. Doing so could result in serious injury or death to the child.

Nearly forty two states have updated their infant and booster seat laws along the lines proposed. By adopting new legislation, the State will be eligible for grant monies which could be used for a safety campaign. Most importantly, however, updating our law will insure that children are better protected on Alaska's roads. We urge and appreciate your support of SB 218.

Sincerely,

*Jon Cook*

Jon Cook  
Legislative Director

**Allison Biastock**

---

**From:** Heath, Brian [BHeath@borough.kenai.ak.us]  
**Sent:** Monday, January 28, 2008 4:51 PM  
**To:** Allison Biastock  
**Subject:** SB218

As a Paramedic/ Firefighter, as a parent of three children and as someone who has witnessed the aftermath of preventable childhood injuries, I fully and without reservation support the passage of SB218.

NREMT-P/Engineer/CSS Tech  
Brian P. Heath  
Central Emergency Service  
Soldotna, Alaska



Property Casualty Insurers Association of America

Shaping the Future of American Insurance

January 29, 2008

The Hon. Hollis French  
Alaska State Senator  
State Capitol, Room 417  
Juneau, AK 99801-1182

**RE: Support for SB 218**

Dear Senator French,

On behalf of the more than 1,000 insurer members of the Property Casualty Insurers Association of America, who collectively write more than 40% of the property/casualty insurance policies in force in the United States today, I am pleased to inform you of our support for your proposed **SB 218**, an act relating to child safety seats and seat belts.

PCI has recently adopted a revised policy position on the issue of child safety in private passenger autos, which recognizes that while all 50 states currently have laws on the books aimed at protecting children traveling in private passenger autos, there are gaps in those laws in many states, particularly in the 4-8-year old age group. Passage of **SB 218** would bring Alaska into compliance with standards set by the National Highway and Transportation Safety Administration for children. We support this legislation and applaud the efforts you and your colleagues in the Alaska Legislature are putting forth to improve child safety.

Please let me know if I can provide any additional information.

A handwritten signature in cursive script that reads "Kenton Brine".

Warm Regards,  
Kenton Brine  
NW Regional Manager

CC: Kris Knauss, PCI AK lobbyist



The Children's Hospital at Providence

January 30, 2008

The Honorable Senator Hollis French and Members of the State of Alaska Legislature  
Transportation Committee

Dear Senator French and Transportation Committee Members,

On behalf of The Children's Hospital at Providence, I urge you to support Senate Bill 218, the proposed upgrade to Alaska's child passenger safety law. I strongly urge you to approve this legislation in its entirety during the current legislative session.

As you know, motor vehicle crashes remain the leading cause of unintentional injury-related death among children ages 14 and under. Each year in the United States, nearly 1,600 child occupants ages 14 and under die in motor vehicle crashes and close to 228,000 are injured as occupants in motor vehicles. Unrestrained children are more likely to be injured, to suffer more severe injuries, and to die in motor vehicle crashes than children who are restrained.

The Children's Hospital at Providence provides the hospital care to many of Alaska's children who are seriously injured in automobile accidents. So many of these tragedies could be prevented or would have less severity if the children had been adequately restrained.

We know that strong occupant protection laws that are consistently enforced are one of the best ways to prevent injuries and save children's lives. Senate Bill 218, if enacted into law, would close a significant gap in Alaska's child occupant protection law by clearly requiring some older children to ride properly restrained in a booster seat or high-weight-harness child restraint, secured by the motor vehicle's safety belt system.

If we at The Children's Hospital at Providence can be of any assistance to you regarding Senate Bill 218, please do not hesitate to contact me. Thank you for your leadership on this important safety initiative for Alaska's children!

Sincerely,

Richard Mandsager, MD

Executive Director - The Children's Hospital at Providence

**SB**

**221**

**(FILE 1)**

**HFIN**

**FILE**

*Replaced*

*4/8/08*

25-GS2007V  
Kane  
4/7/08

**HOUSE CS FOR CS FOR SENATE BILL NO. 221(FIN)  
IN THE LEGISLATURE OF THE STATE OF ALASKA  
TWENTY-FIFTH LEGISLATURE - SECOND SESSION**

**BY THE HOUSE FINANCE COMMITTEE**

**Offered:  
Referred:**

**Sponsor(s): SENATE RULES COMMITTEE BY REQUEST OF THE GOVERNOR**

**A BILL**

**FOR AN ACT ENTITLED**

1 "An Act making and amending appropriations, including capital appropriations,  
2 supplemental appropriations, and appropriations to capitalize funds; and providing for  
3 an effective date."

4 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

5 (SECTION 1 OF THIS ACT BEGINS ON PAGE 2)

1 \* Section 1. The following appropriation items are for supplemental changes in operating  
 2 expenditures from the general fund or other funds as set out in section 2 of this Act to the  
 3 agencies named for the fiscal year ending June 30, 2008.

	Appropriation	General	Other
	Allocations	Items	Funds
	*****	*****	
	***** Department of Corrections *****		
	*****	*****	
9	Inmate Health Care	534,200	534,200
10	Inmate Health Care	534,200	
	*****	*****	
	***** Department of Health and Social Services *****		
	*****	*****	
14	Health Care Services	17,062,300	17,062,300
15	Medicaid Services	17,062,300	
	*****	*****	
	***** Department of Public Safety *****		
	*****	*****	
19	Alaska State Troopers	441,400	441,400
20	Prisoner Transportation	227,500	
21	Rural Trooper Housing	122,100	
22	Alaska State Trooper	43,100	
23	Detachments		
24	Alaska Wildlife Troopers	8,600	
25	Alaska Wildlife Troopers -	40,100	
26	Aircraft Section		
27	Statewide Support	4,600	4,600
28	Administrative Services	4,600	
	*****	*****	
	***** Department of Revenue *****		
	*****	*****	

		Appropriation	General	Other
		Allocations	Items	Funds
			Funds	Funds
1				
2				
3	<b>Taxation and Treasury</b>		416,400	416,400
4	Tax Division	416,400		
5	*****			*****
6	***** Department of Transportation & Public Facilities *****			
7	*****			*****
8	<b>State Equipment Fleet</b>		748,000	748,000
9	State Equipment Fleet	748,000		
10	<b>Highways, Aviation and</b>		1,071,400	1,071,400
11	<b>Facilities</b>			
12	Central Region Facilities	-280,300		
13	Northern Region Facilities	215,500		
14	Southeast Region Facilities	22,300		
15	Central Region Highways and	231,900		
16	Aviation			
17	Northern Region Highways	570,600		
18	and Aviation			
19	Southeast Region Highways	311,400		
20	and Aviation			
21	<b>Marine Highway System</b>		3,290,100	3,290,100
22	Marine Vessel Operations	3,290,100		
23	*****			*****
24	***** University of Alaska *****			
25	*****			*****
26	<b>University of Alaska</b>		927,200	927,200
27	Budget Reductions/Additions	927,200		
28	- Systemwide			
29	*****			*****
30	***** Alaska Court System *****			
31	*****			*****
32	<b>Alaska Court System</b>		217,700	217,700
33	Trial Courts	217,700		

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Appropriation	General	Other
Allocations	Funds	Funds
(SECTION 2 OF THIS ACT BEGINS ON PAGE 5)		

1 \* Sec. 2. The following sets out the funding by agency for the appropriations made in sec. 1 of  
2 this Act.

3	Funding Source	Amount
4	<b>Department of Corrections</b>	
5	1004 Unrestricted General Fund Receipts	534,200
6	*** Total Agency Funding ***	\$534,200
7	<b>Department of Health and Social Services</b>	
8	1004 Unrestricted General Fund Receipts	17,062,300
9	*** Total Agency Funding ***	\$17,062,300
10	<b>Department of Public Safety</b>	
11	1004 Unrestricted General Fund Receipts	446,000
12	*** Total Agency Funding ***	\$446,000
13	<b>Department of Revenue</b>	
14	1004 Unrestricted General Fund Receipts	416,400
15	*** Total Agency Funding ***	\$416,400
16	<b>Department of Transportation &amp; Public Facilities</b>	
17	1004 Unrestricted General Fund Receipts	4,361,500
18	1026 Highways Equipment Working Capital Fund	748,000
19	*** Total Agency Funding ***	\$5,109,500
20	<b>University of Alaska</b>	
21	1004 Unrestricted General Fund Receipts	927,200
22	*** Total Agency Funding ***	\$927,200
23	<b>Alaska Court System</b>	
24	1004 Unrestricted General Fund Receipts	217,700
25	*** Total Agency Funding ***	\$217,700
26	***** Total Budget *****	\$24,713,300

27 (SECTION 3 OF THIS ACT BEGINS ON PAGE 6)

1 \* Sec. 3. The following sets out the statewide funding for the appropriations made in sec. 1 of  
2 this Act.

3	Funding Source	Amount
4	<b>General Funds</b>	
5	1004 Unrestricted General Fund Receipts	23,965,300
6	***Total General Funds***	\$23,965,300
7	<b>Federal Funds</b>	
8	***Total Federal Funds***	\$0
9	<b>Other Non-Duplicated Funds</b>	
10	***Total Other Non-Duplicated Funds***	\$0
11	<b>Duplicated Funds</b>	
12	1026 Highways Equipment Working Capital Fund	748,000
13	***Total Duplicated Funds***	\$748,000

14 (SECTION 4 OF THIS ACT BEGINS ON PAGE 7)

1 \* Sec. 4. The following appropriation items are for capital projects and grants from the  
 2 general fund or other funds as set out in section 5 of this Act to the agencies named for the  
 3 purposes expressed and lapse under AS 37.25.020, unless otherwise noted.

	Appropriation	General	Other
	Allocations	Funds	Funds
6	*****	*****	
7	***** Department of Commerce, Community and Economic Development *****		
8	*****	*****	
9	State Regional Cruise Ship	350,000	350,000
10	Impact Study (HD 1-40)		
11	<b>Grants to Named Recipients</b>		
12	(AS 37.05.316)		
13	AARP Ketchikan - Access	100,000	100,000
14	Road for Ketchikan Senior		
15	Housing Project (HD 1)		
16	Alaska Air Show	75,000	75,000
17	Association - 2008 Arctic		
18	Thunder Airshow (HD 17-32)		
19	Alaska Aviation Heritage	250,000	250,000
20	Museum - Aircraft Shelter		
21	and American Pilgrim		
22	Aircraft (HD 17-32)		
23	Alaska Brain Injury	50,000	50,000
24	Network - Virtual Resource		
25	Center Computers and		
26	Library Materials (HD		
27	17-32)		
28	Alaska Community	1,500,000	1,500,000
29	Foundation - Alaska's 50th		
30	Anniversary of Statehood		
31	Celebration (HD 1-40)		

		Appropriation	General	Other
	Allocations	Items	Funds	Funds
1				
2				
3	Alaska Community	1,000,000	1,000,000	
4	Foundation - Jesse Lee			
5	Home Stabilization Project			
6	(HD 33-35)			
7	Alaska Community	100,000	100,000	
8	Foundation - West High			
9	School Auditorium			
10	Restoration (HD 17-32)			
11	Alaska Disable Veterans	50,000	50,000	
12	Sports Program, Inc. -			
13	Sports Program Support			
14	(HD 17-32)			
15	Alaska Family Services -	50,000	50,000	
16	Vehicle, Fencing And			
17	Furniture for The New			
18	Behavioral Health Services			
19	Building (HD 13-16)			
20	Alaska Judicial Observers,	54,000	54,000	
21	Inc. -			
22	Recruit/Screen/Train			
23	Volunteers to Observe Court			
24	Proceedings (HD 17-32)			
25	Alaska Laborer's Training	1,250,000	1,250,000	
26	School - Construction			
27	Equipment Purchase (HD			
28	17-32)			
29	Alaska Native Heritage	250,000	250,000	
30	Center - Expansion and			
31	Improvements (HD 17-32)			
32	Alaska Native Veterans	100,200	100,200	
33	Association - Alaska			

	Appropriation		General	Other
	Allocations	Items	Funds	Funds
1				
2				
3	Territorial Guard Statue			
4	Project (HD 7-11)			
5	Alaska PTA - Military	40,000	40,000	
6	Coalition Meeting (HD			
7	1-40)			
8	Alaska PTA - Program	495,000	495,000	
9	Improvements and			
10	Technology Upgrades (HD			
11	1-40)			
12	Alaska State Hospital &	50,000	50,000	
13	Nursing Home Association -			
14	Anchorage Medical Clinic			
15	Study (HD 17-32)			
16	Alaska Veterans Memorial -	25,000	25,000	
17	Museum Feasibility Study			
18	(HD 17-32)			
19	Alaska Village Electric	570,000	570,000	
20	Cooperative -			
21	Reimbursement For			
22	Relocation Of Fuel Tanks			
23	(HD 40)			
24	American Legion Baseball	1,800,000	1,800,000	
25	Association - Alaska			
26	American Legion Baseball			
27	Field Statewide			
28	Development (HD 17-32)			
29	American Legion Lynn Canal	150,000	150,000	
30	Post 12 - American Legion			
31	Hall Renovations (HD 5)			
32	American Lung Association	350,000	350,000	
33	of Alaska - Asthma Control			

		Appropriation		General	Other
		Allocations	Items	Funds	Funds
1					
2					
3	Program and Champ Camp				
4	(HD 17-32)				
5	American Red Cross of		125,000	125,000	
6	Alaska - Service to Armed				
7	Forces Program (HD 1-40)				
8	Anchorage Community Land		1,800,000	1,800,000	
9	Trust - Mountain View				
10	Services Center Upgrade				
11	(HD 17-32)				
12	Anchorage Museum		5,000,000	5,000,000	
13	Association - Facility				
14	Expansion (HD 17-32)				
15	Anchorage Parks Foundation		20,000	20,000	
16	- Spenard Recreation Center				
17	Parking Lot Gate				
18	Installation (HD 17-32)				
19	Armed Services YMCA of		25,000	25,000	
20	Alaska - Fort Wainwright				
21	On-Post Van Shuttle				
22	Service (HD 7-11)				
23	Big Lake Chamber of		17,500	17,500	
24	Commerce - Community				
25	Information Center (HD				
26	13-16)				
27	Big Lake Chamber of		5,000	5,000	
28	Commerce - Fish Creek				
29	Park: Playground Equipment				
30	(HD 13-16)				
31	Big Lake Chamber Of		20,000	20,000	
32	Commerce - Public Access				
33	Docks (HD 13-16)				

	Appropriation		General	Other
	Allocations	Items	Funds	Funds
1				
2				
3	Big Lake Library Advocates	5,000	5,000	
4	- Big Lake Library Upgrade			
5	Technology and or Library			
6	Books (HD 13-16)			
7	Boys & Girls Clubs -	500,000	500,000	
8	Purchase South Anchorage &			
9	Chugiak/Eagle River			
10	Clubhouses (HD 17-32)			
11	Brotherhood, Inc. -	30,000	30,000	
12	Student/Youth Training			
13	Equipment (HD 17-32)			
14	Camp Fire USA - Camp	435,000	435,000	
15	Kushtaka Rebuild (HD			
16	33-35)			
17	Cape Fox Heritage	52,814	52,814	
18	Foundation - Cape Fox			
19	Heritage Foundation			
20	Technology Training Center			
21	(HD 1)			
22	Catholic Community	20,000	20,000	
23	Services - Angoon Senior			
24	Center Stove, Refrigerator			
25	and Freezer (HD 5)			
26	Challenger Learning Center	150,000	150,000	
27	of Alaska - One Stop			
28	Safety and Survival			
29	Training (HD 33-35)			
30	The previous appropriation is contingent on a match from the City of Kenai or the Kenai			
31	Peninsula Borough in the amount of \$200,000 from sources other than the state or federal			
32	government.			
33	Chatham School District -	40,000	40,000	

		Appropriation		General	Other
		Allocations	Items	Funds	Funds
1					
2					
3	Angoon Schools: Plow				
4	Truck (HD 5)				
5	Chilkat Indian Village -		25,000	25,000	
6	ANS Community Hall				
7	Renovation (HD 5)				
8	Chugach Electric		200,000	200,000	
9	Association - Chugach				
10	Electric Power Line				
11	Relocation in Hope - Hazard				
12	Mitigation (HD 17-32)				
13	Chugiak Benefit		20,000	20,000	
14	Association, Inc. -				
15	Building				
16	Maintenance/Renovation (HD				
17	13-16)				
18	Chugiak Benefit		5,000	5,000	
19	Association, Inc. -				
20	Building				
21	Maintenance/Renovation (HD				
22	13-16)				
23	Chugiak-Eagle River		5,000	5,000	
24	Historical Society -				
25	Preservation and Storage of				
26	Historical Materials (HD				
27	13-16)				
28	Communities in Schools -		15,000	15,000	
29	Career Exploration Program				
30	(HD 17-32)				
31	Cook Inlet Aquaculture		150,000	150,000	
32	Association - Susitna Lakes				
33	Study (HD 13-16)				

	Appropriation		General	Other
	Allocations	Items	Funds	Funds
1				
2				
3	Cook Inlet Aquaculture	103,825	103,825	
4	Association -			
5	Matanuska-Susitna Region			
6	Salmon Research Plan (HD			
7	33-35)			
8	Cook Inlet Aquaculture	150,000	150,000	
9	Association - Northern Cook			
10	Inlet Salmon Study (HD			
11	33-35)			
12	Cook Inlet Housing	1,500,000	1,500,000	
13	Authority - Eklutna Estates			
14	Community Center (HD			
15	17-32)			
16	Cook Inlet Housing	3,500,000	3,500,000	
17	Authority - Student Housing			
18	and Day Care Facility			
19	Services (HD 17-32)			
20	Cook Inlet Regional	72,000	72,000	
21	Citizens Advisory Council -			
22	Cook Inlet Ice Conditions			
23	Analysis and Forecast			
24	Equipment (HD 33-35)			
25	Cook Inlet Tribal Council	3,000,000	3,000,000	
26	- Develop/Purchase			
27	"Chanlyut" Facility (HD			
28	17-32)			
29	Copper Valley Electric	1,000,000	1,000,000	
30	Association - Allison Lake			
31	hydro development license			
32	application (HD 12)			
33	Copper Valley Electric	2,000,000	2,000,000	

		Appropriation	General	Other
		Allocations	Funds	Funds
		Items		
1				
2				
3	Association - Glennallen			
4	Diesel Plant upgrade (HD			
5	12)			
6	Copper Valley Electric	1,500,000	1,500,000	
7	Association - Intertic			
8	Construction Cost Recovery			
9	(HD 12)			
10	Copper Valley Electric	500,000	500,000	
11	Association - Valdez Diesel			
12	Plant Substation Upgrade			
13	(HD 12)			
14	Copper Valley Historical	50,000	50,000	
15	Society - Museum			
16	Renovation (HD 12)			
17	Cordova Family Resource	10,000	10,000	
18	Center - Computer			
19	Equipment and Upgrades and			
20	Library Supplies (HD 5)			
21	Cultural Heritage &	50,000	50,000	
22	Education Institute -			
23	Cultural Preservation			
24	Initiative (HD 7-11)			
25	Eagle River Lions Club -	380,000	380,000	
26	Park Upgrades (HD 17-32)			
27	Fairbanks Counseling and	300,000	300,000	
28	Adoption - Fairbanks			
29	Counseling & Adoption (HD			
30	7-11)			
31	Fairbanks Downtown	20,000	20,000	
32	Association - Downtown			
33	Fairbanks Upgrade (HD			

1	2	Appropriation		General	Other
		Allocations	Items	Funds	Funds
3	7-11)				
4	Fairbanks Drama		25,000	25,000	
5	Association - Building				
6	Improvements (HD 7-11)				
7	Fairbanks Soil and Water		5,000	5,000	
8	Conservation District -				
9	Noxious Weed Project (HD				
10	7-11)				
11	Fairbanks Volunteers In		50,000	50,000	
12	Policing - Meth Watch				
13	Program (HD 7-11)				
14	Fraternal Order of the		16,000	16,000	
15	Alaska State Troopers				
16	(FOAST) - Crime Scene				
17	Investigation (CSI) Youth				
18	Camp Equipment and				
19	Materials (HD 17-32)				
20	Funny River Community -		135,000	135,000	
21	Covered Multi-Use Facility				
22	(HD 33-35)				
23	Gastineau Human Services -		46,850	46,850	
24	GHS Residence, Office				
25	Maintenance and Equipment				
26	Upgrades (HD 3-4)				
27	Girdwood Volunteer Fire		440,000	440,000	
28	Department - Girdwood				
29	Water Tender 41 (HD 17-32)				
30	Glenn Rich Fire and Rescue		150,000	150,000	
31	- Building Construction				
32	(HD 6)				
33	Goldstream Valley Lions		23,000	23,000	

	Appropriation		General Funds	Other Funds
	Allocations	Items		
1				
2				
3	Club - Goldstream Valley			
4	Park And Community Center			
5	Well (HD 7-11)			
6	Homer Electric Association	250,000	250,000	
7	- Hazardous Tree Removal			
8	Project (HD 33-35)			
9	Homer Electric Association	1,000,000	1,000,000	
10	- South Kachemak Bay Cable			
11	Replacement Project (HD			
12	33-35)			
13	Homer Electric Association	12,500,000		12,500,000
14	- Upgrade Electrical			
15	Distribution and			
16	Transmission System (HD			
17	33-35)			
18	Hope, Inc. - Hope	25,000	25,000	
19	Community Development (HD			
20	17-32)			
21	Kachemak Ski Club - Ohlson	89,000	89,000	
22	Mountain Ski Hill			
23	Improvements (HD 33-35)			
24	Kasilof Regional Historical	70,000	70,000	
25	- McLane Center Museum			
26	Renovation (HD 33-35)			
27	Kasilof Regional Historical	50,000	50,000	
28	Association, Inc. - McLane			
29	Center and Museum			
30	Renovation (HD 33-35)			
31	Kawerak Inc. - Shishmaref	50,000	50,000	
32	Beach Erosion (HD 40)			
33	KBRW - Equipment	25,000	25,000	

		Appropriation	General	Other
	Allocations	Items	Funds	Funds
1				
2				
3	Replacement and			
4	Installation (HD 40)			
5	Kenai Peninsula Food Bank	15,000	15,000	
6	- Building Improvements			
7	and Maintenance (HD 33-35)			
8	Ketchikan General Hospital	48,500	48,500	
9	- Replacement Coagulation			
10	Analyzer (HD 1)			
11	Ketchikan General Hospital	70,000	70,000	
12	- Replacement Of Outdated			
13	Equipment (HD 1)			
14	Ketchikan Little League -	60,000	60,000	
15	Batting Cages (HD 1)			
16	Ketchikan Little League -	100,000	100,000	
17	Ketchikan Little League			
18	Indoor Training Facility			
19	(HD 1)			
20	Ketchikan Rod & Gun Club -	44,000	44,000	
21	Facility Improvements (HD			
22	1)			
23	Ketchikan Visitors Bureau -	20,000	20,000	
24	Visitor Information Center			
25	at Berth Three (HD 1)			
26	Kodiak Senior Center -	15,000	15,000	
27	Facilities Repair and			
28	Equipment (HD 36)			
29	KOTZ - Radio Station	50,000	50,000	
30	Equipment (HD 40)			
31	Kuskokwim Public	50,000	50,000	
32	Broadcasting Corporation -			
33	Power Grid Extension to			

	Appropriation		General	Other
	Allocations	Items	Funds	Funds
1				
2				
3	KSKO Transmitter (HD 6)			
4	Kuspuk School District -	400,000	400,000	
5	Joseph and Olinga Gregory			
6	School Project Cost			
7	Overruns (HD 38)			
8	Mat-Su Baseball, Inc. -	50,000	50,000	
9	Outfield and Backstop Fence			
10	and Other Park			
11	Improvements for the			
12	Mat-Su Miners Baseball			
13	Field (HD 13-16)			
14	Matanuska Electric	7,000,000		7,000,000
15	Association - 115 KV			
16	Transmission Line Upgrades			
17	and Extensions in Mat-Su			
18	Borough and Eagle River			
19	(HD 13-16)			
20	Meadow Lakes Community	44,500	44,500	
21	Council - Design and			
22	Construction of Meadow			
23	Lakes Community Council			
24	Access Road (HD 13-16)			
25	Ninilehik Senior Citizens -	22,500	22,500	
26	Senior Center Upgrades (HD			
27	33-35)			
28	Norton Sound Health	62,000	62,000	
29	Corporation - Emergency			
30	Medical Response Stockpile			
31	Packs (HD 39)			
32	Partners for Progress -	50,000	50,000	
33	Partners for Progress (HD			

1	2	Appropriation		General	Other
		Allocations	Items	Funds	Funds
3	17-32)				
4	Rainbird Community		30,000	30,000	
5	Broadcasting Corporation -				
6	Planning and Design for				
7	Replacement Facility (HD				
8	1)				
9	Salcha Fair Association -		32,000	32,000	
10	Playground and Fair				
11	Building Construction (HD				
12	12)				
13	Sheldon Jackson Hatchery -		250,000	250,000	
14	Sheldon Jackson Hatchery				
15	Training Facility (HD 2)				
16	Sitka Alaska Native		50,000	50,000	
17	Brotherhood - Sitka ANB				
18	Hall Renovation (HD 2)				
19	Soldotna Area Senior		67,500	67,500	
20	Citizens, Inc. - ADA				
21	Walkway Project (HD 33-35)				
22	Sons of Norway - District		96,000	96,000	
23	Two, No. 23 Hall				
24	Renovation and Repair (HD				
25	2)				
26	South Peninsula Hospital -		10,225	10,225	
27	Hospital Cell Phone				
28	Repeater Antenna (HD				
29	33-35)				
30	Southeast Conference -		100,000	100,000	
31	Energy Program (HD 1-5)				
32	Southeast Conference -		500,000	500,000	
33	Kake-Petersburg Intertie				

	Appropriation		General Funds	Other Funds
	Allocations	Items		
1				
2				
3	Permitting, Design, and			
4	Construction (HD 5)			
5	Spruce Grove Memorial Park	70,000	70,000	
6	- Kasilof/Cohoe Cemetery			
7	Columbarium (HD 33-35)			
8	Sterling Area Senior	125,000	125,000	
9	Citizens, Inc. - Building			
10	and Equipment Repair &			
11	Replacement (HD 33-35)			
12	Strelna Volunteer Fire	100,000	100,000	
13	Department - Fire			
14	Department Building (HD 6)			
15	Takshanuk Watershed Council	72,000	72,000	
16	- Big Boulder Creek			
17	Enhancements (HD 5)			
18	Takshanuk Watershed Council	60,000	60,000	
19	- Comstock Road Culvert			
20	Replacements (HD 5)			
21	Tanana Valley Farmers	100,000	100,000	
22	Market Association - Market			
23	Facilities Expansion and			
24	Improvements (HD 7-11)			
25	Tanana Valley Sportsmen's	25,000	25,000	
26	Association -			
27	Clubhouse/Firing Range			
28	Reconstruction (HD 7-11)			
29	Tanana Valley Sportsmen's	220,000	220,000	
30	Association - Shooting			
31	Facility Replacement (HD			
32	7-11)			
33	Tanana Valley State Fair	15,000	15,000	

		Appropriation	General	Other
		Allocations	Funds	Funds
		Items		
1				
2				
3	Association - Capital			
4	Improvements and ADA			
5	Compliance Grant (HD 7-11)			
6	Tanana Valley State Fair	30,000	30,000	
7	Association - Capital			
8	Improvements and ADA			
9	Compliance Grant (HD 7-11)			
10	Tok Umbrella Corporation -	500,000	500,000	
11	Upper Tanana Valley Wood			
12	Chipper Project (HD 6)			
13	United Nonprofits -	370,000	370,000	
14	Mortgage & Renovations (HD			
15	17-32)			
16	Valley Community for	2,000,000	2,000,000	
17	Recycling Solutions -			
18	Community Recycling Center			
19	(HD 13-16)			
20	Voznesenka Village	25,000	25,000	
21	Corporation - Playground			
22	Improvements for			
23	Voznesenka and Kachemak			
24	Selo (HD 33-35)			
25	Willow Area Community	13,775	13,775	
26	Organization - Emergency			
27	Supplies Storage (HD			
28	13-16)			
29	Willow Area Community	30,000	30,000	
30	Organization, Inc. - Willow			
31	Area Community Center			
32	Secure Storage Building			
33	(HD 13-16)			