

AB 242

Vote Record

Senate - Committee on Health, Utilities, Veterans and Military Affairs

Date: 11/7/01
 Bill Number: AB 242
 Moved by: Breske Seconded by: Fitz
 Motion: Concurrence

<u>Committee Member</u>	<u>Aye</u>	<u>No</u>	<u>Absent</u>	<u>Not Voting</u>
Sen. Rodney Moen, Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Roger Breske	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Judith Robson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Jon Erpenbach	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Mark Meyer	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Peggy Rosenzweig	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Robert Cowles	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Scott Fitzgerald	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Mary Lazich	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Totals:	<u> </u>	<u> </u>	<u> </u>	<u> </u>

Motion Carried

Motion Failed

**TESTIMONY IN SUPPORT OF AB 242
JOHN C. CUMICEK, WISCONSIN STATE DIRECTOR
SELECTIVE SERVICE SYSTEM
November 7, 2001**

Good afternoon, Chairman Moen and members of the Committee of the Health, Utilities, Veterans and Military Affairs. My name is John Cumicek and I am the State Director of the Selective Service System for the State of Wisconsin. Thank you for allowing me the opportunity to present testimony in support of Assembly Bill 242. I also thank the sponsors, especially Representative Wasserman for his leadership in introducing this Bill and its subsequent overwhelming passage in the Assembly.

I am in favor of AB 242 authorizing the Dept of Transportation to collect and electronically transmit to Selective Service, registration information from all male applicants for a driver license, renewal, and identification card, who are at least 18 but less than 26 years of age. The applicant's signature on the application form serves as an indication that he has already registered with Selective Service or that he is authorizing the Department to forward his information to accomplish his registration. Naturally, the Dept of Transportation will inform the applicant at the time of application that his signature constitutes consent to be registered with Selective Service and demonstrates his compliance with the requirements of the Military Selective Service Act.

The need for this legislation is great. Wisconsin currently ranks 15 th (73%) among the 50 states for registration compliance of 18-year-olds and, despite significant and broad-based efforts, the state's registration rate is not improving. In addition to possible criminal prosecution and penalties, men who fail to register

lose their eligibility for Federal student loans and grants, Federal job training benefits, and jobs with the Executive Branch of the Federal government. Registration is also a requirement for attaining U.S. citizenship for those seeking to be naturalized. While Federal law specifically requires men to register within 30 days of their 18th birthday, Selective Service accepts late registrations up until age 26 . A f t e r t h a t p o i n t , men who fail to register are forever disqualified for these benefits. We find that many young men do not register because they are simply unaware of the law. By linking Selective Service registration with the attainment of a driver's license or identification card, we can ensure that young men of Wisconsin are aware of their obligation to register and can therefore retain their eligibility for these crucial benefits.

In addition to being effective, the requirements of this Bill are both simple and inexpensive. The Dept of Transportation currently collects all the information necessary for Selective Service Registration. Further, the information is already transmitted in an electronic format to the American Association of Motor Vehicles Administrators Network. As a result, discussions the Dept indicate that the costs associated with this bill would be minimal.

Assembly Bill 242 is that rare opportunity where great good can be done without great effort or expense. I therefore respectfully request that this Committee assist the Selective Service System, but more importantly, the young men of Wisconsin by the passage of Assembly Bill 242. I will be pleased to answer any questions at this time. Thank you.

Statement in Support of 2001 Assembly Bill 242

November 7, 2001

Good afternoon, Senator Moen, Committee members, Ladies and Gentlemen. I'm Colonel Bruce Munson, Commander of the Wisconsin National Guard Selective Service Section. I appear before you today on behalf of General Blaney, the Adjutant General. The General conveys to the committee his regret at not being able to attend in person to speak in favor of AB 242, which links applications for driver's licenses and state photo ID's to Selective Service System registration.

The Department of Military Affairs and the Wisconsin National Guard favor this legislation for several reasons, among them:

- * It protects Wisconsin's citizens from losing important benefits, including government jobs, student financial aid, job training, and, for immigrants, U.S. citizenship. If a young man does not register before his 26th birthday, these losses are permanent.
- * It protects Wisconsin's economy by ensuring that all its young men remain eligible for training. Wisconsin thereby gains a productive citizen capable of working in today's high-tech economy rather than an untrained citizen qualified only for more menial jobs.
- * It protects public confidence in, and support of, any potential future draft because it increases registration compliance. For a potential future draft to be fair, all eligible young men should share the same risk of being called.
- * It achieves all of the above at no measurable cost to the State.

What sort of young man is in danger of not registering before his 26th birthday? It is not the one who leaves high school for college, technical school, a job training program, or the like. These men are registered in the ordinary course of business. For example, any young man filling out a student financial aid form is registered. No, the young man at risk is the one who intensely dislikes high school and distrusts authority, for example, his teachers. When this young man leaves high school, either by dropping out or by graduating, he is unlikely to fill out a form requiring Selective Service registration until it is too late. Indeed, the average age of technical school students in Wisconsin is approximately 29.

The Assembly has already acted favorably on AB 242. We ask for the support of the Senate. Thank you. I invite your questions.

COL Bruce Munson
Wisconsin National Guard
2400 Wright Street
Madison, WI 53704-2572

Testimony - AB 242
Health, Utilities, Veterans and Military Affairs
Wednesday, November 7, 2001
1:30 P.M. - State Capitol, Room 201 S.E.

Name: John C. Cumicek
Address: 933 Fulton Street
Seymour, Wisconsin 54165
Date of Birth: July 27, 1943 (58 years old)
Marital Status: Married to Adrienne M. Cumicek
Family: Daughter - 29 years old - 1 daughter
Son - 26 years old - married - loan officer
Son - 24 years old - insurance
Daughter - 22 years old - retail banking

Occupation: Vice-President
Baylake Bank, Seymour, Wisconsin
President
Outagamie County Fair Association
Seymour, Wisconsin

Government Service: Wisconsin State Director
Selective Service System
Since July 27, 1989

Prior Selective Service Experience
Reserve Force Officer From 12/69 - 4/88

Selective Service System

- a. National Headquarters, Washington, D.C.
Alfred Rascon, Director
- b. Three National Regions
 1. Great Lakes, Illinois
 2. Atlanta, Georgia
 3. Denver, Colorado
- c. National Budget - \$25.03 million
 1. Less than the cost of a jet plane
 2. Least expensive insurance policy the country has
- d. Wisconsin - ten area offices - 39 local boards
 1. Rice Lake - 3 local boards
 2. Wausau - 3 local boards
 3. Green Bay - 4 local boards
 4. Eau Claire - 3 local boards

5. Racine - 2 local boards
6. Menasha - 4 local boards
7. La Crosse - 3 local boards
8. Madison - 6 local boards
9. Milwaukee - 7 local boards
10. Waukesha - 4 local boards

$$\overline{39} \times 5 = 195$$

- e. Each Local Board Consists of Five Members
 1. Appointed by the Director for the President
 2. Recommendation of Governor
Work with Nora Weber, Governor's Office
 3. Initial Training - 1½ days
 4. ½ Day Annual Training
- f. Two District Appeal Boards - Five Members Each
 1. Eastern District
 2. Western Districts
- g. Administration - Two Wisconsin Reserve Units
 1. Madison - National Guard, 5 Reserve Force Officers
 2. Milwaukee - All Service, 5 Reserve Force Officers

Selective Service Act

- a. Each male must register within 30 days of turning eighteen (18)
- b. Name, address, date of birth, social security number and telephone number needed for registration
- c. Register at post office and schools/Internet - www.sss.gov
- d. Penalties for not registering
Fine of up to \$250,000, Imprisoned up to 5 years, or both

Compliance Rates: May 31, 2001

a. 18 Year Olds - Year of Birth: 1983

	Est. Pop.	Actual Regist.	Est. Shtfl.	Est. Comp.
National	830,188	601,477	228,711	72.45%
Region I (19 states)	295,324	224,375	70,949	75.98%
Wisconsin	16,840	14,473	2,367	85.94%
Region 2	276,284	194,259	82,025	70.31%
Region 3	258,580	181,656	76,924	70.25%

b. 19 Year Olds - Year of Birth: 1982

	Est. Pop.	Actual Regist.	Est. Shtfl.	Est. Comp.
National	2,095,537	1,625,899	469,638	77.59%
Region I (19 states)	741,306	591,583	149,723	79.80%
Wisconsin	42,637	35,555	7,082	83.39%
Region 2	688,707	519,601	169,106	75.45%
Region 3	665,524	510,976	154,548	76.78%

c. Compliance in the Past Has Been Over 90%

d. Reasons for Non-Compliance

1. Less Money for Publicity Activities
2. Time Elapsed Since Last Cold War

Federal Legislation Requiring Registration

- a. Federal Student Financial Aid
- b. Job Training
- c. Immigration
- d. Federal Job Applications
- e. FBI and U.S. District Attorney Verify When Researching
- f. Military Recruiters Need for New Enlistee's Applications

Thirty States Have Passed Legislation

- a. Eligibility for State-Funded Higher Education Benefits
- b. State Jobs
- c. Eligible to Enter Institutions of Higher Learning

Twelve States Have Legislation - Linking Registration With

- a. Applying for Driver's License
- b. State Identification Card



LAWS LINKING SSS REGISTRATION TO STATE DRIVER'S LICENSE APPLICATIONS

Background.

Federal law (50 U.S.C. App. 451 et seq.) requires virtually all male U.S. citizens, as well as immigrant men residing in the U.S., to register with the Selective Service System (SSS) when reaching age 18. However, despite publicity efforts, many men do not know about this important civic obligation and legal requirement. Registration compliance has eroded approximately one percent per year since 1991. At the end of 2000, an estimated 88 percent of U.S. men, 18 through 25 years old, were registered with SSS.

Declining registration compliance is of concern to officials because it means that any future draft instituted by Congress and the President in a national emergency would be less than fair and equitable. Also, men who fail to register with Selective Service are not eligible for certain programs and benefits that the Congress and 28 state legislatures have linked to registration. They include student loans and grants for college, most government jobs, and job training. Additionally, immigrant men residing in the U.S. who fail to register when they are at least 18 years old, but not yet 26 years old, may be denied U.S. citizenship by the Immigration and Naturalization Service.

Efforts to reverse the downward trend in SSS registration compliance have included using information technology and the Internet to make registration easier, and conducting publicity "blitzes" to contact the media and visit schools in low-compliance regions. These efforts help to spur increased awareness of the requirement. As a result, the rate of decline has slowed, but has not yet been reversed. In May 2000, the SSS released a map showing state-by-state registration compliance rates. States with the lowest levels of compliance included California, Texas, Louisiana, Mississippi, Georgia, South Carolina, Kentucky, and Hawaii.

Description of Typical State Driver's License Legislation.

It is generally believed that the key to solving the SSS registration compliance problem in a state is to link SSS registration with the process of applying for a driver's license or state identification card.

These laws are simple and inexpensive to implement. They instruct the state's Department of Public Safety or Motor Vehicles to include a consent statement on all applications or renewals for driver's permits, licenses, and identification cards. The statement tells the applicant that by submitting the application he is consenting to his registration with the SSS, if so required by Federal law. Females are not required to register with SSS under current law. Men 26 years old and older are too old to register.

Transmission of applicant data to the SSS is accomplished electronically through an existing arrangement each state has with the data sharing system of the American Association of Motor Vehicle Administrators (AAMVAnet) at no extra cost to the state.

Status of State Driver's License Legislation

As of November 2, 2001, twelve states and the District of Columbia had enacted driver's license laws supporting SSS registration: Oklahoma, Delaware, Arkansas, Utah, Georgia, Hawaii, Alabama, Florida, Colorado, Texas, Louisiana, and Illinois. Legislative work was complete on the Ohio driver's license law, which was awaiting the governor's signature. In North Carolina, driver's license legislation passed in the State House of Representatives; South Carolina's legislation passed in the State Senate; and the driver's license legislation in Wisconsin passed the full Assembly. Additionally, draft bills were under consideration in the states and territories of the Commonwealth of the Northern Mariana Islands, Massachusetts, Pennsylvania, and the Virgin Islands. New Hampshire and South Dakota legislators had drafted driver's license bills for consideration in 2002. Some states without legislative draft bills had obtained sponsors and others were in the process of obtaining support for the driver's license legislation.

**TESTIMONY IN SUPPORT OF AB 242
GLEN FORD, REGION I DIRECTOR
SELECTIVE SERVICE SYSTEM
November 7, 2001**

Good afternoon Chairman Moen and members of the Health, Utilities, Veterans and Military Affairs Committee. My name is Glen Ford and I serve as the Region I Director of the Selective Service System. It is a special privilege to appear before you today in support of Assembly Bill 242. I would like to extend my gratitude to the Chairman and Committee for hearing this bill and especially Rep. Wasserman for his leadership in introducing this Bill.

The Selective Service System strongly supports Assembly Bill 242 which links applying for a drivers license, renewal, and state identification card with Selective Service registration. We support it because it is good for the young men in Wisconsin; it's good for the state of Wisconsin; and, it's good for America.

Here are a few reasons why. Selective Service registers approximately 90% of the young men across America who are required by law to register. Some would say that 90% is pretty good. We say "it's not." It's not good especially after you examine who the "10% of non-registrants" are! These young men come primarily from the nation's minority populations, inner city youth, immigrants, or disenfranchised young men. The primary reason they do not register is simple – they are not aware of (or do not understand) the requirement. Unfortunately, Selective Service has not been effective in bringing its registration awareness message into these communities – although there has been extensive effort. Enactment of Assembly Bill 242 would go a long way in correcting this problem.

Assembly Bill 242 is good for the young men in Wisconsin because it not only keeps them in compliance with Federal Law, it keeps them eligible for important benefits. These benefits include federal and state student loans and grants, federal funds for job training, federal jobs, and US citizenship for immigrants. It's a sad irony that the population that needs access to these benefits the most are very often found in that "10%" population not registering.

Assembly Bill 242 is good for the state of Wisconsin for several reasons, but let me focus solely on the economic impact. If a young man does not register by the time he turns 26, he loses access to the benefits previously mentioned. Access to these benefits may very well be the difference between someone being an "ongoing contributor" to the economic well-being of the state or, being an "ongoing strain" on the state's resources. For a moment, let's examine the impact of registration on two hypothetical young men – both let's say dropped out of high school at age 16. For the purpose of this illustration, one young man registered and the other did not. After several years of working long, hard hours at minimal pay they both realize through life experiences that they need an education or job training. The young man who registered, enrolls in a \$3,500 welding program funded by the Dept of Labor, he completes the course, is hired by a local company and has a future that includes one of "contributing to the economic gains" of the state and community. The other young man who did not register, was not able to enroll in the welding program, nor any other federally funded program, and sadly heads into a future very much different than the young man who registered. Yes, Assembly Bill 242 is good for the state of Wisconsin.

Assembly Bill 242 is good for America for many reasons. But the primary reason is that it will help keep our registration compliance levels high, which is critical to fairness and equity if this county every needs to reinstate a draft.

The really good news is that when enacted, Assembly Bill 242 can be implemented with minimal costs and no operational impact on the Dept of Transportation's licensing offices in the state. The language of the bill reflects coordination between SSS and the Dept with the end goal to make implementation low cost and "transparent" to operating offices. In fact, the Selective Service System stands ready to offset startup costs needed to implement this bill.

Mr. Chairman, I hope that Wisconsin soon will join a growing list of states that have enacted this legislation. I, too, respectfully request this committee to pass Assembly Bill 242.

I will be happy to answer any questions. Thank you.

Delaware Automatic Registration Legislation

On Aug. 4, 2000, Delaware Gov. Thomas R. Carper signed into law a provision that will automatically register young men, 18 through 25 years old, with the Selective Service System when they apply for a driver's license or renewal. The provision does not affect females or men younger than 18 or older than 25 years old. Sen. J. Dallas Winslow authored the bill and Rep. Richard C. Cathcart sponsored it in the House. Winslow stated, "We are proud to serve as a role model for other states in this type of



As Gov. Carper signs Delaware DMV legislation, Selective Service officials look on. Standing left to right: Lt. Col. Glen Ford, Region I Director; Chief Warrant Officer 3 James DiDonato, Delaware Detachment IDE; Selective Service System Director, Gil Coronado; retired Brig. Gen. William J. Tansey, ARNG, Delaware State Director; State Rep. Cathcart; and Lt. Col. Frederic Kenney, Detachment IDE Commander.

legislation." He explained that Delaware, the "First State", is now the first state in the nation to automatically register a young man when he applies for a driver's license or renewal. He went on to explain that a number of states throughout the country have pending legislation requiring registration as a prerequisite for obtaining a driver's license or renewal. Oklahoma recently passed such legislation.

Selective Service System Director, Gil Coronado, was present at the bill signing ceremony along with Cathcart, Mr. Bill Tansey, Delaware State Director, and LTC Glen Ford, the Region I Director for the Agency. Cathcart

said, "We feel it important to ensure that the young men in Delaware maintain eligibility for state and federal educational monies as well as federal jobs."

Coronado believes that the new law will universally spur Delaware men to register with Selective Service in accordance with the Federal Military Selective Service Act. He pointed out that 83 percent of young Delaware men reaching age 20 have complied with the federal registration requirement, which places the state in the top half of all states with regard to compliance. However, the 17 percent who have not registered are ineligible to receive valuable federal and state benefits that are tied to the registration requirement. For example, a young man who is not registered with the Selective Service is ineligible for federal and state student loans and most federal jobs. Registration-age immigrant men who fail to register are denied U.S. citizenship. By publicizing the registration requirement through the driver's license process, Delaware is protecting public benefits for its citizens, Coronado said.

Coronado added that this legislation is vital to improving national security. "Selective Service registration compliance has been declining in recent years and our energies have focused on reminding men to register on time," Coronado said. "The problem has been that men are simply not aware that they have a civic and legal obligation to register at age 18. Delaware's law, the first of its kind in the nation, should bring registration compliance in Delaware closer to 100 percent and set the example for other states to follow."

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Viewpoints herein do not represent official policy

