

9 SENATE HEARING SLIP

(Please Print Plainly)

DATE: 9/26/01

BILL NO. Senate Bill 196

SUBJECT Auto Safety when

(NAME) Senator Fred A. Riser

(Street Address or Route Number)

(City and Zip Code)

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

Senate Sergeant-At-Arms
State Capitol - B35 South
P.O. Box 7882
Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 26 Sept 01

BILL NO. SB 196

SUBJECT

(NAME) Sen. Fred Riser

220 SOUTH

(Street Address or Route Number)

(City and Zip Code)

(Representing)

Speaking in Favor: Please call 6-1627 OPEN UP.

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South
P.O. Box 7882
Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 9-26-01

BILL NO. SR 196

SUBJECT State Vehicle

Fleet Safety

(NAME) Dan Roberts

(Street Address or Route Number) 1237 E. Dayton, St

Madison WI 53703

(City and Zip Code)

(Representing)

Speaking in Favor: Wis Professional Employers Council

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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SENATE HEARING SLIP

(Please Print Plainly)

DATE: 9/25/01

BILL NO. SRB196

SUBJECT _____

(NAME) KEN OPIN

(Street Address or Route Number) 1334 APPLEBERRY

MADISON 53704

(City and Zip Code)

(Representing) WIS. FED. OF TEACHERS + WEA

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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SENATE HEARING SLIP

(Please Print Plainly)

DATE: 9/25/01

BILL NO. SR 196

SUBJECT _____

(NAME) Michael Moore

(Street Address or Route Number) 152 W. Johnson St.

MADISON WI

(City and Zip Code)

(Representing) Council # 1/WENC

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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SENATE HEARING SLIP

(Please Print Plainly)

DATE: 9/25/01

BILL NO. SRB196

SUBJECT _____

(NAME) Denais Boyer

(Street Address or Route Number) 6033 Excelsior Dr

MADISON WI 53717

(City and Zip Code)

(Representing) AFSCME

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Senate Sergeant-At-Arms
State Capitol - B35 South
P.O. Box 7882
Madison, WI 53707-7882

September 26, 2001

Comments to the Senate Committee on Insurance, Tourism and Transportation

By Dan Roberts

Representing the Wisconsin Professional Employees Council (The Wisconsin Federation of Teachers, Local 4848)

Regarding SB 196

I am Dan Roberts, a member of the Wisconsin Professional Employees Council, a union of professional employees who work for the state of Wisconsin. I work for the Wisconsin Department of Transportation, in the Bureau of Transportation Safety. However, I appear here on my own time and not as a representative of the Department of Transportation. Nothing I say should be understood as representing WisDOT.

Each year thousands of state employees drive millions of miles in the course of their work. Most of our driving is done at highway speed on state trunk highways and the interstate. Driving involves some risk. Each year, over 60,000 people are injured in traffic crashes in Wisconsin, while an average 650 people die.

A car is like any other tool when it is driven in the course of employment. We are asking for safe tools—safer cars. This bill is about an employer, the state of Wisconsin, providing safe tools for its workers. This bill will allow the Department of Administration to provide safer cars for its employees who use state-owned cars.

This bill will allow the Department of Administration to consider traffic safety when acquiring vehicles that will be driven by state employees. By traffic safety, I mean primarily crash safety. Some vehicles perform poorly in traffic crashes. They expose the driver and passengers to unnecessary risk of serious injury and death. Other vehicles perform relatively well in traffic crashes. They are more sturdy and have better safety features, such as better protective cages enclosing the passenger compartment, and front and side airbags.

This bill will allow the DOA, for the first time, to consider whether, for example, the purchase of a hundred (year 2000) Chevrolet Cavaliers is a wise choice in light of their performance in traffic crashes. It will allow the DOA to consider whether the purchase of a hundred (year 2000) Ford Focus' might be a better choice. Both vehicles are compact passenger cars but the Cavalier received a one star rating in side impact crash tests compared to a four star rating for the Focus. (A five star rating is highest.) A driver or passenger in the Focus is much more likely to survive a crash than the people in the Cavalier.

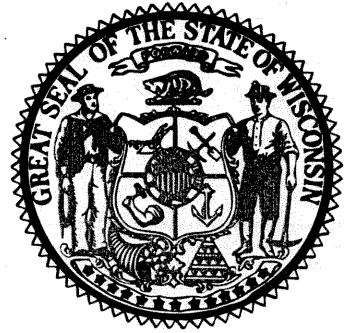
The DOA analysis of this bill is mistaken in some aspects. First, it ignores the human tragedy of traffic crashes and chooses to examine only economic costs related to the initial purchase of state vehicles. When an employee's safety is compromised in a

relatively unsafe vehicle and a crash occurs, the few dollars saved on the initial purchase become meaningless. Second, even within a pure economic analysis, the DOA analysis does not consider the employer and taxpayer losses related to injuries and deaths in these less-safe vehicles. These are losses related to accommodating newly handicapped employees, and hiring and training replacement employees. Employee turnover, under any circumstances, is expensive. Third, the DOA analysis suggests that this bill will force an upgrading of the state vehicle fleet from sub-compact to compact vehicles. However, the DOA already purchases many compact vehicles. The Neon and Cavalier and Escort, for example, have all been purchased by the state in large numbers and all are compact cars—not sub-compact.

Fourth, the DOA analysis ignores the changing nature of the entire vehicle fleet on our highways. We are seeing a more diverse vehicle-size mix with many more larger vehicles. Between January 1990 and January 2000, the number of registered automobiles in Wisconsin actually declined by about 10% (from about 2.31M to 2.07M). During that same period, the number of registered SUVs and minivans increased by 163% (from about 288,000 to about 757,000). Many people are choosing to drive larger vehicles. Consequently, as the DOA continues to provide small vehicles for its employees, these small vehicles will increasingly be colliding with larger vehicles. The physics of these crashes are obvious but have been systematically documented by the same governmental agency that conducted the crash tests I referred to earlier—the National Highway Traffic Safety Administration (NHTSA). In a 1997 study, “The Aggressivity of Light Trucks and Vans in Traffic Crashes,” NHTSA concluded that “Light trucks and vans (LTVS) account for over one-third of registered U.S. passenger vehicles. Yet, collisions between cars and LTVs account for over one half of all fatalities in light vehicle-to-vehicle crashes. Nearly 60% of all fatalities in light vehicle side impacts (crashes) occur when the striking vehicle is an LTV.”

I am not suggesting that the DOA buy a fleet of large cars or SUVs. I am asking that the legislature create law that allows the DOA to consider worker safety when it buys cars that will be driven by human beings with families and children and spouses. I am asking that DOA be allowed to provide us with a tool, a safe car, that will give us a reasonable chance of surviving a traffic crash. We deserve no less.

FRED A. RISSER
President
Wisconsin State Senate



Senate Bill 196 Testimony
Senate Committee on Insurance, Tourism, and Transportation
September 26, 2001 10:00am

Thank you Senator Breske, and members of the committee, for holding a public hearing today on Senate Bill 196.

Under current law, there is no requirement that the safety rating of automobiles be considered when the Department of Administration purchases vehicles for the state fleet. Current evaluation standards only require that the Department consider the fuel economy of vehicles purchased for state employee use. While it is reasonable to have fuel-efficient vehicles, it is also reasonable to require more than the minimum protection should an accident occur.

Senate Bill 196 will require that, in addition to considering fuel economy when purchasing fleet vehicles, the Department of Administration must also consider the safety ratings of vehicles it purchases for state employee use.

State employees drive thousands of miles each year, in all weather conditions and all road conditions. Most of the driving is done on the interstate highway system and county trunk highways, and at a high rate of speed. If an accident should occur, it would most likely be at highway speeds, as opposed to slower city speeds. Driver and passenger safety is critically important and must be taken into account. The Department of Administration should consider the safety of state employees throughout Wisconsin when purchasing the vehicles that will be used.

It is important to note that Senate Bill 196 will not require the Department of Administration to purchase a fleet of large, gas guzzling vehicles. For example, according to the National Highway Traffic Safety Institute, a driver in a 2000 Ford Taurus is well protected in a frontal crash and rates the car 5-stars, indicating a 5% or less chance of serious injury in the case of a crash. However, a driver in a 2000 Dodge Stratus, a car of similar size, receives only a 3-star rating (11%-20% chance of serious injury).

It is not too much to ask that we consider safety to be as important as fuel economy when choosing fleet vehicles. Senate Bill 196 is an important step toward ensuring the safety of state employees who travel throughout our state each year.

Vote Record

Senate - Committee on Insurance, Tourism, and Transportation

Date: 9/26/01
 Moved by: BRESKE Seconded by: SCHULTZ
 AB: _____ SB: 196 Clearinghouse Rule: _____
 AJR: _____ SJR: _____ Appointment: _____
 AR: _____ SR: _____ Other: _____

A/S Amdt: _____
 A/S Amdt: _____ to A/S Amdt: _____
 A/S Sub Amdt: _____
 A/S Amdt: _____ to A/S Sub Amdt: _____
 A/S Amdt: _____ to A/S Amdt: _____ to A/S Sub Amdt: _____

Be recommended for:

- Passage
- Introduction
- Adoption
- Rejection

- Indefinite Postponement
- Tabling
- Concurrence
- Nonconcurrence
- Confirmation

Committee Member

Sen. Roger Breske, Chair
 Sen. Richard Grobschmidt
 Sen. Jim Baumgart
 Sen. Alan Lasee
 Sen. Dale Schultz

<u>Aye</u>	<u>No</u>	<u>Absent</u>	<u>Not Voting</u>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Totals: _____

Motion Carried

Motion Failed