

Hearing Requests

Date: 6/15/01

Who: Sen. Decker

Company: _____

Address: _____

Phone #: _____

Fax #: _____

Email: _____

What: BOTS review

Relating to: _____

Hearing Scheduled Date: _____

Where: _____

Notes:

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- _____

Requestee notified Date: _____

ALCOHOL COUNTERMEASURES

01-03
**ALCOHOL and OTHER DRUGS (AOD) COUNTERMEASURES
 and YOUTHFUL DRIVERS**

Program Goal: To decrease the number of alcohol- and drug-related motor vehicle deaths and incapacitating (A) injuries to 1,366 by 2001, to 1,142 in 2003 and to 919 by 2005.

Program Goal: To decrease the number of 15 to 26 year-old drivers and passengers killed or seriously (A) injured in all traffic crashes to 2,057 by 2001, to 1,780 by 1,583, and to 1,502 by 2005.

FUNDS

Task	Title	Source	Amount	State	Local	To Local
01-03-01	Program Management	402	\$157,000	\$100,000	\$ 10,000	\$ 18,750
01-03-02	Enforcement	402	\$450,000	\$ 0	\$ 81,250	\$450,000
01-03-03	Training	402	\$70,000	\$1,000	\$ 480,000	\$ 25,000
01-41-01	PI&E	410	\$100,000	\$2,000	\$ 6,240	\$ 50,000
01-41-02	PI&E Outreach	410	\$180,000	\$5,000	\$ 48,000	\$ 90,000
01-41-03	Community Programs	410	\$10,000	\$1,000	\$ 6,000	\$ 5,000
01-41-04	Drugs that Impair	410	\$50,000	\$2,000	\$ 9,600	\$ 25,000
01-41-05	Drugs, training	410	\$60,000	\$5,000	\$ 288,000	\$ 30,000
01-41-06	Repeat Offenders	410	\$250,000	\$2,000	\$ 355,000	\$ 125,000
01-41-07	Youth Enforcement	410	\$100,000	\$2,000	\$	\$
01-41-08	Youth-PI&E	410	\$85,000	\$1,000	\$	\$
01-41-09	Youth-Community	410	\$188,000	\$1,000	\$	\$
01-41-10	Youth-Evaluation	410	\$15,000			
01-41-11	Young Adult-Community	410	\$50,000			
01-41-12	Young Adult-PI&E	410	\$15,000			
01-164-01	Corridor Safety	402	\$530,000	\$ 1,000	\$ 53,000	\$ 265,000
01-164-02	Safe Ride Programs	402	\$300,000	\$ 1,000	\$ 30,000	\$ 300,000
01-164-03	Mobile Eyes	402	\$300,000	\$ 0	\$ 30,000	\$ 150,000
01-164-04	Evaluations	402	\$500,000	\$ 2,000	\$ 0	\$ 250,000
01-0930	Pre-Trial ISP	State	\$464,700			
00-43-03	Underage Drinking	OJJDP	\$360,000			
01-43-03	Underage Drinking	OJJDP	\$360,000			
01-48-01	Enforcement Effort Evaluation	408	\$ 35,000	\$ 1,000	\$ 28,800	\$ 35,000
03-04-57A	Alcohol Media Campaign	402	\$100,000	\$ 2,000	\$ 10,000	\$ 50,000
	Program Evaluation	402	\$100,000	\$ 1,000	\$ 0	\$ 50,000
03-05-57A	SFST Training	402	\$ 73,500	\$ 1,000	\$ 480,000	\$ 25,000

STRATEGIES & ACTIVITIES

STRATEGY 01-03-01-AL: ADMINISTRATION

 Activity: PROGRAM MANAGEMENT

Problem: Short and long-term planning and management of the Alcohol and Drugged Driving Countermeasure Program and activities in Wisconsin.

- Objectives:
1. To manage and administer the 402 and 410 alcohol program activities including overseeing data analysis, contract management and fiscal responsibilities.
 2. To manage and administer the Youth Alcohol Program coordinating all highway safety activities for Wisconsin youth with the emphasis area being alcohol.
 3. To manage and administer the OJJDP Enforcing Underage Drinking Program.

Activities: Management and administration of the Alcohol Plan, including all contract programmatic activities including alcohol program planning, monitoring and evaluation. Serve as a liaison to other offices within DOT, other state agencies, associations and organizations on alcohol highway safety issues.

Resources: \$150,000 Wage and fringe for Alcohol Program Manager and Youth Alcohol Program Manager, Data Processing costs, Materials and supplies, training and travel, printing, postage.

Self-sufficiency: None.

Evaluation: Compare program objectives and planned activities with accomplishments and comment on reasons for success or lack thereof. Quarterly and final reviews and Annual report.

Activity: *Advisory Committee Support*

Problem: The dissemination and sharing of information is a formidable task, especially with statute changes, improvements, new technology and improved program ideas. Getting real world and Wisconsin specific information into the BOTS planning process is challenging.

Objectives: Share knowledge plus provide information and ideas to assist BOTS with planning and program development to achieve the overall program goals.

Activities: Support advisory committees such as the 410 Advisory Committee and the Safe and Sober Task Force to maintain their continuity and continuation.

Resources: \$7,000 Travel, meals and lodging, printing, and postage.

Self-sufficiency:

Evaluation: Administrative evaluation of meeting minutes.

GENERAL AOD PROGRAM

OBJECTIVE 1: To decrease the number of driver fatalities with ACs of 0.10 or greater to 154 by the end of 2001.

STRATEGY 01-03-02-AL: ENFORCEMENT

★
Activity: SATURATION PATROLS

Problem: Municipalities and counties in Wisconsin over-represented in alcohol related crashes and whose severity rates show the greatest potential for improvement. Thirty communities are targeted for alcohol selective enforcement efforts, i.e., Saturation Patrols.

- Objectives:
1. Reduce alcohol involvement in crashes by 5% within the participating communities.
 2. Reduce the severity rate for alcohol related crashes by 5% within the participating communities.
 3. Reduce alcohol involvement in crashes statewide by 3% through PI&E activities tied to activities in participating targeted communities and in voluntary participating communities.
 4. Provide Saturation Patrol coverage for more than 50% of the population of Wisconsin.

Activities: Alcohol Selective Traffic Enforcement: At least thirty community saturation patrols will be scheduled during FFY01.

Resources: \$450,000 Overtime wages, fringe, PI&E materials, M&S, postage.

Self-sufficiency: Agencies are being invited to participate in Saturation Patrol efforts voluntarily. Reports of effectiveness of Saturation Patrol countermeasure activity will be distributed statewide to assist agencies in budget decision-making.

Evaluation: Quarterly progress reports and a final enforcement activity reports and a final administrative evaluation report. BOTS Data analysis Unit will perform overall program evaluation and determine if 50% of the state population was reached.

↳ lots of \$; includes overtime
STRATEGY 01-03-03-AL : EDUCATION - Training

Activity: Law Enforcement Training - SFST

Problem: Law enforcement recruit training in Wisconsin currently does not prepare officers properly for detecting and apprehending impaired drivers.

Objectives: Train 800 officers in SFST

Activities: Funding support for training officers in SFST

Resources: \$70,000 Instructor wages, printing, postage.

Self-sufficiency: Establish the NHTSA 24 hour SFST curriculum as part of the basic law enforcement recruit curriculum.

Evaluation: Count the number of officers trained in SFST and survey law enforcement agencies to determine impact of training.

↳ why isn't this already established?

ACTIVITY: LAW ENFORCEMENT TRAINING - Drug Recognition Expert 410-funded

Problem: Drugs are substances that change your feelings, perceptions and behavior when you use them. Law enforcement officers need to be trained in detection and recognition of individuals impaired by drugs other than alcohol. The detecting drugs in driver effort is growing and therefore needs more attention.

Objectives: Support the DRE (Drug Recognition Expert) program in Wisconsin and Train an additional 25 officers as DRE's.

Activities: DRE class support: Support a DRE class in Wisconsin.

Drug Recognition Expert Training Support: Provide funding support for DRE's attending trainings and the instructors meeting quarterly to review evaluations.

Resources: \$50,000 Lodging/meals, M&S, printing, postage and contractual services.

Self-sufficiency: The funding support provided is a one-time effort to assist the communities with implementing a DRE Program.

Evaluation: Survey law enforcement to determine impact of training.

STRATEGY 01-41-06 J8: EMPOWERMENT – Community Programs

ACTIVITY: Dane County Prosecutorial Support 410-funded

Problem: Drugs are substances that change feelings, perceptions and behavior. Law enforcement officers need to be trained in detection and recognition of individuals impaired by drugs other than alcohol. The detecting drugs in driver effort is growing and therefore needs more attention.

Objectives: Support the DRE (Drug Recognition Expert) program in Wisconsin and Maintain support for a dedicated ADA position for prosecuting drug impaired drivers.

Activities: Dane County Drugged Driving Prosecutor II: Provide a dedicated prosecutor for the Dane County DA office to focus on drug impaired driving prosecution and a paralegal to standardize the forfeiture-related procedures.

Resources: \$100,000 Lodging/meals, administration, M&S, printing, postage, and salary & fringe.

Self-sufficiency: The funding support provided is a one-time effort to assist the communities with implementing a DRE Program.

Evaluation: Baseline and post-program eval of quantity and success of drugged driving prosecutions in Dane County.

↳ Again, why isn't this program already included in recruit training?

REPEAT OFFENDER PROGRAM

OBJECTIVE 3: To maintain at current levels the percent of repeat OWI offenses by the end of 2001.

STRATEGY 01-41-06 J8: EMPOWERMENT – Community Programs

Activity: Pre-Trial Intensive Supervision Program (ISP) - State support

Problem: Repeat OWI (Operating While Intoxicated) offenders continuing their impaired driving behavior.

Objectives: Maintain the five community ISP efforts attempting to change the behavior and lifestyle of repeat OWI offenders.

Activities: Maintain with shared state/ local ISP programs in Milwaukee, Kenosha, Marathon, Eau Claire and Waukesha.

Resources: \$464,700 state funding. Wage and fringe, contractual services, m&s , travel, and lab fees.

Self-sufficiency: This effort is self-sufficient. Funding is provided by the Wisconsin legislature.

Evaluation: BOTS is coordinating the evaluation effort that is required by the legislation that created the funding and prepares a report to the legislature every even year.

Activity: Pre-Trial Intensive Supervision Program (ISP) - Federal 410 support

Problem: Repeat OWI (Operating While Intoxicated) offenders continuing their impaired driving behavior.

Objectives: Implement 3 new community ISP efforts attempting to change the behavior and lifestyle of repeat OWI offenders.

Activities: Promote and implement 3 new ISP programs, assist to recognize their need and organizing the effort necessary to put a successful program in place. Continue to meet semi-annually with all program participants.

Resources: \$150,000 Wage and fringe, contractual services, m&s , travel, and lab fees.

Self-sufficiency: Federal funding is matched with state and local funding to initiate these programs.

Evaluation: BOTS is coordinating the evaluation effort that is required by the legislation that created the funding and prepares a report to the legislature every even year.

ROGER SHOULD BE AWARE OF INCREASED EFFORTS
TO EDUCATE ON REPEAT OFFENDERS

YOUNG DRIVER (15-20 YEAR OLDS) PROGRAM

OBJECTIVE 4: To reduce the number of drivers aged 15-20 killed or seriously injured in motor vehicle crashes to 781 by end of CY 2001.

STRATEGY 01-41-07 J8: ENFORCEMENT

Activity: *Youth Alcohol Enforcement Programs - CARD 410 funded*

Problem: Year after year alcohol remains the number one drug of choice for our state's young people. More than any other age group, those 15-20 years of age are over-represented in motor vehicle crashes. The easy availability of alcohol and the perception that they won't be caught procuring or consuming contributes greatly to the problem. High-risk behavior choices and the addition of alcohol increases the probability of crashes, injuries, and fatalities.

- Objectives:
1. Decrease the drinking driver crash rate for drivers age 15-20 who are identified by the reporting officer as "had been drinking."
 2. Decrease the number of 15-20 year old drivers and passengers killed and injured in motor vehicle crashes.
 3. Reduce availability of alcohol to underage individuals.
 4. Increase the number of underage alcohol enforcement tools.

Activities: Fund 18 community enforcement projects:

Cops in Shops: Undercover officers working in concert with the retailers to reduce the availability of alcohol to underage individuals who are attempting to procure from licensed retailers.

Party Patrol: Law enforcement teams patrol in areas that have been identified as having frequent parties or local intelligence indicates a party will or is occurring including licensed premises.

Comprehensive Alcohol Risk reDuction (CARD): A combination of the Cops in Shops and the Party Patrol programs that allows for a greater number of patrols in a community and will increase the perception of risk

Resources: \$100,000 for officer wages, fringe, and equipment.

Self-sufficiency: Departments will provide a 25% match (hard or soft) which will include program mileage, administration time, PI&E, additional enforcement hours, and training.

Evaluation: Administrative: Project activity and success in meeting objectives. BOTS analysis of crash data and severity index with the three previous years average and specific head and spinal cord injury data from 1997-1999.

Boyer should be aware
STRATEGY 01-41-08 J8: EDUCATION

Activity: *High School Show "Generation 2000: Searching for Truth" 410-funded*

Problem: High schools offer opportunities to address groups of youth with safety messages. These messages must be formatted and worded so as to reach the audience. Individually, schools can't produce effective multi-media shows in demonstrating the impact of risky decision-making by young people.

Objectives: To provide 100 Wisconsin high schools the high energy multi-media show "Generation 2000: Searching for Truth" and provide at least 20% of participating schools with follow-up traffic safety information and local contacts.

Activities: Contract with a company to produce, develop and coordinate a multi-media show for high school students, focusing on making healthy and safe decisions.

Resources: \$50,000 for contractual services

Self-sufficiency: BOTS is now be able to have a new show every year, a source to coordinate the show and increase the number of students reached, all for \$50,000 a year. Additional funding throughout Wisconsin assisted in over 200 high schools receiving this show in 1999-2000 school year.

Evaluation: Company has produced a CD-ROM with curriculum and 1 week, 3 month and 6 month student survey follow up.

Activity: *Peer Theater 410 funded*

Problem: Peer theater is becoming an effective method of peer education for high school students, however, few young people are being trained to be effective. Peer education is a powerful and proven method in which youth impact other youth in changing attitudes and behavior.

Objectives: To contribute to the training of ten teams of young people that will be able to use the peer theater strategy to raise awareness of, and help people talk about, alcohol, drugs, tobacco, and violence by December 2000.

Activities: Assist a statewide effort to train teams of young people in peer theater/improvisational skills which they can utilize in their communities. Safe driving information and materials will be included in this training.

Resources: \$5,000 for contractual services, travel & training.

Self-sufficiency: Once teams are trained they will return to their communities and implement programs.

Evaluation: Administrative to see if ten teams have been trained

Roger should be aware.

Activity: *Highway Safety Newsletter for Teens "Pass It On" - 410 funded*

Problem: There are few published newsletters on prevention topics by and for youth. A consortium made up of: Department of Health and Family Services, Alliance for WI Youth, Independent Living, Dept. of Public Health; Department of Public Instruction, Wisconsin Promise, Department of Workforce Development, Wisconsin Positive Youth Development, UW-Extension 4-H sponsors most such activity. This is an opportunity for highway safety concepts to be introduced into their universes.

Objectives: To assure the presence of WisDOT-BOTS and traffic safety information in a youth newsletter that shares information about successful prevention activities by young people in Wisconsin.

Activities: Co-Sponsor production of three annual issues of a newsletter written for youth by youth on prevention of drug and alcohol issues.

Resources: \$5,000 for M&S

Self-sufficiency: Each year private organizations contribute funds to assist in production of this free newsletter. BOTS regards its contribution to be a continuing one which assures highway safety topics integrated with other prevention topics.

Evaluation: BOTS will track the number of safe driving articles per newsletter along with the non-profit organizations own evaluation methods.

Activity: *Public Information Materials (general) - 410-funded*

Problem: BOTS needs to have the capacity to continually provide free PI & E materials to the public on young driver issues such as impaired driving, alcohol laws, safety belts, safe choices, et. Community prevention organizations/collations which are working with youth have small budgets which don't allow much funds for training/reference materials. It is vital to these organizations success to keep up-to-date with successful prevention strategies and current data.

Objectives: To provide Wisconsin residents with free PI & E materials on the above topics. To provide prevention resources to communities which are in need by September 2001.

Activities: Re-produce materials. Research and provide needed youth development, program planning/implementing, and evaluation resources for local organizations.

Resources: \$15,000 for M & S, printing, postage.

Self-sufficiency: Costs of reproduction and once materials are provided to the communities, they will utilize them in program development and implementation.

Evaluation: BOTS PI&E evaluation Administrative.

Activity: Community Initiative 410 funded

Problem: Communities across Wisconsin try to develop safe driving programs around high-risk events such as graduation and prom. Communities also develop programs in response to local crashes. Many times communities need a small dollar amount to assist in providing these programs.

Objectives: To assist 10 communities in implementing a safe driving program by September 2001.

Activities: Provide funding to locals to assist in implementing programs.

Resources: \$10,000 for M & S and training.

Self-sufficiency: Once community has utilized BOTS funding, it will strive to gather local support and funding for the next program.

Evaluation: Each community will evaluate their implemented program.

~~4~~

STRATEGY 01-41-10 J8: EVALUATION - ANALYSIS

Activity: Research on Middle School Age Students *410 funded*

Problem: Little is known on what type of strategy or strategies can effectively assist in developing safe driving habits in 12-14 year olds.

Objectives: To conduct research and find successful strategy or strategies which can effectively assist in developing safe driving habits in 12-14 year olds.

Activities: Contract with a company to conduct research, focus groups, or other determined methods to meet above objective.

Resources: \$15,000 for contractual services

Self-sufficiency: This is a one-time project, which information will then be utilized to develop successful strategies for 12-14 year olds.

Evaluation: BOTS will evaluate if hired company provided needed information.

need more information —
what schools? what are they looking
for?

YOUNG ADULT (21-26 YEAR OLD) PROGRAM

OBJECTIVE 5: To decrease the number and percent of 21-26 year old drinking drivers involved in crashes to 1,603 or 22.5% by the end of 2001.

OBJECTIVE 6: To decrease the percent of killed 21-26 year old drivers in crashes whose AC tested at .10 or above to 51% by the end of 2001.

STRATEGY 01-41-11 J8: EMPOWERMENT – Community Programs

Activity: Post Secondary Impaired Driving Prevention Grants 410 funded

Problem: Few effective programs/activities exist at the post secondary level aimed specifically at reducing impaired driving. A great deal of high-risk drinking and often drinking/driving behavior occur on college campuses, and campus organizations are seeking methods of reducing these risks.

Objectives: To assist 7 post secondary communities in implementing new and effective impaired driving prevention programs and activities by September 2000.

Activities: Assist college communities to develop and implement alcohol/ impaired driving prevention programs/ activities.

Resources: \$50,000 for contractual services, travel & training, M&S

Self-sufficiency: Communities will provide increasing match each year, and will continue efforts once BOTS funding is cut.

Evaluation: Administrative – number of communities funded, and each community will evaluate their developed objectives

STRATEGY 01-41-12 J8: EDUCATION - PI&E

Activity: Resource Plus II 410 funded

Problem: BOTS provided easy access to information about impaired driving and alcohol programs and program materials and networking opportunities for all Wisconsin post-secondary AODA leaders last FFY. This is project maintenance.

Objectives: To provide Web site and listserv maintenance and up-keep.

Activities: Work with the Wisconsin Clearinghouse for Prevention to keep information up-to-date .

Resources: \$15,000 for contractual services

Self-sufficiency: Products are already developed, they only need to be updated and maintained.

Evaluation: An evaluation process will be developed cooperatively between all organizations.

STRATEGY 01-164-01: EMPOWERMENT – Community Programs

Activity: Corridor Safety/Safe Communities Section 164 funded (Not 402 funded)

Problem: In an era of diminishing federal resources and increasing devolution, local units of government and non-government organizations and individuals need the knowledge and tools necessary to address their alcohol-related traffic injury problems themselves.

Objectives: To implement 15 - 20 Corridor Safety/Safe Community alcohol focused coalitions in Wisconsin built on the model currently utilized in BOTS for these types of efforts.

Activities: Identify the communities that have the most severe alcohol-related crash problem that could benefit from this program and work with them through the BOTS Regional Program Managers to develop Corridor Safety/Safe Community efforts.

Resources: \$530,000 for wage, fringe, PI&E, training support and contractual.

Self-sufficiency: Local funds expected to continue efforts if effective in creating safer communities.

Evaluation: Impact and outcome evaluation coordinated through WisDOT BOTS.

?

STRATEGY 01-164-02: EMPOWERMENT – Community Outreach Programs

Activity: Safe Rider Programs Section 164 funded

Problem: Lack of alternative transportation options for people who find themselves impaired.

Objectives: Decrease the number of alcohol related crashes by 5% by decreasing the number of people who are driving impaired on Wisconsin roadways.

Support the state funded Alternative Transportation program effort.

Activities: Develop, implement and maintain programs to establish community alternative transportation options.

Resources: \$300,000 Wage, fringe, contractual service, and PI&E.

Self-sufficiency: Local resources expected to continue effective community efforts

Evaluation: Impact and outcome evaluation coordinated through WisDOT BOTS.

STRATEGY 01-164-03: EMPOWERMENT – Community/Corporate Programs

Activity: Dane County Real Rewards and Technical Assistance for Mobile Eyes Statewide Implementation

Problem: 21-34 year olds continue to drink while under the influence and current efforts seem unsuccessful in changing their behavior. Communities across Wisconsin will be beginning to replicate Mobil Eyes and will need program implementation assistance and program materials.

Objectives: To reduce the incidence of impaired driving by 21-34 year olds in Dane County by 5% during 2000-2001. To provide technical assistance and program materials to at least 15 communities implementing Mobil Eyes by September 2001.

Activities: Continue to assist in the expansion of an innovative reward program in Dane County. To provide technical assistance to interested communities in replicating Mobile Eyes.

Resources: \$41,000 for contractual services, M & S

Self-sufficiency: Second year of funding will be for continued development of program materials for all communities, web services and Real Rewards.

Evaluation: Pre-project data will be compared and analyzed to post-project data for Dane County. BOTS will conduct administration evaluation of technical assistance provided.

Activity: Wisconsin Mobile Eyes

Problem: 21-34 year olds continue to drink while under the influence and current efforts seem unsuccessful in changing their behavior. Mobile Eyes has been successful in Dane County in reducing the incidence of impaired driving by 21-34 year olds. Communities across Wisconsin are interested in implementing this program but need funding assistance to begin.

Objectives: To reduce the incidence of impaired driving by 21-34 year olds in participating counties by 5% during 2000-2001. To implement Mobil Eyes in at least 10 counties/communities by September 2001.

Activities: Assist in the expansion of Mobile Eyes across Wisconsin.

Resources: \$259,000 for contractual services, M & S

Self-sufficiency: Second year of funding will be 50% of first years level and for continued expansion of program to include Real Rewards component.

Evaluation: Pre-project data will be compared and analyzed to post-project data for participating counties.

why is the cost so high on this one?



Senator Roger Breske

18-Jun-01

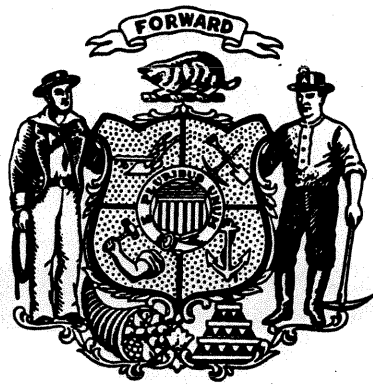
To: Judy Gelhaus
Company: BOTS
Fax Number: 267-0441
Pages (Including Cover): 2

Beth Piliouras

Legislative Assistant/Committee Clerk
Office of Senator Roger Breske
Room 18 South, Capitol Building
608/266-2509
elizabeth.piliouras@legis.state.wi.us

Judy: The program was included in what I have on Federal Transportation Safety Monies... Under Alcohol Countermeasures.. Strategy 01-03-AL: Administration. I'm faxing over the sheet - hope it helps. There aren't many reference dates with it, so I'm not sure which FFY it starts in, but wanted to check with you nonetheless. Thanks again, Beth.

END



END

DOT / HWY
SAFETY

Hearing Requests

Date: 9/12/01

Who: Committee Members

Company: DOT / Bob Cook

Address: _____ Phone #: _____

_____ Fax #: _____

Email: _____

What: Hwy Safety Funding Power Point Presentation

Relating to: Fed HES § 164 Funding

Hearing Scheduled Date: _____

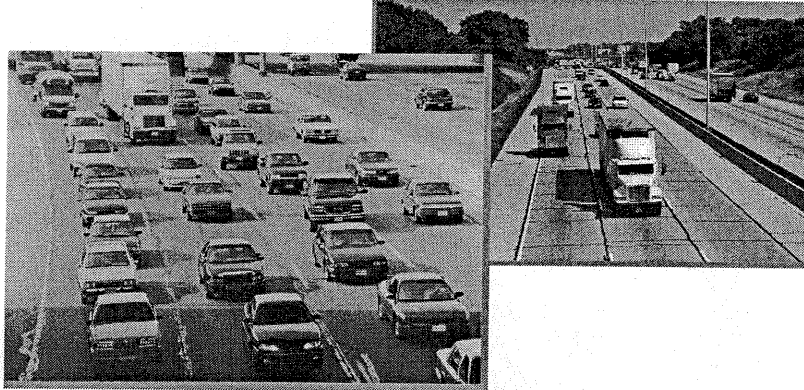
Where: _____

Notes:

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Requestee notified Date: _____

Highway Safety in Wisconsin



Bob Cook
Wisconsin Department of Transportation
July 2001

Safety is part of everything we do

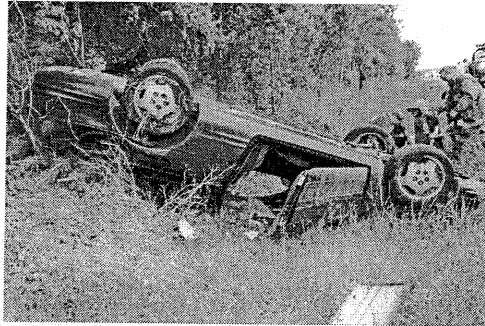
- WisDOT's mission: *"Provide leadership in the development and operation of a safe and efficient transportation system"*

Magnitude of highway use makes safety an issue

- 111,500 miles of roads and highways
 - 12,000 miles of state highway/Interstate
 - 98,000 miles of locally-owned county, town and municipal routes
- 3.7 million licensed motorists
- 4.8 million registered vehicles
- 57.27 billion vehicle miles of travel in 2000

Three types of crashes

- Fatal crashes
 - 801 deaths*
- Injury crashes
 - 63,890 injuries*
- Property damage only
 - \$631 million*



*Year 2000 statistics

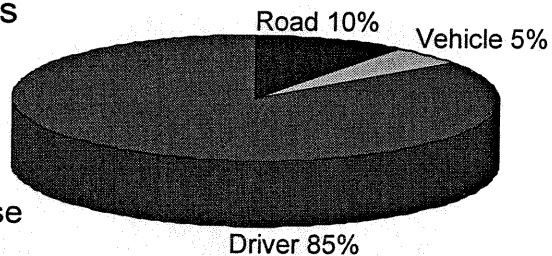
- Comprehensive data collection system provides detailed information about the type and cause of crashes

TYPE OF CRASHES

- Fatal crashes
 - 2000 = 718 fatal crashes resulting in 801 deaths
- Injury crashes
 - 2000 = 63,890 persons injured
- Property damage
 - 2000 = \$631 million loss in property damage alone
 - 2000 = \$2.7 billion total economic loss from all types of crashes

Three primary causes of crashes

- Roadway conditions
- Vehicle defects
- Driver behavior
 - Speed
 - Alcohol and drug use
 - Inattentiveness
 - Lack of seat belt use
 - Not a cause, but contributes greatly to injuries and deaths



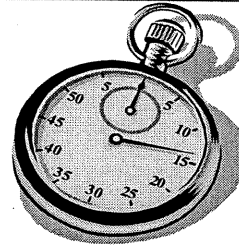
Crashes caused by one or more of the following:

- 10% = roadway conditions (geometrics, capacity, pavement)
- 5% = vehicle defects (defective tires, brakes)
- Up to 85% = driver behavior
 - 15% of all crashes involve inattentiveness. This could be a driver distracted because of talking, eating, tuning a radio, as well as cell phone use.

Of the fatal crashes in 2000:

- 38% involved alcohol
 - 90% of these involved drivers with no previous history of drunk driving
- 29% involved speed
- 15% involved both speed and alcohol
- 62% of persons who died were not wearing a seat belt!
 - Young pick-up truck drivers use belts less frequently than any others

Wisconsin's 2000 highway safety clock



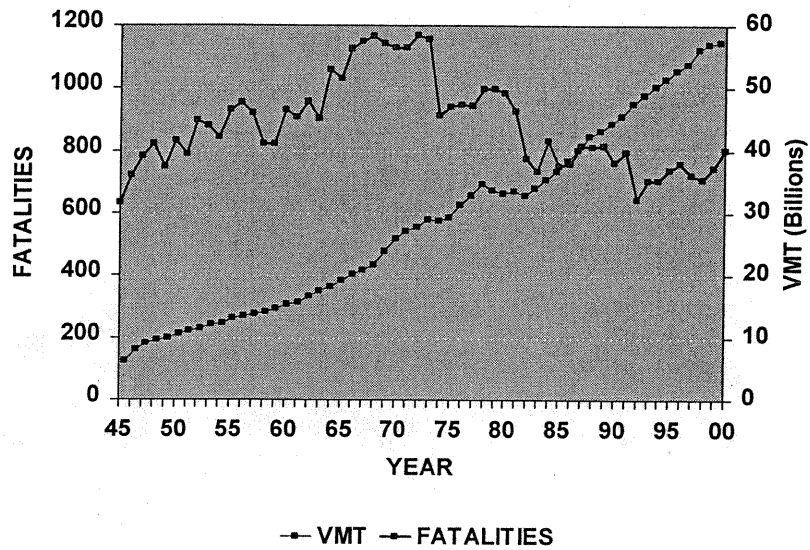
- One traffic crash every 3.8 minutes
- One property damage crash every 5.5 minutes
- One person injured every 8.2 minutes
- One person killed every 11 hours

- Fatal crashes are rare – they account for only 0.5% of all crashes
- However, an average of 2 people are killed every day on Wisconsin roads.
- If these were crime statistics, the public would be outraged.
- If all the incapacitating injuries from traffic crashes fell on one town, Sheboygan Falls would be decimated.

Huge public health issue – national statistics on traffic fatalities show it is:

- Leading cause of death for those ages 1-34
- 2nd leading cause of death for ages 35-44 after cancer
- 3rd leading cause of death for ages 45-54 after cancer and heart disease
- 6th leading cause of death for ages 55-64

TRAFFIC FATALITIES and VEHICLE MILES of TRAVEL 1945-2000



- Statistics are best viewed over time – we look at 5-year averages.
- Chart shows steady decrease in fatalities despite increased travel.
- Influences to highway safety:
 - 1973 = WI adopts 55 mph speed limit
 - 1974 = National speed limit reduced to 55 mph
 - 1983 and 1985 = Drinking age raised
 - 1987 = WI adopts seat belt use law

WisDOT 2001 strategic goal

*“Reduce fatalities, injuries and crashes
by 5% of the 5 year averages”*

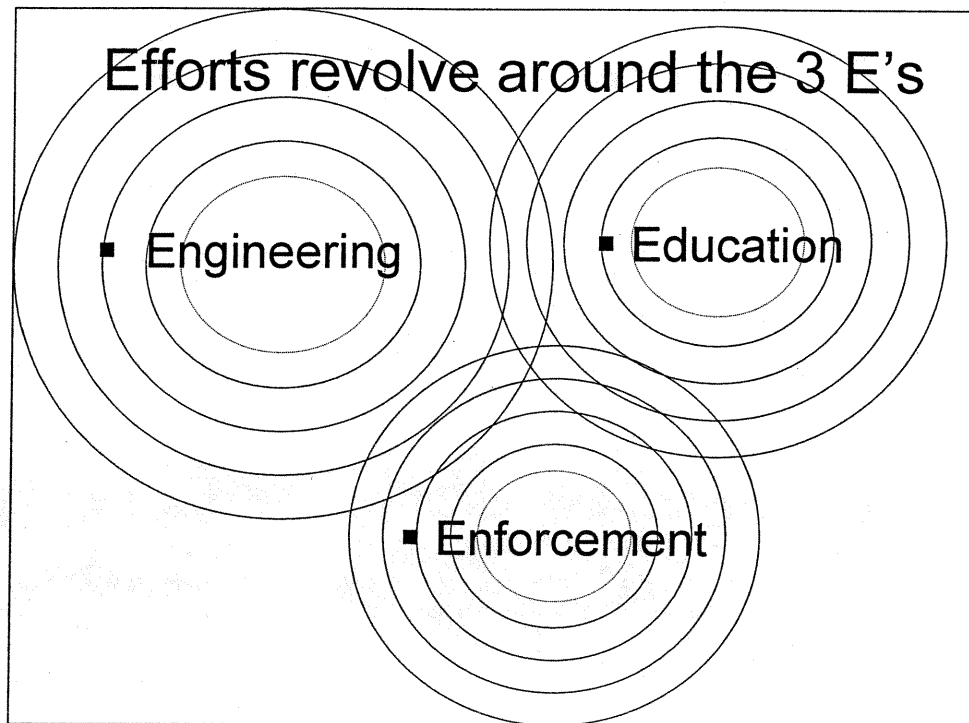


Partnerships are key

- Law enforcement
 - State, local and federal
- Emergency responders
 - EMS
 - Physicians/nurses
- Federal government
 - FHWA
 - NHTSA
- Local government
 - Highway departments
 - Public health agencies
- Regional planning commissions
- Tribal agencies
- Legislators
- Other state agencies

Partnerships are key

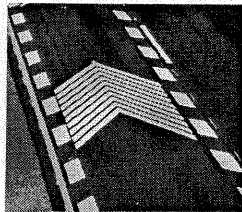
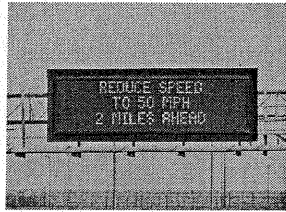
- Educators
- Community groups
- Industry and labor
- Private business
- Individuals
- Advocacy groups
 - MADD
- Associations
 - AAA
 - WTBA
 - TDA
 - Tavern League
 - Motor Carriers
- News media



- Virtually everything we do at WisDOT involves safety.
- Most activities are part of broader programs
- Only a few things involve safety initiatives with dedicated sources of funding.
- Three-pronged approach to safety through the 3 E's:
 - Engineering
 - Education
 - Enforcement
- As the graphic circles on the slide show, these integrate and overlap.
- Many activities don't fit just one category
 - Example: driver licensing
 - Educate drivers to operate a motor vehicle safely.
 - Enforce court-ordered suspensions and revocations.

Engineering

- Planning, design and construction
 - Majors, 3R
- Operation and maintenance
 - Mowing, plowing
 - Pavement repairs
- Rail crossings
- Pavement markings
- Signing and lighting
- Work zones
- Access management
- ITS technologies



- Engineering considers human interaction with the road and vehicle design
- Every single project, whether new or an improvement, looks at:
 - Widening lanes
 - Straightening curves
 - Flattening hills
 - Improving intersections
 - Adding lanes
 - Installing turn lanes or passing lanes
 - Putting in guard rails, rumble strips
- Decisions to improve or upgrade a highway are based on safety



Enforcement



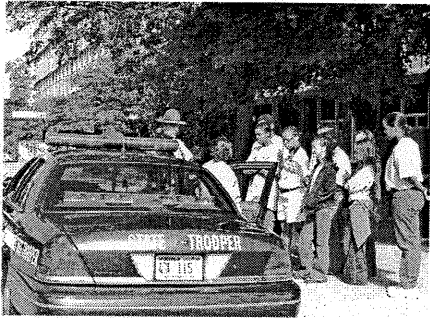
- Enforce traffic laws
- Enforce criminal laws
- Assist local law enforcement
- Operate statewide programs
 - Training Academy
 - Chemical testing
 - Communications
- Inspections
 - School/commercial buses
 - Ambulances
 - Trucks
 - Human service vehicles
- DMV licensing and registration
- Regulation of motor vehicle dealers

- There are about 15,000 sworn law enforcement officers in the state -- 401 are State Patrol troopers
- Primary trooper role is to enforce traffic and related laws
- State Patrol conducts 95% of all truck inspections

- DMV licensing and registration serves enforcement/regulatory role
 - Determine if drivers meet requirements to drive a vehicle
 - Audit third party CDL tests and commercial driving schools
 - Enforce requirements for motor vehicle dealers
 - Withdraw licenses and provide records to courts, law enforcement
 - Issue permits and route oversize/overweight loads

Education

- Classroom visits and instruction
- Presentations to community groups
- Events: State Fair
- Manuals, brochures
- Safety literature
- Education campaigns
 - Death Defying Acts
 - Put the Brakes on Fatalities Day
- Media coverage
- Newsletter articles
- Collect, analyze and share crash data



- Education campaigns create an awareness of a problem. This alone can make some people change their behavior.
- Motivation to change behavior for others comes through the fear of enforcement. Troopers try to educate drivers with every stop they make.
- Not all campaigns involve highly visible TV/radio ads.
 - DMV Wise Buys Program puts safe vehicles on the road.
 - Cooperation with WI Auto and Truck Dealers Association
 - Motor vehicle dealers display posters and give consumers brochures to help make wise motor vehicle purchases
- Put the Brakes on Fatalities Day = October 10, 2001
 - Nationwide effort to have zero deaths on highways

Specific safety initiatives

■ Speed and aggressive driving

- Dedicated speed enforcement
- Collaborative traffic policing projects
- Corridor safety programs



- WisDOT oversight for many specific safety initiatives with dedicated sources of federal or state funding – SEE HANDOUT.
- Federal funds from NHTSA are about \$2.8 million a year.
- NHTSA money often tied to specific criteria – mostly focus on driver behavior.

SPEED AND AGGRESSIVE DRIVING

- Dedicated speed enforcement: Focus on reducing speed crashes, intersection crashes caused by red-light-running and other failure to yield behaviors.
- Collaborative traffic policing projects: Local, county and state enforcement agencies cooperate on enforcement effort
- Corridor Safety: Combines 3-E strategies on selected stretches of road.

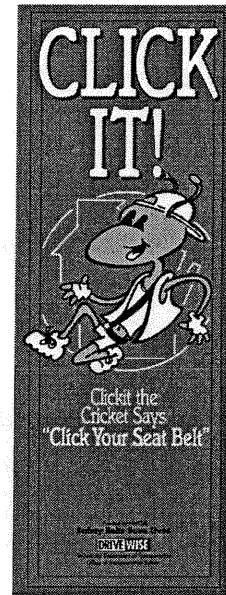
Specific safety initiatives

- Alcohol and drug use
 - Resource Center on Impaired Driving
 - Pre-trial Intensive Supervision Program
 - Research project on young male drivers
 - Drug Impairment Training for Educational Professionals
 - Safe Rider Program
 - Drug Recognition Experts

- Resource Center on Impaired Driving: Housed at UW-Madison Law School. Serves as a clearinghouse of information for lawyers, judges, prosecutors and law enforcement. Will host a "Drugs 2001" conference in Fall.
- Pre-trial Intensive Supervision Program: Goal to reduce recidivism among repeat impaired drivers. Began in 1993 in Milwaukee; currently in 10 counties.
- 21-34 year old Research Project: Partnership with Miller Brewing, Tavern League and UW-Madison School of Business. Looking at keeping young, male drivers from driving vehicles after drinking.
- Drug Impairment Training for Educational Professional: Training for school teachers, administrators, nurses and liaison officers on what to look for in students suspected of alcohol/drug impairment and how to deal with it.
- Safe Rider Program: Partnership with the Tavern League to provide alternative transportation for those who have had too much to drink. Funding is from additional \$5 fee paid for OWI offenders.
- Drug Recognition Experts: Highly technical training for law enforcement.

Specific safety initiatives

- Inattentiveness
 - Bicycle and pedestrian enforcement
 - Distracted driver campaigns
- Lack of seat belt use
 - Education campaigns
 - Observational surveys
 - Child safety seat certified fitting technicians and stations



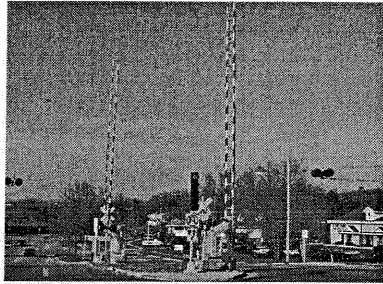
INATTENTIVENESS

- Bicycle and pedestrian efforts: Focus on motorist behavior that jeopardizes the more vulnerable highway users.
- Education campaigns have used TV and radio to spread the message about the dangers of distracted driving and inattentiveness.

SEAT BELT USE

- Click It, Why Risk It? Program: Uses education and enforcement to increase belt usage.
- Observational surveys: Done each year to determine belt use compliance.
- Certified fitting technicians and stations to increase correct use of child safety seats.
 - 80% of child safety seats are not being used correctly

Specific safety initiatives



- Truck safety
 - Motor Carrier Safety Assistance Program
 - Share the Road campaign
- Railroad crossings
 - Warning devices, safety gates
- Hazard Elimination Program
 - Traffic signals and lights
 - Geometric improvements

TRUCK SAFETY

- MCSAP funds are used for:
 - Random truck inspections
 - Traffic enforcement targeted at truck drivers who are speeding
- Share the Road education teaches young people about limitations and blind spots of large trucks

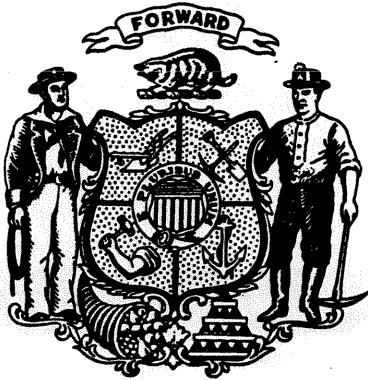
RAILROAD CROSSINGS

- Rail funds are used for:
 - Warning devices
 - Elimination of hazards
 - Repairs
- WisDOT makes \$2.7 million a year in federal warning device funds available for signal work ordered by the Office of the Commissioner of Railroads.

HAZARD ELIMINATION

- Funds used to install traffic signals and lights, construct bypass or turn lanes, install guard rails, make geometric improvements

END



END

Hearing Requests

Date: _____

Who: GARY GOYKE

Company: WI URBAN & RURAL TRANSIT ASSOC

Address: Goyke's Associates
754 Williamson St
53703

Phone #: 255-1166

Fax #: 255-3301

Email: gnregoyke@mailbag.com

What: _____

Relating to: TRANSIT PILOT PROGRAM - SEE FILES

Hearing Scheduled Date: _____

Where: _____

Notes:

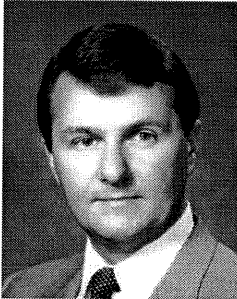
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____

Requestee notified Date: _____

presented by the
Wisconsin Ethics Board

[Home](#)
[Lobbying in Wisconsin](#)
[Organizations employing lobbyists](#)

2001-2002 legislative session
Lobbyists licensed in 2001-2002
[Select another lobbyist](#)



Goyke, Gary
Goyke & Associates
754 Williamson St
Madison, WI 53703

Phone: (608) 255-1166

Fax: (608) 255-3301

E-mail: gnregoyke@mailbag.com

License Issue Date: 1/2/2001

Organization(s) represented:

Organization(s) represented:	Date authorized to lobby	Date authorization withdrawn
<u>Specialized Medical Vehicle Association of Wisconsin</u>	1/10/2002	
<u>WI Rental Housing Legislative Council</u>	5/3/2002	
<u>Wisconsin Association of Taxicab Owners</u>	1/2/2001	
<u>Wisconsin Council of the Blind</u>	1/2/2001	
<u>Wisconsin Game Preserve Association</u>	1/2/2001	
<u>Wisconsin Self-Service Laundry Association</u>	1/2/2001	
<u>Wisconsin Urban & Rural Transit Association (formerly Wis Urban Transit Assn)</u>	1/2/2001	
<u>Wisconsin Wildlife Coalition</u>	4/27/2001	

Directory of lobbyists

(printable version)

Directories may be viewed and printed using Adobe Acrobat, version 4.0 and higher.
You may download the latest version of [Adobe Acrobat](#) (free software) here.

Hearing Requests

Date: 6.26.02

Who: MARK

Company: ABBY-VANS INC

Address: W5021 Todd Rd
Neilsville 54456

Phone #: 715/743-7545

Fax #: _____

Email: mark@abbyvans.com

What: TRANSIT INSURANCE

Relating to: _____

Hearing Scheduled Date: _____

Where: _____

Notes:

- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____

Requestee notified Date: _____

END



END

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 9/26/01

BILL NO. _____

OR

SUBJECT Maintenance

(NAME) Steve Cyna

(Street Address or Route Number) W313 S7167 Edna Ct.

(City and Zip Code) Mukwonago, WI 53149

(Representing) Myself

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: 9-26-01

BILL NO. _____

OR

SUBJECT County Highway Maintenance Funding

(NAME) Curt Larson

(Street Address or Route Number) 371 Lynne Trail

(City and Zip Code) Oregon WI 53575

(Representing) American Traffic Safety Services Assoc.

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

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 9.26.01

BILL NO. Amwd 23076

OR

SUBJECT Restricting Funding for Safety

(NAME) Richard Berghele

(Street Address or Route Number) 800 Wall St

(City and Zip Code) Elm Grove, WI 53122

(Representing) TPAC

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

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 9/26/01

BILL NO. _____
OR
SUBJECT Harry Mairis

(NAME) _____
Robert Lindley Commw
(Street Address or Route Number) _____
2110 E. Butler St. Sunnyside, WI
(City and Zip Code) _____
53039
(Representing) _____
Dodge Co. Harry Comm

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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P.O. Box 7882
Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 9/26/01

BILL NO. _____
OR
SUBJECT State (Hwy) MAINTENANCE FUNDING

(NAME) _____
~~Tom~~ Tom BOGUSTEWSKI
(Street Address or Route Number) _____
3715 Newville Road
(City and Zip Code) _____
Janesville WI 53545
(Representing) _____
Rock County

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.

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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. _____
OR
SUBJECT Hwy Maintenance Funding

(NAME) _____
Tom Walther
(Street Address or Route Number) _____
2000 Spooner Ave.
(City and Zip Code) _____
Altona, WI 54920
(Representing) _____
Eau Claire County Hwy.

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.

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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. _____
OR _____

SUBJECT MAINTENANCE

FUNDING

GARY L. KENNEDY
(NAME)

3500 STA "3101"

(Street Address or Route Number)

MAINTOWOC, 54226
(City and Zip Code)

WCHA AND MAINTOWOC CO.
(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:

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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. _____
OR _____

SUBJECT COUNTY HIGHWAY

MAINTENANCE FUNDING

EMMER SHIELDS
(NAME)

P.O. BOX 25

(Street Address or Route Number)

ALGERBURGH, WI 54846
(City and Zip Code)

DISTRICT 8 HWY. COMMISSIONERS
(Representing) & WCHA

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

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 9/26/01

BILL NO. _____
OR _____

SUBJECT _____

County Highway 11th Junction

George Falo
(NAME)

7545 Clearwater Dr

(Street Address or Route Number)

Siren 54872
(City and Zip Code)

District 8 Highway Commis-
(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:

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

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 9/26/01

BILL NO. MAINTENANCE
OR

SUBJECT _____

CHENUN SPERCH
(NAME)

1430 WEST ST.
(Street Address or Route Number)

W AUSTIN 54401
(City and Zip Code)

MARATHON COUNTY
(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:

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

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 9/26/2001

BILL NO. _____
OR

SUBJECT STATE MAINTENANCE

BUDGET

Tom Walker
(NAME)

4110 Cherokee Dr.
(Street Address or Route Number)

Madison WI 53711
(City and Zip Code)

WI Transportation Builders Association
(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:

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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. _____
OR

SUBJECT My Maintenance

Bob Cook & Dave Voth
(NAME)

(Street Address or Route Number)

(City and Zip Code)

WISDOT
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

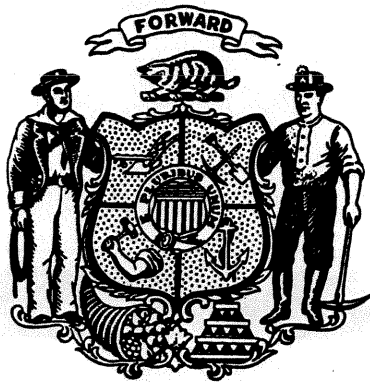
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State Capitol - B35 South
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Madison, WI 53707-7882

END



END



Safe, reliable medical transportation services for special needs individuals

June 24, 2002

Abby Vans
Attention: Mark Jones

Dear Mark,

The following is a summary recap of our van insurance experiences the past three years.

During the year "2000", our agent was Sharon Kollmann at the Diedrich Agency in Fond du Lac. She had us insured through "Ambupro" – Norman Spencer McKernan, Inc – in Specialty National Insurance Company (A Kemper Company). The policy was \$1,000,000.00 liability and \$500.00 deductible. The annual premium was \$34,998.00 covering 26 vans. That came out to \$1,346.00 per van. Our loss experience for the year was minimal – just a few of the usual small fender benders and no injury liability claims.

During the year "2001", Sharon Kollmann kept us insured at Norman Spencer McKernan with a somewhat newer fleet, but the number of vans was cut to 24. The coverages remained the same and the annual premium was \$34,335.00. That came out to \$1,430.00 per van.

Three months prior to the expiration date, Specialty National Insurance through Spencer McKernan notified us that they would no longer write this type of coverage and therefore no renewal would be offered. We immediately began our desperate search for a new insurance company through Sharon Kollmann. It took her approximately 30 days before she finally located two companies that would consider writing our fleet. One quote came in at \$7,250.00 per year per van, and the other came in at \$5,960.00 per year per van. Both were with lower liability coverage of \$500,000.00 instead of \$1,000,000.00

Then we decided to look for a company that would just write the \$500,000.00 of liability and we would obtain the property damage through Lloyds of London at \$19,872.00 or \$903.00 per van per year.

Sharon finally found a company who would write the liability portion of our coverage. On the very last day of our existing policy, our agent finally arranged coverage with Granite Sate in Springfield, Illinois through New Hampshire Ins. Co. at a quoted cost of \$52,856.00 annually, or \$2,400.00 per van per year. That, coupled with property damage at \$903.00 per year, we ended up with a per van cost of \$3,303.00 per year.

All was fine until we received the actual policy two months later from Granite State indicating an annual premium of \$109,870.00 or \$4,994.00 per van. They more than doubled the premium without even notifying us. That shot our 'per van' cost all the way up to \$5,897.00 per year.

Needless to say, we began our own insurance search and located an agent in Sheboygan who was very familiar and experienced in writing this type of coverage. He located a company Discovery Insurance - who wrote the whole package, liability and property damage. at an annual cost of \$76,652.00 or \$3,485.00 per year per van. We immediately cancelled Granite State and Lloyd's of London.

Mark, this is still way too high. If we hadn't found an agent in Sheboygan who went to bat for us, we would be paying \$5,897.00 per van and slowly going out of business in the process. We can't continue to bid on 5-year contracts with the V.A. Hospital, and not get any increase from the State Title 19 program, while insurance skyrockets annually. The State of Wisconsin hasn't given any measurable increase in 8 years while our neighboring states pay far in excess of Wisconsin. If this crap continues, many transportation companies will go under and the state will be forced to provide this service. Maybe then they will begin to understand what it costs to run a business like this, which will be by far in excess of what they now budget. We need people in Madison who understand the financial stresses plaguing the small businessman while the oil companies and insurance companies have a free reign to set their prices at whatever levels that will continue to make them filthy rich.

The rest of the information that you requested is also included. Let me know if you need anything more.

Sincerely,


Boyd Stoffel

mark

From: "Lowe, David" <david.lowe@dot.state.wi.us>
To: <mark@abbyvans.com>
Cc: "Poole, Diane" <diane.poole@dot.state.wi.us>
Sent: Friday, June 21, 2002 4:53 PM
Subject: Service provided in 2001

Here is the information on trips reported by 85.21 and 5310 properties for 2001:

85.21 Total Trips Taken 3,223,508

Approximate trips by user category: Ambulatory Elderly: 818,000;
Non-Ambulatory Elderly: 124,000; Ambulatory Disabled 1,389,000;
Non-Ambulatory disabled 571,000; Other and not classified 322,000.

About 1.1 million trips were for employment purposes, and 531,000 were for medical. Just over 600,000 trips were classified as other, primarily trips as the paratransit portion of public transit operations.

5310 Trips taken: 1,551,866

About 2/3 were taken by disabled ambulatory (1,012,000) Employment trips were 788,000 with medical at 129,000.

Dave Lowe
David Lowe
85.21 Program Manager
Wisconsin Department of Transportation
Bureau of Transit and Local Roads
P.O. Box 7913 - Madison, WI 53707
(608) 266-9476

6/21/2002

END



END



Thomas L. Frazier, *Executive Director*

Coalition of Wisconsin Aging Groups

CWAG

**Testimony Presented to the
Senate Insurance, Tourism and Transportation Committee
By Thomas L. Frazier**

While I was unable to testify in person at your public hearing on April 25, 2001, I would like to make you aware of one transportation issue in the proposed state budget. As usual, DOTs request for the Elderly and Disabled Transportation programs are woefully inadequate.

This particular program is so small in relation to the overall DOT budget that a small percentage increase is literally a "drop in the bucket." What is really needed is closer to doubling the program over the next two years which would equal \$3.75 million in 2001/2002 and \$7.5 million in 2002/2003.

On behalf of older persons, especially those over the age of 80, that is the fastest growing segment of Wisconsin's population, and people with disabilities, I urge you to change DOT's priorities and re-allocate sufficient funding for the Elderly and Disabled Transportation programs. Unlike the rest of the budget, DOT is not facing a deficit (structural or otherwise) and a re-allocation of the amount of funding we propose would not create a crisis in relation to other transportation needs.

END



END



State of Wisconsin / OFFICE OF THE COMMISSIONER OF INSURANCE

Conte File

Scott McCallum, Governor
Connie L. O'Connell, Commissioner

Wisconsin.gov

121 East Wilson Street • P.O. Box 7873
Madison, Wisconsin 53707-7873
Phone: (608) 266-3585 • Fax: (608) 266-9935
E-Mail: information@oci.state.wi.us
Web Address: oci.wi.gov

July 8, 2002

JUL 10 2002

Senator Roger Breske
Chairman, Senate Committee on
Insurance, Tourism and
Transportation
PO Box 7882
Madison, WI 53707-7882

Representative Phil Montgomery
Chairman, Assembly Committee on
Insurance
PO Box 7882
Madison, WI 53707-7882

RE: Certificate of Need & Hospital Rate Setting Information Request

Dear Senator Breske and Representative Montgomery;

Thank you for the opportunity to respond to your June 11, 2002 letter regarding the proposals for Certificate of Need and Hospital Rate Setting Information. I understand that the conference committee has agreed to remove these proposals from AB1JR2 (the Budget Repair Bill). However, the sponsors have indicated a desire to reintroduce the proposals in the next session of the legislature, thus making your questions relevant still as the legislature grapples with the overwhelming effects of the dramatic increases in the cost of health care in Wisconsin and nationwide.

Rather than reinvent the wheel, we have reviewed the information that was submitted to you by the Wisconsin Public Service Commission regarding their estimations of the fiscal impact to the state of the introduced proposals. Our review finds that there is nothing in their estimations that we would take issue with and believe their estimate to be reliable.

Your second question pertains to the financial impact on the hospital industry itself as it engages the state in seeking rate adjustments and project and purchase approvals. While many details of both the rate setting and the certificate of need process remain unknown at this time, one can logically assume that the processes for hospital rate setting would function similarly to the previous Hospital Rate Setting Commission. In a 1987 white paper titled *Hospital Rate Setting-Long Term Savings or Unnecessary Cost?*, the Wisconsin Hospital Association estimated the cost to Wisconsin hospitals at approximately \$31.1 million through capital depletion, increased borrowing costs as a result of lowered bond ratings and direct costs of compliance with regulatory processes. Adjusted for inflation, \$48.5 million in hospital costs could be viewed as the cost to the industry. The cost of compliance to the certificate of need regulatory processes are estimated to be similar to those experienced under Hospital Rate Setting Commission and would add an additional \$10.5 million of regulatory costs, expressed in 2002 dollars. Combined, both proposals would cost the hospital industry an estimated \$59

Breske/Montgomery Letter

07/08/02

million, possibly more, again, depending on how such regulation is carried out.

Thank you for the opportunity to provide my comments to you. I will certainly be available to answer any questions you have.

Sincerely,

A handwritten signature in black ink that reads "Connie L. O'Connell". The signature is written in a cursive style with a large, prominent "C" at the beginning.

Connie L. O'Connell
Commissioner

CO/jrg