Wisconsin Department of Administration Division of Executive Budget and Finance DOA-2048 (R07/2000)

Fiscal Estimate - 2001 Session

Original Updat	ed Corrected	Supplemental
LRB Number 01-3804/1	Introduction Number A	3-743
Subject		
Statewide trauma system		
Fiscal Effect	·	
State: No State Fiscal Effect Indeterminate Increase Existing Appropriations Decrease Existing Appropriations Create New Appropriations	Increase Existing Revenues Decrease Existing Revenues Decrease Costs - I absorb within age Tyes Decrease Costs	May be possible to ency's budget
Permissive Mandatory	Decrease Revenue	vernment Village Cities Others WTCS Districts
Fund Sources Affected GPR FED PRO PRS	Affected Ch. 20 Appro	opriations
Agency/Prepared By	Authorized Signature	Date
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Fiscal Estimate Narratives DOT 2/4/02

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Subject					
Statewide trauma system					

Assumptions Used in Arriving at Fiscal Estimate

This bill extends the date of termination for a 13-member State Trauma Advisory Council from July 1, 2002 to July 1, 2004. It also requires the DHFS to develop regional trauma advisory councils as it develops a Statewide Trauma Care System.

This bill transfers \$185,000 in FY2002 and \$500,000 in FY2003 in federal Section 402 highway safety funds from the Department of Transportation (DOT) to the Department of Health and Family Services (DHFS). These transfer funds would be used for 2.0 PR project positions at DHFS for purposes related to the Statewide Trauma Care System. These transfer funds would also be used by DHFS for expenses of regional advisory trauma councils, limited to \$25,000 in FY2002 and \$50,000 in FY2003. These transfer funds would also be used by DHFS to provide grants to regional advisory trauma councils, limited to \$290,000 in FY2003.

Long-Range Fiscal Implications

The federal Section 402 highway safety grant program is heavily regulated by the U.S. Department of Transportation (USDOT). If this bill is enacted, USDOT may determine that this transfer is an inappropriate reallocation of federal highway safety funds since it is inconsistent with the federal FY2002 Wisconsin Highway Safety Performance Plan (HSPP), which was submitted by Wisconsin DOT on August 31, 2001.

USDOT could intervene and withhold approval of the federal FY2003 Wisconsin HSPP if it reflects the \$500,000 transfer required under this bill. Failure to have a USDOT-approved HSPP would jeopardize the availability of all federal Section 402 highway safety funds, which totaled over \$3 million in federal FY2002.

By state law, at least 50% of Wisconsin's federal highway safety funds must be allocated to local units of government. Failure to have a USDOT-approved HSPP in federal FY2003 would jeopardize the availability of perhaps as much as \$1.5 million in federal Section 402 highway safety funds to local units of government.