

# **Wisconsin Public Psychiatry Network Teleconference (WPPNT)**

- This teleconference is brought to you by the Wisconsin Department of Health Services (DHS), Division of Care and Treatment Services, Bureau of Prevention Treatment and Recovery and the University of Wisconsin-Madison, Department of Psychiatry.
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# WPPNT Reminders

## How to join the Zoom webinar

- **Online:** <https://dhs.wi.zoomgov.com/j/1606358142>
- **Phone:** 669-254-5252
- Enter the Webinar ID: 160 635 8142#.
  - Press # again to join. (There is no participant ID)

## Reminders for participants

- Join online or by phone by 11 a.m. Central and wait for the host to start the webinar. Your camera and audio/microphone are disabled.
- [Download or view the presentation materials](#). The evaluation survey opens at 11:59 a.m. the day of the presentation.
- Ask questions to the presenter(s) in the Zoom Q&A window. Each presenter will decide when to address questions. People who join by phone cannot ask questions.
- Use Zoom chat to communicate with the WPPNT coordinator or to share information related to the presentation.
  
- [Participate live to earn continuing education hours](#) (CEHs). Complete the evaluation survey within two weeks of the live presentation and confirmation of your CEH will be returned by email.
- A link to the video recording of the presentation is posted within four business days of the presentation.
- Presentation materials, online evaluations, and video recordings are on the WPPNT webpage: <https://www.dhs.wisconsin.gov/wppnt/2025.htm>

# Behind the Wheel: Understanding Impaired Driving and the Intoxicated Driver Program



Katie Behl  
Intoxicated Driver Program Coordinator

# Learning Objectives

1. Describe the structure and purpose of Wisconsin's Intoxicated Driver Program (IDP), including the roles of key partners.
2. Identify current trends and risk factors related to impaired driving and operating while intoxicated (OWI) recidivism in Wisconsin.
3. Recognize how the IDP process connects individuals to appropriate education, treatment, and monitoring to support public safety and reduce repeat offenses.

# Impaired Driving

- Every day, about 37 people in the United States die in drunken driving crashes — that's approximately one person every 39 minutes (2022 and 2021).

Every day, about 32 people in the United States die in drunken driving crashes — that's one person every 45 minutes (2020).

- In 2022, 13,524 people died in alcohol-impaired driving traffic deaths — about a 14% increase from 2020.

In 2020, 11,654 people died in alcohol-impaired driving traffic deaths — a 14% increase from 2019.

# Impaired Driving

- In 2022 among the 13,524 alcohol-impaired-driving fatalities, 67 percent (9,047) were in traffic crashes in which at least one driver had a blood alcohol content (BAC) of .15 g/dL or higher.
- The rate of alcohol impairment among drivers involved in fatal traffic crashes in 2022 was nearly three times higher at night than during the day.

# Impaired Driving

The estimated economic cost of all motor vehicle traffic crashes in the United States in 2019 (the most recent year for which cost data is available) was \$340 billion, of which \$58 billion resulted from alcohol-impaired crashes (drivers or nonoccupants with a BAC of .08 g/dL or higher). Included in the economic costs are:

Lost  
productivity

Workplace  
costs

Legal and  
court costs

Medical costs

Emergency  
medical  
services

Insurance  
administration  
costs

Congestion  
impacts

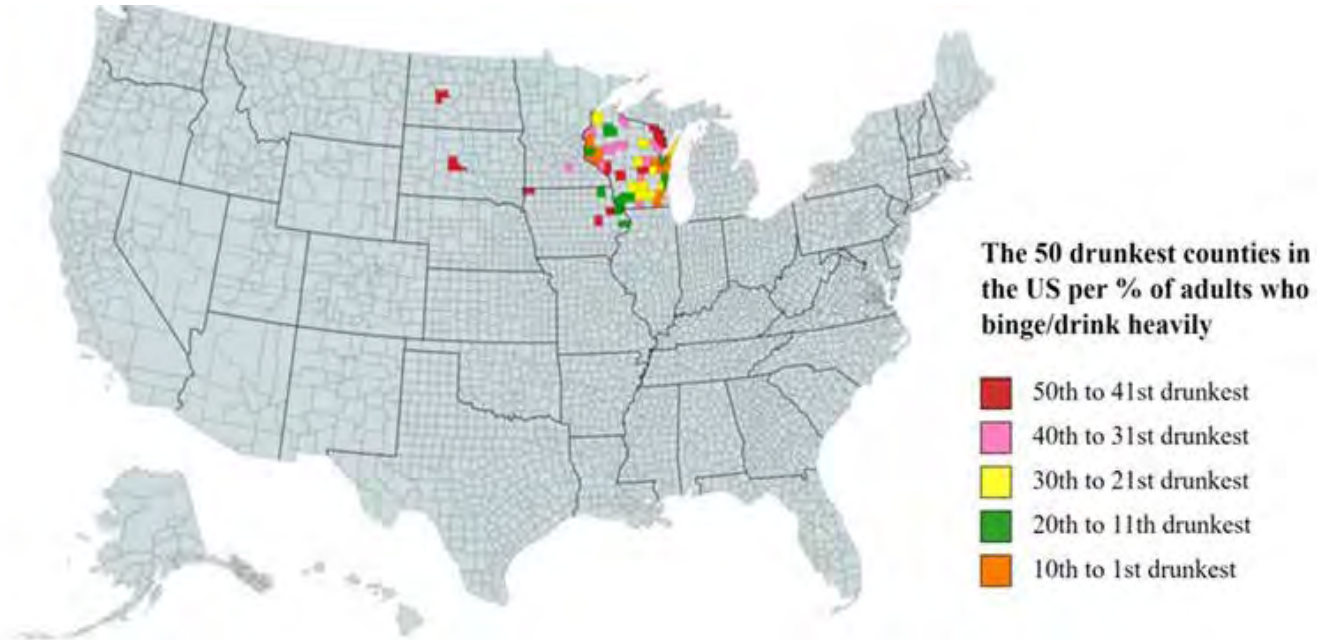
Property  
damage

# Impaired Driving

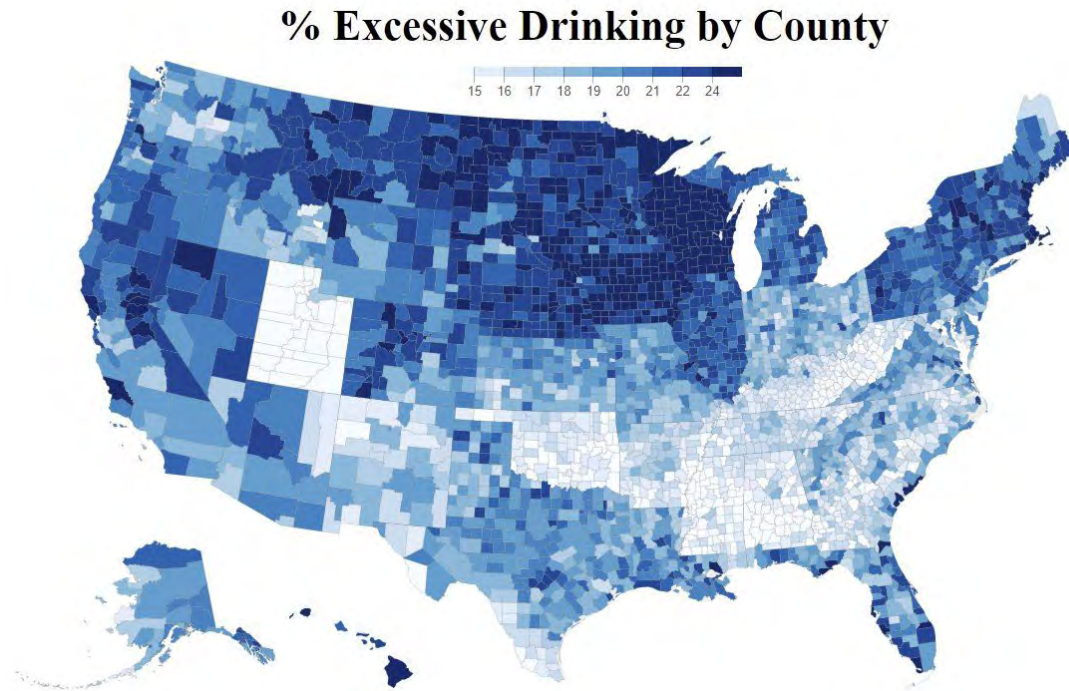
- In 2022, 24/7 Wall St. ranked Wisconsin as the nation's "drunkest" state based on self-reporting, with 25.2% of Wisconsin residents drinking excessively.
- In 2021, 41 of the 50 most heavily drinking counties in the U.S. were in Wisconsin.

# Drunkest Counties

41 of 50 drunkest counties in the U.S. per percent of adults who binge/drink heavily are in Wisconsin.



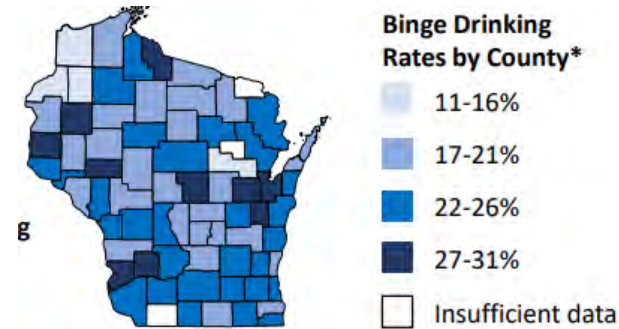
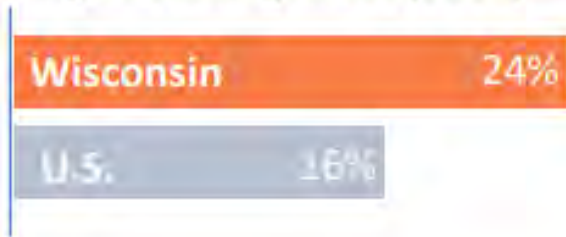
# High Percentage of Excessive Drinking in Every Wisconsin County



# Burden of Binge Drinking Report Summary

- Binge drinking is 5+ drinks per occasion for men and 4+ drinks per occasion for women.
- 4.1 is the estimated number of binge drinking episodes per month among adults who binge drink in Wisconsin.

**Binge Drinking Rates (2018):<sup>1</sup>**



# Alcohol in Wisconsin

- The estimated annual economic cost of binge drinking is \$3.9 billion.
  - \$380 million: Health care
  - \$560 million: Criminal justice
  - \$2.6 billion: Lost productivity
  - \$354 million: Other
- The alcohol tax revenue collected was \$60.9 million in 2018.



Cost per resident  
**\$666**



Cost to the government:  
**\$1.6 billion**

# Excessive Alcohol Consumption in Wisconsin

Binge drinking is responsible for 76% of the excessive alcohol consumption economic cost. In the most recent year, excessive alcohol consumption in Wisconsin contributed to:



**2,485** alcohol-related deaths



**79,285** alcohol-related hospitalizations



**7,210** persons in an alcohol-related treatment service



**6,151** alcohol-related crashes



**1,817** juvenile liquor law violations



**24,651** driving under the influence arrests

# Traffic Convictions Entered on Driver Record – Over 10 Years

(operating under influence of an intoxicant/controlled substance)

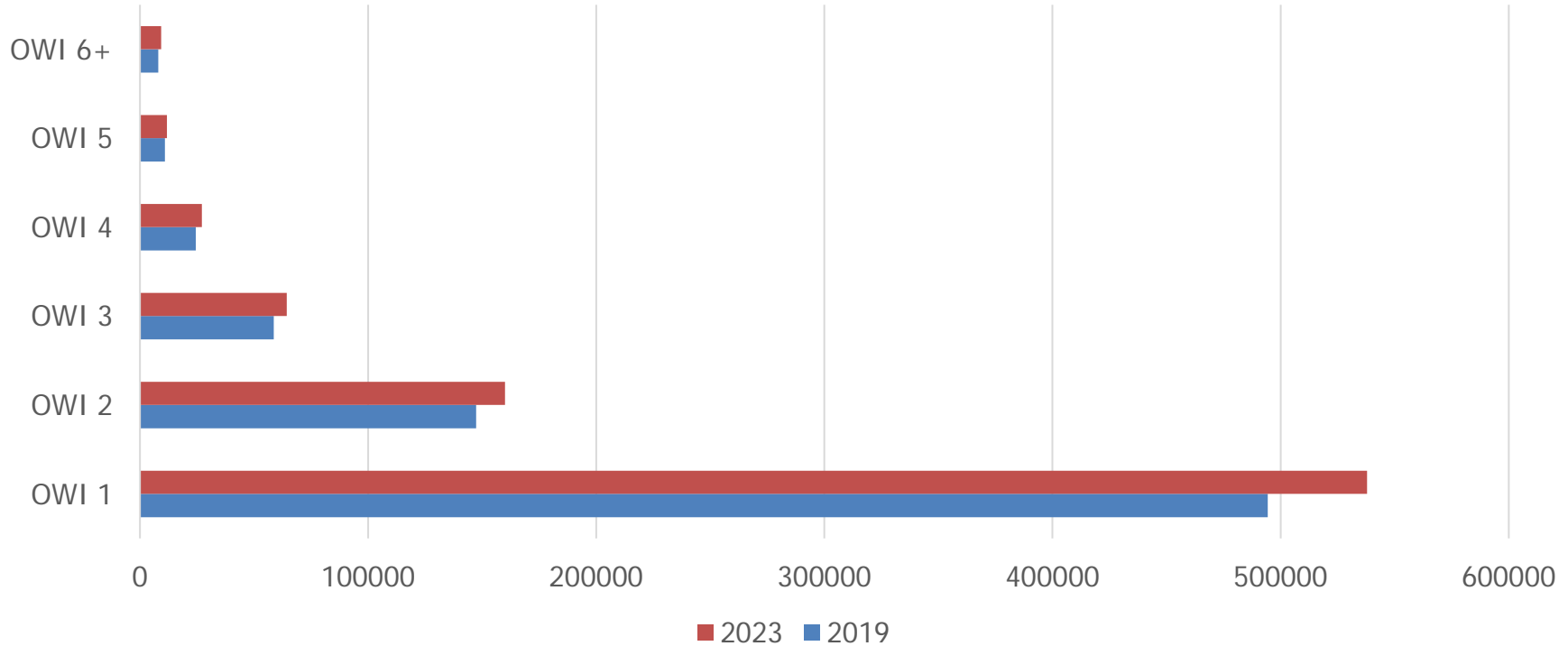
<b>2024</b> 25,066	<b>2023</b> 25,473	<b>2022</b> 22,917	<b>2021</b> 22,997	<b>2020</b> 19,261
<b>2019</b> 23,803	<b>2018</b> 24,624	<b>2017</b> 24,211	<b>2016</b> 24,773	<b>2015</b> 25,935

# Impaired Driving in Wisconsin

Lifetime OWI Convictions from 1989-2023 show that among Wisconsin drivers:

- 537,819 have had **one** OWI conviction.
- 160,019 have had **two** OWI convictions.
- 64,327 have had **three** OWI convictions.
- 27,155 have had **four** OWI convictions.
- 11,860 have had **five** OWI convictions.
- 9,329 have had **six to 17** OWI convictions.
- One had **22** OWI convictions.

# Lifetime OWI Convictions



# Lifetime OWI Convictions

Offense Number	2019	2023	Increase
OWI One	494,393	537,819	8%
OWI Two	147,404	160,019	8%
OWI Three	58,601	64,327	9%
OWI Four	24,474	27,155	10%
OWI Five	10,874	11,860	8%
OWI Six+	8,000	9,329	14%

# Impaired Driving in Wisconsin

Total licensed drivers in 2023: 4,411,182

- 2012 – 10% of licensed drivers have at least one OWI
- 2015 – 11% of licensed drivers have at least one OWI
- 2019 – 12% of licensed drivers have at least one OWI
- 2023 – 13% of licensed drivers have at least one OWI

# Preventing Impaired Driving in Wisconsin Study (2018)

Re-arrest within one, three, and five years of index offense  
(2010-2014 cohort of Wisconsin driver's index arrests):

- 6.7% within one year
- 11.8% within three years
- 18.3% within five years

The five-year rate improved from 24% in 2004-2008 cohort.

# Preventing Impaired Driving in Wisconsin Study (2018)

## Variables associated with recidivism: demographics

- Age predicts recidivism.
  - Individuals 16-25 have the highest recidivism
  - Individuals 55+ have the lowest recidivism
- Younger males (<25) with prior OWI have extremely high recidivism rate.

# Preventing Impaired Driving in Wisconsin Study (2018)

## **Variables associated with recidivism: demographics**

- Females generally have lower repeat OWI rates. However, older females (>35) have similar rates of recidivism to males of same age.
- Non-white (especially Native American) are more likely to have a repeat OWI within five years of index arrest.

# Preventing Impaired Driving in Wisconsin Study (2018)

## **Variables associated with recidivism: offense history**

- Those with prior OWIs were more likely to recidivate than first offenders (24% vs. 15% by five years).
- Speeding offense history (2017-18 arrests only)
  - 41% of one-year recidivists
  - 27% of non-recidivists

# Preventing Impaired Driving in Wisconsin Study (2018)

## **Variables associated with recidivism: offense history**

OAR (operating after revocation) offense on driving record (not necessarily when arrested)

- 48% of one-year repeat offenders had an OAR-type
- 26% of the non-recidivists also had an OAR on their records (2017-18 arrests only)

# Preventing Impaired Driving in Wisconsin Study (2018)

## **Variables associated with recidivism: interventions**

Ignition interlock device (IID) order has no overall impact on recidivism in the population of convicted offenders; but for those with priors, IID is associated with a reduction in re-arrest by a third (21% vs 32%). No data on installation of IID.

# Preventing Impaired Driving in Wisconsin Study (2018)

Prior citations and recidivism (tentative results):

- Those with a prior OWI are quicker to recidivate than first offenders.
- Drivers with a history of OAR and/or insurance violations are more likely to recidivate.
- Prior speeding violations are less important in predicting recidivism.

# Drug-Impaired Driving

56%

Drivers involved in serious injury and fatal crashes who tested positive for at least one drug.

# Drug-Impaired Driving

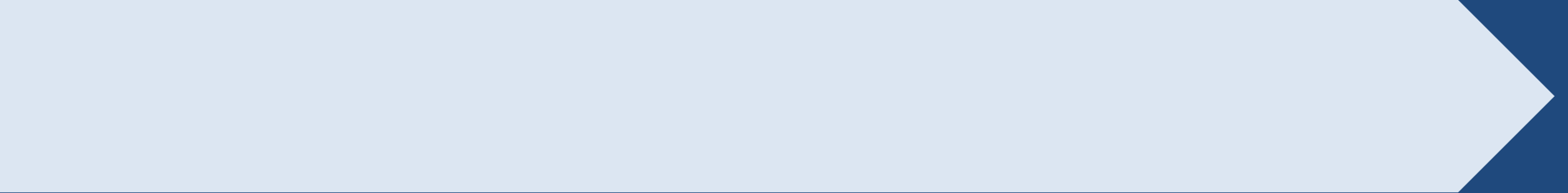
- Alcohol, marijuana/cannabis, and other drugs can impair the ability to drive because they slow coordination, judgment, and reaction times.
- Cocaine and methamphetamine can make drivers more aggressive and reckless.
- Using two or more drugs at the same time, including alcohol, can amplify the impairing effects of each drug a person has consumed.

# Drug-Impaired Driving

Some **prescription and over-the-counter medicines** can cause extreme drowsiness, dizziness, and other side effects. Read and follow all warning labels before driving and note that warnings against “**operating heavy machinery**” include driving a vehicle.



# Wisconsin Statutes and Administrative Codes



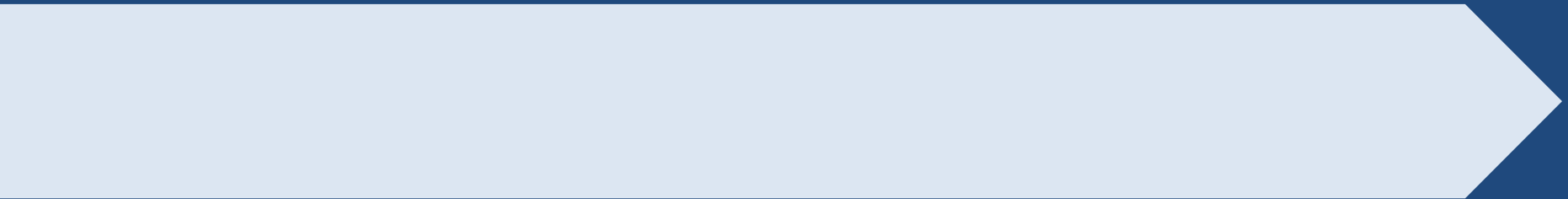
# DOT Codes

- Wis. Admin. Code ch. TRANS 106: Certification of Traffic Safety Programs and Instructors
- Wis. Admin. Code ch. TRANS 107: Driver Licensing of Persons with Chemical Abuse or Dependency Problems

# DHS Codes

- Wis. Admin. Code ch. DHS 62: Assessment of Drivers with Alcohol or Controlled Substance Problems
- Wis. Admin. Code ch. DHS 75: Community Substance Use Service Standards
  - DHS 75.15 – Intervention service and intoxicated driver services (New for IDP effective October 2022)

# Wisconsin Administrative Code DHS Chapter 62



# Roles and Responsibilities

- County board responsibilities (Wis. Stat. § 46.23 and Wis. Stat. § 51.42)
- IDP coordinator, supervisor, and assessor
- Intoxicated driver assessment facilities
- Driver safety plan providers: treatment providers and Group Dynamics/Multiple Offender Program (MOP) providers, alternative education

# County Board Responsibilities

“Pursuant to authority under Wis. Stat. § 51.42, states, a board shall implement an intoxicated driver program in the board’s geographic area. To implement the intoxicated driver program, the board shall do all of the following...”

(Wis. Admin Code § DHS 62.04)

# County Board Responsibilities

Appoint a designated coordinator to be responsible for the intoxicated driver program on behalf of the board.

(Wis. Admin. Code § DHS 62.04(5))

# IDP Coordinator Responsibilities

Approve all the following:

- Screening instruments, in addition to the Wisconsin Assessment of the Impaired Driver (WAID), used by assessment facilities
- In conjunction with the local traffic safety school coordinator, approve driver safety plans that recommend alternative education when factors such as the client's language, developmental disability, mental illness, cognitive deficit, illiteracy, or extreme hardship are present

(Wis. Admin. Code § DHS 62.04(5))

# IDP Coordinator Responsibilities

Alternative education:

- Provided by an agency certified under Wis. Admin. Code § DHS 75.13 or Wis. Admin. Code § DHS 75.16
- Must be modeled after Group Dynamics/MOP
- Classroom in lieu of Group Dynamics a minimum of 16 hours; classroom in lieu of MOP a minimum of 24 hours
- Need prior approval of the traffic safety school coordinator and the designated IDP coordinator
- Instructors must meet minimum qualifications

(Wis. Admin. Code § DHS 75.16(5))

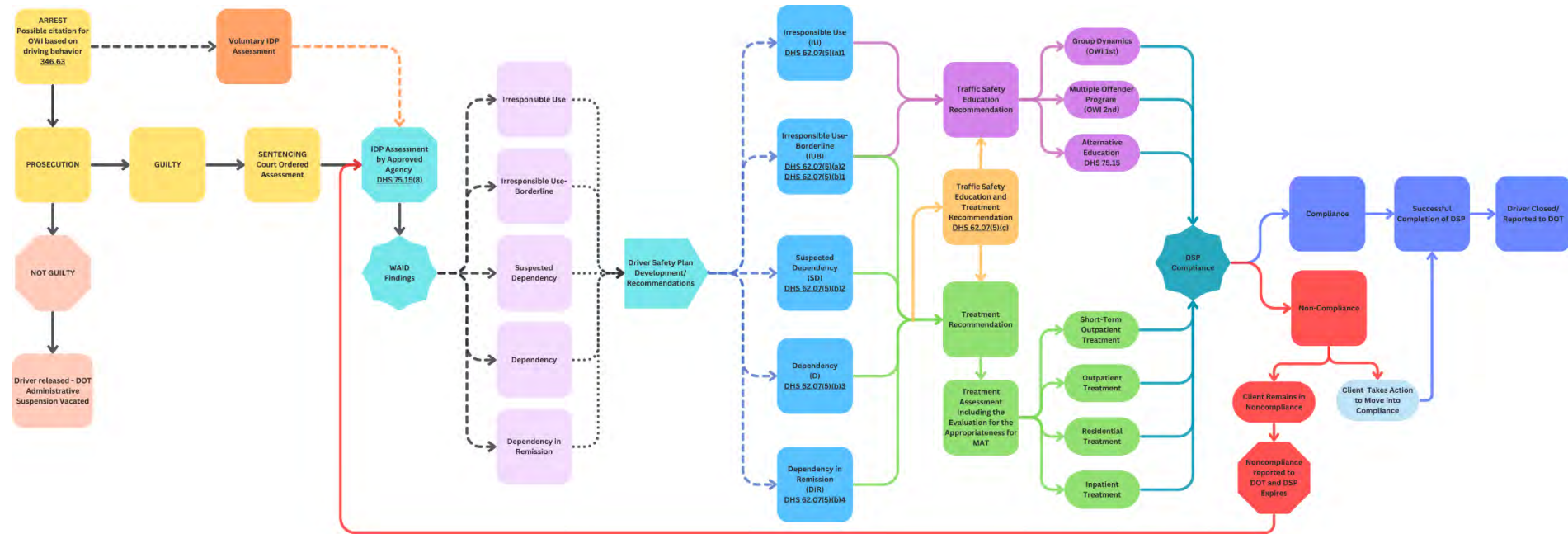
# IDP Coordinator Responsibilities

- Approve requests by an assessment facility under Wis. Admin. Code. § DHS 62.07(1)(a) for an extension of the time to complete the assessment and driver safety plan
- Provide reports requested by the board
- Train assessment facilities and driver safety plan providers on procedures of the IDP

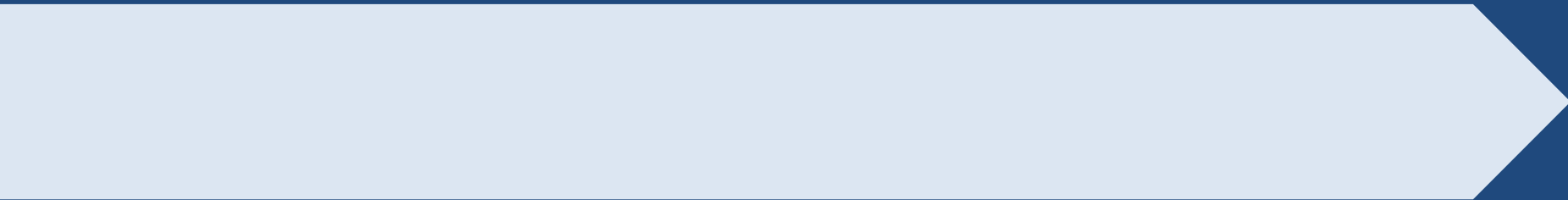
(Wis. Admin. Code § DHS 62.04(5))

# IDP Process

From arrest to completion of the driver safety plan



# IDP Assessors



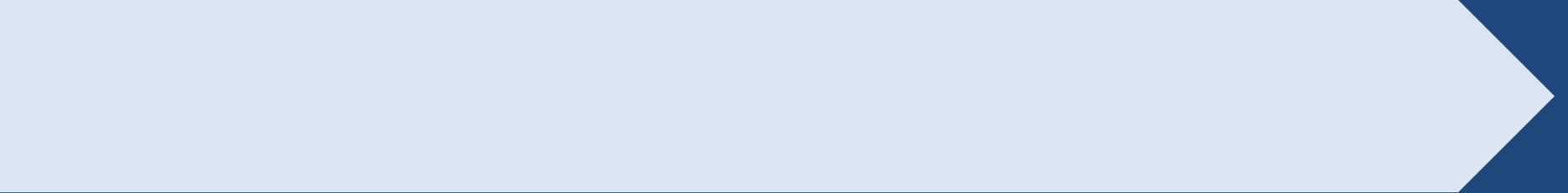
# IDP Assessors

- Understand IDP requirements
- Understand substance use disorders
- Understand co-occurring mental health conditions
- Aware of effective treatment for impaired drivers
- Aware of local treatment resources
- Have good interviewing skills

# IDP Assessors

- Engage and motivates clients
- Aware of their own personal beliefs and biases
- Consult with other assessors/supervisor
- Seek out relevant training
- Work cooperatively within a complex system
- Know client needs (soldiers, adolescents, women)
- Act in a nonjudgmental manner

# IDP Assessment Facility Responsibilities



# General IDP Assessment Facility Responsibilities

- No agency may conduct IDP assessments and develop driver safety plans unless appointed by the board as a designated intoxicated driver assessment facility.
- Policies and procedures must be uniformly applied to all clients.

(Wis. Admin. Code § DHS 62.05)

# Staffing

## Qualifications in at least one certification

OR

## Professional in Wis. Admin. Code § DHS 61.06 (1) to (13)

- A substance use counselor defined in Wis. Admin. Code. § DHS 75.02 (84)(a)
- A clinical supervisor defined in Wis. Admin. Code § DHS 75.02 (11)
- A social worker, marriage and family therapist, or professional counselor licensed under Wis. Stat. ch. 457.

- Physician
- Psychiatrist
- Child psychiatrist
- Psychologist
- Social worker
- RN/LPN
- Occupational therapist
- Recreational therapist
- Music therapist
- Art therapist
- Speech and language therapist
- Teacher
- Rehabilitation counselor

# Supervision

- Competency in intoxicated driver assessment skills should be documented through supervisor evaluations.
- The IDP assessor must be supervised by a superior knowledgeable in psychopharmacology of substances, addiction, and addiction treatment as evidenced by education, training, or experience.

(Wis. Admin. Code § DHS 62.05(2)(b))

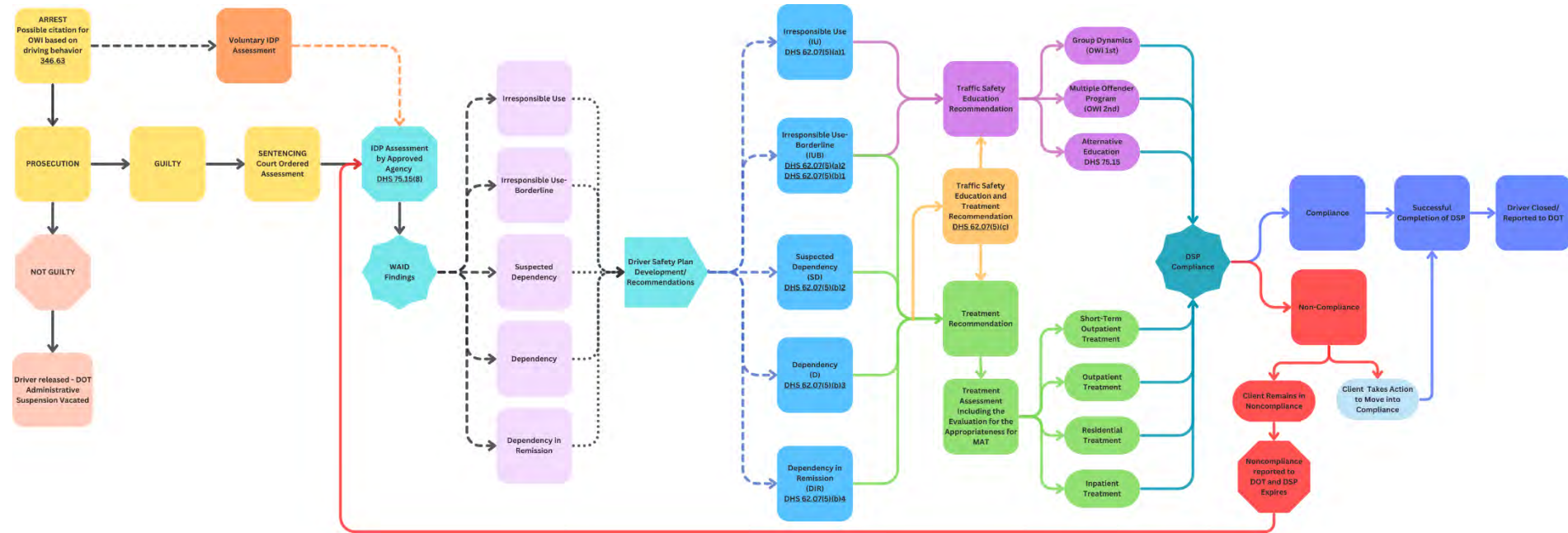
# Training

Assessment facilities must arrange for attendance of its IDP assessors at DHS-approved assessor training and other staff development training including training in local procedures provided or arranged by the designated IDP coordinator.

(Wis. Admin. Code § 62.05(3)(a))

# IDP Process

From arrest to completion of the driver safety plan



# IDP Client Responsibilities



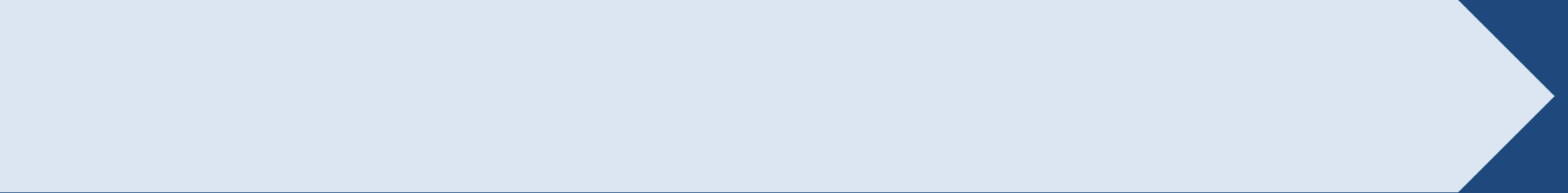
# IDP Client Responsibilities

- An individual who has been ordered by the court or by the Wisconsin Department of Transportation for an assessment and driver safety plan must register with the assessment facility within 72 hours after the date of the court order or order of the Wisconsin Department of Transportation.
- The client must register with the driver safety plan provider within three working days after the date of the client's signature on the driver safety plan.

# IDP Client Responsibilities

- The client must pay the fees required by an assessment facility and driver safety plan provider.
- If a client elects to receive driver safety plan services from a plan provider other than a driver safety plan provider designated to serve the board's geographic area under Wis. Admin. Code §§ DHS 62.04 (1) and (2), the client is responsible for the full cost of services.

# Client Rights/Appeals



# Client Rights

- Any client may file a grievance under Wis. Stat. ch. DHS 94 or Wis. Stat. § 51.61, if the client believes that their rights have been violated.
- A grievance does not change the timelines or reports of compliance or noncompliance to complete the assessment and the Department of Transportation notification of compliance or noncompliance.

(Wis. Admin. Code § DHS 62.14)

# Appeals

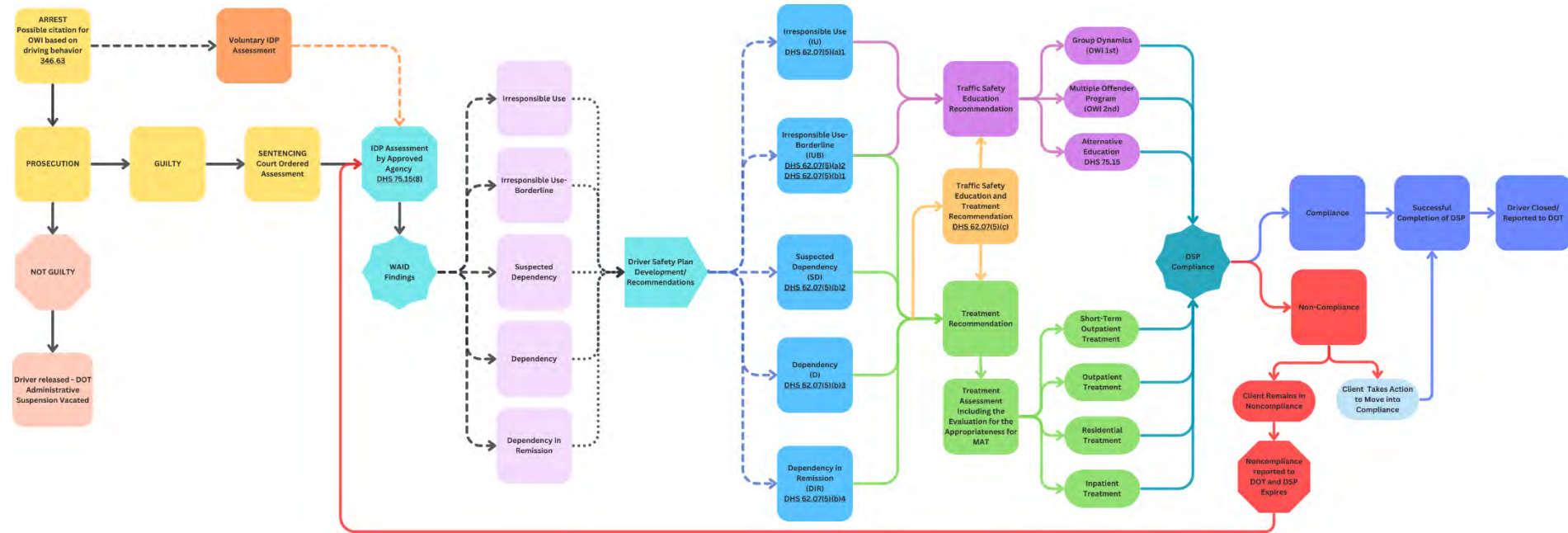
The assessment facility or board may seek the advice of and consult with the department for any appeal in which the client remains dissatisfied with the appeal outcome after all local appeal procedures have been completed.

- Appeals during assessment
- Appeals during treatment

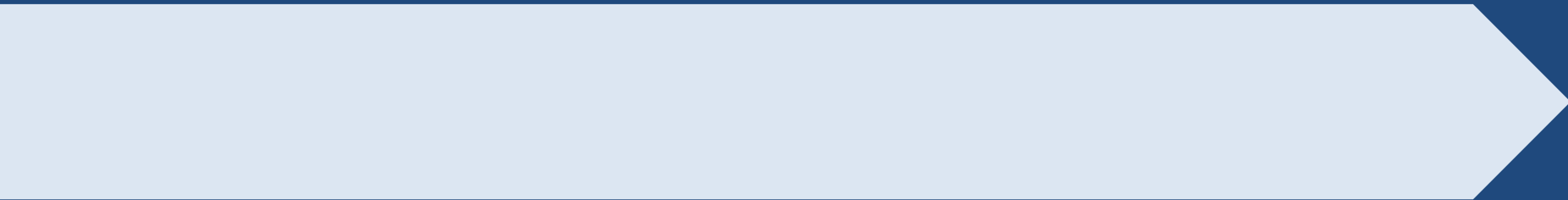
(Wis. Admin. Code § DHS 62.15)

# IDP Process

From arrest to completion of the driver safety plan



# Fees



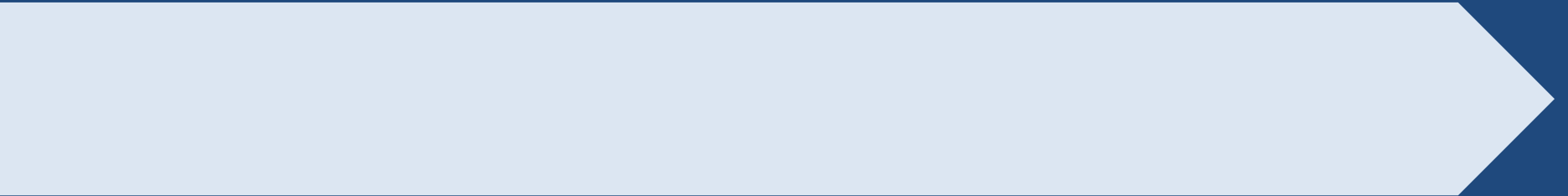
# Assessment Fees

- A client is required to pay a reasonable fee for an assessment or driver safety plan program to the appropriate agency.
- A client may be allowed to pay the assessment fee in one-to-four equal installments before an assessment is conducted.
- The average cost of an assessment is \$350.

# Driver Safety Plan Fees

- The fee for driver safety plan programs may be reduced or waived if the person is unable to pay the entire fee, but no fee for assessment, attendance at a traffic safety school or attendance at an alternative education program may be reduced or waived.
- Driver Improvement Surcharge Funds may be used.

# Driver Improvement Surcharge



# Driver Improvement Surcharge

## 59.1% to state

- Wisconsin State Laboratory of Hygiene (largest portion)
- Department of Public Instruction
- Department of Transportation
- **DHS → IDP Supplemental Funding Award**
- Department of Justice

## 40.9% to county

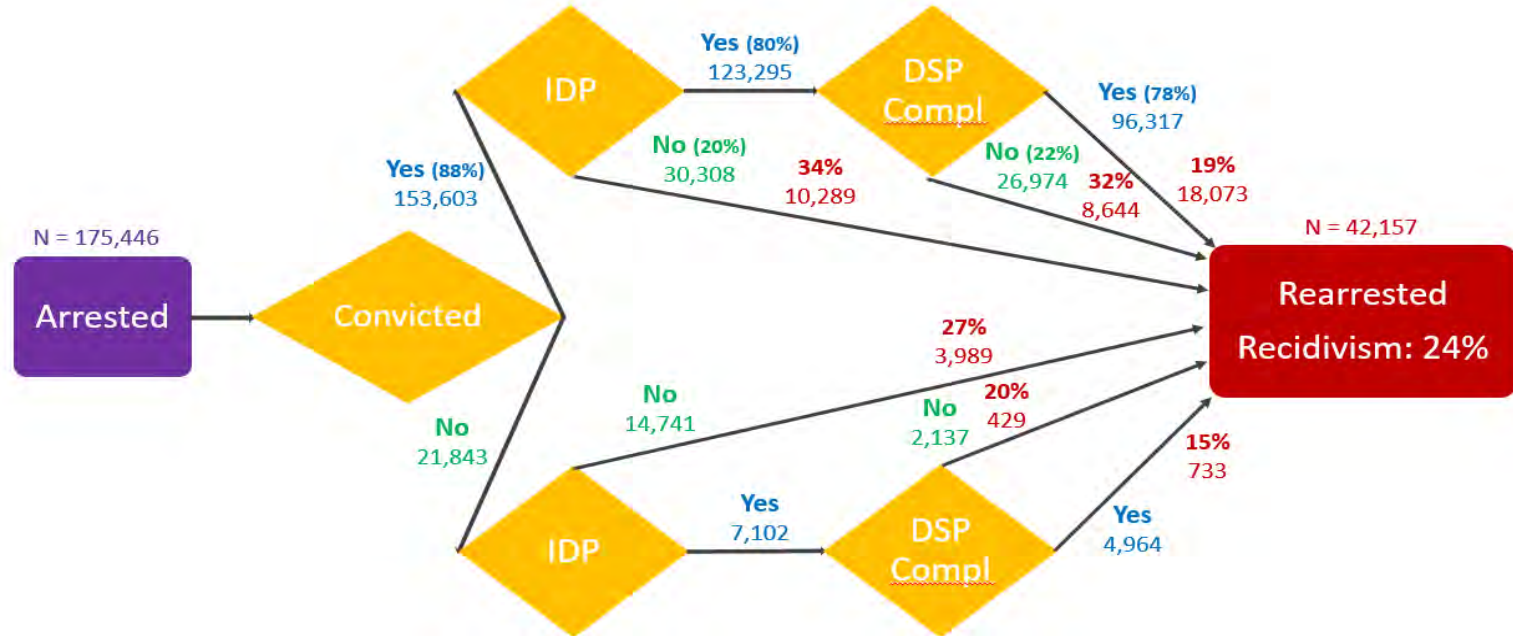
Retained by the county treasurer and disbursed to the county department under Wis. Stat. § 51.42 for services under Wis. Stat. § 51.42 for drivers referred through assessment.

# IDP Supplemental Funding

- DHS returns 100% of its allocation to counties that have excessive treatment costs as IDP Supplemental/Emergency Funding award in fall each year.
- It is added as an addendum to the state/county contract.

# OWI Recidivism Study

Preliminary outcomes show completing a driver safety plan for those convicted lowers the rate of recidivism by 15%.



# Contact Information

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