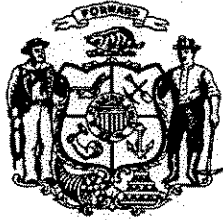


pt 2

THE STATE OF WISCONSIN

SENATE CHAIR
BRIAN BURKE



ASSEMBLY CHAIR
JOHN GARD

316-S Capitol
P.O. Box 7882
Madison, WI 53707-7882
Phone: (608) 266-8535

315-N Capitol
P.O. Box 8952
Madison, WI 53708-8952
Phone: (608) 266-2343

JOINT COMMITTEE ON FINANCE

January 17, 2001

Secretary George Lightbourn
Department of Administration
101 E. Wilson Street, 10th Floor
Madison, WI 53702

Dear Secretary Lightbourn:

We are writing to inform you that the Joint Committee on Finance has reviewed your request, received December 26, 2000, pursuant to s. 16.515/16.505(2), Stats., pertaining to a request from the Department of Administration, on behalf of the Milwaukee County District Attorney's Office.

No objections have been raised to this request. Therefore, the request is approved.

Sincerely,

BRIAN BURKE
Senate Chair

JOHN G. GARD
Assembly Chair

BB:JG:dh

cc: Members, Joint Committee on Finance
Robert Lang, Legislative Fiscal Bureau
Vicky LaBelle, Department of Administration



Legislative Fiscal Bureau

One East Main, Suite 301 • Madison, WI 53703 • (608) 266-3847 • Fax: (608) 267-6873

January 17, 2001

TO: Representative John Gard
Room 315 North, State Capitol

FROM: Paul Onsager, Fiscal Analyst

SUBJECT: Program Revenue-Funded Assistant District Attorney Positions

At your request, I am providing information on all new program revenue (PR) assistant district attorney (ADA) positions that have been approved in the last two years by the Joint Committee on Finance through its authority under s. 16.505 of the statutes. I am also providing information concerning the current request before the Committee under s. 16.505 to convert 1.0 PR ADA position in Milwaukee County from project to permanent.

Assistant District Attorney Positions Approved Under s. 16.505

Under s. 16.505 of the statutes, the Governor, at the request of a state agency, may approve additional state positions funded through program revenue (funds credited to an appropriation to finance a specified program), provided that the Governor notifies the Joint Committee on Finance in writing of the proposed action and the Committee either: (a) does not object to the proposal within 14 working days; or (b) schedules a meeting to review the proposal and approves or modifies the proposal at the scheduled meeting.

District attorney offices throughout the state are funded through the state and counties. Elected district attorneys and appointed deputy and assistant district attorneys are state employees whose salaries and fringe benefits are paid by the state. Generally, counties pay all other district attorney office costs, including the salaries and fringe benefits of support staff and other office expenses.

Federal funds have been made available, through a variety of federal initiatives provided either under a formula or through a discretionary grant application process, to assist states and local units of government in reducing crime. One use of these funds has been to provide additional prosecutorial resources for the prosecution of crimes. The District Attorneys' appropriation does

not receive these federal funds directly; the federal funds are received by other state agencies or by county agencies. Therefore, prosecutor positions created with federal funds are reflected as program revenue (PR), not federal revenue (FED). The Department of Administration can unilaterally approve the creation of FED positions. However, as described above, the creation of PR positions requires approval by the Joint Committee on Finance under s. 16.505 of the statutes.

The following table identifies new PR ADA positions that have been approved by the Joint Committee on Finance through the s. 16.505 process in the last two years. The table identifies the date the position(s) was approved, the county that received the position(s), the number of positions and the funding source for the position(s). All the positions are federally funded. As shown in the table, the Committee has approved a total of 18.15 additional PR ADA positions in the last two years.

<u>Date of s. 16.505 Approval</u>	<u>DA Office</u>	<u>FTE</u>	<u>Federal Funding Source</u>
01/11/1999	Dane	1.00	Operating While Intoxicated (OWI)
01/11/1999	Milwaukee	0.50	Adoptions and Safe Families Act
01/20/1999	Dane	3.00	Violence Against Women Act (VAWA)
01/20/1999	La Crosse	0.20	OJA VAWA
04/30/1999	Milwaukee	0.50	Adoption Opportunities Program (AOP)
05/27/1999	Chippewa	0.50	OJA VAWA
08/20/1999	Outagamie	1.00	OJA VAWA
09/27/1999	Brown	1.00	Juvenile Accountability Incentive Block Grant (JAIBG)
09/27/1999	Milwaukee	1.00	Juvenile Accountability Incentive Block Grant (JAIBG)
03/21/2000	Milwaukee	4.00	Judicial Oversight VAWA
05/05/2000	Milwaukee	1.00	Children's Justice Act (CJA)
06/22/2000	Milwaukee	2.00	Community Prosecution Program (CCP)
08/23/2000	Jefferson	0.25	OJA VAWA (increased existing 0.5 position to 0.75)
08/23/2000	La Crosse	0.20	OJA VAWA (increased existing current 0.5 position to 0.70)
12/08/2000	Milwaukee	1.00	Adoption Opportunities Program (AOP)
01/02/2001	Milwaukee	<u>1.00</u>	Local Law Enforcement Block Grant (LLEBG)
		18.15	

Request Currently Before the Committee Under s. 16.505

On December 26, 2000, the Department of Administration (DOA) submitted a request to the Co-Chairs to convert 1.0 PR ADA position in Milwaukee County from project to permanent. The request will be approved on January 18, 2001, unless DOA is notified that a meeting to review the request will be scheduled.

The Joint Committee on Finance originally approved this Milwaukee County ADA position as a project position on December 29, 1995, with an effective date of January 8, 1996. The position

is funded with federal Byrne anti-drug grant money through the Office of Justice Assistance (OJA) in DOA.

Federal Byrne anti-drug grant money has been funding ADA positions since 1987. There are currently 12.0 ADA positions statewide (8.0 in Milwaukee County, 2.0 in Dane County, 1.0 in Outagamie County and 1.0 in Waukesha County) funded by Byrne anti-drug grant money, and 11 of the 12 positions are permanent, rather than project, positions. The Milwaukee County position currently the subject of the s. 16.505 request is the only Byrne-funded ADA position that is a project position. Other Byrne ADA positions that have not existed as long as the Milwaukee County position have been converted to permanent status. For example, the Outagamie County ADA position was approved as a project position on June 17, 1996 by the Committee and was converted to a permanent position in 1999 Act 9, the 1999-01 biennial budget act.

OJA administers federal Byrne funds received by the state. Federal law requires that the Byrne grant funding be passed on to local units of government proportionate to the local units of government's share of criminal justice expenditures, approximately 62% of the state's total Byrne allocation, minus OJA administration. Most of the local funds are distributed by formula to multi-jurisdictional anti-drug enforcement task forces, sometimes referred to as MEG units, which are local programs that integrate the services of various law enforcement agencies and prosecutors to enhance interagency coordination, intelligence and facilitation of multi-jurisdictional investigations. Currently, there are 32 task forces in the state to improve enforcement and prosecution of anti-drug laws. The federal funding includes a required 25% match, of which 15% is provided by the state from penalty assessment revenues and 10% is provided by local governments (which may be in-kind in the form of local personnel or other locally-funded services). Each local task force determines how to expend its Byrne funding, within federally-authorized purpose areas. Currently, eight ADA positions are funded by task forces (five in Milwaukee County, including the one before the Committee, and one each in Dane, Outagamie and Waukesha Counties).

The remaining four Byrne-funded ADA positions were created by legislation. Three drug prosecutors in Milwaukee County were created in conjunction with the County's speedy trial drug court in 1999 Act 39 (the biennial budget act) and one Dane County ADA position was created in 1991 Act 269 (the budget adjustment act) to coincide with a federal grant awarded to the City of Madison for its "Blue Blanket" program. The 1999-01 biennial budget act, 1999 Act 9, directed the continuation of these four positions in 1999-01.

While the Byrne money has proven to be a stable funding source over time, if federal funding were no longer available to support the positions, the state would have no obligation to fund either project or permanent positions supported by Byrne with general purpose revenue (GPR).

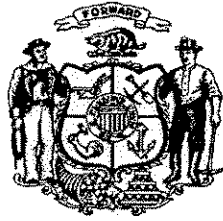
If you have any questions regarding this information, please let me know.

PO/sas

THE STATE OF WISCONSIN

SENATE CHAIR
BRIAN BURKE

316-S Capitol
P.O. Box 7882
Madison, WI 53707-7882
Phone: (608) 266-8535



ASSEMBLY CHAIR
JOHN GARD

315-N Capitol
P.O. Box 8952
Madison, WI 53708-8952
Phone: (608) 266-2343

JOINT COMMITTEE ON FINANCE

MEMORANDUM

To: Members
Joint Committee on Finance

From: Senator Brian Burke
Representative John Gard
Co-Chairs, Joint Committee on Finance

Re: s. 16.515/16.505, Stats. Request

Date: December 26, 2000

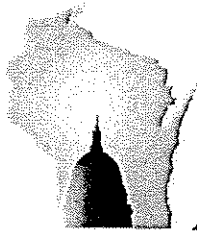
Attached is a copy of a request from the Department of Administration, received December 26, 2000, pursuant to s. 16.515/16.505(2), Stats., pertaining to a request from the Department of Administration, on behalf of the Milwaukee County District Attorney's Office.

Please review the material and notify **Senator Burke** or **Representative Gard** no later than **Tuesday, January 16, 2001**, if you have any concerns about the request or if you would like to meet formally to consider it.

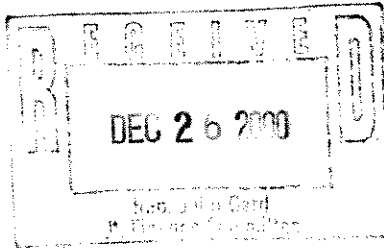
Also, please contact us if you need further information.

Attachment

BB:JG:dh



**WISCONSIN DEPARTMENT OF
ADMINISTRATION**



TOMMY G. THOMPSON
GOVERNOR

GEORGE LIGHTBOURN
SECRETARY

Office of the Secretary
Post Office Box 7864
Madison, WI 53707-7864
Voice (608) 266-1741
Fax (608) 267-3842
TTY (608) 267-9629

Date: December, 26, 2000

To: The Honorable Brian Burke, Co-Chair
Joint Committee on Finance

The Honorable John Gard, Co-Chair
Joint Committee on Finance

From: George Lightbourn, Secretary
Department of Administration

Subject: S. 16.515/16.505(2) Request(s)

Enclosed are request(s) that have been approved by this department under the authority granted in s. 16.515 and s. 16.505(2). The explanation for each request is included in the attached materials. Listed below is a summary of each item:

AGENCY	DESCRIPTION	1999-2000		2000-01	
		AMOUNT	FTE	AMOUNT	FTE
DAs 20.475(1)(h)	Gifts and grants				1.00

As provided in s. 16.515, the request(s) will be approved on January 18, 2001, unless we are notified prior to that time that the Joint Committee on Finance wishes to meet in formal session about any of the requests.

Please contact Vicky LaBelle at 266-1072, or the analyst who reviewed the request in the Division of Executive Budget and Finance, if you have any additional questions.

Attachments

CORRESPONDENCE MEMORANDUM

STATE OF WISCONSIN
Department of Administration

Date: December 13, 2000

To: George Lightbourn, Secretary
Department of Administration

From: Andrew J. Statz, Budget Analyst *AS*
State Budget Office

Subject: Request under s. 16.505 for 1.0 FTE assistant district attorney position in Milwaukee County

REQUEST:

The Department of Administration (DOA), on behalf of the Milwaukee County district attorney office, requests the authorization to convert 1.0 FTE PR assistant district attorney (ADA) position from project to permanent.

REVENUE SOURCES FOR APPROPRIATION:

The revenue source for the appropriation under s. 20.475 (1)(h) *Gifts and Grants* is a federal Byrne anti-drug award and matching funds administered by the Office of Justice Assistance (OJA).

Because ADAs are state employees, each county is required to use these federal funds to reimburse the state through Agency 475 (District Attorneys). As a result, these funds are treated as program revenue.

ANALYSIS:

Federal Byrne anti-drug subgrants provide funding for twelve ADA positions to various counties – Milwaukee has 8.0 FTE, Dane has 2.0 FTE, Outagamie has 1.0 FTE, and Waukesha has 1.0 FTE. All but one of the Milwaukee positions have permanent status. The functions of this project position are on-going. Given that Wisconsin has received this grant since 1987, the funding source is stable enough to convert this position to permanent status.

Salary and benefits for the positions will be 100-percent federally funded. The exact amounts of additional PR expenditure authority in s. 20.475 (1)(h) will be determined through the DOA allotment process. Since this is a continuing appropriation, approval of the Joint Committee on Finance is required only for the position authorization.

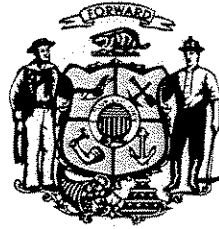
RECOMMENDATION:

Approve the request to provide 1.0 FTE permanent ADA position. This approval does not constitute the commitment of current or future GPR funding for this position.

STATE OF WISCONSIN
DEPARTMENT OF ADMINISTRATION
101 East Wilson Street, Madison, Wisconsin

TOMMY G. THOMPSON
GOVERNOR

GEORGE LIGHTBOURN
SECRETARY



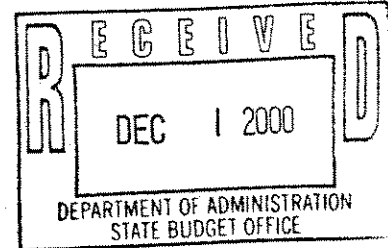
Division of Administrative Services
State Prosecutors Office
Post Office Box 7869
Madison, WI 53707-7869
Voice (608) 267-2700
Fax (608) 264-9500
TTY (608) 267-9629
stuart.morse@doa.state.wi.us

DATE: December 1, 2000

TO: Rick Chandler, Administrator
Division of Executive Budget and Finance

FROM: Charles E. McDowell, Administrator
Division of Administrative Services

SUBJECT: **REQUEST UNDER S. 16.505 FOR DEPARTMENT 475:
MILWAUKEE DISTRICT ATTORNEY'S OFFICE**



On behalf of the Milwaukee County District Attorney's Office, I submit the attached request for 1.0 FTE PR position authority for Department 475, District Attorneys.

If you have any questions, please direct them to Stuart Morse, Director, State Prosecutors Office or to Richard Wagner in the Division's Bureau of Financial Management.

Attachment

cc: Stuart Morse
Richard Wagner

DEPARTMENT OF ADMINISTRATION REQUEST UNDER S. 16.505 FOR POSITION AUTHORIZATION

I. REQUEST

The Department of Administration requests under s. 16.505 the renewed authorization of 1.0 FTE PR prosecutorial position for the Milwaukee County DA Office. It is also requested that this position be made permanent as are the other 11 identically funded anti-drug positions in the DA program. The position would be funded via appropriation 20.475(1)(h).

II. BACKGROUND

In November 2000, the Office of Justice Assistance (OJA) awarded renewed funding for 12.0 PR FTE positions to various counties for assistant district attorney positions to fight drug crime. The distribution of the positions is Dane 2.0, Milwaukee 8.0, Outagamie 1.0 and Waukesha 1.0. The positions are awarded using Federal Byrne Grant funds that are made available to the Wisconsin via OJA. All but one of the Milwaukee positions are permanent. This request is to obtain authorization via s.16.505 to continue the one non-permanent position and to change it into a permanent position.

III. ANALYSIS

These positions are in furtherance of the State's policy to fight drug crime.

IV. FISCAL ANALYSIS

The funds allocated for the position are based upon costs of the experienced ADAs currently filling these positions. The grant total for the one non-permanent position is \$85,487.

V. REVENUE SOURCE FOR APPROPRIATION

The source of the grants' funds is 20.505(6)(pb), which is provided by the federal government to OJA for use in developing anti-drug crime mechanisms including the funding of prosecutorial staff. The funds are awarded to Dane, Milwaukee, Outagamie and Waukesha counties. Each county will reimburse salary and fringe benefit costs for the state paid ADA positions in the Department of District Attorneys.

VI. SPECIAL INFORMATION

The co-chairs of the Joint Committee on Finance, in a letter to Department of Administration Secretary dated June 12, 1996, set forth four additional items of information that should be included in a s.16.505 request for additional positions in the District Attorney program.

- 1) *An explanation of the effect of the positions on weighted caseload for the requesting counties (the LAB methodology is suggested).*

Table 1 indicates the LAB methodology's results and highlights the impact of the continuing the position requested on the Milwaukee DA office. The table uses the most current court data available (1997-99) and the positions authorized as of August 16, 2000 with adjustments for approved changes through January 1, 2001. It is important to note that the position need shown in the LAB methodology is a general need responding to all duties of a DA office and is not specific to a particular type of criminal activity or caseload such as that covered by the felony expeditor position.

2) *An assessment of similar caseload problems in counties not addressed by the request.*

The Office of Justice Assistance solicits applications from all counties. It has an expert committee that reviews the applications and recommends to OJA and the Governor which to fund.

3) *An explanation of why the request has greater priority than similar needs existing in other counties.*

All counties had the opportunity to apply for the OJA anti-drug grant funds. The OJA committee evaluated the data submitted in support of the applications.

4) *If the request is intended to address a specific type of caseload, an explanation of why this type of caseload has a greater priority than other types.*

The Byrne anti-drug crime funds may not be used to address other types of caseloads.

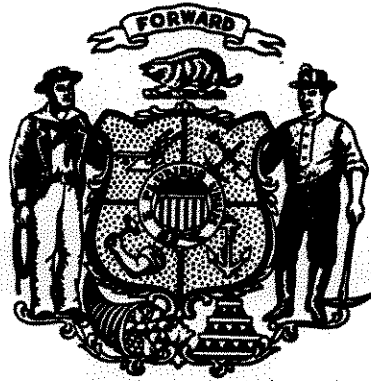
TABLE 1

DA Office	FTE needed pre- s.16.505 action	FTE needed post- s.16.505 action
Adams	0.30	0.30
Ashland	0.60	0.60
Barron	-0.20	-0.20
Bayfield	0.09	0.09
Brown	3.29	3.29
Buffalo	-0.19	-0.19
Burnett	0.44	0.44
Calumet	-0.17	-0.17
Chippewa	0.72	0.72
Clark	0.27	0.27
Columbia	1.67	1.67
Crawford	-0.14	-0.14
Dane	2.96	2.96
Dodge	0.58	0.58
Door	0.08	0.08
Douglas	0.56	0.56
Dunn	-0.31	-0.31
Eau Claire	3.04	3.04
Florence	-0.06	-0.06
Fond du Lac	1.22	1.22
Forest	0.29	0.29
Grant	0.34	0.34
Green	0.11	0.11
Green Lake	-0.10	-0.10
Iowa	-0.32	-0.32
Iron	-0.22	-0.22
Jackson	-0.39	-0.39
Jefferson	0.83	0.83
Juneau	0.24	0.24
Kenosha	3.83	3.83
Kewaunee	-0.35	-0.35
La Crosse	2.37	2.37
Lafayette	-0.30	-0.30
Langlade	0.46	0.46
Lincoln	0.61	0.61
Manitowoc	1.92	1.92
Marathon	2.66	2.66
Marinette	0.18	0.18
Marquette	0.19	0.19
Milwaukee	-8.14	-8.14
Monroe	0.84	0.84
Oconto	0.22	0.22

S.16.505 Request for Milwaukee District Attorney's Office
 November 29, 2000

DA Office	FTE needed pre- s.16.505 action	FTE needed post- s.16.505 action
Oneida	0.67	0.67
Outagamie	3.36	3.36
Ozaukee	0.99	0.99
Pepin	-0.04	-0.04
Pierce	-1.51	-1.51
Polk	0.51	0.51
Portage	-0.13	-0.13
Price	0.09	0.09
Racine	1.63	1.63
Richland	-0.58	-0.58
Rock	3.29	3.29
Rusk	-0.22	-0.22
Saint Croix	-2.23	-2.23
Sauk	1.36	1.36
Sawyer	0.50	0.50
Shaw/Men	0.76	0.76
Sheboygan	2.84	2.84
Taylor	0.32	0.32
Trempealeau	0.12	0.12
Vernon	-1.23	-1.23
Vilas	-0.64	-0.64
Walworth	0.05	0.05
Washburn	0.19	0.19
Washington	1.14	1.14
Waukesha	-1.65	-1.65
Waupaca	-0.12	-0.12
Waushara	0.03	0.03
Winnebago	3.40	3.40
Wood	0.74	0.74
STATE	33.66	33.66

END



END

THE STATE OF WISCONSIN

SENATE CHAIR
BRIAN BURKE

316-S Capitol
P.O. Box 7882
Madison, WI 53707-7882
Phone: (608) 266-8535



ASSEMBLY CHAIR
JOHN GARD

315-N Capitol
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Phone: (608) 266-2343

JOINT COMMITTEE ON FINANCE

January 29, 2001

Secretary George Lightbourn
Department of Administration
101 E. Wilson Street, 10th Floor
Madison, WI 53702

Dear Secretary Lightbourn:

We are writing to inform you that the Joint Committee on Finance has reviewed your request, received January 9, 2001, pursuant to s. 16.515/16.505(2), Stats., pertaining to a request from the Board on Aging and Long-Term Care.

No objections have been raised to this request. Therefore, the request is approved.

Sincerely,

Handwritten signature of Brian Burke in black ink.

BRIAN BURKE
Senate Chair

Handwritten signature of John G. Gard in black ink.

JOHN G. GARD
Assembly Chair

BB:JG:dh

cc: Members, Joint Committee on Finance
Executive Director George Potaracke, Board on Aging and Long
Term Care
Secretary Joe Leean, Dept. of Health and Family Services
Robert Lang, Legislative Fiscal Bureau
Vicky LaBelle, Department of Administration

THE STATE OF WISCONSIN

SENATE CHAIR
BRIAN BURKE

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P.O. Box 7882
Madison, WI 53707-7882
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ASSEMBLY CHAIR
JOHN GARD

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Phone: (608) 266-2343

JOINT COMMITTEE ON FINANCE

MEMORANDUM

To: Members
Joint Committee on Finance

From: Senator Brian Burke
Representative John Gard
Co-Chairs, Joint Committee on Finance

Date: January 9, 2001

Re: s. 16.515/16.505(2), Stats. Request

Attached is a copy of a request from the Department of Administration, received on January 9, 2001, pursuant to s. 16.515/16.505(2), Stats., pertaining to a request from the Board on Aging and Long Term Care.

Please review the material and notify **Senator Burke** or **Representative Gard**, no later than **Friday, January 26, 2001**, if you have any concerns about the request or if you would like to meet formally to consider it.

Also, please contact us if you need further information.

Attachment

BB/JG/js



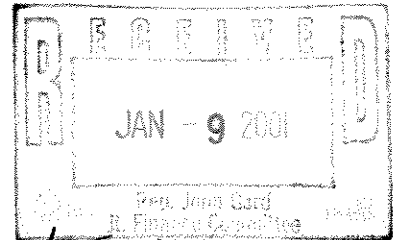
**WISCONSIN DEPARTMENT OF
ADMINISTRATION**

TOMMY G. THOMPSON
GOVERNOR

GEORGE LIGHTBOURN
SECRETARY

Office of the Secretary
Post Office Box 7864
Madison, WI 53707-7864
Voice (608) 266-1741
Fax (608) 267-3842
TTY (608) 267-9629

Date: January 8, 2001
To: The Honorable Brian Burke, Co-Chair
Joint Committee on Finance
The Honorable John Gard, Co-Chair
Joint Committee on Finance
From: George Lightbourn, Secretary
Department of Administration
Subject: S. 16.515/16.505(2) Request(s)



Enclosed are request(s) that have been approved by this department under the authority granted in s. 16.515 and s. 16.505(2). The explanation for each request is included in the attached materials. Listed below is a summary of each item:

AGENCY	DESCRIPTION	1999-2000		2000-01	
		AMOUNT	FTE	AMOUNT	FTE
BOALTC 20.432(1)(k)	Contracts with state agencies			\$ 25,600	1.00 *

* Project position authority to end December 31, 2001.

As provided in s. 16.515, the request(s) will be approved on January 30, 2001 unless we are notified prior to that time that the Joint Committee on Finance wishes to meet in formal session about any of the requests.

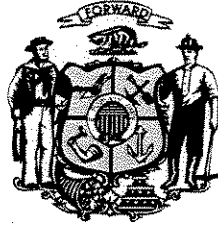
Please contact Vicky LaBelle at 266-1072, or the analyst who reviewed the request in the Division of Executive Budget and Finance, if you have any additional questions.

Attachments

STATE OF WISCONSIN
DEPARTMENT OF ADMINISTRATION
101 East Wilson Street, Madison, Wisconsin

TOMMY G. THOMPSON
GOVERNOR

GEORGE LIGHTBOURN
SECRETARY



Office of the Secretary
Post Office Box 7864
Madison, WI 53707-7864
Voice (608) 266-1741
Fax (608) 267-3842
TTY (608) 267-9629

Date: December 21, 2000

To: George Lightbourn, Secretary
Department of Administration

From: Gretchen A. Fossum, Budget Analyst
State Budget Office

GAZ

Subject: Request Under s. 16.505/515 from the Board on Aging and Long-Term Care

REQUEST:

The Board on Aging and Long-Term Care (BOALTC) requests an increase of \$51,200 PRO (\$25,600 in FY01 and \$25,600 in FY02) in expenditure authority and the extension of 1.00 project FTE position authority in s. 20.432(1)(k), contracts with state agencies.

REVENUE SOURCES FOR APPROPRIATION:

The Department of Health and Family Services (DHFS) receives \$51,200 FED from the Department of Health and Human Services, Health Care Financing Administration (HCFA), Health Information, Counseling and Assistance grant program. DHFS contracts with BOALTC for the 1.00 project FTE for the Medigap hotline.

ANALYSIS:

BOALTC provides Medicare eligible individuals information on a variety of insurance products through the Medigap hotline. Because of significant changes in the Medicare program enacted by Congress in recent years, HCFA has made funding available to the states for assisting beneficiaries in understanding the federal changes. The current project position counsels beneficiaries regarding enrollment in managed care programs under Medicare and assists them in identifying appropriate insurance supplements. Emphasis is placed on individuals under the age of sixty-five who are receiving benefits due to a disability, which is one of the requirements for use of the federal funds. BOALTC is requesting that the position be extended for the period January 1, 2001 through December 31, 2001.

The Board's detailed request is as follows:

	<u>FY01</u>	<u>FY02</u>
Salary	\$13,800	\$13,800
Fringe	5,300	5,300
Supplies	6,500	6,500
Total	\$25,600	\$25,600

RECOMMENDATION:

Approve the request.

November 7, 2000

To: Rick Chandler, Budget Director
Department of Administration

Fr: George F. Potaracke

Re: s. 16.505/16.515 Request

The Board on Aging and Long Term Care requests an increase of \$51,286 PRS in expenditure authority in s. 20.432(1)(k), contracts with state agencies, and continuing position authority for one FTE project position.

The Board has been receiving funds through the Department of Health and Family Services from grants awarded by the Health Care Financing Administration to support the activities of the Medigap Helpline. The Board has been awarded \$51,286 by the Bureau of Aging and Long Term Care Resources, DHFS to continue intake and referral services for consumers who call the Medigap Helpline

REQUEST:

The Board requests authority to continue one FTE project position for the Medigap Helpline for a period of January 1, 2001 through December 31, 2001 and an appropriation authority of \$51,286 to support this position

POSITION JUSTIFICATION:

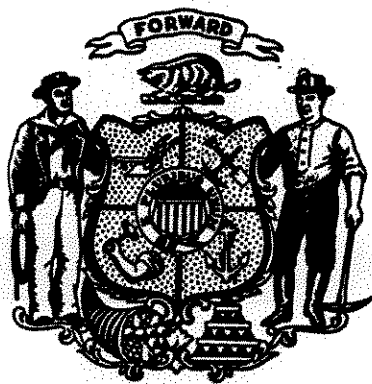
Congress enacted major changes to Medicare nearly two years ago. HCFA has made funds available to Medicare insurance counseling programs, including the Wisconsin Medigap Helpline, to enhance counseling services to Medicare beneficiaries. The Helpline has concentrated the use of this position to target services to Medicare beneficiaries under the age of 65, receiving benefits due to disability.

During the past 8 months the program has served over 2,000 persons through this project position. In addition to identifying appropriate Medicare supplements for callers the program has also linked some individuals to BadgerCare, Pathways to Independence, and the HIRSP plan. Specialized printed materials were also developed for broad distribution. These activities will be continued with this project position.

BUDGET:

	FY01	FY02
Salary	13,849	13,849
Fringe	5,294	5,294
Supplies/Services		
Rent	1,600	1,600
Telephone	1,500	1,500
Supplies	250	250
Postage	1,000	1,000
Printing	800	800
Online cabling	1,100	1,100
Training	250	250
TOTAL	25,643	25,643

END

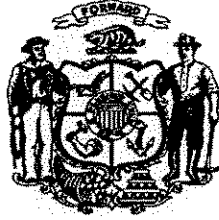


END

THE STATE OF WISCONSIN

SENATE CHAIR
BRIAN BURKE

316-S Capitol
P.O. Box 7882
Madison, WI 53707-7882
Phone: (608) 266-8535



ASSEMBLY CHAIR
JOHN GARD

315-N Capitol
P.O. Box 8952
Madison, WI 53708-8952
Phone: (608) 266-2343

JOINT COMMITTEE ON FINANCE

January 31, 2001

Secretary George Lightbourn
Department of Administration
101 East Wilson Street, 10th Floor
Madison, Wisconsin 53703

Dear Secretary Lightbourn:

We are writing to inform you that the members of the Joint Committee on Finance have reviewed your request, dated January 10, 2001, pursuant to s. 16.515/16.505, Stats., pertaining to requests from the Department of Corrections.

No objections have been raised concerning these requests. Therefore, the requests are approved. Should you have any questions or concerns, please feel free to contact us.

Sincerely,

Handwritten signature of Brian Burke in black ink.

BRIAN BURKE
Senate Chair

Handwritten signature of John Gard in black ink.

JOHN GARD
Assembly Chair

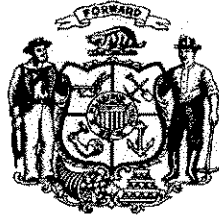
BB/JG/js

cc: Members, Joint Committee on Finance
Bob Lang, Legislative Fiscal Bureau
Vicky La Belle, Department of Administration

THE STATE OF WISCONSIN

SENATE CHAIR
BRIAN BURKE

316-S Capitol
P.O. Box 7882
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ASSEMBLY CHAIR
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JOINT COMMITTEE ON FINANCE

MEMORANDUM

To: Members
Joint Committee on Finance

From: Senator Brian Burke
Representative John Gard
Co-Chairs, Joint Committee on Finance

Date: January 10, 2001

Re: s. 16.515/16.505, Stats. Request

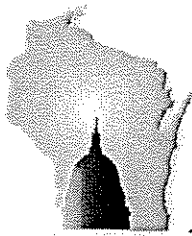
Attached is a copy of a request from the Department of Administration, received January 10, 2001, pursuant to s. 16.515/16.505(2), Stats., pertaining to requests from the Department of Corrections.

Please review the material and notify **Senator Burke** or **Representative Gard** no later than **Tuesday, January 30, 2001**, if you have any concerns about the request or if you would like to meet formally to consider it.

Also, please contact us if you need further information.

Attachment

BB:JG:dh



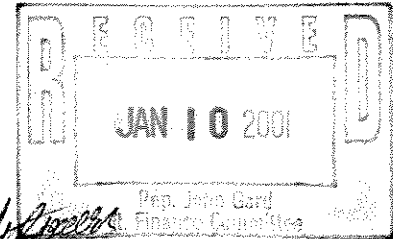
**WISCONSIN DEPARTMENT OF
ADMINISTRATION**

TOMMY G. THOMPSON
GOVERNOR

GEORGE LIGHTBOURN
SECRETARY

Office of the Secretary
Post Office Box 7864
Madison, WI 53707-7864
Voice (608) 266-1741
Fax (608) 267-3842
TTY (608) 267-9629

Date: January 10, 2001
To: The Honorable Brian Burke, Co-Chair
Joint Committee on Finance
The Honorable John Gard, Co-Chair
Joint Committee on Finance
From: George Lightbourn, Secretary
Department of Administration
Subject: S. 16.515/16.505(2) Request(s)



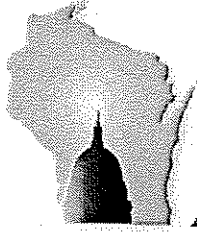
Enclosed are request(s) that have been approved by this department under the authority granted in s. 16.515 and s. 16.505(2). The explanation for each request is included in the attached materials. Listed below is a summary of each item:

AGENCY	DESCRIPTION	1999-2000		2000-01	
		AMOUNT	FTE	AMOUNT	FTE
DOC 20.410(1)(kx)	Interagency and intra-agency programs				1.00
DOC 20.410(1)(km)	Prison industries			\$-179,200	

As provided in s. 16.515, the request(s) will be approved on February 1, 2001 unless we are notified prior to that time that the Joint Committee on Finance wishes to meet in formal session about any of the requests.

Please contact Vicky LaBelle at 266-1072, or the analyst who reviewed the request in the Division of Executive Budget and Finance, if you have any additional questions.

Attachments



WISCONSIN DEPARTMENT OF
ADMINISTRATION

TOMMY G. THOMPSON
GOVERNOR

GEORGE LIGHTBOURN
SECRETARY

Division of Executive Budget and Finance
Post Office Box 7864
Madison, WI 53707-7864
Voice (608) 266-1736
Fax (608) 267-0372
TTY (608) 267-9629

Date: January 4, 2001

To: George Lightbourn, Secretary
Department of Administration

From: Jana D. Steinmetz, ^{JS} Budget Analyst
Executive Budget Office

Subject: Request under s. 16.505 from the Department of Corrections for 1.0 PR-S permanent position for the urinalysis lab at the Drug Abuse Correctional Center (DACC).

REQUEST:

The Department of Corrections (DOC) requests 1.0 FTE PR-S permanent lab supervisor for the urinalysis lab at DACC.

REVENUE SOURCES FOR APPROPRIATION(S):

The revenue for appropriation s. 20.410(1)(kx), interagency and intra-agency programs, is derived from funding received from other state agencies and from chargebacks within the department. Funding for the requested position will be derived from fees charged for urinalysis testing.

BACKGROUND:

In the past, DOC contracted with outside vendors to process and analyze drug testing for offenders in institutions and under field supervision. DOC indicates that the department experienced long delays in processing and receiving test results from outside vendors under this arrangement, and that those outside tests were significantly more expensive than tests performed by DACC.

In order to maintain eligibility for the Violent Offender Incarceration and Truth-in-Sentencing Incentive grant (VOI/TIS), DOC had to meet new federal drug testing standards and reporting requirements by September 1, 1998. Reporting requirements included timely data on the amount, type and outcome of the drug tests conducted.

In response to VOI/TIS grant requirements and problems encountered with outside vendors, DOC developed a urinalysis-testing lab at DACC. This lab currently does urinalysis testing for offenders in all of DOC's adult institutions and community corrections programs. The lab also does testing for the Division of Juvenile Corrections, the Winnebago Mental Health Center and the Wisconsin Resource Center. The lab is currently staffed with 5.0 permanent FTE PR-S (6.0 half-time chemical lab technicians, 1.0 program assistant, and 1.0 financial specialist). DACC's superintendent currently provides supervision of the lab. According to DACC officials, the lab performs more than 30,000 urinalysis tests per month. The cost per test is \$2.17.

ANALYSIS:

DOC is requesting a lab supervisor because it has become too difficult for DACC's superintendent to supervise the lab in addition to other job duties. Until October 2000, DACC had a correctional sergeant whose duties included maintaining and running the urinalysis-testing program. Correctional sergeants, however, are not able to supervise staff. After the position was vacated, it was reallocated for third shift inmate supervision. The lab supervisor would provide overall supervision of the lab, including staff training, and would also assist in conducting urinalysis tests.

In calendar year 1999, the urinalysis lab conducted 277,577 tests, which is an average of 23,131 tests per month. For January through October 2000, 324,022 tests had been conducted, which is an average of 32,402 tests per month. The urinalysis lab conducted 11,930 tests during the first week in November. DOC anticipates the number of urinalysis tests conducted will continue to increase with the opening of new facilities like Red Granite Correctional Institution and the Milwaukee Secure Detention Facility.

The requested FTE will require \$28,200 PR-S in FY01 for 6 months of funding and one-time costs, and \$43,700 PR-S annually thereafter. DOC projects total revenue of \$1,115,700 and total expenditures of \$922,100 in fiscal year 2000-01, leaving a balance of \$193,600 that is sufficient funding for this request. If approved, the position would be built into DOC's base per s. 16.517. Additional expenditure authority for the position is not requested because appropriation s. 20.410(1)(kx), interagency and intra-agency programs, is a continuing appropriation and the Department of Administration can allot expenditure authority.

RECOMMENDATION:

Approve the request.

JS

Tommy G. Thompson
Governor

Jon E. Litscher
Secretary



State of Wisconsin
Department of Corrections

Mailing Address

149 East Wilson Street
Post Office Box 7925
Madison, WI 53707-7925
Telephone (608) 266-2471
Fax (608) 267-3661

DATE: December 4, 2000

TO: Richard Chandler, Director
Division of Executive Budget and Finance
Department of Administration

DEC - 5 2000

FROM: Jon E. Litscher, Secretary *Jon E. Litscher/as*
Department of Corrections

SUBJECT: §16.505 Request – 1.0 PR-S FTE permanent lab supervisor for the urinalysis lab at the Drug Abuse Correctional Center (DACC)

Request

The Department of Corrections (DOC) requests 1.0 PR-S FTE permanent lab supervisor for the urinalysis lab at DACC.

Revenue Sources for Appropriations

Revenue for appropriation §20.410(1)(kx), interagency and intra-agency programs, is derived from funding received from other state agencies and from chargebacks within the department. Funding for the requested position will be derived from fees charged for urinalysis testing.

Background

In the past, DOC contracted with outside vendors to process and analyze drug testing for offenders in institutions and under field supervision. The department experienced long delays in processing and receiving results from outside vendors under this arrangement.

In order to maintain eligibility for the Violent Offender Incarceration and Truth-in-Sentencing Incentive (VOI/TIS) grant, DOC had to meet new federal drug testing standards and reporting requirements by September 1, 1998. Reporting requirements included timely data on the amount, type and outcome of drug tests conducted.

In response to VOI/TIS grant requirements and problems encountered with outside vendors, the department developed a urinalysis-testing lab at DACC. The lab is currently doing testing for all DOC offenders. The program is currently staffed with 5.0 FTE (6.0 half-time chemical lab technicians, 1.0 program assistant and 1.0 financial specialist). Supervision of the lab is currently provided by DACC's superintendent. According to DACC officials, the lab performs between 34,000 and 35,000 urinalysis tests per month. The cost per test is \$2.17.

A supervisor is being requested because it has become too difficult for the superintendent to supervise the lab in addition to all other job duties.

Analysis

The requested FTE will require \$28,200 PR-S in FY01 (6 months funding plus one-time costs) and \$43,700 PR-S annually. As the table below indicates, the department has sufficient funding for this request. If approved, this FTE would be built into the Department's base per §16.517. Expenditure authority for this position can be allotted by the Department of Administration.

DACC UA Lab
(FY01 Fund Balance)

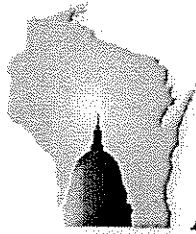
<u>Revenues</u>	
Beginning Balance	\$154,800
<u>Projected FY01</u>	<u>\$960,900</u>
Total Revenue	\$1,115,700
<u>Expenditures</u>	
Projected FY01	\$893,900
<u>Supervisor</u>	<u>\$28,200</u>
Total Expenditures	\$922,100
Balance	\$193,600

Summary

DOC requests 1.0 PR-S FTE permanent lab supervisor for the urinalysis lab at DACC.

cc: Robert Lang, Legislative Fiscal Bureau
George Lightbourn, Department of Administration

Prepared By: Doug Percy, Bureau of Budget and Facilities Development
266-6658



**WISCONSIN DEPARTMENT OF
ADMINISTRATION**

TOMMY G. THOMPSON
GOVERNOR

GEORGE LIGHTBOURN
SECRETARY

Division of Executive Budget and Finance
Post Office Box 7864
Madison, WI 53707-7864
Voice (608) 266-1736
Fax (608) 267-0372
TTY (608) 267-9629

Date: January 4, 2001

To: George Lightbourn, Secretary
Department of Administration

From: Jana D. Steinmetz, ^{JS}Budget Analyst
Executive Budget Office

Subject: Request under s. 16.515 from the Department of Corrections for an increase in expenditure authority for Industries Distribution Center warehouse expansion and Oshkosh water recycling system.

REQUEST:

The Department of Corrections (DOC) requests an increase in expenditure authority of \$722,400 PR-S in fiscal year 2000-01 for the expansion of the warehouse at the Industries Distribution Center (IDC) in Waupun and for the purchase of a water recycling system for the laundry facility at Oshkosh Correctional Institution (OSCI).

REVENUE SOURCES FOR APPROPRIATION(S):

The revenue for appropriation s. 20.410(1)(km), prison industries, is derived from receipts from products and services provided to customers of traditional prison industries.

BACKGROUND:

Prison industries operates 13 industries and the computer recycling project and provide employment for approximately 600 inmates at 11 correctional institutions and centers. Prison industries are an integral part of the correctional system, providing laundry, textiles, printing, and wood and metal furniture for new and existing correctional institutions. Prison industries also provides similar products and services to other governmental agencies and limited products and services for non-profit agencies.

IDC Warehouse

At the Industries Distribution Center (IDC) in Waupun, inmates aid staff in receiving, warehousing, transportation and installation of systems furniture materials and supplies. From IDC, supplies are shipped to various industries and finished products are delivered to customers. IDC also provides laundry pick-up and delivery services to a number of state organizations.

OSCI Laundry

Oshkosh Correctional Institution (OSCI) has one of the two industries laundries operated by Badger State Industries. This shop services thirteen state institutions and seven linen rental accounts, including the University of Wisconsin. The OSCI laundry processes over five million pounds of laundry per year, with annual revenues of \$1.1 million in fiscal year 1999-2000.

ANALYSIS:

IDC Warehouse Expansion

DOC plans to expand the current Industries Distribution Center (IDC) warehouse by 24,000 square feet. The cost of the expansion is estimated at \$543,200, based on estimates received from three construction firms in Appleton and Waupun. Prison Industries has experienced significant growth in the sign, upholstery and systems furniture industries in recent years. Sales have increased from \$4.3 million in fiscal year 1979-1980 to over \$20.3 million in fiscal year 1999-2000. Growth has been due in part to the increase in State buildings requiring systems and other furniture.

The current 13,200 square foot warehouse was leased in 1981 and purchased in 1984, and has become inadequate for the current and future needs of Badger State Industries (BSI). Products are made to fill only existing orders because there is no capacity to store products for future sales. Large systems projects require Prison Industries to start production of products and store those products until a building is ready for the installation of the goods. As a result of the lack of space in the warehouse, Prison Industries currently spends \$71,900 annually to rent several trailers for storage of finished goods prior to installation at an annual cost of \$18,500. During fiscal year 1999-2000 BSI rented a minimum of 11 trailers for storage every month. BSI also rents 12,000 square feet of remote warehouse space in Horicon and 11,000 square feet in Fox Lake at an annual cost of \$53,400. The warehouse in Horicon has been in use since May 2000. The warehouse in Fox Lake has been in use since July 1995. BSI anticipates that the proposed expansion will eliminate the need for storage trailers and remote warehouses.

Any building project over \$500,000 must be enumerated in the building program. Further, it must be approved by the Building Commission and completed through the construction process in the Department of Administration's Division of Facilities Development. This project has not been enumerated and has not received approval from the Building Commission.

OSCI Wastewater Recycling System

Prison Industries laundry serves the Department of Corrections and the Department of Health and Family Services. Natural gas costs increased from \$32,200 in fiscal year 1996-97 to \$71,200 in fiscal year 1999-2000. Water and sewage expenditures at the Oshkosh (OSCI) laundry were \$156,300 in fiscal year 1999-2000, which is 40% higher than fiscal year 1996-97 expenditures of \$111,994. This large increase in utility expenses prompted a May 1999 s. 16.515 action and a 1999-2001 biennial budget request for additional funding.

The vendor, Industrial Fluid Technologies Corporation, anticipates that this waste water recycling system will reduce natural gas expenses by 65%, water and sewer expenses by 86% and chemical (soap) expenses by 30%. In total, an annual saving of \$106,552 is projected.

Funding for the water recycling system was approved as part of the 1999-2001 biennial budget. As a result of the late signing of the budget, Prison Industries was unable to move forward with the project in fiscal year 1999-2000. The delay resulted in decreased sales until late in the fiscal year because state agencies delayed purchasing from Prison Industries. Prison Industries did not proceed with the purchase and installation of the water recycling system because of concern that revenues would not be adequate to support the expenditure. The expenditure authority lapsed as a result.

Prison Industries projects fiscal year 2000-01 revenues to be \$16,864,155 and expenditures to be \$16,498,738, resulting in a projected closing cash balance of \$971,889. A bid has been awarded and DOC anticipates the water recycling system will cost \$179,200 to purchase and install.

RECOMMENDATION:

Modify the request. Provide \$179,200 PR-S in fiscal year 2000-01 for the wastewater recycling system at the Oshkosh Correctional Institution laundry facility. Deny the expansion of the Industries Distribution Center warehouse.

Tommy G. Thompson
Governor

Jon E. Litscher
Secretary



State of Wisconsin
Department of Corrections

Mailing Address

149 East Wilson Street
Post Office Box 7925
Madison, WI 53707-7925
Telephone (608) 266-2471
Fax (608) 267-3661

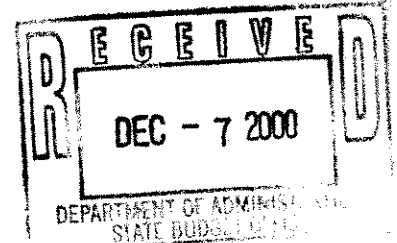
CC JJ
SS

DATE: December 7, 2000

TO: Richard Chandler, Director
Division of Executive Budget and Finance
Department of Administration

FROM: Jon E. Litscher, Secretary *Jon E. Litscher/cs*
Department of Corrections

SUBJECT: §.16.515 Request – IDC Warehouse Expansion and OSCI Water Recycling System



Request

The Department of Corrections (DOC) requests an increase in expenditure authority in the amount of \$722,400 in FY01 for the expansion of the warehouse at the Industries Distribution Center (IDC) located in Waupun, Wisconsin and for the purchase of a water recycling system for the laundry facility at Oshkosh Correctional Institutions (OSCI).

Revenue Sources For Appropriation

Revenue for appropriation §20.410(1)(km), prison industries, is derived of receipts from products and services provided to customers of traditional prison industries.

Background

Traditional prison industries are an enterprise activity operating 13 industries and the computer-recycling project providing employment for approximately 600 inmates at 11 correctional institutions and centers. Prison industries are an integral part of the correctional system providing laundry, textiles, printing, and wood and metal furniture for new and existing correctional institutions. Traditional prison industries also provides similar products and services to other governmental agencies and limited products and services for non-profit agencies.

IDC Warehouse

At the Industries Distribution Center in Waupun, inmates are employed aiding staff in the receiving, warehousing, transportation and installation of systems furniture materials and supplies. From IDC, supplies are shipped to various industries, and finished products are delivered to customers. Laundry pick-up and delivery services for a number of State organizations are also provided by IDC.

OSCI Laundry Facility

OSCI is the home to one of the two industries laundries operated by Badger State Industries. Thirteen state institutions and seven linen rental accounts are serviced by this shop, including the University of Wisconsin. The Oshkosh laundry processes over 5 million pounds of laundry per year, with annual revenues for FY00 of \$1.1 million.

Analysis

Expansion of IDC Warehouse

\$543,200

Prison Industries has experienced tremendous growth in the sign, upholstery, and systems furniture shops in recent years. The current warehouse has been in use for many years. Industries sales have grown from \$4.3 million in FY80 to over \$20.3 million in FY00. This growth has been partially due to the increase in State buildings requiring systems and other furniture.

The current warehouse is inadequate for current and future needs of the organization. Prison Industries currently spends \$18,500 annually to rent trailers for storage of finished goods prior to installation. Products are made to fill existing orders. There is no capacity to store products for future sales. Large systems projects require Industries to start production of products and store those products until a building is ready for the installation of the goods. Prison Industries is currently renting two remote warehouses at a total of \$4,450 per month, for a total of \$53,400 annually. This combined with the trailer rental results in the total annual storage cost of \$71,900. This doesn't include the additional cost of travel by staff and mileage of vehicles to the warehouses that would include a minimum one-half hour per trip in commuting alone.

Prison Industries projects a 7.6-year payback on this expansion.

Waste Water Recycling System

\$179,200

Prison Industries has experienced a large increase in utility expenses at its Oshkosh laundry as identified in a prior §16.515 action (May, 1999) and budget requests. Natural gas costs have increased from \$32,200 in FY97 to \$71,200 in FY00. Water and sewage expenditures at the Oshkosh Laundry were \$122,800 in FY00, which excludes the fourth quarter invoices because they were not received in time to be paid in FY00. When the final quarter amount of \$33,500 is added, the FY00 charges were \$156,300, 40% more than the FY97 cost of \$111,994.

Prison Industries laundry customers are the Departments of Corrections and Health and Family Services. Prison Industries is unable to pass this significant increase on to customers. Therefore, Prison Industries has looked for methods that will decrease these costs. It is anticipated that this recycling system will reduce natural gas expenses by 65%, will reduce water and sewer expenses by 90% and chemical (soap) expenses by 30%. Table 1 illustrates the potential savings as related to FY00 expenses.

Table 1. Saving Impact of Water Recycling Program

	<u>FY00 Expense</u>	<u>*% Reduction in Costs</u>	<u>\$ Reduction in Costs</u>
Natural Gas	\$71,168	65%	\$46,259
Water & Sewer	\$156,261	90%	\$140,635
Chemical (Soap)	\$50,700	30%	\$15,210
Total Projected Savings			\$202,104

**Based on maximum projected savings per vendor*

Funding for this water recycling system was approved as part of the 1999-01 biennial budget within the permanent property line for FY00. The 1999-01 biennial budget provided \$200,000 PRO for this project. However, Prison Industries was unable to move forward on the project in FY00. Since the budget was not signed until late October 1999, state agencies delayed purchasing from Industries until well into the middle of the fiscal year. As a result, sales and the resulting revenues were down until late in the fiscal year. Industries did not proceed with the purchase and installation of the water recycling system because of concern that revenues would not be adequate to support the expenditure. Prison Industries lapsed the permanent property expenditure authority from FY00 as a result.

As the table below indicates, the department has sufficient funding for this request.

Numeric Appropriation 134 – Prison Industries

Opening Cash Balance		\$ 1,594,289
Revenue		
Revenue as of September 30, 2000	\$ 6,130,845	
Revenue projected to June 30	<u>16,864,155</u>	
Total Projected Revenue		\$22,995,000
Expenditures		
Expenditures as of September 30, 2000	\$6,396,262	
Expenditures projected to June 30	16,498,738	
<i>This § 16.515</i>	<u>722,400</u>	
Total Projected Expenditures		\$23,617,400
Projected Closing Cash Balance		\$971,889

Summary

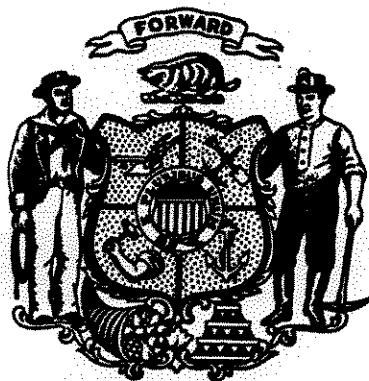
The Department of Corrections is requesting a one-time increase in expenditure authority in appropriation §20.410(1)(km) of \$722,400 for the expansion of the IDC warehouse and the purchase of a wastewater recycling system.

cc: Robert Lang, Legislative Fiscal Bureau
George Lightbourn, Department of Administration

Prepared by: Colleen Godfriaux, Bureau of Budget and Facilities Management
266-0300

bcc: Jessica O'Donnell, Sec. Off. Cindy O'Donnell, Sec. Off. Bill Clausius, Sec. Off.
Dick Verhagen, DAI Cindy Archer, DMS Dan Steeger, BFAS
Steve Kronzer, BCE Jana Steinmetz, DOA Bob Nikolay, DMS
Al Woodard, BCE Colleen Godfriaux, DMS Marsha Rathje, DAI
Marianne Cooke, DAI Steve Casperson, DAI Lucie Widzinski, DMS

END

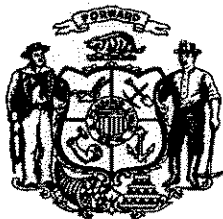


END

THE STATE OF WISCONSIN

SENATE CHAIR
BRIAN BURKE

316-S Capitol
P.O. Box 7882
Madison, WI 53707-7882
Phone: (608) 266-8535



ASSEMBLY CHAIR
JOHN GARD

315-N Capitol
P.O. Box 8952
Madison, WI 53708-8952
Phone: (608) 266-2343

JOINT COMMITTEE ON FINANCE

February 12, 2001

Secretary George Lightbourn
Department of Administration
101 E. Wilson Street, 10th Floor
Madison, WI 53702

Dear Secretary Lightbourn:

On January 25, 2001, you were notified that an objection had been raised to a request, dated January 16, 2001, pursuant to s. 16.515/16.505, Stats., pertaining to air fleet replacements.

That objection has now been withdrawn and no further objections have been raised by members of the Committee. Therefore, the request is approved.

Sincerely,

Handwritten signature of Brian Burke in black ink.

BRIAN BURKE
Senate Chair

Handwritten signature of John G. Gard in black ink.

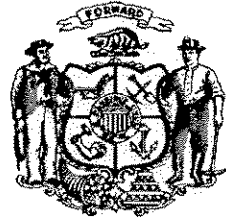
JOHN G. GARD
Assembly Chair

BB:JG:dh

cc: Members, Joint Committee on Finance
Robert Lang, Legislative Fiscal Bureau
Vicky LaBelle, Department of Administration

THE STATE OF WISCONSIN

SENATE CHAIR
BRIAN BURKE



ASSEMBLY CHAIR
JOHN GARD

316-S Capitol
P.O. Box 7882
Madison, WI 53707-7882
Phone: (608) 266-8535

315-N Capitol
P.O. Box 8952
Madison, WI 53708-8952
Phone: (608) 266-2343

JOINT COMMITTEE ON FINANCE

MEMORANDUM

To: Members
Joint Committee on Finance

From: Senator Brian Burke
Representative John Gard
Co-Chairs, Joint Committee on Finance

Date: February 7, 2001

Re: s. 16.515/16.505, Stats. Request

On January 25, 2001, your office received notification that an objection has been raised concerning a request from the Department of Administration (DOA), dated January 16, 2001, pursuant to s. 16.515. The Committee would routinely schedule a future meeting to consider such a request.

However, our offices were notified yesterday afternoon that the objection to the request has been withdrawn. In order to give all members an opportunity to further consider the request, we will delay until **noon, Monday, February 12, 2001**, before we notify DOA that the objection has been removed.

Please notify us by that time if you have any concerns about the request, or if you would like to meet formally to consider it. If there are no further objections by that time, we will notify DOA that the request is approved and that a meeting of the Committee is not necessary.

Feel free to contact us should you have any questions or concerns.

BB/JG/js

STATE OF WISCONSIN

SENATE CHAIR
BRIAN BURKE

316 South, State Capitol
P.O. Box 7882
Madison, WI 53707-7882
Phone: 266-8535



ASSEMBLY CHAIR
JOHN GARD

315 North, State Capitol
P.O. Box 8952
Madison, WI 53708-8952
Phone: 266-2343

JOINT COMMITTEE ON FINANCE

January 25, 2001

Secretary George Lightbourn
Department of Administration
101 E. Wilson Street, 10th Floor
Madison, WI 53703

Dear Secretary Lightbourn:

We are writing to inform you that the Joint Committee on Finance has reviewed your request, dated January 16, 2001, pursuant to s. 16.515/16.505(2), Stats., pertaining to a request from your Department for \$9,930,000 PR in 2000-01 for air fleet replacements.

An objection has been raised. Therefore, the request is not approved at this time. A meeting of the Committee will be held in the future to review this request.

Sincerely,

Handwritten signature of Brian Burke in black ink.

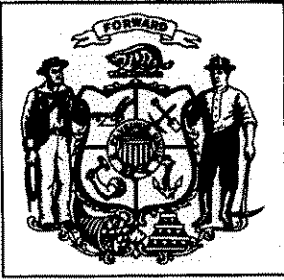
BRIAN BURKE
Senate Chair

Handwritten signature of John Gard in black ink.

JOHN GARD
Assembly Chair

BB:JG:dh

Cc: Members, Joint Committee on Finance
Vicky LaBelle, Department of Administration



State Senator Bob Welch

State Capitol ☆ Madison

FOR IMMEDIATE RELEASE

*For more information,
Contact the office of Senator Bob Welch at: 608-266-0751*

January 25, 2001

"WHY \$9.9 MILLION FOR PLANES NOW?" ASKS SEN. WELCH

Redgranite... Joint Finance Committee member Senator Robert Welch (R-Redgranite) today called on DOA to withdraw its request for nearly \$10 million in appropriations for new airplanes in light of the looming \$500 million structural deficit.

In accordance with the statutorily granted powers of the Joint Committee on Finance, Welch formally objected to the Department of Administrations appropriation request.

In a further move, he sent a letter to DOA Secretary George Lightbourn asking the Department to flat-out withdraw their \$9.9 Million request.

"To quote Ronald Reagan, 'We don't have deficits because we haven't taxed enough; we have deficits because we spend too much,'" Welch said. "The state's debt should prevent spending sprees of this kind."

The Department of Administration recently made their intentions known to the Joint Committee on Finance through a procedural motion called: 14-day passive review. Before Welch's objection, this spending could have gone through without so much as blip on the public radar.

"I can understand that some of these planes are getting old but, at a time when we are facing such serious cutbacks, I don't think choices like this are wise." Welch said

Welch stressed the importance of returning any unneeded revenue from the state coffers to the taxpayers.

"If there is enough revenue sitting around that the state can spend \$10 Million on new planes, we are taking in too much taxes to begin with," Welch said. "Revenue estimates are slowly coming in and I think we may be looking at a downturn in the economy. Now is the time for fiscal prudence."

Senator Welch's intentions to stop this initiative were delivered to the Secretary of the Department of Administration and the Senate Co-Chair of Finance this afternoon in the form of written requests. Usual committee procedure will result in a hearing where the Committee can formally ask DOA for defense of such spending initiatives or DOA could withdraw their request.

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TOURISM

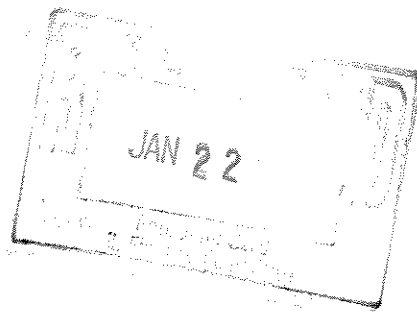
WISCONSIN DEPARTMENT OF TOURISM

Tommy G. Thompson, Governor

Moose Speros, Secretary

January 18, 2001

The Honorable John Gard
Joint Finance Co-Chair
Wisconsin State Assembly
State Capitol, Room 315 North
Madison, WI 53702



Dear Representative Gard:

As Secretary of the Wisconsin Department of Tourism, I am a regular passenger aboard Air Services fleet. Based on my aviation knowledge as a Veteran with 17-years as an Air Force jet pilot and my flight experiences with Air Services, I fully support the recommended aircraft replacements as stated in Emergency Appropriation 16.515.

In an effort to grow Wisconsin into a four-season vacation destination, I travel statewide throughout the year to support a number of events and attractions. Having to rely on the antiquated aircraft employed by Air Services fleet, poses air travel dangers to all passengers, especially in winter.

Since air travel is often the most efficient means for me to travel, seasonal air travel concerns are an important issue. This situation can be remedied by approving Air Services recommended replacements.

Thank you for your time and consideration regarding this matter.

Sincerely,

Moose

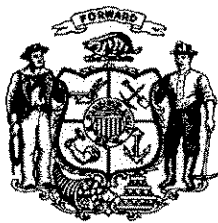
Moose Speros
Secretary

MS/stb

THE STATE OF WISCONSIN

SENATE CHAIR
BRIAN BURKE

316-S Capitol
P.O. Box 7882
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Phone: (608) 266-8535



ASSEMBLY CHAIR
JOHN GARD

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Phone: (608) 266-2343

JOINT COMMITTEE ON FINANCE

MEMORANDUM

To: Members
Joint Committee on Finance

From: Senator Brian Burke
Representative John Gard
Co-Chairs, Joint Committee on Finance

Date: January 17, 2001

Re: s. 16.515/16.505(2), Stats. Request

Attached is a copy of a request from the Department of Administration, received on January 17, 2001, pursuant to s. 16.515/16.505(2), Stats., pertaining to a request for transportation services for that agency.

Please review the material and notify **Senator Burke** or **Representative Gard**, no later than **Friday, February 2, 2001**, if you have any concerns about the request or if you would like to meet formally to consider it.

Also, please contact us if you need further information.

Attachment

BB/JG/js



**WISCONSIN DEPARTMENT OF
ADMINISTRATION**

TOMMY G. THOMPSON
GOVERNOR

GEORGE LIGHTBOURN
SECRETARY

Office of the Secretary
Post Office Box 7864
Madison, WI 53707-7864
Voice (608) 266-1741
Fax (608) 267-3842
TTY (608) 267-9629

Date: January 16, 2001

To: The Honorable Brian Burke, Co-Chair
Joint Committee on Finance

The Honorable John Gard, Co-Chair
Joint Committee on Finance

From: George Lightbourn, Secretary
Department of Administration

Subject: S. 16.515/16.505(2) Request(s)

Enclosed are request(s) that have been approved by this department under the authority granted in s. 16.515 and s. 16.505(2). The explanation for each request is included in the attached materials. Listed below is a summary of each item:

<u>AGENCY</u>	<u>DESCRIPTION</u>	<u>1999-2000</u>		<u>2000-01</u>	
		<u>AMOUNT</u>	<u>FTE</u>	<u>AMOUNT</u>	<u>FTE</u>
DOA 20.505(1)(kb)	Transportation services			\$ 9,930,000	

* One-time expenditure authority.

As provided in s. 16.515, the request(s) will be approved on February 6, 2001 unless we are notified prior to that time that the Joint Committee on Finance wishes to meet in formal session about any of the requests.

Please contact Vicky LaBelle at 266-1072, or the analyst who reviewed the request in the Division of Executive Budget and Finance, if you have any additional questions.

Attachments



**WISCONSIN DEPARTMENT OF
ADMINISTRATION**

TOMMY G. THOMPSON
GOVERNOR

GEORGE LIGHTBOURN
SECRETARY

Office of the Secretary
Post Office Box 7864
Madison, WI 53707-7864
Voice (608) 266-1741
Fax (608) 267-3842
TTY (608) 267-9629

Date: January 11, 2000

To: George Lightbourn, Secretary
Department of Administration

From: Cynthia Dombrowski
State Budget Office

Subject: Request under s. 16.515 From the Department of Administration for Air Fleet Replacements

REQUEST:

Provide \$9,930,000 PR one-time spending authority in the appropriation under s. 20.505(1)(kb) in 2000-2001 to replace three general transportation and three Department of Transportation work aircraft operated by Wisconsin Air Services.

REVENUE SOURCES FOR APPROPRIATION(S):

The s.20.505(1)(kb), transportation services, appropriation obtains revenue from fees charged to state agencies which utilize the air and land fleet vehicles. Rates charged cover operating costs and are based on distance traveled.

BACKGROUND:

The Department of Administration, under s.16.04, Wis. Stat. manages and operates the state's aircraft and vehicle fleets. The fleet was formed in 1987 when the aircraft operated by DNR and DOT were consolidated into DOA to better utilize aircraft more efficiently. DOA's Wisconsin Air Services (WAS) provides transportation for state agency employees and provides assigned work aircraft to DOT and DNR. WAS operates six general transportation aircraft and 24 work aircraft with eight assigned to DOT and 14 to DNR.

The transportation aircraft consist of six aircraft including a King Air 350, three Queen Airls and two Barons. The King air and Barons were replaced in FY99 and FY00 following a crash in September 1998 that destroyed one Baron aircraft. The Queen Airls were purchased as surplus federal property between 1992 and 1995 and are model years 1960 and 1961.

The assigned work aircraft consist of primarily single-engine Cessna aircraft, model years 1967 through 1980. These planes are used for traffic management, law enforcement,

aerial mapping, highway construction project supervision, wildlife management, fire patrol, and air pollution monitoring.

ANALYSIS:

The department has evaluated each aircraft in the fleet with respect to age, condition and functionality. An advisory committee was formed with members from DOT, DNR and DOA to evaluate the long-term replacement needs of the air fleet. Each aircraft was subsequently given a rank number based on: a) the general condition, b) age and c) total flight time. The exterior, interior and avionics were assigned a rating from 1 (new) to 10 (very poor). The age was ranked between 2 (new) and 40 (oldest aircraft in fleet). Total airtime hours was ranked by dividing the total flight time by 100 to give each craft a rank between 4 (least hours of flight time) and 120 (most hours of flight time). The three components were then summed and divided by 3 to give an overall rank from 1.55 (newly replaced King Air) to 55.23 (1960 Queen Air).

- Queen Air: The rank of 55.23 for the Queen Air deems it no longer suited for safe, efficient or reliable passenger transportation. As compared to modern aircraft, the Queen Airs are under-powered; lack the ability to climb on one engine; are not certified for icing conditions, limiting their usefulness; are technologically obsolete; operate from designs over 60 years old and do not meet current certification standards. The other two Queen Airs in this request have a rank of 54.57 and 48.99 respectively.

All of these conditions cause the aircraft to rank as high priority for replacement. Additionally, it has become difficult and expensive to locate replacement parts for general repairs, often leaving the aircraft out of service for an extended period of time. It has occurred that a Queen Air was out of service for a period of three months while parts were found and delivered. It is estimated that up to 60% of the parts used for Queen Air overhauls are used, thus limiting their maximum life and safety.

The market has shown a shift from multi-engine aircraft to single-engine turbine powered craft. These turbine engines provide more power and performance with less weight, making these less costly to operate. They also use a kerosene-based fuel, which is less expensive and less flammable than standard aviation gas. The Pilatus PC12 model aircraft most closely meets the needs for the WAS passenger transportation aircraft. The Pilatus PC12 is a nine passenger, pressurized, turbine powered, single engine aircraft which can reach speeds of up to 310 MPH and altitude of 30,000 feet. It is capable of flight above the weather and has a range of 1,700 miles.

The total cost to purchase three Pilatus PC12 aircraft to replace the aging Queen Airs is \$9.3 million, or \$3.1 million per aircraft.

January 11, 2001

- State Patrol Replacement: Currently, the Division of State Patrol aerial enforcement program operates a fleet of four Cessna 172 aircraft. Three of these aircraft are 1977 model and one is a 1975 model. The Division has documented that the aerodynamic stress of low-altitude missions accelerates the aging of the airframe. Two of the 1977 Cessna craft are approaching 10,000 flight hours. The Cessna Aircraft Association reports that when a low-altitude aircraft reach the 6,000 - 7,000 hour plus range, increased maintenance is required for certification.

The Division feels that in order to safely and efficiently meet the current demand for aerial traffic law enforcement, the four Cessna aircraft be replaced. DOA recommends a replacement schedule of three new Cessna 172 craft in FY01 and the fourth in FY02. The fourth aircraft is somewhat older but has less overall flight time and can operate safely for an additional year.

The new aircraft, while of similar design to the current Cessnas, will come equipped with Traffic Collision Avoidance System (TACS). This is a desirable safety feature for low-altitude aircraft as TACS provides an audible warning when another aircraft encroaches within a 2-mile radius. This is a highly desirable and critical safety feature.

The total cost to purchase three new Cessna aircraft will be \$630,000, or \$210,000 per aircraft.

While it could be argued that the aircraft replacement should be dealt with through the biennial budget, the current market for replacement aircraft means a 6-month minimum wait for delivery. It is likely that the Queen Airs will be non-operational for a significant portion of FY02 due to part unavailability, adding urgency to a timely replacement of these aircraft. These aircraft are often used by the Governor, legislators and other top executives of the state suggesting that for safety sake and the cost benefits outlined above, the three Queen Airs should be replaced at this time.

The appropriation from which the purchases would be made operates under the provisions of s.20.903(2)(b), which authorizes fixed assets to be used to offset cash deficits in the appropriation. The aircraft purchases will, according to the agency, not have a significant impact on rates. DOT will experience a small increase in rates to accommodate increased insurance and depreciation costs for the new Cessna aircraft.

RECOMMENDATION:

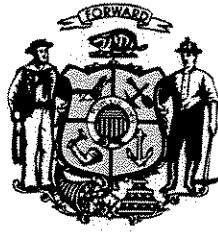
Approve the request.

Prepared by: Cynthia Dombrowski, 266-5878

STATE OF WISCONSIN
DEPARTMENT OF ADMINISTRATION
101 East Wilson Street, Madison, Wisconsin

TOMMY G. THOMPSON
GOVERNOR

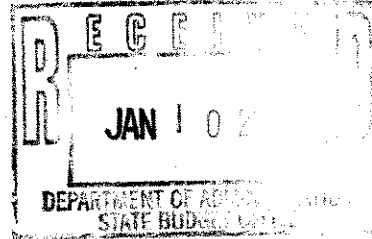
GEORGE LIGHTBOURN
SECRETARY



Office of the Secretary
Post Office Box 7864
Madison, WI 53707-7864
Voice (608) 266-1741
Fax (608) 267-3842
TTY (608) 267-9629

cc: DC
CA

Date: January 9, 2001
To: Richard Chandler, Director
State Budget Office
Department of Administration



From: George Lightbourn, Secretary
Department of Administration

A handwritten signature in cursive script, appearing to read "George Lightbourn".

Subject: Request for Increased Appropriation Authority Under s.16.515

REQUEST SUMMARY

Under the provisions of s.16.515 Wis. Stats, the Department requests \$9.93 million in one-time authority in FY01 to replace three general transportation and three Department of Transportation (DOT) work aircraft operated by Wisconsin Air Services. This request will increase one-time authority in the PRS appropriation under s.20.505(1)(kb), *Transportation Services*. This is the first of phase of a planned multiyear upgrade of the State's air fleet. The Governor's 2001-03 biennial budget request will include seven work aircraft replacements plus funds to refurbish several others. The full 10-year plan is attached.

The department is initiating this request under the provisions of s. 16.515 rather than the biennial budget due to operational and safety concerns caused by an aging fleet. The transportation aircraft are over 40 years old and are no longer suited for safe, efficient or reliable passenger transport. They are under-powered, not certified for icing conditions and are technologically obsolete, operating from designs that do not meet current certification standards. In addition to eliminating these safety concerns, the planned replacements offer significant operational benefits that will result in higher usage. This is expected to reduce unit costs by up to 15%. Consequently, the department expects to reduce rates once the transportation aircraft are fully operational in FY02.

BACKGROUND

Section 16.04 Wis. Stat. assigns DOA significant responsibility for managing and coordinating the state's vehicle and aircraft fleets. DOA's Wisconsin Air Services (WAS) provides air transportation for state agency employees (including the UW) and provides assigned work aircraft for DOT and DNR. The fleet was formed in 1987 when the aircraft operated by DNR and DOT were consolidated in DOA to better utilize aircraft

and increase operating efficiency. The fleet currently consists of 6 transportation aircraft and 24 work aircraft.

Transportation Aircraft. WAS operates six general transportation aircraft including a King Air 350, three Queen Airs, and two Barons. All six were manufactured by Beechcraft. The King Air and Barons were replacements acquired in FY99 and FY00 following a crash in September 1998 that destroyed a Baron. The King Air is model year 1998 and the Barons 1987 and 1990. The Queen Airs were acquired as surplus federal property between 1992 and 1995 and are model years 1960 and 1961. Replacements for these three aircraft are included in this request. Transportation aircraft are larger, dual engine planes that seat five (Barons) to eight passengers (King Air and Queen Air). Customer agencies are billed an hourly rate based on type of aircraft, distance flown, and pilot waiting time at the destination. Costs recovered through rates include engine depreciation, pilots, operating and maintenance expenses, and general administrative costs. Minimal hull depreciation is included, as such aircraft tend to appreciate in value with the cost recouped at the time of sale. The largest customers for transportation aircraft include the Department of Public Instruction, which uses the aircraft to transport children from the School for the Deaf and School for the Blind, UW sports teams including the women's volleyball team, the Board of Regents, and the Executive Office. Other users include Commerce, Tourism, Justice, Administration, and the Legislature.

Assigned Work Aircraft. WAS maintains a fleet of 24 work aircraft with 8 assigned to DOT and 14 to DNR. These planes are smaller aircraft consisting primarily of single engine Cessnas. Model years vary between 1967 through 1980. They are used on an on-going basis as an integral part of agency program operations. Uses include traffic and law enforcement, aerial mapping, highway construction supervision, wildlife management, fire patrol, and air pollution monitoring. These planes are leased to the agencies on a monthly basis with a fixed monthly fee plus an hourly flight charge. Costs included in the rates are the same as for transportation aircraft with the exception of pilot salaries and fuel, as the individual agencies provide their own pilots and fuel. The three aircraft included in this request are older Cessna 172's (model year 1975) used by the State Patrol for traffic surveillance.

JUSTIFICATION

As part of the FY99 s.16.515 request to replace three aircraft, the department indicated its intent to review all WAS aircraft with respect to age, condition, and functionality. Subsequently, an aviation advisory committee, consisting of members from DOT, DNR and DOA, were tasked with developing a long-term replacement/refurbishing plan for the air fleet. The goal was to complete this plan for inclusion in the department's 2001-2003 biennial budget request. However, after extensive study, the committee recommended initiating this plan beginning in FY01. Reasons for accelerating replacements for the Queen Air and State Patrol are discussed in more detail below. The full schedule is included in this report as Attachment A.

Methodology. Each aircraft was ranked according to three criteria: 1) general condition, 2) age, and, 3) total flight time. For condition, the committee used guidelines published

in the *Aircraft Bluebook*¹. The interior, exterior, and avionics were assigned a rating with 1= new, to 10 = very poor. The age in years was used directly yielding a rank between 2 and 40 with the 40 representing the oldest Queen Air - model year 1960. Airtime, which varied between a few hundred hours for the King Air to over 12,000 for one of the Queen Airs, was divided by 100 yielding a rank between 4 and 120. These three components were added together and the result divided by 3 to obtain an overall rank which varied between 1.55 (King Air) and 55.23 (Queen Air). The committee reviewed the final rankings and made some minor adjustments based on specific program needs.

Queen Air Replacements. The Queen Airs are no longer suited for safe, efficient or reliable passenger transport compared to modern aircraft. They are under-powered, lacking the ability to climb, on one engine, in most cases. They are not certified for icing conditions and are therefore unusable for much of the winter. They are technologically obsolete, operating from designs that are over sixty years old and do not meet current certification standards. Compared to modern designs, their fuel gauging system does not accurately measure the fuel remaining, causing pilots to add more fuel (weight) than required. These are all cause to rank these aircraft at the top of the replacement plan. Because they have not been manufactured for many years, it has become increasingly difficult and expensive to locate repair parts and therefore, they are sometimes out of service for extended periods, reducing their economic efficiency. There have been occasions when a Queen Air has been out of service for up to three months, while awaiting a component overhaul. Because new parts are usually not available, approximately 60% of the repair parts purchased are used parts. With the strong economy, it will require at least six months and perhaps as long as a year to receive delivery on replacement aircraft. If the department waits for the biennial budget process, it is highly likely that the Queen Airs will be non-operational for significant portions of FY02 due to part unavailability. Additionally two more winters of operation will increase costs due to the need to charter more expensive flights when the Queen Airs are unavailable.

Recommended Replacement for the Queen Airs. In recent years the market has shifted from multi-engine to single-turbine powered business aircraft. The reason for this change in philosophy is that modern turbine engines provide significantly more reliability and power (performance) with less weight than previous designs. Furthermore these aircraft use a kerosene-based fuel, which is less flammable, more readily available, and cheaper than aviation gas. Based on the current market the Pilatus PC12 most closely meets the operational requirements for WAS transportation aircraft.

The PC12 is a nine passenger, pressurized, turbine powered, single-engine aircraft of Swiss design, with performance capable of speeds up to 310 MPH and an altitude of 30,000 feet. It is capable of flight above the weather and turbulence and has a range of 1,700 miles. It is a suitable backup for the King Air 350, at a fraction of the cost. Of the 95 airports in Wisconsin, the Queen Air can safely serve approximately one-third, while the PC12 can safely serve approximately three-fourths. A search of the market produces no other aircraft, meeting requirements, with a comparable cost/performance ratio. Attachment B provides additional detail comparing the operating and performance characteristics of the Queen Air and Pilatus aircraft.

¹ *Aircraft Bluebook - Price Digest - Volume 00-2*, Intertec Publishing Corporation

State Patrol Replacements. The Division of State Patrol aerial enforcement program uses a fleet of four Cessna 172 aircraft. These aircraft are among the oldest and most heavily used in the fleet with flight time approaching 10,000 hours. The attached paper by the Department of Transportation, Division of State Patrol, outlines the need to replace these aircraft as part of this request.

Recommended Replacement for the Cessna 172's. The department proposes replacing three of the four aircraft with new Cessna 172s in FY01 and deferring the fourth to the coming biennium. While this fourth aircraft is slightly older than the other three, it has somewhat less total flight time and can operate safely for another year. While the replacement aircraft have similar operating characteristics, they will come equipped with Traffic Collision Avoidance Systems (TCAS). This is a desirable safety feature for aircraft operating at lower altitudes. When flying in support of ground patrols, pilots are viewing the ground rather than the surrounding airspace. The TCAS provides audible warning when another aircraft encroaches within a 2-mile radius. This safety feature is critical, as these pilots are required to provide additional support in heavily trafficked areas.

2001-2003 Biennium. Based on the long term replacement plan (Attachment A), the department will request approval by the Governor to replace five work aircraft and refurbish two others in FY02, and replace two work aircraft, and refurbish three others in FY03, as part of its biennial plan.

FINANCIAL INFORMATION

Appropriation. This request increases the FY01 expenditure authority for the appropriation under s.20.505(1)(kb), Transportation Services, from \$16,062,200 to \$25,992,200. Of the \$9.93 million in one-time authority, \$9.3 million will be used to acquire three Pilatus PC12 for general transportation and \$630,000 to acquire three Cessna 172's for DOT work aircraft. The funds for the work aircraft include provision to equip them with Traffic Collision Avoidance Systems (TCAS). The replaced aircraft will be sold by competitive bid.

Program Position. Wisconsin Air Services is one of four program revenue service (PRS) operations funded within DOA's Transportation Services appropriation s.20.505(1)(kb). This appropriation operates under the provisions of s.20.903(2)(b) which authorizes accounts receivable and assets to be included for calculating appropriation balances. This treatment of accounts receivable and assets is similar to accrual accounting used by the private sector. As of July 1, 2000 the Transportation Services appropriation balance was \$1,065,700. Aircraft purchases have no effect on the appropriation balance as one asset (cash) is exchanged for another asset (equipment). However, the department expects the Queen Airs and Cessna 172's to sell for more than their current book value resulting in an increase to the appropriation balance. The following table summarizes the anticipated changes.

TRANSPORTATION SERVICES
(Includes Air Services, Central Fleet, Surplus Property, and Travel)

Appropriation Balance

Item	Cash	Accounts Receivable	Equipment Book Value [1]	Total Balance
As of June 1, 2000	(\$31,198,600)	\$1,673,600	\$30,590,700	\$1,065,700
Purchase 6 aircraft	(\$9,930,000)	\$0	\$9,930,000	\$0
Sale Queen Airs [2]	\$375,000	\$0	(\$208,500)	\$166,500
Sale Cessna 172's [3]	\$132,000	\$0	(\$38,300)	\$93,700
Estimated balance after acquisition	(\$40,621,600)	\$1,673,600	\$40,273,900	\$1,325,900

- [1] Equipment book value is the purchase price less accumulated depreciation. Of the \$30,590,700 starting balance, \$6.2 million reflects the book value of depreciated WAS aircraft and the remainder is the book value of Central Fleet vehicles.
- [2] The Queen Airs are expected to sell for \$125,000 each (\$375,000 total) which will increase cash by that amount. This is offset by a reduction of \$208,500 in equipment book value with a resulting \$166,500 appropriation gain. They will be likely sold for cargo hauling or used parts.
- [3] The Cessna 172's are expected to sell for \$44,000 each (\$132,000 total) which will increase cash by that amount. This is offset by a reduction of \$38,300 in equipment book value with a resulting \$93,700 appropriation gain.

Rate Impact. Wisconsin Air Services charges state agencies based on the aircraft type and flight duration. For assigned work aircraft, DOT and DNR are charged a flat rate per month plus a variable rate based on hours flown. Rates cover operating costs including staff (other than pilots), space, maintenance, depreciation, and miscellaneous administrative expenses. General transportation aircraft rates are based on flight distance and include pilot salaries and fuel in addition to the above costs.

Attachment C presents a detailed breakeven comparison between the Queen Airs and the Pilatus based on three scenarios. These are summarized below. The first assumes no increase in the current miles flown. The second assumes a 10% increase, which would bring usage back to pre-1998 levels. The third assumes an increase of 25% based on several factors including:

- Faster air speed (approximately 30%) enabling more flights per year
- Higher fuel capacity enabling longer flights (e.g., Washington D.C.) which are not feasible with the Queen Airs.
- Shorter takeoff and landing distances enabling flights to additional airports
- Icing certification enabling flights under conditions that would ground the Queen Airs
- Overall increase in comfort, speed, and safety encouraging more state agency use.

Break Even Analysis

Item	Queen Air	Pilatus 0% Growth	Pilatus 10% Growth	Pilatus 25% Growth
Crew & Support	\$197,420	\$142,535	\$150,820	\$163,235
Operating Costs	238,370	241,280	250,970	265,510
Depreciation	43,170	70,530	73,170	71,140
Cost Recovery	\$478,960	\$454,345	\$474,960	\$505,885
Miles Flown	149,110	149,110	164,021	186,388
Cost per Mile	\$3.21	\$3.05	\$2.90	\$2.71
% Difference		-5.1%	-9.9%	-15.5%

This chart shows that even with current usage, the Pilatus are more than 5% less expensive to operate than the Queen Airs while providing significant increases in functionality. This is attributable to greater pilot efficiency (i.e., longer and faster flights) and lower fuel costs which more than offset increases for insurance and hull depreciation. As use increases, operating cost per mile decreases as fixed costs (e.g., insurance) are spread over a larger base.

The work aircraft will be more expensive to operate due to higher depreciation and insurance costs. In FY00, the three Cessna 172's proposed for replacement incurred \$8,925 in total annual depreciation covering hull, engines, and avionics. In comparison, new Cessna 172's equipped with TCAS units will incur \$28,635 in annual depreciation. Insurance is expected to increase by approximately \$1,000 due to higher replacement value. These increases will be largely offset by the expected \$93,700 gain on sale from the old aircraft and reduced maintenance in the initial years.

SUMMARY

The department requests a one-time increase in FY01 expenditure authority of \$9,930,000 to the appropriation under s.20.505(1)(kb). This will increase authorized expenditures from the current Act 9 level of \$16,062,200 to \$25,992,200. This funding will allow the department to replace three general transportation aircraft and three DOT assigned work aircraft. These acquisitions will enable the department to meet its statutory commitment to provide safe and efficient travel options for state employees and to enable DOT to intensify efforts to control speeding and thus reduce highway fatalities.

2

- \$170,000 per hull, with 40% residual value, amortized over 25 years. Cost = \$4,080 per aircraft per year. Total annual cost = \$12,240
- TCAS valued at \$25,000 per aircraft, amortized over 10 years. Cost equals \$2,500 per aircraft per year. Total annual cost = \$7,500
- Engines \$15,000 each with 2,000 hours time before overhaul (TBO). Cost equals \$7.50 per flight hour. Total annual cost at 1,186 total flight hours = \$8,895

January 9, 2001
Page 7 of 7

cc: Linda Seemeyer
Brian Hayes
Robert Cramer
Paul McMahon
Terrence D. Mulcahy, DOT
George E. Meyer, DNR

Wisconsin Air Services
Aircraft Fleet Modernization Plan

Attachment A

Bold (blue) = Replace
Non-Bold (yellow) = Refurbish

Reg. No.	Aircraft	Year	Assignment	Rank	Yrs. Old	Tot. Time	Eng. Yrs.	Hrs./Yr.	\$ FY01	\$ FY02	\$ FY03	\$ FY04	\$ FY05	\$ FY06	\$ FY07	\$ FY08	\$ FY09	\$ FY10	
N115HF	QUEEN AIR	1961	DOA - Transportation	55.23	39	11,897	3.5	360	3,100,000										
N151TF	QUEEN AIR	1960	DOA - Transportation	54.57	40	12,051	3.1	360	3,100,000								REFERB		
N191TF	QUEEN AIR	1960	DOA - Transportation	48.99	40	10,130	1.6	360	3,100,000									REFERB	
N733DZ	CESSNA 172	1977	DOT - St. Patrol	41.58	23	9,704	1.6	566	210,000										REFERB
N733HU	CESSNA 172	1977	DOT - St. Patrol	36.19	23	8,087	4.1	220	210,000										REFERB
N733MU	CESSNA 172	1977	DOT - St. Patrol	35.48	24	5,976	3.2	230	210,000										REFERB
N2397S	CESSNA 337	1967	DNR - Oshkosh	41.00	33	6,543	3.8	290	608,300	608,300									
N64313	CESSNA 172	1975	DNR - Siren	36.50	25	7,884	4.4	341	210,000	210,000									
N5442S	CESSNA 337	1968	DNR - Siren	36.48	33	7,181	5	190	608,300	608,300									REFERB
N2364S	CESSNA 337	1967	DNR - Madison	35.42	33	6,923	6.2	170	608,300	608,300									REFERB
			DNR						608,300	608,300									REFERB
N4654K	CESSNA 182P	1975	DNR - Siren	28.33	25	5,306	2.5	406	240,300	240,300									
N1050V	CESSNA 180H	1968	DNR - Oshkosh	28.25	32	4,886	5.1	293	89,000	89,000									
N64157	CESSNA 172	1975	DOT - St. Patrol	25.75	25	5,407	2.9	220	210,000	210,000									
N4174Y	SCOUT	1977	DNR - Oshkosh	24.40	23	4,779	6.3	266	109,000	109,000									
N6991H	CESSNA 172	1975	DNR - Oshkosh	24.16	25	4,281	8.7	173	210,000	210,000									
N185NR	CESSNA 185	1973	DNR - Rhineland	23.55	27	3,867	1.9	237	89,000	89,000									
N4723N	CESSNA 182Q	1980	DOT - Aeronautics	22.50	21	2,631	4.9	197											
N5921E	CESSNA 182	1980	DOT - Aeronautics	22.20	17	4,460	4.7	197											
N9472H	CESSNA 172	1976	DNR - Rhineland	22.15	24	3,645	10.2	99	63,300	63,300									REPLACE
N7775S	SCOUT	1976	DNR - Eau Claire	20.74	24	3,550	9.3	197	10,500	10,500									REPLACE
N100DB	CESSNA T-21	1980	DOT - Aeronautics	19.85	20	3,575	2.3	205	89,000	89,000									REPLACE
N7084F	CESSNA 180	1976	DNR - Rhineland	19.52	28	2,557	5.3	253	89,000	89,000									REFERB
N171JP	CESSNA 172	1974	DNR - Rhineland	19.10	26	2,630	11.2	151				63,300							REPLACE
N590DW	CESSNA 180	1976	DNR - Oshkosh	19.05	28	2,548	7.1	180				69,000							REFERB
N735UY	CESSNA 182Q	1977	DNR - Siren	17.31	23	2,374	5.4	206					89,000						REPLACE
N5130Y	CESSNA T210	1980	DOT - Aeronautics	17.00	20	3,253	4.4	211					89,000						REFERB
N182NR	CESSNA 182	1980	DNR - Eau Claire	15.41	20	2,244	4.8	216											REFERB
N58AR	BEECH 58	1967	DOA - Transportation	9.50	13	2,167	2.8	400 est.											REFERB
N222RB	BEECH 58	1990	DOA - Transportation	3.93	10	374	3.1	400 est.											REFERB
N204AV	KING 350	1998	DOA - Transportation	1.55	2	408	7.5	400											REFERB
FY TOTALS @ 2000 \$									9,530,000	2,717,000	717,300	261,300	477,000						

PILATUS – QUEEN AIR COMPARISON

The following is a comparison of the Pilatus PC12 and the Beechcraft Queen Air. The PC12 performance and capability over the Queen Air is easy to see, however, one of the most significant differences is in the safety. The PC12's design is centered around safety – all weather capability, high performance and design.

	<u>PC12</u>	<u>Queen Air</u>
Maximum seating	10	8 ¹
Cruise speed (mph)	310	199
Block speed ²	280	180
Maximum altitude	30,000 feet	10,000 feet ³
Pressurized	*Yes	No
Air Conditioned	Yes	No
Runway Required ⁴	3,200 feet	4,800 feet
Useable Wisconsin Airports ⁵	85	32
Maximum Range (NM)	2,300	680
Maximum Range w/10 PAX	1,640	N/A
Maximum Range w/ 8 PAX	1,820	170
Maximum Range w/ 6 PAX	2,100	460
Estimated Engine Reliability (mean time between failure)	1:100,000	1:10,000
Time Between Cities (hours + minutes) ⁶		
Madison – Milwaukee	00+15	00+23
Madison – Superior	00+56	01+24
Madison – Green Bay	00+22	00+36
Madison – Minneapolis	00+45	01+10
Madison – Chicago	00+22	00+36
Madison – Washington D.C.	02+21	N/A

¹ Aircraft are no longer certified with multiple side facing seats for safety concerns.

² Includes taxi, climb, cruise, descent and taxi average speed.

³ The Queen Air with moderate fuel and passengers will not climb above 6,000 ft, in turbulence or icing.

⁴ Normal operations. Distances vary with temperature, weight and altitude.

⁵ Total of 95 Wisconsin airports. Numbers based on conditions stated above.

⁶ Times stated for comparison. May vary due to wind, routing and Air Traffic Control handling.

Queen Air Replacements
Rate Comparison
Existing vs. Proposed Aircraft

Ref	Cost	Queen Air (3)	Pilatus (3) 0% Growth	Pilatus (3) 10% Growth	Pilatus (3) 25% Growth
1	Staff: Pilots	\$ 117,095	\$ 96,280	101,485	109,290
	Staff: Mechanics	64,820	30,750	33,830	38,440
	Staff: Supervision & Administration	15,505	15,505	15,505	15,505
	Total Staff	197,420	142,535	150,820	163,235
2	Travel and Training	60,630	65,770	65,770	65,770
3	Communications	850	850	850	850
4	Space rent	15,990	15,990	15,990	15,990
5	Maintenance (parts)	27,260	29,145	32,060	36,430
6	Medical Fee	750	750	750	750
7	Contractual & Overhead	17,940	17,940	17,940	17,940
8	Insurance	12,010	32,700	32,700	32,700
9	Fuel	92,570	67,765	74,540	84,710
10	Misc. Costs	10,370	10,370	10,370	10,370
11a	Depreciation - Hull	13,490	44,100	44,100	44,100
11b	Depreciation - Engines	29,680	26,430	29,070	33,040
	Total Cost	\$ 478,960	\$ 454,345	\$ 474,960	\$ 505,885
12	Miles flown	149,110	149,110	164,021	186,388
13	Breakeven per mile	\$ 3.21	\$ 3.05	\$ 2.90	\$ 2.71
	Percent incr.(decr.) over QA breakeven		-5.1%	-9.9%	-15.5%

Bold = Cost changes that affect overall cost as opposed to shifts between aircraft

Issue Paper

ORGANIZATION: Department of Transportation/Division of State Patrol

STATUTORY LANGUAGE CHANGES REQUIRED: No

ISSUE:

How can the Division of State Patrol successfully meet the increased need for aerial traffic enforcement?

BACKGROUND/OVERVIEW:

The Division of State Patrol's aerial enforcement program is deployed to accomplish the Patrol's mission to prevent injuries and fatalities on Wisconsin's highways. The Patrol is now being challenged by dual threats to that mission. Traffic fatalities on Wisconsin's highways have increased by an alarming 20% in the past year to levels not seen since 1988. As a result, the demand for aerial traffic law enforcement services has risen to unanticipated levels. This need is driven by the expansion of Wisconsin's highway infrastructure, increased traffic volume, and the number registered vehicles and licensed drivers.

The increase in highway fatalities has been correctly identified as a public emergency, requiring every available resource available to the State Patrol. The need for increased traffic enforcement was well documented at a recent traffic fatality Summit Meeting in Green Bay where the Secretary of Transportation and the Division of State Patrol pledged to redouble its efforts to stem the spiraling toll of deaths on Wisconsin's highways. The second threat challenging DSP's mission is an aging group of aircraft which, on average, have been in service for over 23 years.

The Division of State Patrol's (DSP) aerial enforcement program focuses on traffic speed enforcement by using a series of ground cars to initiate traffic stops of high-speed vehicles that have been identified by the airplane pilot. DSP aircraft are equipped with a timing device known as VASCAR (visual average speed computer and recorder). Suspect vehicles are timed over a predetermined distance by the surveillance pilot and the vehicle's average speed is displayed. This has proven to be an extremely effective way of conducting covert speed enforcement on both high-volume and secondary roadways. In 1999, DSP pilots identified 5,328 motorists who were cited for traffic offenses and another 546 motorists were issued warnings for other miscellaneous traffic violations.

Trooper staffing levels have increased 3.6% over the past 15 years, while licensed drivers, registered vehicles and miles traveled have increased 16, 27, and 58% respectively over the same period. The four aircraft used by DSP are a "force multiplier." The same number of troopers are able to do more enforcement using aircraft and VASCAR technology. Currently the main runway at Dane County Regional Airport is closed for reconstruction. The rerouting of commercial air traffic for the reconstruction allows DSP and local law enforcement a rare window of opportunity to fly over the Madison south Beltline without creating air traffic conflicts. During this past week they issued 48 citations over a four hour period. VASCAR measured one driver speeding in excess of 90 mph on the Beltline. DSP was able to fly in similar circumstances about 5 years ago and arrested a young man driving his motorcycle in excess of 100 mph on the Beltline.

Nearly all traffic crashes and related deaths are the result of some type of driver error. The primary cause of these crashes involves excessive speed and alcohol use. Aerial traffic law enforcement represents an increased "expectation of risk" to those motorists who insist on traveling at unlawful speeds or violate the State's traffic safety rules. In 1999, DSP pilots logged more than 1,237 hours of flight time, of which 70%

entailed proactive aerial traffic law enforcement. *While engaged in aerial surveillance, DSP pilots generated an average of nearly seven speeding citations for each hour traffic was being monitored compared to one speeding citation generated for every three hours of surveillance by ground based units.*

Besides emphasizing aerial enforcement, DSP pilots provide assistance to other law enforcement agencies. Expanding mutually beneficial partnerships with other law enforcement agencies is a major goal in the DSP business plan. DSP is providing, with great effect, aircraft and trooper pilots in surveillance, ground vehicle pursuit and drug enforcement actions with local, state and federal enforcement agencies. DSP aircraft and trooper pilots are also used in searches, criminal surveillance, emergency organ transport, and general aerial support at major public events throughout the year. DSP services are provided to these agencies in an effort to enhance overall law enforcement partnerships, while pooling scarce resources in the most effective and efficient way. Pilots are also responsible for making the plane available for scheduled maintenance and attend a variety of flight training provided by the DOT as well as outside vendors.

The Division of State Patrol's aerial enforcement program uses a fleet of four Cessna 172 aircraft. Each aircraft is strategically placed in the state and used based on high-volume traffic patterns along with the approximate residential locations of the Division pilots. The DSP has eleven licensed pilots, ten of which are troopers and another is a sergeant.

One plane is based near Watertown for use in the metro areas of Southeast Wisconsin and another is kept in the Madison area for use along the busy interstate corridors throughout South-central Wisconsin. A third aircraft is shared between pilots in the Fox Valley region and the Central Wisconsin area near Wausau. The fourth airplane is shared between pilots in the Eau Claire and LaCrosse areas providing coverage all along the Interstate 90/94 corridor as well as more remote areas of Northwestern Wisconsin. Last year, the DSP committed nearly \$114,000 to the aircraft program through both airplane and hanger rental fees, fuel costs, pilot incentives, and training costs.

ANALYSIS/ALTERNATIVES

The Division of State Patrol's fleet of four Cessna Skyhawk aircraft are the highest time single engine aircraft in the State of Wisconsin Fleet. These aircraft are quickly approaching the end of their useful life for the low altitude traffic enforcement missions required by the Division.

As shown in Table 1, three of the aircraft were built in 1977 and the fourth was built in 1975. Annual hours of use for each aircraft range between 500 and 225 hours and these hours continue to increase each year. As of June 1, 2000, the total hours flown for two of the aircraft was approaching 10,000 hours while the remaining two aircraft had over 6,000 and 5,000 total hours of flying time respectively.

Table 1

**DSP Aircraft Fleet Statistics
June 1, 2000**

Aircraft N#	733DZ	733HU	733MU	64157
Year	1977	1977	1977	1975
Model	Cessna 172N	Cessna 172N	Cessna 172N	Cessna 172M
Total Hours	9,850	8,142	6,012	5,322
Annual Hours	500	250	375	225

In addition to the overall age of the aircraft and the total number of hours flown, the aerodynamic stresses that each of these aircraft experience in low altitude missions accelerates the aging of the airframe. "There is a difference in the wear and tear on the aircraft flown at low levels and subjected to constant

turbulence" reports the Cessna Pilot Association. In response to this accelerated aging, Cessna Aircraft Corporation has developed additional inspection criteria for aircraft that fly low altitude missions. There is no predictable life limit to the basic airframe from a structural integrity standpoint given proper maintenance and corrosion control. However, when these aircraft reach the 6,000 to 7,000 hour plus range, increased maintenance is required for broken brackets, worn pulleys, and other critical mechanical items.

The Federal Aviation Administration (FAA) has issued an Airworthiness Directive, AD 80-04-03R2, that applies to the engine on these aircraft. This model engine, which is no longer used or manufactured, is susceptible to excessive camshaft wear. As a result, the FAA now requires that a visual inspection of the engine lubrication system be made every 50 hours of use. The Directive also requires that a special oil additive be added to the engine at the time of inspection.

The FAA Directive results in an additional 14 inspections per year on the State Patrol aircraft. These inspections have a total fiscal impact of approximately \$9,250 per year. This cost includes the inspection and maintenance of the aircraft, aircraft travel time to the service center, and the trooper's time for making the aircraft available for the inspection. The new FAA engine inspection requirement removes the four aircraft and pilots from aerial traffic enforcement duties for a minimum of 14 days each year.

In order to safely and efficiently meet the current increased demand and need for aerial traffic law enforcement in Wisconsin *it is essential that all four of the Division's Cessna 172 aircraft are replaced within the next two years.* The purchase of four new Cessna 172 S aircraft will increase the reliability and effectiveness of the Division of State Patrol's fleet and reduce the increasing annual maintenance costs and potential safety concerns associated with operating the older models.

The replacement of all four aircraft at the same time will provide commonality in the fleet and provide benefits in the areas of operational safety, training, and flexibility. Each of the new aircraft will be equipped with the same type of systems and gauges, switches, electrical systems, avionics, and communications equipment which provides the highest degree of aircraft familiarity and operational safety for the pilot. In addition, the aircraft will be equipped with the new Traffic Alert and Collision Avoidance System (TCAS) which is used to help pilots avoid midair collisions. On-going training will be more efficient since DSP pilots would need to only train for one model of aircraft and provide greater flexibility for pilots who rotate between regions or aircraft.

Alternative 1: Maintain the Status Quo. Continue to use the four older Cessna 172 aircraft in low altitude missions for aerial traffic law enforcement.

This alternative will not safely and efficiently meet the increased demand and need for aerial traffic law enforcement. Stress on the aircraft airframes will continue to increase as will aircraft maintenance costs and aircraft downtime for servicing.

Alternative 2: Lease four new Cessna 172 S model aircraft.

Leasing four new Cessna 172 S model aircraft is not a feasible alternative since each aircraft needs to be customized with the speed enforcement and communication equipment necessary to perform aerial traffic surveillance. In addition, depreciation on the aircraft is assigned to the "lessor" and not to the "lessee" making this alternative less attractive from a financial standpoint.

Alternative 3: Re-deploy the rest of WisDOT's aircraft fleet to aerial surveillance duty.

The Wisconsin Department of Transportation aircraft fleet includes four additional single engine aircraft used for business transportation and aerial photography. The fleet includes two 1980 Cessna 210 aircraft, one 1980 and one 1983 Cessna 182 aircraft.

Re-deploying these aircraft for aerial traffic enforcement is not a feasible alternative since these aircraft are not well suited for the mission of low altitude, surveillance duty. The Cessna 210 and 182 models are faster and heavier single engine aircraft that are designed for higher operating speeds and transporting heavier loads. Also, one of the Cessna 210 aircraft is specially equipped for aerial photography. The annual maintenance costs for these aircraft are higher than the Cessna 172 model and they are not properly equipped with the speed enforcement and communication equipment necessary to perform aerial traffic surveillance. The Cessna 172 model is the ideal aircraft for use in the slow speed, low altitude mission required by the Division of State Patrol due to its lighter weight, maneuverability, lower maintenance cost and greater fuel efficiency.

Alternative 4: Provide \$840,000 to replace the four existing DSP aircraft with new Cessna 172 S models.

The Division of State Patrol's fleet of four Cessna 172 aircraft are the highest time single engine aircraft in the State of Wisconsin Fleet. These aircraft are quickly approaching the end of their useful life for the low altitude missions required by the Division. The replacement of the Division of State Patrol aircraft is an emergency request due to unanticipated business conditions.

The purchase price of four new Cessna 172 S aircraft is \$840,000 (\$210,000 each)*. This cost includes all the equipment needed for aerial traffic enforcement and the new Traffic Alert and Collision Avoidance System (TCAS) which is used to help pilots avoid midair collisions. All service and maintenance costs for the new aircraft are included in the purchase price for the first two years of service. The new Cessna 172 S models are not subject to the same maintenance and inspection requirements as the older DSP aircraft, making the newer aircraft available for aerial traffic surveillance duty an additional 14 days each year.

RECOMMENDATION:

Alternative 4: Provide \$840,000 (\$630,000 in FY01) to replace the four existing DSP aircraft.

The Department of Transportation recommends replacing three of the four aircraft with new Cessna 172 S aircraft in FY01 and deferring the purchase of the fourth new aircraft to the coming biennium. While the fourth aircraft is slightly older than the other three, it has somewhat less total flight time and can operate safely for another year.

In order to safely and efficiently meet the current increased demand and need for aerial traffic law enforcement in Wisconsin *it is essential that all four of the Division's Cessna 172 aircraft are replaced within the next two years.* This will provide commonality and consistency in the fleet and offer significant benefits in the areas of operational safety, training, and flexibility.

While the replacement aircraft have similar operating characteristics, they will come equipped with Traffic Collision Avoidance Systems (TCAS). This is a desirable safety feature for aircraft operating at lower altitudes. When flying in support of ground patrols, pilots are viewing the ground rather than the surrounding airspace. The TCAS provides audible warning when another aircraft encroaches within a 2-mile radius. This safety feature is critical, as these pilots are required to provide additional support in heavily trafficked areas.

The purchase of four new Cessna 172 S aircraft is critical to the continued safety, reliability and effectiveness of the Division of State Patrol's aerial enforcement program. The replacement of the Division of State Patrol aircraft is an emergency request due to unanticipated business conditions.

Traffic fatalities on Wisconsin's highways have increased by an alarming 20% in the past year to levels not seen since 1988. As a result, the demand and need for aerial traffic law enforcement services is expected to continue to grow. This need is driven by the expansion of Wisconsin's highway infrastructure, increased traffic volume, the number registered vehicles and licensed drivers. The Division of State Patrol

is committed to expanding its efforts in three priority areas of enforcement: speed, drunk driving and seat belts. *The Division's aircraft will play a key role in pushing down the high rates of crashes and fatalities on Wisconsin's highways.*

*The market value for Cessna's of the age and model currently used by the Division of State Patrol varies between \$40,000 and \$50,000. Research by WisDOT's Bureau of Aeronautics estimated that the four DSP aircraft would bring a total of approximately \$160,000 to offset the cost of the new aircraft.

11/10/00

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State of Wisconsin
Department of Public Instruction

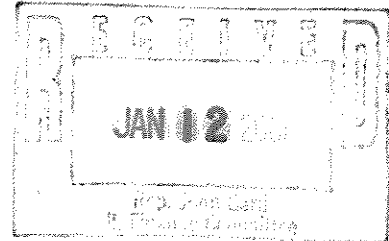
Mailing Address: P.O. Box 7841, Madison, WI 53707-7841
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John T. Benson
State Superintendent

Steven B. Dold
Deputy State Superintendent

January 12, 2001

The Honorable Brian Burke, Co-Chair
Joint Committee on Finance
State Capitol
Madison, WI 53702



The Honorable John Gard, Co-Chair
Joint Committee on Finance
State Capitol
Madison, WI 53702

Dear Senator Burke and Representative Gard:

Please accept this letter in support of the Department of Administration's (DOA) proposal to upgrade their current fleet of aircraft. The Department of Public Instruction currently uses the Queen Air aircraft to transport special needs students attending the state schools for the hearing impaired in Delavan and the blind and visually impaired in Janesville.

Every weekend, approximately 10 to 15 children are transported via aircraft between the schools and their home district. This service transports special needs children safely, is economically sound in terms of alternative forms of transportation, and allows parents, students, and families to spend time together.

We believe the DOA upgrade is a wise investment to ensure that air transportation continues to be a safe mode of transportation for our residential school children. We understand the design of the new aircraft will better meet the physical and equipment needs of special needs children, provide increased access to area airports, allow safe travel in all types of weather, and reduce the cost of air travel over the long run.

Please do not hesitate to contact us if you would like additional information relating to our support for this proposal.

Sincerely,

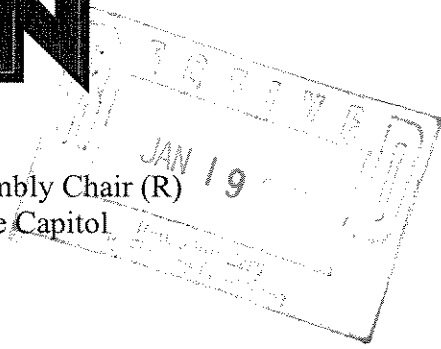
A handwritten signature in black ink that reads "John T. Benson".

John T. Benson
State Superintendent

klm

WISCONSIN Volleyball

Rep. John Gard, Assembly Chair (R)
Room 315 North, State Capitol
Madison, WI 53702



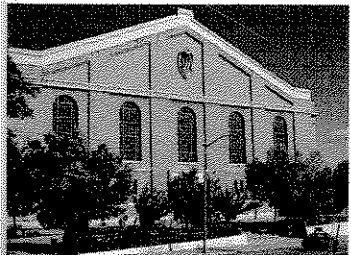
Dear Representative Gard,

I'm writing to you regarding the proposed purchase of Pilatus PC 12 aircraft by Wisconsin Air Services, emergency appropriation 16.515. As the head coach of Badger volleyball, I am in charge of trying to produce a successful season year after year. Many people don't know how hard it is to create a champion, but you and I know there are many variables involved. All of them are important, and I believe they all have an impact on the success or failure of a team. One of the most vital areas is transportation of the team to our many away matches.

Being able to charter our flights to our Big Ten matches has helped us become one of the elite teams in the conference, and the nation. Prior to chartering, the long bus rides would have the team exhausted before they started the match. The commercial flights had so many connections and delays that our student/athletes would miss more school than necessary. When we have an away match, I want my team to be comfortable and well rested when they arrive. I want them to feel safe, and be able to concentrate on the match they will be competing in.

While we have been happy with the services that Wisconsin Air provides us, I would be thrilled if we were able to travel in newer, safer, faster, and more comfortable planes. I understand there is an effort taking place to try and upgrade the current aircraft that we use, the Queen Airls. I think that is a great idea, and a very necessary one. You've probably heard a number of people tell you why it is needed, but I want to let you know how it relates to my program.

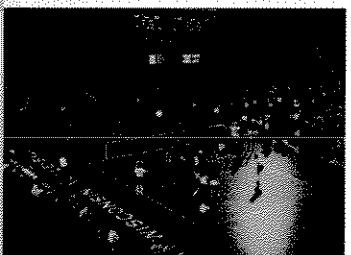
One of the most obvious reasons is that the faster planes will get us to our destination and back sooner. To me that means a rested team, a team that can get on the court and play their best. Every edge we can get might make a big difference. For the trips home it means they can be more rested for their classes, and practices. Over the course of a four month season, travel time can really add up when you consider all the trips we take.



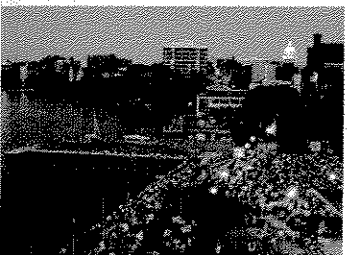
The UW Field House, home of Wisconsin Volleyball



Lake Mendota



Badger Volleyball in action



Student Union

NCAA Tournament Appearances 1990, 1991, 1993, 1994, 1996, 1997, 1998, 1999 • Big Ten Champions 1990, 1997



UNIVERSITY OF WISCONSIN - MADISON

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Head Coach, Pete Waite, 608/263-5670 • Assistant Coaches, Robert Pulliza, 608/262-4488, Christy Johnson, 608/265-5726

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My team is made up of some great students, which means they care about doing well in their classes. It's really difficult as a student/athlete to have to miss some classes for road trips, and be away from campus during study times. Many of my players try to study on the planes, but there are no tray tables, and many of the overhead lights don't work. The seating is very cramped, and I've seen many players just give up trying to get their work done. Wisconsin is a very difficult school, so I really want my team to have every opportunity to do well in the classroom. From what I've seen of the planes they are proposing to purchase, they would provide a much better environment for people to study and get work done while in the air.

Probably the most important issue I have with the old Queen Airs is their safety. The Wisconsin Air staff seems to do a great job with the maintenance of the planes, but I'm sure there is only so much you can do with aircraft that is almost forty years old. In that span of time, there must be so much more new technology available for flying planes. I want to be traveling in planes that have the best in radar and radio equipment. I am in charge of the lives of about twenty young people we take on each trip. The parents of my players are trusting me to make the best decisions to insure the safety of their children. I myself have a wife and two boys waiting for me to come home from each trip. There were times this year when we were flying in high winds and we were all pretty worried. We got tossed around pretty well, and I'm sure the newer and more powerful planes would have made the trip better for us. We travel in the fall and early winter; so there can be freezing rain and snow. I want to be in a plane that has deicing capabilities, and I know the Queen Airs don't. In so many ways, the new Pilatus planes would handle adverse weather conditions much better.

As each year goes by I have to decide if the charter planes are the best way to get my team to the matches. As the Queen Airs continue to age, I may have to find a safer way to transport my team. I prefer to stay with this company, and I'm sure I will if they are able to purchase these new planes. I hope you can give your full support to the decision that is coming up. To me, this is not really just about winning games. This is about coming home safely to enjoy my family, and to have everyone in my program to be able to live long and memorable lives. No one wants to be part of a tragedy, and continuing to use forty year old planes just seems like an accident waiting to happen.

We just completed the most successful season in the history of the University of Wisconsin volleyball program. Going to the Final Four and finishing second in the country gave us memories that will last a lifetime. But to be honest with you, there were times on our charter flights this year when I was scared to death. Those are not memories I want my team to take with them. I thought that we could go down, but I was very thankful for the talented pilots we had with us. Flying in those old planes is one of the parts I hate most about my job, and I was excited when they told me there was a possibility of getting newer ones. Please give this proposal to upgrade the planes the backing it needs. Air travel is a huge part of Big Ten play that my players and I can't avoid. We would all appreciate your help in allowing us to travel safely so we can continue to use this company for years to come. I hope to be able to proudly tell our new recruits about the great planes that we use to get to matches. I want to be able to honestly tell their parents that I will take great care of their children. Thank you for your help.

Sincerely,

A handwritten signature in cursive script that reads "Pete Waite".

Pete Waite