

Committee Name:
Joint Committee on Finance – Budget Hearings (JCF_BH)

Appointments

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Clearinghouse Rules

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Record of Committee Proceedings

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Multiple Topics



**TESTIMONY ON
1999-2001 STATE OF WISCONSIN BUDGET**

Presented to the Joint Finance Committee By:

Victor M. Boyer
Vice President - Government Relations
Forward Janesville, Inc.

April 15, 1999

Mr. Chairman and Committee Members:

My name is Vic Boyer. I'm Vice President for Government Relations for Forward Janesville, Inc. and I'm representing that organization this afternoon. Forward Janesville is a local economic development organization and chamber of commerce representing over 650 businesses in the Janesville area. We very much appreciate the opportunity to provide a few brief comments about the Governor's proposed budget.

There are three specific proposals in the Governor's budget that our organization supports. First, we support the Governor's proposed \$215 million personal income tax cut for years 2000 and 2001. As you are aware, the overall state and local tax burden in Wisconsin remains one of the highest in the nation. The income tax rates in Wisconsin are also among the highest in the nation, while some states have no income tax at all. In 1998, Governor Thompson pledged to reduce income taxes by ten percent over a five year period. We support the specific proposal outlined in the Governor's budget as significant step toward achievement of that goal. We also believe this position to be consistent with WMC's goal of removing Wisconsin from the list of top ten taxing states.

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Second, we support the proposed \$12 million elimination of the remaining categories of business equipment still subject to the personal property tax. We believe that last year's elimination of the personal property tax on computer hardware and software has placed Wisconsin in more competitive position to attract and retain high technology and computer based jobs. Similarly, we believe that by eliminating this same tax on automated teller machines, cash registers, fax machines, and copiers, additional job creation and growth will be encouraged.

Finally, we support the Governor's proposal to change the three-factor corporate apportionment formula (sales, payroll, and property) to a single-factor sales formula. As you are aware, surrounding states such as Illinois, Iowa, Minnesota, and Michigan have changed to a single-factor formula placing Wisconsin at a competitive disadvantage for attraction and retention of corporate headquarters. According to the proposed budget bill, a single-factors sales formula would result in corporate tax reductions of \$24.6 million in FY 2000 and \$50 million in FY 2001.

I should point out that at this time our organization has taken no position with regard to the Governor's proposal to establish combined tax reporting in Wisconsin.

Thank you very much for this opportunity to share our views with you on the budget bill.

INTERNATIONAL PAPER

DAVE KLUESNER
REGIONAL PUBLIC
AFFAIRS MANAGER

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MADISON, WI 53703-2716
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April 15, 1999

TO THE MEMBERS OF THE JOINT COMMITTEE ON FINANCE:

On behalf of the more than 2,800 International Paper employees in Wisconsin, I respectfully urge you to eliminate from the 1999-2001 biennial budget bill the requirement that multi-state corporations report the combined income of all commonly controlled elements of a unitary business when determining the income that is taxable by Wisconsin. In addition, we hope that you retain the proposed single-factor corporate income tax apportionment system contained within that same piece of legislation.

Our company is a good example of why combined reporting is unrealistic and unfair. International Paper has been in existence since 1898, and in the course of the past century has grown through internal investment, merger and acquisition. As a result, there are several wholly owned corporate subsidiaries within the IP family. Some of these entities do business within Wisconsin, and some do not. In our opinion, the state should not have the authority to tax businesses through a combined reporting system that it could not tax utilizing the current separate entity system. The impact of combined reporting on International Paper would be an increase of well over \$1 million in our state tax burden.

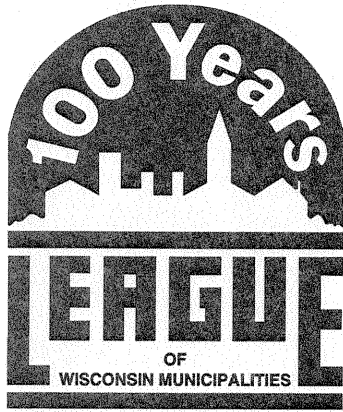
Conversely, we hope you retain the single-factor apportionment proposal contained within the budget bill. International Paper has nine distinct businesses within Wisconsin. These businesses compete not only with other companies, they also compete internally for investment dollars that really will determine their long-term health and economic viability. It is obvious that a single-factor corporate tax system based solely on sales would make Wisconsin a much more attractive state for businesses like International Paper to direct their corporate investments.

Thank you in advance for your consideration and support. I would be more than happy to supply any additional information you might find helpful.

Sincerely,



Dave Kluesner



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To: Members of the Joint Finance Committee
From: Dan Thompson, Executive Director *DM*
Date: April 15, 1999
Re: 1999-01 Biennial Budget Bill

On behalf of the League of Wisconsin Municipalities, I'd like to comment on four items in the 1999-01 state budget bill. They are: shared revenue, property tax exemptions, transportation aid and municipal recycling grants.

Shared Revenue. The budget bill holds the shared revenue program, including the expenditure restraint and small communities improvement programs, at 1995 funding levels. This does not represent cost to continue for state support of municipal services. Without adequate funding of the shared revenue program, local officials will be forced to cut essential services or raise property taxes. We are concerned about losing the historic partnership between state and local government to provide basic municipal services.

Property Tax Exemptions. The League opposes further erosion of the property tax base. The budget bill expands the list of exempt personal property to include fax machines, copiers, cash registers and ATMs. Local officials are opposed to this exemption unless it is administered the same way that computer equipment is handled under current law. Local officials would prefer to keep the tax base and have the state refrain from enacting property tax exemptions.

Transportation Aid. The program where the Committee has the most discretion to help local governments is the transportation fund. The League of Wisconsin Municipalities has joined with other associations representing local government, labor unions, environmentalists and senior citizens to propose a long term plan to increase state support for maintaining and repairing local roads.

The coalition supports increases in state funding for local government transportation aid and assistance programs to 50% of total Department of Transportation expenditures over the next ten years.

Directors: Jeannette Bell, Mayor, West Allis • David DeAngelis, Mayor, Muskego • Elaine Elling, Village Trustee, Muscoda • Meg Erier, Village President, Plover • Wayne P. Frank, City Alderman, Milwaukee • Dennis Jordan, City Administrator, Berlin • Ronald Kryger, Village President, Pulaski • John D. Medinger, Mayor, La Crosse • William Nielsen, Council President, Eau Claire • Rod Schroeder, Village President, Grafton
Executive Director: Dan Thompson

Municipal Recycling Grants. The League's position is that the state should fully-fund local recycling activities, either through general purpose revenues or a tipping fee surcharge. If the Legislature cannot fund the municipal recycling grant program at 100%, then the Legislature should eliminate the mandate. The proposed budget reduces the municipal recycling grant program from \$24 million in 1998 to \$20 million in 1999 and \$15 million in 2000, which is a small fraction of the mandated recycling costs.

Conclusion. Local officials depend on state legislators to provide cost to continue funding in support of existing services. This budget doesn't do that. We hope legislators will assist local officials in improving the partnership that delivers services to Wisconsin's citizens. Thank you for your consideration.

We NEED THE FOLLOWING:

CHOOSING COMMUNITY: PROGRAMS FOCUSED ON PEOPLE WITH DISABILITIES AND THEIR FAMILIES

1. Changes in W-2 and SSI

- Increase the Caretaker Supplement above the Governor's recommendation of \$150/month per dependent child to \$250/month for the first child and \$150/month for each additional child (cost = \$6.65 million of federal TANF dollars)
- Support the Governor's proposal to expand child care assistance program to include children age 12-18 with special needs or chronic health conditions who require supervision after school.

2. School funding

- Retain statutory language directing the state to reimburse local districts at 63% of the actual costs of special education.
- Provide additional funding to increase the Categorical Aids reimbursement rate to local school districts to 40%.

3. CIP 1A

- Increase rates to \$250/day in Yr. 1 for new placements from DD Centers to the community, which would enable up to 120 new placements/year.

4. CIP 1B

- Increase to \$70/day rate for all new community placements; add 200 new slots each year. (GPR cost in Yr. 1 = \$1.1 million; Yr. 2 = \$3.2 million)

5. Brain Injury Waiver

- We propose 75 new slots in Year 1 and 75 for Year 2, and restoration of the (recently-reduced) rate to its former \$180/day level.

6. Family Support Program

- Fully fund the program, i.e., provide services to 2220 children on waiting lists. Total Cost: \$6 million/year

7. Birth to 3 Program

- Fully fund the program.
- Provide \$2 million in Year 1 and \$2.5 million in Year 2 for a "Shortfall account" for counties.

CURRENT VICE-PRESIDENT OF FRIENDS OF
WHA-TV

Thank you for allowing us...roughly 26,000 members and 600,000 viewers...a voice today. My name is Greg Bass. I am here today as a representative and member of the Friends of WHA-TV, which also works on behalf of another 32,000 families around the state. I am here to help keep Public Television going in Wisconsin. I have a simple, yet very serious request...we need money. If WPT is to continue to exist, we will have to complete a conversion to a digital delivery by the Federally mandated date of May - 2003. Without this money for the transition to DTV, Public Television in Wisconsin will cease to exist after that date. The timing for this funding is also important. It needs to be included in this budget...if it is delayed or eliminated from this budget cycle Public TV is as good as gone. I have heard that some think that the Federal Government will extend the deadline. I hope that you all decide not to take that gamble because I believe an extension are unlikely. The digital conversion of commercial stations has already started at great cost to those stations. These commercial stations will not want to see their counterparts allowed any grace period. They will put considerable pressure on the Federal Government to maintain that date.

Friends of WHA-TV's plan is to assist in the funding for the DTV conversion with a capital campaign. We would very much like to start with this effort soon. Without state funding and the resolution of the Governance issue a fund raising campaign will be impossible. In the next few days Friends of WHA-TV jointly with WPRA will offer a proposal in response to the Governor's request for recommendations of a new organizational structure. Potential donors need to know that Public TV will remain "public".

THANK YOU,

Greg Bass

TOTAL * 40-50 mil NEEDED . NEXT 6 YEARS

2YR. STRATEGY { 4.1 mil UNIVERSITY FOR NEXT BIENNium
14 + mil ECB.
8 mil. START-UP - BARE MINIMUM
FOR - TOWER WAUSAU
- OPERATION OF TELECOMMUNICATION CENTER

**JOINT FINANCE COMMITTEE TESTIMONY
APRIL 15 1999
RICHARD SICCHIO
NORTHERN AREA AGENCY ON AGING**

My name is Richard Sicchio. I am the Director of the Northern Area Agency on Aging. The Northern AAA region includes twenty-three counties and seven tribes in northern Wisconsin.

I would like to thank the members of the committee for providing this and other opportunities for myself and others to testify on issues that are of importance to those we are entrusted to serve.

I will make these comments as brief and to the point as I can.

There are three areas of the budget that I would like to comment about.

The first is the Family Care Proposal.

I have had considerable involvement with the development of the proposal over the past three years. I attended several of the regional meetings held by the department to gather input for the original draft.

I attended a "stakeholder" meeting with Secretary Leann to discuss the problems with the first draft and make suggestions for the revised proposal,

and I served on the Advocacy workgroup that submitted recommendations to the redesign executive committee that resulted in the advocacy appropriation that is part of the budget proposal.

I believe that the redesign of the long-term care system is the single most important issue that has been debated in my 25 years in the Wisconsin aging network.

The terms "home care entitlement" "consumer choice" and "eliminating institutional bias" are truly music to my ears.

In the past months the Family Care proposal seems to be coming under attack from many sides. While most people seem to agree on many of the basic principles, like pooling all long term care resources, allowing consumer choice, and developing resource centers,

everyone also has found one or more aspects of the proposal that they don't like. Collectively these negative positions are threatening to derail a plan that almost everyone agrees is **sorely needed and downright essential to the entire future of long term care in this state.**

I urge you today not allow this initiative to wither on the vine. All the reasons that were the initial impetus to embark on this venture are still here. They have not gone away.

We **have** a documentable institutional bias in this state.

Our Medicaid expenditures **are** going through the roof and that **will** bankrupt our system if we do not address this issue now.

It's **only** going to get worse if we stand by and do nothing.

We **should** level the playing field and let those wanting long-term care in their home have the same entitlement that those who get it in an institution have.

We **need** a home care entitlement. People **need** choice. **Every** county and tribe needs resource centers. These basic principle should become part of a system in Wisconsin to prepare us for the onslaught that will be brought upon us by the aging of the population.

Fund the pilots as the department proposes.

Let the department do **all** it can to help the pilots succeed.

Then study the results.

Fine tune the program.

And go on from there.

We **can** figure out how to do this. We have to.

Quickly, the other issues are:

Home delivered meals.

A nutritious home delivered meal is really the front line defense in the battle to control long-term care expenditures. All other things being equal, people who are not eating right will need long term care services sooner than those who are eating regular balanced meals.

The number of home delivered meals provided by the aging network went from 1,285,000 in 1986 to 2,562,000 in 1997.

The funding has been almost stagnant during that time.

There is no program anywhere where you get more bang for your buck.

This program desperately needs more funding to keep pace with the growth in the very old and frail population.

And lastly, Transportation

The budget includes only a 3% increase in the Elderly and Disabled Transportation Program.

That is not enough.

The needs are much greater.

Roads and bridges are important.

So are people with transportation needs.

We could use a little more balance.

Thank you

Wisconsin Humanities Council's

Distribution of \$50,000 in Wisconsin State Funding 7/1/98 - 6/30/99



Major and Mini-grant Awards

In fiscal year 1998-1999, the WHC awarded \$40,000 in state funds to organizations in 12 Wisconsin communities. These programs were:

Dodgeville

Folklore Village Farm, \$2,000

A Survey of Southwestern Wisconsin Folklife Resources

A public workshop for teachers, librarians, and historians culminates this research project which identifies, reviews, and summarizes existing documentation of southwestern Wisconsin folklife. The research will create a centralized listing making folklife materials known and available to the public. It will also aid in the identification of geographical and topical areas which require further research.

Eagle River

Olson Memorial Library, \$1,200

Ethics: Virtues, Moral Principles and Responsibility

This six-week book discussion series explores virtue, character, principle, and duty as described in works by Aristotle, Kant, and Sartre. Guided discussion focuses on applying ethical theory to contemporary concerns by considering issues in participants' lives.

Eau Claire

Chippewa Valley Museum, \$2,730

The Price of Bread and Rubber: Building Tires in Eau Claire, 1917-1992

Life sculptures, mural-sized photographs, artifacts, and voices of former employees will lead visitors through this recreation of the Gillette/Uniroyal tire plant. This collective history will reveal how the plant affected the politics, economy, and people within the community of Eau Claire for 75 years.

Green Bay

Neville Public Museum of Brown County, \$9,470

FIRE!

This exhibit details the history and development of firefighting in northeastern Wisconsin, while analyzing the impact of fire on the ecology, industry, and people of this region. An interdisciplinary display will use artifacts, photographs, and interactive components to attract a broad audience of all ages.

Janesville

Rock County Historical Society, \$1,435

Apron Strings: Ties to the Past

Planned to coincide with the *Apron Strings* exhibit, this day-long adult symposium traces the evolution of the apron from utilitarian necessity to accessory, and explores its status as a symbol of motherhood, family, and hard work. Scholar presentations will show how the apron reveals changing attitudes toward women and domestic work and how it served as a means of creative expression.

Madison

Early Childhood Learning Centers, Inc., \$2,000

African Americans in Rural Wisconsin: Cheyenne Valley and Pleasant Ridge Communities

African American settlement in Wisconsin dates back to the 1840s when families migrating from the south developed farming communities in Grant and Vernon counties. This video discussion series, led by historian Zach Cooper, introduces fourth grade students and teachers in Madison Public

Schools to these early settlers and explores contributions African Americans have made to the state's culture, from 1840 to the present.

Menomonie

Arts Coming Together, \$500

Legends of Dunn County

Fourth graders in the Menomonie School District will explore the legends of Dunn County through oral tradition and legend. The students will do background research, gather and record traditional stories on videotape, and share them with area schools and libraries.

Milwaukee

Ensemble Musical Offering/Early Music America, \$10,000

The American Bach Project: Pastoral Settings in the Music of J.S. Bach and His Contemporaries

A rich program of lectures and performances explores the life and times of J.S. Bach, focusing on the treatment of pastoral subjects in his music and in that of his contemporaries. The project takes place at public venues throughout the city and offers special events for all ages from school children to senior citizens.

Neenah

St. Mary Central High School, \$6,000

Rational Decision Making in 1998-1999

This popular annual lecture series features 23 humanities scholars from a variety of disciplines who, through 46 lecture and discussion sessions invite participants to address thoughtfully such topics as: Genetics: Benefit or Disaster?; Death on Demand; and Global Visions 2000: Threats and Opportunities.

Oshkosh

Oshkosh Public Museum, \$1,289

Verdi Unplugged: A Literary, Historical, Musical and Dramatic Perspective on La Traviata

Planned to coincide with the Friends of Opera's production *La Traviata*, these classes are designed not only to inform the opera lover, but more importantly to demystify opera for new audiences. Music scholars and opera singer Gail Dobish will introduce various topics including: Social History, Costumes, Manners and Attitudes of 1840-60, and The Genius of Verdi.

Tigerton

School District of Tigerton, \$1,376

All Hands Together

Thread of Life, a professional puppet theater company, will work with teachers, students, and parents to produce original dramatic performances that integrate performing arts with language arts and social studies, and demonstrate how the creative arts can be used to advance state curriculum standards across disciplines.

Williams Bay

George Williams College Educational Centers, \$2,000

Creating Awareness of Poverty and Homelessness in Wisconsin During the Great Depression and Present Through Storytelling

Homelessness takes on a human face in this two-phase project which includes presentation of a series of real-life stories gathered from individuals who have experienced poverty, and an overnight gathering for middle and high school students who will live in a cardboard box village and take part in activities addressing homelessness, poverty, and hunger.

Speakers Bureau Grants

In fiscal year 1998-1999, the WHC set aside \$10,000 for support of small grants for WHC Speakers Bureau presentations. To date, 67 programs in 42 communities have received state funding. We anticipate awarding a total of 75 state-funded Speakers Bureau grants by May 15, 1999.

Appleton

**The Impact of War on Women and Children*

Appleton West High School

**The Irish and the English Language*
Outagamie County Historical Society

Baraboo

**The Impact of War on Women and Children*

American Association of University Women

Beaver Dam

**Gateway: Coming to America*

American Association of University Women

Beloit

**Give 'Em Hell, Harry*
Beloit Historical Society

**The Importance of Being Ole: Ethnic Humor and the Making of Upper
Midwestern Culture*
Beloit Stateline Kiwanis "Golden K" Club

**Rituals of Romance: A History of
Courtship and Weddings, 1830-1990*
Friends at Beloit Public Library

Campbellsport

**The Mail Voice: Exploring the History and
Folklore of American Stamps*
St. Joseph Convent

Cedarburg

**Frontier Doctor: William Beaumont,
Medicine, and Medical Knowledge in Early*

Wisconsin

Ozaukee County Historical Society

Clinton

**Wisconsin Pioneer Profiles*
Twentieth Century Club

Eau Claire

**An Evening with Olympia Brown*
Unitarian Universalist Fellowship of Eau
Claire

Hayward

**The Olympic Games Then and Now: 776
B.B.-1998 A.D. (two presentations)*
Hayward Community Schools

Janesville

**Rituals of Romance: A History of
Courtship and Weddings, 1830-1990*
Hedberg Public Library

**Flamenco Music and Its Debt to Latin
American Culture*
Janesville Woman's Club Association

**Gateway: Coming to America*
Rock County Genealogical Society

Kenosha

**The Wonderful World of Russian Music*
Friends of the UW-Parkside Library

La Farge

**Flamenco Music and Its Debt to Latin
American Culture*
La Farge School Spanish Club

**Frontier Doctor: William Beaumont,
Medicine, and Medical Knowledge in Early
Wisconsin*

Lawton Memorial Library

Ladysmith

**Music: The Language of Life*
City/County Library

**Traditional Music of the Hmong from Laos
to Wisconsin*

Kinship of Rusk County

**Four Stories of the Civil War*

Ladysmith Youth & Community Center

**Give 'Em Hell, Harry*

Rusk County Aging Unit

Madison

**The Impact of War on Women and
Children*

American Association of University Women

**An Evening with Olympia Brown*

Bethel Lutheran Church Women

**Among Friends? Black Wisconsin at the
Opening of the Twentieth Century*

Jewish Social Services

**Give 'Em Hell, Harry*

Madison Senior Center

**Gateway: Coming to America*

St. Luke's Seniors

**Wisconsin Pioneer Profiles*

St. Mary's Adult Day Health Center

**Among Friends? Black Wisconsin at the
Opening of the Twentieth Century*

State Historical Museum

**An Evening with Olympia Brown*
University League, Inc.

**Give 'Em Hell, Harry*

Westside Coalition of Older Adults

Manitowoc

**The Seven Wonders of the Ancient World*
Manitowoc Public Library

Menomonee Falls

**Four Stories of the Civil War*

Menomonee Falls Historical Society

Milwaukee

**The Seven Wonders of the Ancient World*
51 Club Layton Park Church

**Revolution and the Courts*

**The Olympic Games Then and Now: 776
B.B.-1998 A.D.*

Greater Milwaukee Association-Phi Beta
Kappa

Mondovi

**Four Stories of the Civil War*

Friends of the Mondovi Public Library

Monona

**Give Me Your Tired, Your Poor*

Monona Public Library

Monroe

**An Evening with Olympia Brown*

**The Importance of Being Ole: Ethnic
Humor and the Making of Upper
Midwestern Culture*

Monroe High School Fine Arts Festival

Mount Horeb

**What Is a Classic II: The Uses of Reading
in an Electronic Age*

Mount Horeb Public Library

Neenah

**Give 'Em Hell, Harry*
Neenah Historical Society

Oconomowoc

**Wisconsin Pioneer Profiles*
Cooney Clovers 4H Club

Park Falls

**Four Stories of the Civil War*
Friends of the Park Falls Library

Plymouth

**Gateway: Coming to America*
Optimist Club of Plymouth

Prairie du Chien

**Frontier Doctor: William Beaumont,
Medicine, and Medical Knowledge in Early
Wisconsin*
Prairie du Chien Historical Society

Prescott

**Over Here: The Wisconsin Homefront
During World War I*
Prescott Area Historical Society

Presque Isle

**Four Stories of the Civil War*
North Lakeland Discovery Center

Racine

**Future Quest: Institutional Change as a
Quest*
Racine Heritage Museum

Sparta

**The Importance of Being Ole: Ethnic
Humor and the Making of Upper
Midwestern Culture*
Monroe County Historical Society

Spooner

**The Importance of Being Ole: Ethnic
Humor and the Making of Upper*

Midwestern Culture

Spooner Memorial Library

Spring Green

**The Bill of Rights as We Approach the
Millennium*
Spring Green Community Library

St. Francis

**The Wonderful World of Russian Music
Contemporaries*

Stoughton

**What Is a Classic II: The Uses of Reading
in an Electronic Age*
Friends of the Stoughton Public Library

Sturtevant

**Black Societies: The Caribbean, Latin
America, and the United States*
Racine Correctional Institution

Viroqua

**Rituals of Romance: A History of
Courtship and Weddings, 1830-1990*
Vernon County Historical Society

Washburn

**Four Stories of the Civil War*
Washburn Area Historical Society

Waupaca

**Take This Job and Shove It: Country Music
and Work*
**The Impact of War on Women and
Children*
Waupaca Area Public Library

**The Importance of Being Ole: Ethnic
Humor and the Making of Upper
Midwestern Culture*
Winchester Academy

Wausau

**Rituals of Romance: A History of*

Courtship and Weddings, 1830-1990
Marathon County Association for HCE

**Four Stories of the Civil War*
Marathon County Historical Museum

Wautoma

**Rituals of Romance: A History of
Courtship and Weddings, 1830-1990*
Waushara & Waupaca Association

West Bend

**Character in Modern America*
West Bend Noon Rotary

Whitefish Bay

**Frontier Doctor: William Beaumont,
Medicine, and Medical Knowledge in Early
Wisconsin*
**Give 'Em Hell, Harry*
Whitefish Bay Retired Men's Club

WHC State Appropriation 1999-2001

The Governor's budget includes an annual appropriation of \$50,000 for the WHC in 1999-2001. \$40,000 will be awarded in major and mini-grants and \$10,000 in Speakers Bureau grants to communities statewide. No state funds will be used for WHC administrative costs.

Demand for WHC programs continues to rise. We are in urgent need of additional funds to support the following programs (in order of priority):

- 1. An additional \$10,000 for our Speakers Bureau.** Although we limit organizations to two bookings a year and have not raised speakers' honoraria in eight years, the program's popularity has tripled awards from just over \$11,000 in 1996 to an anticipated \$35,000 in 1999.
- 2. \$10,000 for our Resource Center.** The WHC Resource Center provides exhibits, discussion series, and other packaged programs to libraries and other organizations throughout the state. We are in desperate need of funds to repair existing, well-used exhibits and to add new ones.
- 3. An additional \$30,000 for our regular grants program.** The volume of grant proposals has increased by 50% since the sesquicentennial. Each grant recipient is required to raise at least equal match. A WHC grant is the seal of approval that makes further fund-raising possible.
- 4. \$25,000 to support adult literacy programs.** Three Wisconsin public library and literacy councils this year received one-time grants from the American Library Association to launch *National Connections*, a program that promotes discussion of quality children's literature among adult new readers. Extension and expansion of these programs depends on WHC funding.

These are our most pressing needs. Recognizing the very real budget constraints under which both the legislature and the governor are operating, we are asking that the **Committee on Joint Finance increase the WHC's annual appropriation to \$125,000.** We would, however, like you to know our other needs:

- 5. \$50,000 to add humanities courses to the Wisconsin Academy Staff Development Initiative.** WASDI offers multiple summer mathematics and science courses to K-12 teachers at fifteen different sites around the state. The WHC wants to add humanities courses to several of these local academies.
- 6. \$30,000 to raise the upper limit on our major grants.** Financial pressures have forced the WHC to reduce its maximum grant award from \$25,000 to \$10,000, restricting our ability to launch major museum exhibits and other large projects that fuel cultural tourism. With additional funds, we would make one \$20,000 award in each of our three annual major grant rounds.
- 7. \$45,000 to support the development of new packaged programs.** The WHC is repeatedly asked to develop more packaged programs along the lines of our very successful book discussion series *Storytellers*. Currently we have too few staff to do so. Additional funds would allow us to add a second program officer and to develop and launch new packaged programs.

SENATE JOINT FINANCE COMMITTEE

TESTIMONY

April 15, 1999

Robert Kellerman

AgeAdvantAge, Area Agency on Aging

Madison, WI

My name is Robert Kellerman. I am the director of the Area Agency on Aging for twenty-five Counties in Southern and Western Wisconsin.

Thank you for taking the time to hold these hearings and giving folks an opportunity to speak **on behalf of long term care and aging programs** in the proposed State budget. I have worked in the field of aging for over twenty years and never before have I felt it more important to personally testify on their behalf.

First and foremost I would like to comment on the Family Care Proposal

I am sure all of you have heard a lot about Family Care already. I am going to trust that you have or will be seeing the many statistics that have been generated out of this issue before you cast your very important vote on this bill. I will not be repeating them here today.

For me Family Care boils down to three things: entitlement for home care services, consumer choice, and resource centers.

Henry Ford said that people could buy his cars in any color they want as long as it's black. Sometimes that reminds me of the long term care system. The over 10,000 persons on the COP waiting list can receive assistance with any service they want, as long as it's provided in a nursing home. If Ford continued to offer cars painted only black he would be out of business today, but if we continue to offer only one choice for older persons they, like Ford's customers, ~~they~~ will continue to have no real choice. **The COP waiting list is proof that when people are given even a possibility of choice, they will take it.** Family Care's entitlement and opportunity to choose services will get at the COP waiting list problem and will, once and for all, give people what they want.

Long Term Care Resource Centers are a good idea. During my many years working with a County Aging Office, older persons and their families consistently rated information about services as their number one or number two need. The one-stop-shop makes perfect sense. I am now having the opportunity to see the five pilots develop and talk with the persons who run them. They are taking their agencies to new levels, doing the things that they could not do before. The data from them might be new but they do have a sense of their success.

My whole point is to ask that you give the nine pilots an opportunity to succeed by funding them as the Department requests. I understand that you have not heard too much from older persons about Family Care and have been receiving somewhat negative feedback at hearings. I urge you to take a few minutes and talk to some of your elderly constituents about these ideas. They may be surprised to find out that they don't already have choices. Also, feel free to call your local aging offices in your counties and

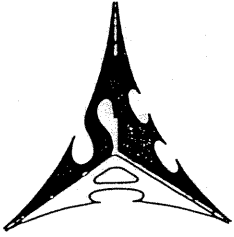
talk with them. Your recommendation this year are too important to make without their opinions.

Personal Care

I have talked with counties that are very worried about the workforce shortages and this is influencing their opinions about Family Care. Regardless of the decisions about the redesign of long term care, this problem will be there and I believe it has everything to do with wages. I also urge you to approve the wage pass through legislation. Home Care workers are very special workers. They deserve to receive this increase.

Transportation

Having operated a specialized transportation program I can tell you that it isn't easy. It is especially difficult with budgets as they are. These programs tend to be frugal and the people who run them know how to make a dollar go the mile. I am appalled to think that the DOT can receive a \$388m increase and that the specialized transportation services receives less than 1% of that.



STATE ENGINEERING ASSOCIATION

4510 REGENT STREET

MADISON, WISCONSIN 53705

(608) 233-4696

April 15, 1999

TO: Co-chairs Senator Brian Burke &
Representative John Gard
Joint Finance Committee

RE: State of Wisconsin Investment Board Budget

The State Engineering Association wants to support the following areas of the Investment Board budget:

1. Recruit and retain experienced staff (LFB Summary Item #2)
We support the bonus increase recommended by the Governor.

We also support the proposed salary adjustment being proposed by DER to fund base salary increases for closing the gap between SWIB salaries and the private investors.

2. Critical staffing needs (LFB Summary Item #4)
The Governor's budget recommendation provides three new positions for Assistant Portfolio Managers.
3. We continue to support the IT project and the second phase to provide user support & training (LFB Summary Item #6).
4. Outside Management.
We agree with flexibility; however, we don't agree with increasing the outside management to 25% of the total retirement fund.

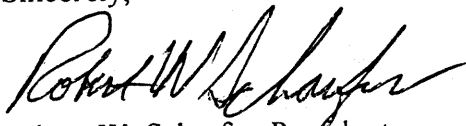
We totally support the more economical internal management of retirement funds and outside management only used when there is an emergency.

Co-chairs Senator Brian Burke &
Representative John Gard
Joint Finance Committee
Page 2
April 15, 1999

We trust that your committee would make the necessary changes to the SWIB budget to provide them more flexibility for outside management only when they have a critical shortage of qualified internal staff.

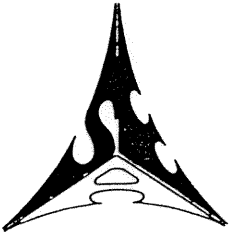
We want to thank your committee for this opportunity to communicate our concerns about our retirement system and appreciate your consideration.

Sincerely,



Robert W. Schaefer, President
DNR Section
STATE ENGINEERING ASSOCIATION

cc: Pat Lipton, Executive Director, SWIB



STATE ENGINEERING ASSOCIATION

4510 REGENT STREET

MADISON, WISCONSIN 53705

(608) 233-4696

April 15, 1999

TO: Co-chairs Senator Brian Burke &
Representative John Gard
Joint Finance Committee

RE: Dept. of Employee Trust Funds Budget

The State Engineering Association wants to communicate our support for the following areas of the Dept. of Employee Trust Funds Budget to your committee:

. We support the ETF New Call Center. However to maintain the future continuity of call service, the one permanent position cut by the Governor should be reinstated, unless it is the intent of the Legislature to provide poor service to annuitants and employees who now total 349,375 individuals.

. We also support the 1.0 permanent position and 1.0 project positions to support the increased work load for duty disability in both budget years.

. We disagree with the funding cuts by the Governor in the area of replacement and training of any new Trust Fund counsellor. Without proper training, the existing wealth of knowledge will be lost and the level of service will diminish. We feel some provision should be replaced in the ETF Budget because it is program revenue, not GPR funds.

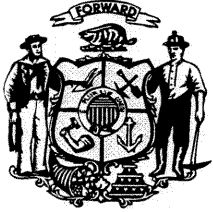
We appreciate this opportunity to communicate our concerns about the Wisconsin Retirement System to your committee and want to thank you for your consideration.

Sincerely,

Robert W. Schaefer, President
DNR Section

STATE ENGINEERING ASSOCIATION

cc: Eric Stanchfield, Secretary
Dept. of Employee Trust Funds



STATE OF WISCONSIN
Tommy G. Thompson
Governor

DEPARTMENT OF ADMINISTRATION
Mark D. Bugher
Secretary

OFFICE OF LAND INFORMATION SERVICES
Wisconsin Land Council
Wisconsin Land Information Board

J. Michael Blaska
Executive Director
17 South Fairchild Street 7th Fl
Madison, Wisconsin 53703-3219
(608) 267-2707; Fax: (608) 266-5519

March 31, 1999

The Honorable Tommy G. Thompson
Governor of Wisconsin
115 East, State Capitol
P.O. Box 7863
Madison, WI 53707-7863

Dear Governor Thompson:

The State of Wisconsin continues to be a national leader in land records modernization. We are one of very few states actively working towards the compilation of information in an integrated, locally-based, statewide land information system. The Wisconsin Land Information Program (WLIP) has been very successful in supporting local land records modernization efforts. All seventy-two counties participate in this voluntary program which provides financial support for land records modernization efforts in local governments.

The Wisconsin Land Information Board (WLIB) wishes to thank you and your administration for the continued support of the efforts of the Wisconsin Land Information Program and Wisconsin Land Information Board. The WLIP provides an important partnership between the State and local governments. The continued success of the WLIP depends greatly on local government support. The WLIB wishes to bring to your attention two items that affect the WLIP and WLIB and all local governments across Wisconsin.

In January, the WLIB voted to financially support the statewide completion of digital soil surveys and mapping to be conducted by the USDA-Natural Resources Conservation Service (NRCS). One of the original foundational data elements for land records modernization, the completion of a digital soil survey mapping layer will provide the basis for a framework crucial in advancing WLIP goals. The NRCS has indicated that they will need six years to complete this project. At its January 20, 1999 meeting, the WLIB voted to fund \$2.49 million at \$415,000 per year for this effort over six years.

The WLIB's approved WLIP funding level accounts for nearly 21% of the total project cost of approximately \$12 million. In addition, the WLIP share of the project accounts for 60% of the state's share of \$4.2 million. Your 1999-2001 Executive Budget recommends funding the soils initiative with the WLIP contribution of \$620,000 per year over four years. While the total funding contribution of the WLIP is comparable to your budget recommendations, the

proposed *four-year* project timeframe is not consistent with WLIB's recommendation of a *six-year* timeframe.

Wisconsin's municipalities depend on the WLIP funding for their continued progress in land records modernization. County contributions to the WLIP are a significant source of grant funding for local governments. While the WLIB appreciates the commitment of 40% additional state agency funding provided in your Executive Budget for the soils initiative, we believe the funding should extend over a *six-year* timeframe instead of four years as proposed. The WLIB, at its March 10, 1999 meeting, unanimously reaffirmed this position.

There are two primary reasons the WLIB supports a six-year project timeframe. First, a six-year time period with a WLIP funding rate of \$415,000 per year allows more grant money to be allocated annually to complete other very important foundational data elements. Second, the six-year project time period is consistent with the timeframe NRCS has stated it needs to complete the soil survey and mapping project.

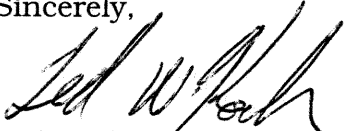
In addition to the soils data layer, completing this initiative will provide a wealth of important data ancillary to the soils layer. For example, digital orthophotography will be created through this effort. This image base will be very useful for a variety of local, state and federal land information and land planning efforts. The partnership with NRCS and the completion of the soils data layer statewide may potentially lead to additional federal funding initiatives for Wisconsin in the future. The WLIB wishes to commend you and your administration for actively seeking ways for Wisconsin to capture additional federal funding.

The second issue the WLIB would like to bring to your attention is the Executive Budget item relating to the funding of the Wisconsin Land Information System. Wisconsin's local governments have successfully utilized the WLIP funds to complete key mapping and data elements. These elements will be the foundation of the statewide Wisconsin Land Information System. While the WLIB supports the creation of the Wisconsin Land Information System, the WLIB at its March 10 meeting voted to oppose the expenditure or commitment of WLIP funds without approval by the WLIB.

Currently, a survey is being conducted of all county Land Information Offices to gather data on the status of land records modernization efforts attributed to WLIP funding support over the past eight years. The survey is also collecting information regarding plans for future modernization efforts at the local level. Out of the six-dollar land records fee collected at the county level, the two dollars contributed to the WLIP is an important source of funding for local communities continuing modernization efforts and to develop new innovative projects. The WLIB believes these funds should continue to be invested in land records modernization projects to, as quickly and efficiently as possible, complete the foundational data elements that will be the primary components of a statewide land information system.

Again, the WLIB wishes to thank you for your continued support of the WLIP and the local land records modernization process. With this partnership, Wisconsin will continue to be a national leader in these efforts.

Sincerely,

A handwritten signature in black ink, appearing to read "Ted Koch", written in a cursive style.

Ted Koch, Chairperson
Wisconsin Land Information Board

cc: J. Michael Blaska, OLIS
Sec. Mark Bugher, DOA
Wisconsin Land Information Board Members
Wisconsin Land Council Members



Wisconsin State Cartographer's Office

550 North Park Street
Madison, WI 53706-1491

160 Science Hall, UW-Madison
phone: 608/262-3065

email: sco@facstaff.wisc.edu
fax: 608/262-5205

Date: April 6, 1999

FROM: Ted Koch, Chair, Wisconsin Land Information Board

TO: Assembly Committee on Conservation and Land Use,
Representative Mike Powers, Chair

RE: **FY00 and FY01 Budget Proposals Regarding Land Use Decision Making (Administration, page 23) - Items 1 (Soils Mapping) & 2 (Computerized Land Information System).**

RECOMMENDATIONS

1. **Soils Mapping:**
 - **Reallocate \$415, 000 annually over six years from the Land Information Board to support the USDA-Natural Resources Conservation Service complete the digitization of soil maps statewide and complete soil surveys in nine northwestern counties.**

2. **Computerized Land Information System:**
 - **Eliminate reallocation of any Land Information Board funds in FY00 and FY01 to develop and implement a computer-based land information system.**
 - **Under the direction and supervision of the Wisconsin Land Information Board develop in FY00 and FY01 a technical and fiscal plan and test the implementation of a computer-based land information system.**

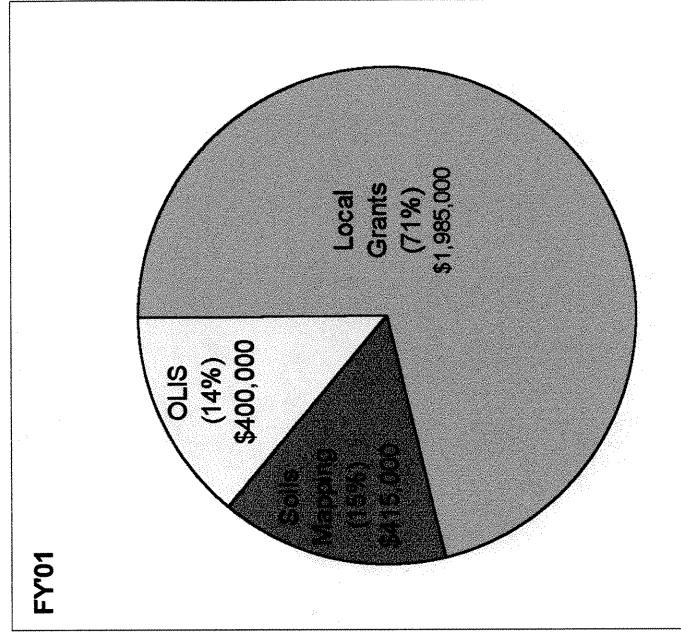
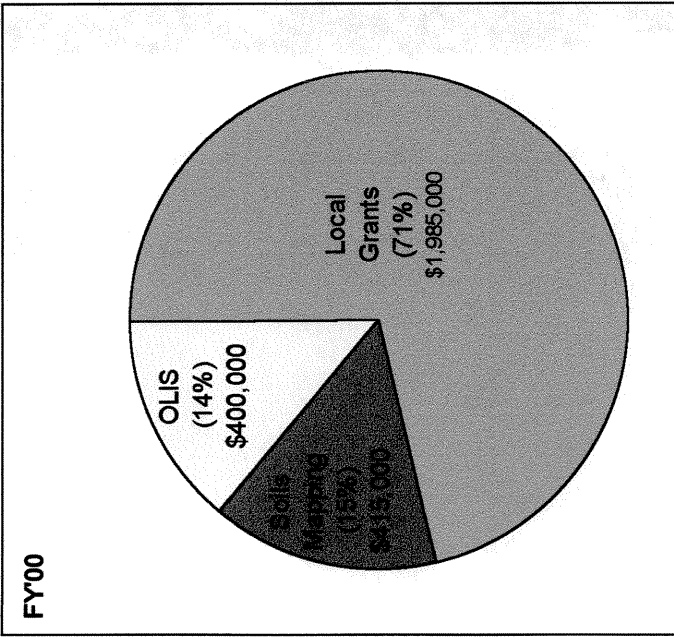
3. **Sunset:**
 - **Extend the Wisconsin Land Information Board sunset date two years to September, 2005.**

1999-2001

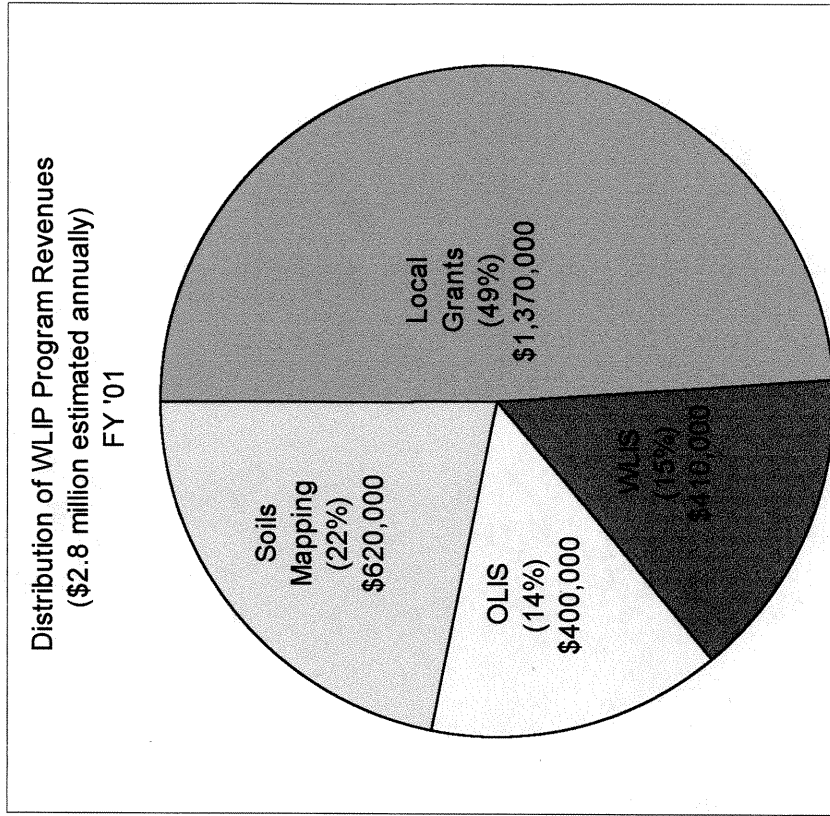
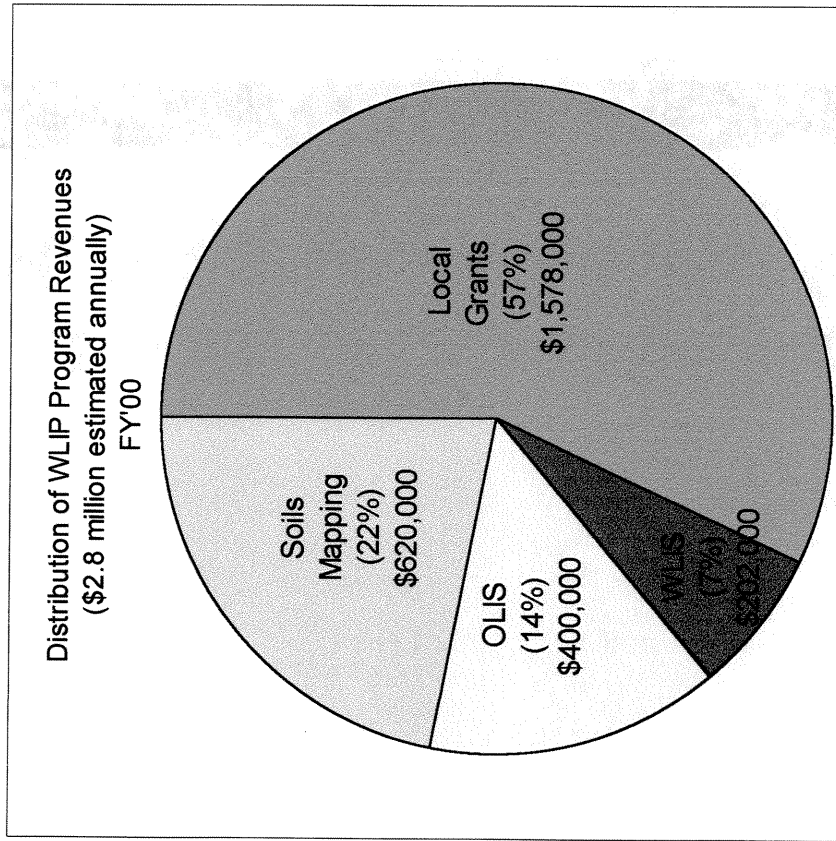
Alternative Budget

Distribution of WLIP Program Revenues
(\$2.8 million estimated annually)

Eliminating funding for the Wisconsin Land Information System (a total of \$612,000), and reducing soils mapping funding to \$415,000 each year (as approved by the WI Land Information Board) provides a total of an additional \$1,022,000 for local government land information grants.



1999-2001 Proposed Budget Land Information Initiative - DOA



Dear

I am writing regarding the proposed tax on the sale of timeshare weeks and the tax on timeshare maintenance fees. As an owner of a Wisconsin timeshare product and as a Wisconsin resident, I am opposed to this tax that has been recently introduced in the biannual budget bill (Assembly Bill #133 and Senate Bill #45)

When I purchased my timeshare, I received a deeded interest in real property, condominium documents, and a condominium budget. My real estate deed, condominium documents and maintenance fees are no different than those of a whole ownership condominium. Why is the state now saying that my purchase is different? Timeshare associations function exactly like other not-for-profit condominium or homeowners' associations, which do NOT pay sales tax on their maintenance fees, annual assessments or real estate taxes. If timeshare condominium ownership begins to be taxed, is the state going to tax all homeowners' associations?

My vacation ownership insures that my family vacations yearly and spends our vacation dollars in Wisconsin. Taxing our maintenance fees may make vacations in other states a better value for our money. Timeshare ownership has made vacation property ownership affordable for my family. The state that once protected my timeshare ownership as "a separate estate in real property" as stated in the Wisconsin Statutes, Chapter 707.03(2), now looks to treat it entirely differently and begin a tax on ownership in real property. I only wonder where it will all end?

Thank you for taking the time to review my concerns. I would very much like to hear back from you as to where you stand on this issue.

Yours Truly,

** All timeshare purchases are taxed as real estate and pay a real estate transfer fee. Wisconsin Statutes, Chapter 707 defines timeshares as interests in real property, 707.03 sub 2.

** This tax is simply unfair. Timesharing is a recognized form of real estate ownership in every state and under federal tax law. No other state applies a sales tax to real estate sales. This tax will discourage tourism in the state.

** A timeshare interest is no different than a condominium. All it is, is a condominium divided into a smaller fraction. Just like condominium owners share common areas in the building and the real estate outside the building, timeshare owners also share these same things. Just as a condominium owner receives a warranty deed, so does a timeshare owner. Just as a condominium owner is assessed maintenance fees by their Board of Directors to cover the costs of operating the condominium, a timeshare owner is also assessed by their Board to cover operating costs. Condominium maintenance fees are not taxed. Why are timeshares being singled out?

** The imposition of a sales tax on timeshare weeks is double taxation. This is not merely double taxation in a traditional sense where one item might be subject to different taxes. This double taxation results in classifying timeshare interest first of all as real estate, and then going back and trying to re-classify this property as personal property. This is what is unconstitutional about the imposition of sales tax on timeshare interest. Wisconsin statutes clearly define timeshare as real estate. (Chapter 707.03 sub 2) Therefore, it cannot be subject to sales tax as personal property.

** Imposition of sales tax on timesharing hurts the average person. It doesn't hurt the high income person who can afford to own a whole interest in a big condominium. It hurts the individuals who are trying to provide second home vacation experiences for their families.

** No other states have a sales tax on timeshare maintenance fees. At least forty-four other states specifically define timeshare interests as real property. The federal government has defined timeshare property as real property. For tax purposes, timeshare is recognized as the equivalent of all other vacation or second home properties under the federal tax laws. IRS Regulation 24 CFC 1.

We need to put a stop to this now! We need to stop this attempt to tax our maintenance fees!

Sincerely,


Robert J. Boll

4069 N 91ST ST

Milwaukee WI, 53222-1605

414-463-5954

April 15, 1999

To: Senator Brian Burke & Representative John Gard, Co-Chairs
Members, Joint Committee on Finance

From: Lynn Breedlove, Executive Director

Re: Specific Concerns of the Wisconsin Coalition for Advocacy regarding the Budget

HIRSP

The Governor's budget reduces the GPR funding for HIRSP (Health Insurance Risk Sharing Program) by \$2 million each year of the biennium. This will mean higher premiums for plan participants. Thus, we urge that this funding be restored so that premiums do not increase unnecessarily.

The budget further reduces the powers of the Board of Governors. During the past year the plan has experienced major administrative problems and the Board has been essentially powerless to take action to remedy them. In order for the plan to be responsive to its policyholders and the taxpayers there needs to be a strong Board. Thus, we urge that the Board powers be restored to what they were prior to the transfer of the plan to the Department of Health & Family Services.

Finally, the Board composition needs to be strengthened by adding another consumer representative and requiring that the consumer representatives not be employees of the Department of Health & Family Services. Currently one of the two consumer representatives is such an employee.

Sunset Provision for Fifth Standard for Civil Commitment

The civil commitment law was changed in 1996. This provision is due to sunset on December 1, 2001. The Governor's budget removes this sunset provision.

We oppose the elimination of the sunset. There was to be a study by the Department of Health & Family Services of the utilization of and costs associated with the fifth standard; this study has not yet been completed. Thus, making a decision on the sunset provision is premature since it is not based on a review of the use and costs of this law.

Language Implementing Blue Ribbon Commission Recommendations

The Governor's Blue Ribbon Commission on Mental Health proposed a number of significant changes regarding the operation of and the values underpinning the state's mental health system. Language reflecting many of these changes is contained in the budget bill. We strongly endorse these statutory changes and urge that they be passed as part of the budget.



Thomas L. Frazier, *Executive Director*

Coalition of Wisconsin Aging Groups

Testimony Presented to the Joint Committee on Finance

April 15, 1999

By Thomas L. Frazier

The third component of CWAG's Mission is to affirm that older persons are partners in building the Wisconsin of tomorrow for people of all ages. To that end, our Board has adopted a policy platform that calls attention to issues that also face children and parents. You will likely hear testimony today that describes in greater detail each of these issues. However, CWAG would like to express its support for these initiatives.

In November 1998, CWAG joined the SSI Parents Coalition; a broad based coalition of individuals and organizations concerned with the affects of the Caretaker Supplement Program on families headed by a parent with a severe disability. As you know, since January 1998, parents who receive SSI have had support for their children significantly reduced. The result of this reduction of support to children has been devastating to many families, resulting in lost housing, frequent moves, disruption in the education of their children and an overall decline in the standard of living and quality of life for both the parent and child. In addition, these parents have been put in a double bind; support for their children was drastically cut under welfare reform yet because the parent receives SSI they are ineligible for W-2 services.

The SSI Parents Coalition has put forth six recommendations related to the Caretaker Supplement Program. I have attached a copy of those recommendations to your copy of my testimony. As a member of the steering committee that developed the recommendations, the Coalition of Wisconsin Aging Groups supports all six of the recommendations. We encourage this committee to support these proposed changes to the Caretaker Supplement Program.

The state's Truth in Sentencing bill, passed in June 1998, directs the Department of Health and Family Services to submit a budget request for funding child abuse prevention efforts. Funding is to be at an amount equal to or greater than 1% of the Department of Corrections budget. CWAG is in agreement with organizations like One Percent Now and Prevent Child Abuse Wisconsin that are calling for the equivalent of 1% in new funding to go toward family support projects and primary prevention programs. This initiative should include increased funding for home visiting programs, which, according to follow-up studies reported on by the Office of Juvenile Justice and Delinquency Prevention, have proven effective in reducing child abuse, neglect and delinquency.

Access to dental care is an issue that affects people regardless of age. Unfortunately, people on Medical Assistance often have a difficult time accessing dental care because few dentists statewide are enrolled in the program. The Governor's budget includes an

increase of 10% in Medicaid dental reimbursement rates in FY00 and an increase of up to 10% in FY01. If implemented, the increase in reimbursement will likely encourage more dentists to enroll as providers the Medicaid program, thereby increasing access to dental care for people of all ages who receive Medical Assistance. We applaud this increase and hope that you too will support it.

IMPROVING THE CARETAKER SUPPLEMENT PROGRAM FOR PARENTS WITH DISABILITIES AND THEIR CHILDREN

Recommendations endorsed by the SSI Parent Coalition Steering Committee

March 1, 1999

Background Information: Over 10,800 children in 5,547 Wisconsin families headed by a parent with a severe disability have been harshly affected by the reduction in family income resulting from the Wisconsin Works (W-2) Program. Prior to W-2, low-income parents with severe disabilities received Supplemental Security Income (SSI) for themselves, and a child-only AFDC grant for their dependent children. Since January 1, 1998, they have had their income for their children significantly reduced. Families are in crisis and report that they are unable to pay their rent, feed their family or pay basic living expenses. Parents state that they are unable to do anything for their children, that they feel they are being punished for their disabilities, and that the constant worry is affecting their health. The severe disability of the parent limits their ability to bring in extra earnings for their family.

Current Status: The families headed by a parent with severe disabilities currently receive from the Caretaker Supplement program \$100/month per dependent child. The Governor's Budget includes an increase in the Caretaker Supplement to \$150/month per dependent child. The increase would occur on October 1, 1999 or later if the budget passage is delayed past that date.

SSI Parent Coalition Steering Committee Recommendations:

1. PROVIDING FAMILIES WITH A LIVABLE INCOME:

The Governor's budget recommendation to increase the Caretaker Supplement is a strong step towards providing families with a livable income. In trying to determine a reasonable supplement for the care of dependent children, the steering committee of the SSI Parent's Coalition endorses an allocation of \$250 for the first child and \$150 for each additional child. The cost of the additional \$100/month per family (\$1,200 per year) would be approximately \$6.65 million of federal TANF dollars. If the Caretaker Supplement were raised to \$250 for the first child, and \$150 for all other children, the income of the families would be closer to the federal poverty level.

Monthly Income for a Single Parent on SSI*

Number Of Children	Income before 1/1/98: Parent's SSI & Maximum AFDC for the children	Current Income: Parent's SSI & \$100/month per child	Governor's Proposal: Parent's SSI & \$150/month per child	SSI Parent Coalition's Proposal: Parent's SSI & \$250/month for first child & \$150/month for additional children	Federal Poverty Level for a single parent family
One	\$ 823	\$ 684	\$ 734	\$ 834	\$ 904
Two	\$1,014	\$ 784	\$ 884	\$ 984	\$ 1,138
Three	\$1,091	\$ 884	\$ 1,034	\$1,134	\$ 1,371
Four	\$1,191	\$ 984	\$ 1,184	\$1,284	\$ 1,604
Five	\$1,283	\$ 1,084	\$ 1,334	\$1,434	\$ 1,838

*This does not include food stamps or housing assistance. For every dollar increase in income, there is a reduction of \$0.30 in food stamps. Most SSI parents are not on housing assistance.

**Comparison of Family Income of SSI and Grants for Dependent Children
to the Federal Poverty Level**

Federal Poverty Level	AFDC	\$ 100/child	\$ 150/child	\$ 250/first child \$ 150/additional children
\$ 904/month for a single parent household with one child	- 8.96%	- 24.34%	- 18.19%	- 7.74%
\$ 1,138/month for a single parent household with two children	- 10.87%	- 31.11%	- 22.32%	- 13.53%

2. PROVIDING ALL W-2 SERVICES (EXCEPT A CASH GRANT) TO CARETAKER SUPPLEMENT FAMILIES:

Interviews with 374 families conducted by the Wisconsin Council on Developmental Disabilities indicate that 80% of the parents on SSI would like to work if work disincentives were removed and if there was the opportunity for work that took into consideration their disability. This would include flexible and part-time work options.

Beside the grant at the CSJ and W-2 T levels, the W-2 agencies offer other services to help parents become employed. Life skills training helps provide the basic foundation to enable the parents to "understand and manage daily life and family stress in order to succeed in the workplace". Examples of life skills training from the W-2 work manual include: budgeting; problem solving/decision making skills; family nutrition/household management; time management; etc. Other W-2 services are childcare assistance, transportation assistance and job search assistance activities. Parents on SSI could benefit from these programs and from other opportunities for service coordination.

3. EXPANDING ELIGIBILITY FOR W-2 CHILD CARE ASSISTANCE TO PARENTS ON SSI WHILE THEY ARE LOOKING FOR WORK OR PARTICIPATING IN EDUCATION OR TRAINING

W-2 child care assistance is an economic necessity for low income parents wishing to work. However, SSI parents are ineligible for such assistance while they are looking for work. Only those participating in the W-2 program or in the food stamp employment and training program are currently eligible.

In addition, SSI parents are not eligible for child care assistance while in educational or training programs unless they have a 9-month work record and then continue to work while in training. Only W-2 participants are eligible for such care without a prior work period.

4. INCLUDING IN THE CARETAKER SUPPLEMENT PROGRAM, FAMILIES HEADED BY A PARENT ON SSI, LIVING WITH HER/HIS MINOR CHILD WHO HAS A CHILD OF HER OWN.

The W-2 disability hotline and advocacy agencies in Milwaukee report special problems for families headed by a grandparent on SSI. If a minor parent and her child are living with the child's grandparent, and the grandparent is on SSI, the family is eligible for only a single Caretaker Supplement of \$100 per month. There is no additional money to help care for the infant. The family is not eligible for a kinship care payment nor is anyone eligible to participate in W-2. This family should at least be eligible for a Caretaker Supplement for the infant to help meet the many additional costs incurred for having a baby in the home.

5. ENSURING THAT FAMILIES LIVING AT THE SSI BENEFIT LEVEL RECEIVE MONTHLY CASH ASSISTANCE FOR THE CARE OF THEIR DEPENDENT CHILDREN

To receive a Caretaker Supplement, a parent must also receive an SSI cash payment. If a parent is temporarily removed from SSI, she or he will also not receive cash for their dependent children. The Wisconsin Council on Developmental Disabilities has heard from families who temporarily lost their SSI cash assistance due to an increase in income due to work or other reasons. For example, parents on SSI who are able to do limited work can lose their SSI in three-pay period months (compared to two-pay period months). One mother wrote that in December she lost both her SSI cash and her Caretaker Supplement because she was underpaid by \$5.00 a month for social security income from the death of her mother. By giving her a makeup check of \$55 in November, she became ineligible not only for the state portion of her SSI (\$83.78), but also her \$200 Caretaker Supplement payment.

The problem of parents temporarily losing their Caretaker Supplement highlights another problem. In 1996, Wisconsin SSI recipients lost eligibility for the state SSI supplement (\$83.78) if their income put them over the federal SSI limit (\$500 in 1999). They were made ineligible for a whole or partial state SSI payment that would have brought their income up to the 1999 state SSI income limit of \$583.78. When the Caretaker Supplement program was enacted, these parents were also ineligible for the Caretaker Supplement, greatly compounding the inequity.

The children in both these types of families need the financial assistance provided by the Caretaker Supplement program. This can be achieved by providing a Caretaker Supplement to all parents based upon their eligibility for SSI-related MA, rather than the receipt of SSI cash assistance. Parents would then not lose their eligibility for the Caretaker Supplement benefit if they were either ineligible for SSI because of the 1996 law, or were temporarily ineligible for SSI because of an extra income month.

6. USE 100% TANF (TEMPORARY AID TO NEEDY FAMILIES) DOLLARS TO PAY FOR THE CARETAKER SUPPLEMENT

The Caretaker Supplement is currently funded from a combination of TANF dollars and state GPR, the latter to meet the SSI maintenance of effort (MOE) requirement. But SSI funds are intended for people with disabilities and the elderly, not their non-disabled children. Furthermore, the state has a huge surplus of TANF funds, a portion of which could be used to fund the caretaker supplement.

SSI recipients have not received an increase in the state SSI benefit (\$83.78 for an individual) since 1996, while the federal SSI benefit has increased by a small cost of living adjustment (COLA) each year. That means that SSI recipients have seen their living standard sink further and further below the federal poverty level. (SSI for one adult is \$583.78 compared to a poverty level of \$670.83.)

Using TANF money to fund the Caretaker Supplement would mean that the state's MOE money would be available to increase support for the state's elderly and disabled population. It is our understanding that Wisconsin is the only state using state SSI dollars to provide for the children of SSI parents instead of TANF dollars.

For more information, contact Caroline Hoffman (hoffmcp@dhfs.state.wi.us) or Jennifer Ondrejka (ondrejkm@dhfs.state.wi.us) at the Wisconsin Council on Developmental Disabilities, (608) 266-7826, (608) 267-3906 FAX.

Member agencies of the SSI Parents Coalition:
(Steering Committee Members are in bold type)

March 1, 1999

Access to Independence-Deaf and Hard of Hearing Services
Alliance for Deaf, Deaf-Blind & Hard of Hearing
American Lung Association
Appleton Housing Authority, Homeowner Program
The ARC-Wisconsin
Arthritis Foundation-Wisconsin Chapter
Association of Women's Health, Obstetric and Neonatal Nurses (AWHONN)
Autism Society of Wisconsin
Brain Injury Association of Wisconsin
Children's Health Alliance of Wisconsin
Client Assistance Program
Coalition of Wisconsin Aging Groups
Community Action Coalition
Dane County Human Services
Easter Seals-Milwaukee County
Easter Seals-Wisconsin
Family Resource Center, Prairie du Chien
Hunger Task Force of Milwaukee
Independence First
Lakeshore CAP
League of Women Voters of Wisconsin
Lutheran Office for Public Policy in Wisconsin
Madison Urban Ministry
National Alliance for the Mentally Ill-Wisconsin (NAMI-WI)
National Association of Social Workers-Wisconsin
National Multiple Sclerosis Society-WI Chapter
National Spinal Cord Injury Association-Madison Chapter
Parent Education Project of Wisconsin
Rehabilitation for Wisconsin
State Independent Living Council
State Rehabilitation Council
Supported Parenting Projects-UW-Madison Extension
United Cerebral Palsy of North Central Wisconsin
United Cerebral Palsy of Southeastern Wisconsin
United Cerebral Palsy of West Central Wisconsin
United Cerebral Palsy of Wisconsin
United Methodist Church, Wisconsin Conference, Board of Church and Society
Wisconsin Coalition for Advocacy
Wisconsin Coalition of Independent Living Centers
Wisconsin Committee to Prevent Child Abuse
Wisconsin Council on Children and Families
Wisconsin Council on Developmental Disabilities
Wisconsin Council for Persons with Physical Disabilities
Wisconsin Facets, Inc
Wisconsin Interfaith IMPACT
Wisconsin Intergenerational Network
Wisconsin Rehabilitation Association

DISTRIBUTION BY COUNTY OF CARETAKER SUPPLEMENT FAMILIES AND CHILDREN

Map prepared by the Wisconsin Council on Developmental Disabilities
with data provided by the Department of Health and Family Services
January 1999



TOTAL NUMBER OF CARETAKER SUPPLEMENT FAMILIES: 5,547
(TOTAL NUMBER OF CHILDREN IN CARETAKER SUPPLEMENT FAMILIES: 10,820)



City of
BELOIT, Wisconsin

CITY MANAGER • CITY HALL • 100 STATE STREET • BELOIT, WI 53511

Office: 608/364-6614 • Fax: 608/364-6716

<http://www.ci.beloit.wi.us>

Equal Opportunity Employer

Presentation before Joint Finance Committee

Jane Wood, City Manager
City of Beloit
April 15, 1999

Good day, Chairpersons Burke and Gard, and members of the Joint Committee on Finance. My name is Jane Wood, City Manager of Beloit. Thank you for the opportunity to offer input into the State's budget process. I am here today on a single mission – I am here to encourage this committee to reform an arcane law which prohibits Wisconsin utility holding companies from owning non-regulated assets exceeding 25% of the value of its utility assets. Repeal of the asset cap is tantamount to giving Beloit the opportunity to economically redevelop.

The City of Beloit has a unique relationship with the State – a relationship that has created a bleak financial picture for City residents. 55% of all General Government expenses, including salaries, are subsidized through the State's Shared Revenue Program. This is not a distinction we are proud to claim. As recently as last month, we were told by Wall Street to "wean" the City off its heavy dependence on State aid by growing the City's tax base. The task is difficult enough, on its own. But, with the asset cap in place, it makes it even harder.

The City of Beloit is not the picture of well-rounded financial health. The citizens of Beloit are some of the poorest in the State with the average worker earning an annual wage of \$14,000. Beloit's housing values are also low – the average home in Beloit costs \$54,000. Property taxes are among the highest in the State. The housing market is soft. The stagnant population growth is causing school budget cuts of \$1,000,000 a year and layoffs for City workers. In addition, the per capita debt is one of the highest in the State and the City is now restricted in the amount of debt it can issue for economic development.

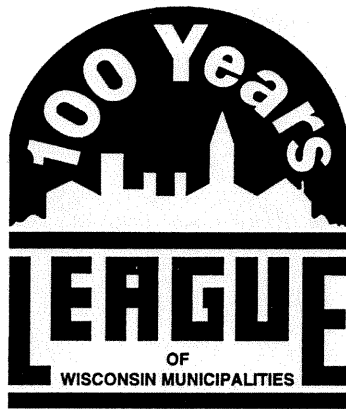
The City of Beloit needs opportunities to develop creative partnerships that enhance the Beloit quality of life. We need opportunities to meet the needs of our residents. The asset cap is threatening the ability of one of our economic partners to create and seize on those types of opportunities.

Alliant Energy, a Wisconsin-based utility holding company, has enhanced the quality of life in Beloit. Heartland Properties, Incorporated, which is an Alliant Energy company, has built over \$200 million in affordable and accessible housing for Wisconsin. It has invested over \$8 million in Beloit alone to finance affordable housing projects that serve various populations. For example, the company rehabilitated Brittan House in Beloit to create 45 single-room occupancy efficiency apartments for homeless men. It invested over \$4 million to provide 77 apartment homes for families. And, furthermore, through a grant from the Alliant Energy Foundation, our historic stone Water Tower was restored and the area around it developed as a City park. There are more examples, but suffice it to say that these type of investments have made a significant difference in our community and they have enhanced the overall quality of life.

The asset cap is problematic because it makes future projects like these less probable. Since Heartland Properties is on the non-utility side of Alliant Energy's business, success – like the success we've had in Beloit – actually inhibits the company's ability to diversify and to invest in my community. It isn't fair, and it isn't good for Wisconsin communities.

Beloit must grow to meet its financial obligations of the future. Growth means less dependency on the State's shared revenue formula; lower taxes for the poorest of Wisconsin's citizens; and stability for the Beloit School District. Repealing the asset cap will support that growth. Repealing the asset cap will stimulate commerce, create jobs and further diversify our economy. Wisconsin should encourage growth in diverse industries, rather than penalize successful companies that have the resources and the desire to grow – particularly when they, in turn, benefit the communities in which they do business.

By Allowing Cities like Beloit and Green Bay to partner with utility companies for economic development initiatives, the State is providing us with the tools to help ourselves.



202 State Street
Suite 300
Madison, Wisconsin 53703-2215

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800/991-5502
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E-mail: league@lwm-info.org

www.lwm-info.org

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Ted Pamperin
Village President
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1st Vice President
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Mayor, Menasha
2nd Vice President
Robert H. Wagner
Village President
Kewaskum
Past President
Michael Miller
Mayor, West Bend

To: Members of the Joint Finance Committee
From: Dan Thompson, Executive Director *Dan*
Date: April 15, 1999
Re: 1999-01 Biennial Budget Bill

On behalf of the League of Wisconsin Municipalities, I'd like to comment on four items in the 1999-01 state budget bill. They are: shared revenue, property tax exemptions, transportation aid and municipal recycling grants.

Shared Revenue. The budget bill holds the shared revenue program, including the expenditure restraint and small communities improvement programs, at 1995 funding levels. This does not represent cost to continue for state support of municipal services. Without adequate funding of the shared revenue program, local officials will be forced to cut essential services or raise property taxes. We are concerned about losing the historic partnership between state and local government to provide basic municipal services.

Property Tax Exemptions. The League opposes further erosion of the property tax base. The budget bill expands the list of exempt personal property to include fax machines, copiers, cash registers and ATMs. Local officials are opposed to this exemption unless it is administered the same way that computer equipment is handled under current law. Local officials would prefer to keep the tax base and have the state refrain from enacting property tax exemptions.

Transportation Aid. The program where the Committee has the most discretion to help local governments is the transportation fund. The League of Wisconsin Municipalities has joined with other associations representing local government, labor unions, environmentalists and senior citizens to propose a long term plan to increase state support for maintaining and repairing local roads.

The coalition supports increases in state funding for local government transportation aid and assistance programs to 50% of total Department of Transportation expenditures over the next ten years.

Directors: Jeannette Bell, Mayor, West Allis • David DeAngelis, Mayor, Muskego • Elaine Eiling, Village Trustee, Muscodia • Meg Erler, Village President, Plover • Wayne P. Frank, City Alderman, Milwaukee • Dennis Jordan, City Administrator, Berlin • Ronald Kryger, Village President, Pulaski • John D. Medinger, Mayor, La Crosse • William Nielsen, Council President, Eau Claire • Rod Schroeder, Village President, Grafton
Executive Director: Dan Thompson

Municipal Recycling Grants. The League's position is that the state should fully-fund local recycling activities, either through general purpose revenues or a tipping fee surcharge. If the Legislature cannot fund the municipal recycling grant program at 100%, then the Legislature should eliminate the mandate. The proposed budget reduces the municipal recycling grant program from \$24 million in 1998 to \$20 million in 1999 and \$15 million in 2000, which is a small fraction of the mandated recycling costs.

Conclusion. Local officials depend on state legislators to provide cost to continue funding in support of existing services. This budget doesn't do that. We hope legislators will assist local officials in improving the partnership that delivers services to Wisconsin's citizens. Thank you for your consideration.

Joint Finance Hearing on Public Broadcasting

Comments

Good Morning. My name is Gloria Jones-Bey. I am a member of the Board of Friends of WHA TV and a long time supporter of public broadcasting, and I appreciate the opportunity to give my input into the discussion about the future of public television in Wisconsin.

There are many issues to be resolved in this discussion, but there are some key issues that lie at the heart of the discussion and must be resolved before any final solution is reached.

First, the issue of conversion to digital TV. By mandate of the FCC Wisconsin Public Television must begin broadcasting digital television signals by May of 2003, or we will lose our broadcasting license. No one wants this to occur, and so timely resolution is essential if the results are to be achieved before the deadline.

This conversion will require substantial capital expenditures and result in increased annual operating costs. While WHA-TV has been very successful in obtaining public support for programming and operations, the need for state support for the development of the infrastructure necessary to move to digital is essential. State funding in the next biennium or a commitment from the state is key to our being able to develop a DTV capital campaign. Without a state commitment it is unlikely that we could mount a successful capital campaign, and this would create problems for a timely transition. A delay would also increase the cost of this conversion because as other stations convert and the demand for digital equipment rises, so too will the costs. We cannot look to a commercial in which programming is held hostage to sponsors or other agendas. Revenue generating ideas and initiatives should remain within the context of a not-for-profit, public service model.

Another key issue is governance of public television. A governance structure should result in increased efficiencies and cost savings from the current model. The Friends of WHA-TV is recommending a new 501 C(3) organization which would assume the licenses currently held by ECB. Broadcast licenses held by the University of Wisconsin would remain with the University. The new organization would have a governing Board with a majority of its members drawn from public broadcasting supporters around the state, representation from the UW and some mechanism to ensure oversight of state funds. The organization would have access to state bonding for upgrading and replacement of equipment. In addition to determining policy and strategic direction, a major effort of this board will be fundraising. The business expertise of a community representative will best provide this leadership and ensure a dynamic organization capable of negotiating our rapidly changing environment. This will be a continuation of the longstanding tradition of going to the public for financial support. In order to be successful in this effort, the public must view this organization as having editorial independence, integrity and sound management. Timely and beneficial resolution of the

governance issues are extremely important for future fundraising efforts for future capital campaigns or operational expenses.

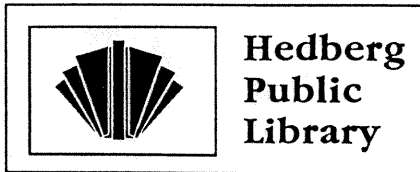
The relationship with the University is extremely important. There are significant fundraising advantages brought by the UW. The current relationship of Friends of WHA-TV with the University is a model of a public/ private partnership which maximizes resources of the university, allowing substantial cost savings to WHA. The University provides substantial in-kind administrative support, including studio space, access to University production equipment, payroll services, purchasing, legal services and telecommunications. If these resources had to be developed from scratch or duplicated, the savings from the reorganization would essentially vanish as new support systems and infrastructures would be required. Additionally, the University is both a resource and a market for Public Television, and therefore close ties are important to both organizations. WHA-TV, the University's station is recognized as one of the top public television program providers in the country. This is something in which we can take pride and which we do not want to change.

There must be a transition team including representatives from Friends of WHA-TV and WPRA who should make up the majority of the team. It is hoped that the transition would occur in a timely manner in order to maintain public confidence and allow a reorganization which would meet the necessary timetable.

The immediate concerns about digital television are related to the initial high costs of transition to this medium. However, digital television will be a boon to maximizing future strategies throughout the state, preserving and enhancing distance learning broadcast services for K-12, Technical College system colleges and University. This technology will allow Wisconsin Public Television to broadcast data to schools, home and the workplace. It would be able to complement the TEACH program by broadcasting directly to the schools, or continuous training for businesses by broadcasting directly to the workplace.

The Friends of WHA-TV and the Wisconsin Public Radio Association have worked together to develop a recommendation on the issue of governance. That position will be made public over the next couple of days.

Thank you



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Phone (608) 758-6600 • FAX (608) 758-6583 • TTY (608) 758-6604

April 15, 1999

Members of the Joint Finance Committee:

I am writing as the Director of the Hedberg Public Library in Janesville. We are the resource library for the Arrowhead Library System which serves Rock County. There are a number of library-related legislative issues which are of concern to me, but the two most important in my view are funding for Badgerlink and increased funding for public library systems. DPI requested funding for both items in its budget. As you know, the Governor is now proposing continuation of Badgerlink. He has proposed no increase for library systems.

Public library systems are extremely important to the provision of quality library service in this state. The Arrowhead Library System (ALS) provides continuing education for library staff and trustees, coordinates interlibrary loans, operates daily delivery service between libraries of all types, pays for our link to the statewide delivery service, acts as our internet service provider, writes grant proposals on behalf of Rock County libraries, and facilitates cooperative activities of all sorts. ALS's sole funding comes from state aid and in recent years systems have been flat funded.

A recent joint legislative study committee recommended library systems be funded at a level equal to 13% of local library expenditures. This had been part of the law for many years. This recommendation, which was included in Act 150 and was passed by the Legislature and approved by the Governor, is now being ignored. The Governor included no increase at all in his budget, despite the healthy condition of the State's finances. To reach the 13% level, the increased cost for the biennium would be \$11,385,900. The total cost for public library system funding would be \$37,885,500. There is no direct state aid to libraries in Wisconsin, except through systems. This is a small price to pay, I believe, for a life-long education resource for all citizens of this state regardless of their age or economic status. Compared to the cost of formal education, public library funding is miniscule. If education is a top priority for citizens and legislators, public library systems provide an enormous return on each dollar invested.

I know the temptation for some legislators will be to give systems some increase but not the whole thing. Having fought this fight with the Rock County Board for more than a decade, I know how much human effort goes into annual lobbying, and the frustration level of both parties in having to deal with this year after year. Once the County Board approved full funding, although it was a large increase that year, we have maintained that level with minimal budgetary impact and no rancorous debate, upset constituents, angry city councils, or harried supervisors. It's now a non-issue. It's been more than two decades that library systems have not received the funding specified in the law. I hope the legislature will bite the bullet and be done with it this year.

A related bill, SB 66, would change the formula for distributing system aid. This bill is important because the present formula has been very detrimental to some systems, particularly the poorer ones. With any change in a formula, there are winners and losers. However, the System and Resource Library Administrators Association of Wisconsin (SRLAAW) endorses this bill in recognition of the fairness of it. It is long overdue, but it is tied to achieving a system aid appropriation of at least 11.25% in order to minimize the negative impact of the formula change on some systems.

I encourage you to support full funding, as specified in the law, and the related formula change for public library systems.

Karen Krueger, Director

**PRESENTATION TO THE JOINT FINANCE COMMITTEE ASKING
ITS SUPPORT FOR THE MIDWEST RAIL INITIATIVE**
Connie Palmer Smalley, member of Pro-Rail and WISARP, April 15, 1999

Thank you for this opportunity to address you today. My name is Connie Palmer Smalley and I'm here as a representative of Pro-Rail, a Madison based organization and WISARP, the Wisconsin Association of Rail Passengers. Both these organizations are very anxious to see passenger rail service return to Wisconsin's major cities via the Midwest Rail Initiative. You probably already know that the Midwest Rail Initiative is a visionary proposal, being put forward by the governors of the nine Midwest states, which would link these states by rail with Chicago as its hub. This regional high-speed rail network would offer a fast, modern, comfortable and affordable transportation option for travel within the Midwest.

It has become increasingly obvious that we here in Wisconsin and in the Midwest as a whole need to develop a balanced transit system encompassing bus, air and rail alternatives. Although highway and air travel is increasing due to increased population and demand, capacity by these systems is not. We cannot build enough highways to relieve this congestion and there also is a limit to how many extremely expensive airports we can build. The prospect of acquiring the land to build these airports is extremely daunting. As there are inherent financial limits to building more highways or airports, the need to return to passenger rail service becomes a must. Developing an inter-city rail system would mean less road and airport congestion, less pollution from cars and planes, thousands of new rail-related construction, commercial and manufacturing jobs and economic development opportunities through a stronger, better-connected regional economy.

The nine Midwest Rail states have asked the US Congress for 7.5 million for engineering and design work, representing a final stage of planning before construction begins in three corridors in 2001. These three prime corridors are service from Chicago to Minneapolis via Madison, Chicago to Detroit and Chicago to St. Louis. This first phase of implementation includes upgrading the Milwaukee-Madison rail line to 110 MPH, and initiating new train service possibly as early as 2003.

Pro-Rail and WISARP is asking this body and the legislature as a whole to make this vital rail system a reality by taking the following actions:

Encourage the state's congressional delegation to support Midwest Rail's federal request for \$7.5 million of engineering and design funds.

Provide an as-yet-to-be determined state match to these funds for the next fiscal year.

Continue financial support for existing Amtrak service and

Work with our governor, Tommy Thompson's Blue Ribbon Task Force on Passenger Rail Service to overcome institutional and financial hurdles as this proposed rail system is being developed.

I'd like to conclude my remarks by making available to the committee our Pro-Rail brochures on the system, along with the wonderful brochures developed by our own Wisconsin Department of Transportation. I have also given each of you, a copy of a very insightful article on this plan that just appeared in our local Madison paper, The Isthmus.

Thank you for your time and attention.



A 21st Century
Transportation
System for the
Midwest

MWRRS

Midwest Regional Rail System

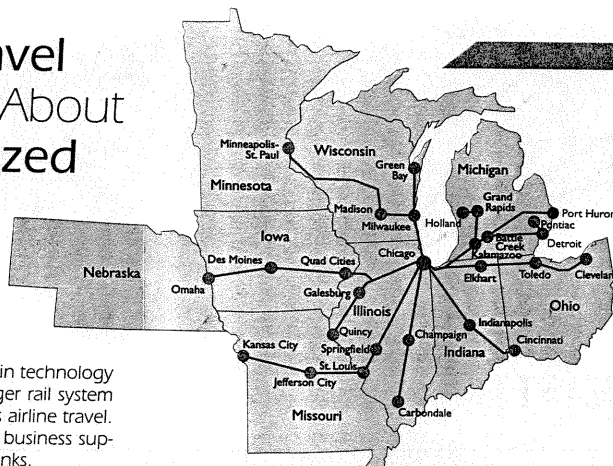
Intercity Train Travel In The Midwest Is About To Be Revolutionized

3,000 MILES of TRACK
Regional Rail Network with Hub in Chicago

110 MILES PER HOUR
New Train Equipment & Reduced Travel Times

9 STATES
Fast, Frequent City Center Connections

This proposed travel option uses the latest train technology to create a fast, efficient and reliable passenger rail system that will offer amenities rivaling business class airline travel. Modern stations will offer shops, restaurants, business support services and convenient transportation links.

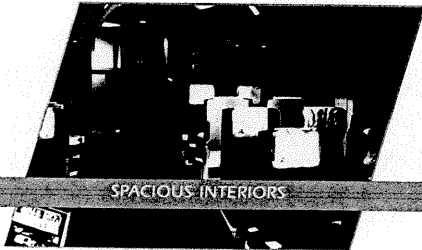


The MWRRS Will:

- Reduce travel times with high quality reliable passenger rail service
- Bring 80 percent of the regional population within less than a one hour drive of the MWRRS
- **8 MILLION PASSENGERS PROJECTED TO RIDE THE MWRRS ANNUALLY**
- Provide alternative to highway travel and reduce congestion, energy use and emissions
- Generate significant economic benefits for the Midwest region, including:
 - **1,500 NEW PERMANENT RAIL JOBS**
 - **4,000 CONSTRUCTION JOBS**
- Propose a nine-year construction program to upgrade track and purchase new train equipment
- Project \$3.5 billion capital investment, proposed to be financed with 80% federal funds, and 20% state, local and private sector funds

SPACIOUS MODERN INTERIORS

Comfortable seating, headroom & on-board amenities, including on-train fax & telephone facilities



SPACIOUS INTERIORS

CONVENIENCES AT EACH SEAT

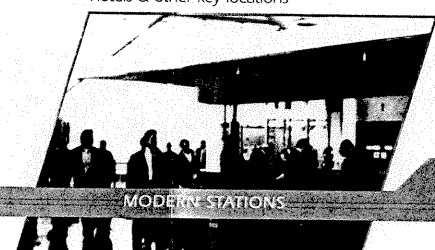
Full range of business support services—power & modem ports & audiovisual monitors with news, entertainment & information programs



BUSINESS SUPPORT SERVICES

MODERN STATIONS

Shops, restaurants & business support services. Convenient ground transportation links to airports, hotels & other key locations



MODERN STATIONS

Midwest Regional Rail Initiative

The Midwest Regional Rail Initiative is a cooperative and collaborative effort among nine Midwest states, Amtrak and the Federal Railroad Administration. Ongoing objectives of the initiative are to evaluate financing options and work together to secure the funding needed to proceed to engineering design and construction of the MWRRS.

For more information about the regional rail system, contact your local representative.

Illinois Contact:

Mr. Merrill Travis, Tel: 212-782-2835 Email: travism@nt.dot.state.il.us

Indiana Contact:

Mr. Tom Beck, Tel: 317-232-1478 Email: tbeck@indot.state.in.us

Iowa Contact:

Mr. John Hey, Tel: 515-239-1653 Email: jhey@iadoweb.com

Michigan Contact:

Mr. Tim Hoeffner, Tel: 517-373-2835 Email: hoeffner@mdot.state.mi.us

Minnesota Contact:

Mr. Dan Krom, Tel: 651-296-1611 Email: dan.krom@dot.state.mn.us

Missouri Contact:

MoDOT Customer Service, Tel: 573-751-2551 Email: modot.state.mo.us

Nebraska Contact:

Mr. Dan Rosenthal, Tel: 402-479-4438 Email: dan_rosenthal@dor.state.ne.us

Ohio Contact:

Mr. Thomas O'Leary, Tel: 614-644-0306 Email: bwilson@odot.state.ohio.gov

Wisconsin Contact:

Mr. Randy Wade, Tel: 608-267-7753 Email: randall.wade@dot.state.wi.us

Amtrak Contact:

Mr. James Wolfe, Tel: 312-655-1333 Email: wolfej@cl.amtrak.com

MWRRS

Midwest Regional Rail System

A 21st Century
Transportation System
for the Midwest

P R O R A I L
P. O. BOX 5401
Madison, WI 53705-0401

PASSENGER RAIL TO MADISON ...

NO LONGER A DREAM!

A MADISON destination is now part of the collective vision and initiative of nine mid-western states, Amtrak and the Federal Railroad Administration (FRA). Their study proposes modern, swift rail travel between major metropolitan areas -- a **MIDWEST REGIONAL RAIL SYSTEM (MWRRS)**.

"The best part is that the Midwest Rail Initiative would be funded largely by federal dollars with minimal investments by the states."

Tommy Thompson, Governor of Wisconsin and Chairman of the Amtrak Board of Directors (The Capital Times, 1/28/99)

"The Midwest Rail Initiative is not a luxury. It is a necessity!" Jolene Molitoris, Federal Railroad Administrator, 1/28/99 (Chicago conference)

WHY A MIDWEST REGIONAL PASSENGER RAIL SYSTEM? ...and WHY NOW?

The time is right!

1. AMTRAK and the FRA have designated this nine state region as one of five for higher speed rail corridors.
2. AMTRAK is advancing \$25 million to help start this region's collaborative plan, with \$2 million of that allocated for preliminary engineering of the Milwaukee-MADISON route.
3. Through cooperative effort, planners can design efficient projects, using large scale, discount purchasing.
4. Modern, high frequency service can move eight million people annually through this area, helping to relieve airport and highway overload, lessening congestion and emission pollution.

WHAT WILL BE DIFFERENT FROM EXISTING RAIL SERVICES?

More Connections!

- * 80% of the region's population within a one-hour drive of a MWRRS station or a feeder bus connection that will be integral to the system
- * 3000 track miles to handle 15 million train miles annually
- * six daily trains to/from MADISON and Chicago or St. Paul

Faster Travel Times!

- * Milwaukee-Chicago: in 65 min.
- * Chicago-St. Paul: 5-1/2 hours
- * speeds up to 110 mph

Better Passenger Services!

- * comfortable seats, on-board amenities, fax and telephone
- * seatside power and modem ports; audio-video monitors for information and entertainment
- * modern stations with links to airports, hotels, key locations

**WHAT CAPITAL INVESTMENT
WILL BE REQUIRED?**

- * Infrastructure -- \$3 billion
- * Train sets -- \$470 million

For the nine states over a nine year period...

Infrastructure Upgrades

...about \$1 million per mile (compared with \$5 to \$10 million per mile for rural interstate and \$10 to \$20 million urban expressway)

...includes tracks, grade crossings, signaling and control systems, station improvements, maintenance facilities.

Train Sets

...modern trainsets assembled in the Midwest (discounted 30%)

WHAT ARE THE ECONOMIC BENEFITS?

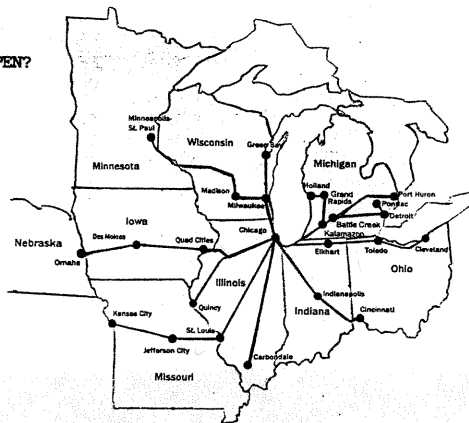
- * 1500 new permanent rail jobs and 4000 construction jobs
- * commercial revitalization and redevelopment around stations
- * manufacturing, services, tourism, conventions

THE MIDWEST REGIONAL RAIL SYSTEM will also improve the safety and productivity of existing freight services and improve the performance and travel times of any separate Amtrak services, thus keeping the Midwest competitive as a major transportation hub for the nation.

HOW AND WHEN WILL THIS HAPPEN?

The study commissioned by transportation departments of the nine states, AMTRAK, and the FRA, describes a six phase development period that places MADISON connection to the Chicago hub in Phase One, along with St. Louis and Detroit.

Full system operation is projected incrementally over nine years, with the first phase beginning operation in 2003, following a three year design, engineering and development period.



Proposed Midwest Regional Rail System

February 1999. Issued by ProRail, the Madison Area Chapter of the Wisconsin Association of Railroad Passengers (WisARP). ProRail is a nonpartisan, nonprofit, dues-and-contribution-supported membership organization, whose volunteers work to improve and expand rail passenger service in Wisconsin and throughout the Nation. For membership and other information, write to ProRail, P.O. Box 5401, Madison, WI 53705-0401. (Main information source: Midwest Regional Rail Initiative Executive Report, August 1998.) See report at: www.dot.state.wi.us/dti/bop/mwrrsrpt.pdf

"Rail is a quality of life issue. If we backtrack (now), we may not be able to get going again. ... (we must get) Congress to sustain Amtrak -- honor its commitments."
Bob Franks, (N.J.)
Vice Chair House Sub committee on Ground Transportation.

WHAT ARE THE OPERATING COSTS?

- * By 2010, annual operating costs should be \$347 million.
- * After a two year start-up period, system revenues should exceed system operating costs in all corridors.
- * Revenue surpluses can be used to recover the initial investment made by the states, as well as pay for system expansion and preservation.

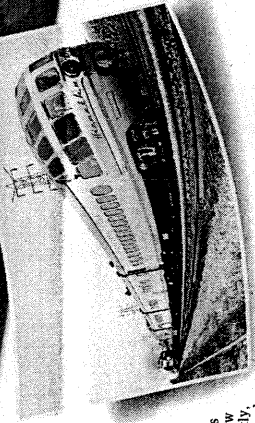
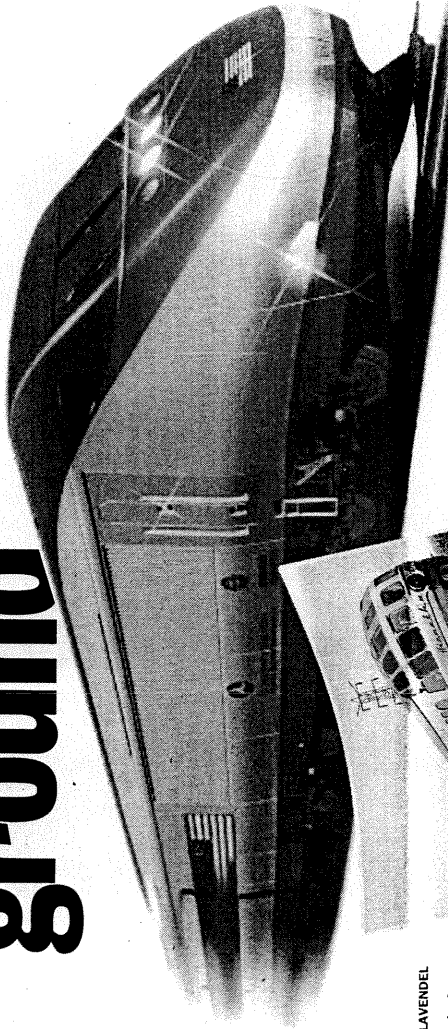
HOW WILL THE MWRRS BE FUNDED?

- * 80% federal funds, predominantly for infrastructure
- * 20% state funds, predominantly for rolling stock
- * State issued bonds (Wisconsin law already provides \$50 million in bonding authority for Madison and Green Bay capital improvements.)

TRANSPORTATION

Training ground

Rail initiative promises to return the iron horse to the heartland.



By BRIAN LAVENDEL

Railroad lover Peter Maliken, who grew up in Madison half a century ago, recalls the joy of traveling by train. Just as he is getting started, he is being joined by the 64-year-old retiree, now living in Beoit. Recently Amtrak proposed a hub-and-spoke railroad system radiating out of Chicago, with service to a dozen mid- to large-sized cities, including Milwaukee, Madison, Minneapolis-St. Paul, St. Louis and Detroit. Although he has some reservations about the plan, Maliken and other rail enthusiasts are heartened.

Maliken remembers when the railroad ruled. Railroad stations were the place to be, though he says they were "kind of dirty." Travelers coming and going filled restaurants, bars, lounges and "cigar counters, where one could pick up smokes, snacks, books, newspapers and magazines—everything you could want for a four-day journey." The bursts of steam, the throb of four-moth train engines and the smell of burning coal still echo in his childhood senses. On board the trains of old, passengers sat in comfortable chairs beside large windows, dozed in men's and women's "lounges," played cards, or tipped a bottle in the tavern car. Hungry travelers could visit the full-service dining car, which featured "real linens, silverware and fresh flowers, plus impeccable service," says Maliken. "It was quite exciting." The rail experience, he says, was synonymous with "the joy of travel."

With or without the perks, the railroad was the fastest, most efficient and most comfortable means of travel available. "The highways were narrow and slow," says Maliken, "and the lines were still a novelty. People of faith looked to the railroad for service. In contrast to today's mediocre rail service, train travel of old was convenient.

The railroad was once the fastest, most efficient and most comfortable mode of travel, and it could be again. to St. Paul route, ranged from 85 mph to 100 mph. And the train would often be pushed to over 100 mph. If it were running behind schedule. One particularly speedy train, the "Whizpopy," sprinted from Chicago to St. Paul in five hours and 49 minutes.

The modern, European and Japanese trains, which outclass the dwindling U.S. rail service, owe much to the Midwest railroad companies' competitive efforts to offer the best and fastest service. "Much of the European technology was developed in the U.S. and was imported," says Scribbins. "The trains back then were plush as well as fast. 'Basic coach travel,' notes Scribbins, "was far roomier than anything you'd find on an airplane today." Plus all the trains had dining and tavern cars. A 1942 minute service between Chicago and the West Coast, called the "Oregonian," featured beef, chicken, trout, roast prime rib and salad, cheese, beer and coffee—all for \$1.50. Cocktails were 40 cents extra.

It all seems like some grainy black-and-white film. Pan across long-legged ladies and men in trench coats standing on the station platform beside a steaming black engine, whistle blowing. But there's a chance we'll get to experience the warm, busy motion of the train station once again.

MAKING IT VISIBLE

In February, Gov. Tommy Thompson, the chairman of Amtrak, announced the Midwest Rail Initiative. The plan, which calls for a 3,000-mile railroad network to be phased in over the next decade, is the result of a cooperative effort of nine Midwestern states and the Federal Railroad Administration. The plan is distinct from, but could complement,

a proposal to revive commuter rail service in Dane County. (See sidebar, page 9.) It's part of a larger move to make passenger rail viable again. Amtrak last month unveiled a new 180mph service between New York and Washington, D.C., a speed that would cut travel time to two hours, plus the time it takes to drive to and from airports. Now the rails there shuttle as many as airplanes, and the service provides a large portion of Amtrak's operating income.

Transportation officials say that, outside of the northeastern United States, the Midwest has the best odds of a successful regional railroad service. Midwest residents make 460 million intercity trips each year, 97% of them by auto. But increased congestion and gridlock on regional highways and interstates make for longer travel times and added costs for the downtime workers spend on the road. Meanwhile, vehicle emissions have caused ozone alerts and respiratory health problems in several locations. Rail planners are hoping to lure some road warriors to the rails and provide a relief valve for travel demand, which will only grow during the next several decades.

By 2010, the proposed rail network would attract eight million passengers a year, according to one study. A bus feeder network is planned to link communities not on the rail line with the service. For instance, dedicated buses from Wausau, Stevens Point and Sheboygan could be timed to meet trains in Oshkosh.

Here in the heartland, the prospect of getting a viable regional rail network in place is improved by two important indicators—political will and monetary might. Rail has strong support in political circles, including from Thompson and governor's in several

other states. Most of the Midwest region's congressional delegates are also likely to cling to the board.

The Midwest Rail Initiative is also designed to generate a positive cash flow. That's right: If it performs as expected, the passenger service will make money. But getting things started will require an initial investment of about \$3.5 billion, including \$500 million for the trains themselves. Most of the rest will go for infrastructure—primarily upgrading tracks and signals.

This cost, while not pocket change, is relatively small compared to federal spending on highway maintenance and construction. Rail advocates point out that, at about \$1 million per mile, the rail system is cheaper than rural interstate highways. In fact, the system, which will cost \$20 billion to build, will generate \$10 million to \$20 million per mile for new urban expressways.

The rail initiative calls for the federal government to finance 80% of the cost of the network, with the states coming up with the other 20%. Then, after a two-year start-up period, the rail system is expected to support itself. Revenues are predicted to grow gradually through 2010, when the passenger rail service will be earning \$100 million per year in profit.

PLUSES AND MINUSES

Aside from being cheaper than new highways, the railroad has several other advantages. Rail could reduce airport and highway congestion, saving time and money for those on the train as well as for commuters and planes. Plus, it would use less fuel, pollute less, and breathe cleaner air. Economists estimate the value of such benefits at \$2.7 billion during the first 30 years of operation.

The rail system could have a sizable economic impact on states and communities along rail lines. Besides an estimated 1,500 new rail jobs, the system would promote growth within the Midwest region's manufacturing, service, and tourism industries.

Rail transit might also have a positive impact on what Rob Kennedy calls "the biggest environmental concern we've got—sprawl." Kennedy, an economist with Citizens for a Better Environment, sees the rail line as a major step toward reducing the sprawl and industry back to downtowns throughout the region.

"If employees can walk two blocks and get on high-speed rail from downtown to downtown," he says, "a lot of employers will want to locate there." Kennedy hopes train travel will reverse the suburban flight of businesses, leading to renewed interest and activity in the region's central cities. And he says it will benefit downtowns by increasing the number of pedestrians, "so cities will be forced to become more pedestrian-friendly"—making shops, restaurants, hotels and other services more accessible to those on foot.

But would the proposed system succeed at getting rid of the commuter cars and trucks on the train? Although Maliken is a "train booster," and would be pleased to see passenger rail return to the Midwest, he believes the new plan is based on an outmoded system. It builds, he says, "on 19th-century infrastructure" and a system "that rail passengers deserted 30 or 40 years ago."

Maliken would like to see trains run the same routes as the interstate highway system. The Madison-Chicago trip, for instance, would be faster if it were routed through Janesville, Beloit and Rockford. Maliken would also like to see the new trains incorporate "tilt" technology, allowing the cars to travel the curves more comfortably. Beyond such qualities, he sees a number of other advantages to the system.

Maliken says that the system would be more environmentally friendly than the highway system. Even Ernie Steinfeld of AAA Wisconsin, traditionally aligned with automobile and highway interests, says the plan would add a "potentially useful layer of transportation infrastructure" and have special appeal to business travelers.

Kennedy, who computes from Madison to

Milwaukee once a week, insists many people now driving would welcome an alternative. Trains are less likely than cars to experience unforeseen delays, and they allow commuters to use their travel time working on laptops, reading or making phone calls without the distractions of the road.

And Kennedy says the true cost of auto travel is hidden because "the road and highway system is heavily subsidized by property taxes." He thinks it's time to turn the auto-subsidy around, and provide less financial incentive to drive.

AS ENVISIONED

Perhaps the greatest obstacle to the return of the passenger train is the speed in which it can be built. The plan calls for 10 round-trip routes that they are no longer as attractive. Swelling numbers of passengers have led to airline delays and hassles getting to and through airports.

Trains are actually more reliable than airplanes because congestion and severe weather rarely cause delays. Train stations tend to be located in central city areas, which are easier to get to, reducing overall travel time.

But before they trade in their frequent-flyer cards for train passes, business travelers will require frequent and convenient service. So the Midwest Rail Initiative envisions service levels of up to 10 round-trips from Madison to Milwaukee each day. Six round-trips would take riders to and from the Twin Cities, 10 trips would go between Chicago and Detroit, and 14 between Milwaukee and Chicago.

On the other hand, business travelers will also want fast service. The plan calls for matching up speeds on the rail lines so that the Chicago-Milwaukee express route takes just 65 minutes, and Madison-Milwaukee one hour. If this happens, there would be little time savings to going by air, at least when travel to and from the airport and waiting times at airline terminals and gates is taken into account.

CONTINUED ON NEXT PAGE

One city, two trains?

Madison may be the home of two distinct rail transit systems—the Midwest Rail Initiative and a commuter rail service offering local transit options.

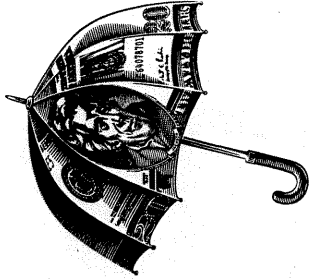
The first is an intercity system, intended to augment the Interstate highway system and short airplane trips. The second is directed at transportation within the Dane County urban and suburban areas.

The two systems are quite different, although it is likely they will tie in together. For example, a traveler could take the commuter rail from a neighborhood station in Middleton to the regional rail station by the Dane County Regional Airport. Both systems are receiving serious consideration, say transit advocates.

Last fall, a study on local rail transit concluded that commuter rail is "a viable option for Dane County," according to Andrea Broadbus, the New Transportation Alliance's campaign director. The next step, she says, is an "alternatives study" to consider several options to meet the county's needs. The study is expected to begin by the end of this summer. As a result of the agreement brokered last month over the expansion of U.S. Highway 12 to four lanes between Madison and Sauk City, the Wisconsin Department of Transportation has agreed to support the results of the alternatives analysis.

— B.L.

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Rail Initiative

CONTINUED FROM PAGE 9

The new stations, rail advocates say, will feature restaurants and shops, lounge, business clubs—with computer facilities, fax machines and photocopy services—banking and information kiosks. Larger rail stations could house specialty shops, bookstores and video arcades. Links to buses, taxis, auto rentals, parking and even commuter rail connections would be readily available. And passengers might be able to bring bicycles on the train, allowing them to ride to and from their rail destinations.

In Madison, a rail station might be built adjacent to the Dane County Regional Airport, says Randy Wade, chief of intercity planning for the Wisconsin Department of Transportation. This would allow travelers to take advantage of the forms of transit in the city. It would also allow commuters to connect with the regional rail system at the station, allowing passengers to take the commuter rail from their neighborhood directly to board a train or plane to their final destination.

The trains, as envisioned, would be roomier than coach-class air travel and have phones, outlets for laptop computers and modems, and television monitors. Video screens would keep passengers informed of arrival information—and those meeting passengers could check arrival times by phone or the Internet. Soundproofing and shock-absorbing technologies should make the travelers' experience more comfortable than train travel. They would also be quieter than train travel.

Although the final train equipment hasn't yet been decided, one proposal calls for diesel multiple units—train cars that contain their own motors so no "engine" car is required. Widely used in Europe, the cars

are constructed from lightweight aluminum, allowing for rapid acceleration as the train pulls out from the station. The result is a more flexible system operating at higher efficiency and with reduced pollution.

WHERE TO BEGIN?

Much of the work needed to be done to put the rail system in place will happen at the ground level—literally. Tracks would have to be upgraded to handle trains traveling at speeds of 79-110 mph. And in light of accidents like the recent Amtrak derailment by a semi-truck on the tracks south of Chicago, crossings will be eliminated or improved.

Railroad crossings could be equipped with high-tech sensors that detect the speed of the train in order to close gates in time. One new device can also send a warning to an approaching train if there's an obstacle in the crossing. More heavily traveled railroad crossings require overpasses and tunnels on heavily used corridors to prevent vehicles from crashing through gates and onto the tracks.

The projected costs for train travel are higher than current Amtrak fares but lower than air travel prices. One-way fares would be about \$35 for the Milwaukee-Chicago route, \$100 from Milwaukee to the Twin Cities, and \$66 from Chicago to Detroit. Monthly passes, family fares and weekend discounts could be offered to encourage commuter and off-peak use.

And if all of this comes to pass, observes rail historian Jim Scribbins, the "new" regional system "would in effect return—something that inspired—the service that existed in the U.S. from the 1920s to 1938." The irony is that this earlier passenger rail was done in by the Interstate highway system and the airline industry. How fitting that the failure of these systems to meet passengers' needs might bring the iron horse back again. ■

Backyard Hero Award

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Rochelle Frounfelker, Rape Crisis Center
Rochelle has been a Rape Crisis Center volunteer since June 1998. As a Crisis Line Counselor, Rochelle provides telephone counseling to survivors of recent and past sexual assault. She also provides individual counseling and has facilitated a support group for adult survivors of childhood incest. Additionally, Rochelle helps with outreach events, writes newsletter articles and assists with office work as needed.

The Rape Crisis Center is in need of Crisis Line Counselors. No experience necessary, and training is held winter, summer, and fall. For more information, call 251-5126.



Jim Hanson, Wheels for Winners
Jim has been involved with Wez Court's neighborhood bike repair program for two years and has helped in efforts to assess potential stop spaces, fix help was crucial to getting the neighborhood bike repair program off the ground. Jim's knowledge of similar programs around the country, rapport with the kids, and creativity were invaluable in establishing this program.

Wheels for Winners refurbishes donated bicycles and presents them to Dane County youth who want to earn them through community service. Call 733-4787 if you want to get involved.

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April 15, 1999

To the Joint Finance Committee

Re: Access fees for Computer Databases
Reference section 2353 which would create section 224.30 (3)

Speaking for the members of the Wisconsin Newspaper Association, the members of the Wisconsin Freedom of Information Council and the Wisconsin Broadcasters Association, we wanted to make sure that the ability of DFI to charge the public a fee for accessing or using the Department's databases or computer systems is limited to the actual direct necessary expense of providing the record. This is and should remain the standard for access to public information.

Sandra George
Executive Director, WNA

John Laabs
Wisconsin Broadcasters Association

**TESTIMONY BEFORE THE JOINT COMMITTEE
THURSDAY, APRIL 15, 1999
WISCONSIN STATE CAPITOL
MADISON, WISCONSIN**

Good ~~morning~~/afternoon Mr. Chairman. My name is Diego Camacho, Jr..

I am a licensed funeral director. I own and operate funeral homes and crematory in Darlington and Monroe.

Whenever our funeral homes serve a so called welfare funeral, the state reimburses the county where the deceased resided and died \$1000. The county then reimburses our funeral home \$1000 plus cemetery expenses. Our cost for basic services of funeral director & staff, casket, facilities and other miscellaneous merchandise is well above the \$1000 reimbursement.

It was in 1992, I believe, we had an increase. However, in that increase please note that the casket is provided by the funeral home.

I thank you for addressing this shortfall. I strongly urge you to support the increase we are requesting from \$1000 to \$2500.

I have been told that most nursing homes are reimbursed at least 90% or so of their operation expenses. The reimbursement I receive is 20-30% of my costs. We want to be able to serve the needs of these families! However, I do not believe that our funeral home can continue to take these losses and maintain the level of care to the deceased person and their grieving family members.

The other issue I want to address is a similar request to the first one. It is an increase of the irrevocable funeral trust of \$2000 to \$3500. Again, I believe this was addressed in the 1991-1993 budget. The \$2000 amount that an SSI/MA recipient can set aside is considerably less than our operating expenses. There may be numerous funeral homes in other communities that

exceed this \$3500 increase already. I feel that at least this is a step in the right direction. By allowing this increase of \$3500 you will be giving those grieving families a better opportunity to give their loved one a respectful and dignified funeral service while helping them in the grieving process.

The other side of the coin, if you will, as I see it is this. By increasing this amount to \$3500 you will encourage families and/or funeral directors to perhaps fund the irrevocable funeral in a local financial institution in their own surrounding communities. I know of various funeral homes that prefer to trust in the banking institutions of their particular area where they have the funeral home. Otherwise, I believe the exodus to insurance funded funerals will be inevitable. It will be a matter of survival. Insurance funded funerals have no set limits. Families can select the funeral of choice and fully fund it. To some families and/or funeral homes this is a preferred choice and perhaps the right one. For others it may not!

Recovery Act of 1993 requires any excess amount to revert back to the county or state. It is my understanding that whenever a funeral is funded by insurance then the state/county has NO recovery claims on the excess money. Some funeral homes may have operating procedures that they follow whenever this occurs with insurance.

With the irrevocable funeral service trust the excess amount reverts back to the state/county.

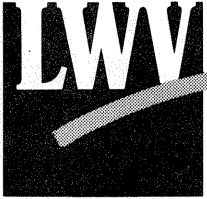
From my experience in the 20 years as a funeral service practitioner I can give testimony to the fact that many families we serve achieve a level of peace whenever they prearrange and/or prefund their funeral services.

For these reasons I hope you will support both of these increases. I believe our bereaved families will benefit as well as our funeral profession.

Thank you for the privilege to speak to you today!

Any questions?

Thank You.



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**Statement to the Joint Finance Committee Regarding
Wisconsin Public Broadcasting Policy Proposals in SB45/AB133**

April 1999

In March of 1995 the League of Women Voters of Wisconsin stated its opposition to including several specific policy proposals in the Budget, among them one regarding Wisconsin Public Broadcasting. At that time the proposal involved transferring the functions of the Educational Communications Board to the Department of Administration. We said:

... the League wishes to raise a note of caution in regard to the proposal to transfer the Educational Communications Board's broadcasting capabilities to the Department of Administration. The focus of Wisconsin's public broadcasting has been and continues to be educational and informational. Its partnership with our education institutions has resulted in a valuable service being available to all areas of our state.

Will transfer of broadcasting responsibilities to a government administrative agency lessen the emphasis on the educational elements? Will budgetary tensions arise when program needs require expenditures for equipment expansion? Will this type of transfer be beneficial or detrimental to our citizens' right to know?

The proposed transfer did not take place. However, as in 1995, the present proposal would place Public Broadcasting in the Department of Administration and would go even further, eliminating ECB's responsibilities and giving the governor the power to appoint 7 of 9 members of an operating Board. The proposal elicits the same questions asked in 1995, and the likely answers require us to oppose this new proposal.

A private, non-profit board, raising funds to pay for the digital installation might well expect to exercise programming authority. Furthermore, gubernatorial appointments could bring partisan politics into the programming.

The past success of public broadcasting in Wisconsin leads us to want extensive consideration of any changes, the kind of consideration that cannot be given in the course of Budget decisions. We urge the Legislature to remove from the Budget those items that pertain to public broadcasting. The matter can be taken up after completion of the Budget.

LWWWI Legislative Committee Contact: Connie Threinen



WUA POSITION PAPER

WISCONSIN STATE BUDGET AB 133/SB 45 WASTEWATER FEES--DNR

The Wisconsin Utilities Association (WUA), representing Wisconsin's investor-owned gas and electric utilities, is opposed to the increased wastewater fee included in the state budget.

The Issue:

AB 133/SB 45 increases the wastewater discharge fee by \$475,000. The total amount collected increases from \$7,450,000 to \$7,925,000, or 6.4%, annually.

Background:

Funding for the DNR wastewater program is provided through a combination of discharge fees (NR 101 fees) and other revenue sources. The discharge fees are paid equally by municipalities and industry. The fees were originally set to collect 80% of the program costs, based on the assumption that approximately 80% of program services were related to permit dischargers.

The current wastewater discharge fee was designed to partially address the flaws in the fee system whereby fees are assessed based on program costs and not environmental performance. As a result, a company can reduce discharges, only to see its environmental fees increase. Improved performance is not rewarded, it is penalized. The fees were capped at 1992-93 levels to create an incentive to reduce releases and keep DNR program costs in line by forcing increases to be funded by GPR. Prior to implementing a cap, wastewater program costs increased by 37% in 1992-93. Since then costs have increased by 2% in each budget year.

WUA Position:

WUA opposes the increase in wastewater fees because:

- An increase removes the incentive to reduce discharges and, thereby, a decrease in fees.
- An increase removes the incentive to keep DNR program costs in-line by forcing the department to rely on general purpose revenue to cover spending increases.
- Fees are becoming a burden on Wisconsin businesses. This fee is only one of several that are being increased.

