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DATE MAILED
APRIL 6, 1999

BEFORE THE
PUBLIC SERVICE COMMISSION OF WISCONSIN

Application of the Town of Bristol, Kenosha County, as a
Water Public Utility, for Authority to Increase Water Rates

720-WR-101

**NOTICE OF PROCEEDING
AND
INVESTIGATION AND ASSESSMENT OF COSTS
AND
TELEPHONIC HEARING**

Telephonic Hearing Date:	May 10, 1999 – 10:00 a.m.
Hearing Locations:	Lake Superior Room – 2nd Floor, Public Service Commission, 610 North Whitney Way, Madison, WI Town Hall, 8301 198th Avenue, Bristol , WI

THIS IS A PROCEEDING TO consider the application dated May 26, 1998, of the Town of Bristol, Kenosha County, (applicant), as a water public utility, under Wis. Stat. §§ 196.03, 196.20, and 196.37, for authority to increase water rates.

NOTICE IS GIVEN that the Commission will investigate this matter and hold a public hearing on May 10, 1999, at 10:00 a.m. This will be a telephonic hearing conducted from two sites. The applicant will provide a room for customer participation in the Town Hall, 8301 198th Avenue, Bristol, Wisconsin. Customers may call the utility at (414) 857-2368 for further details on the location of the hearing room. This building is accessible to people in wheelchairs. Commission staff will participate from the second location, the Public Service Commission Building, 610 North Whitney Way, Madison, Wisconsin, in the Lake Superior Room. This building is accessible to people in wheelchairs through the Whitney Way first floor (lobby) entrance. Parking for people with disabilities is available on the south side of the building. Any person with a disability who needs additional accommodations should contact the case coordinator listed below.

This is a Class 1 proceeding as defined in Wis. Stat. § 227.01(3)(a). Jeffry J. Patzke is the Hearing Examiner for the proceeding.

Docket 720-WR-101

The Commission considers it necessary, in order to carry out its duties, to investigate all books, accounts, practices, and activities of the applicant. The expenses incurred or to be incurred by the Commission which are reasonably attributable to such an investigation will be assessed against and collected from the applicant in accordance with the provisions of Wis. Stat. § 196.85 and Wis. Admin. Code ch. PSC 5.

The Commission does not discriminate on the basis of disability in the provision of programs, services, or employment. Any person with a disability who needs accommodations to participate in this proceeding or who needs to get this document in a different format should contact the case coordinator listed below.

Questions regarding this matter may be directed to case coordinator Vishwa Kashyap at (608) 266-2029.

Dated at Madison, Wisconsin, April 6, 1999

By the Commission:



Lynda L. Dorr
Secretary to the Commission

LLD:mlo:g:\notice\pending\720-WR-101 Hearing.doc

GOOD MORNING SENATORS, REPRESENTATIVES LADIES, AND GENTLEMEN. MY NAME IS SCOTT SHARP. I AM THE VICE-PRESIDENT OF AFSCME LOCAL 67. I WORK FOR THE CITY OF RACINE IN THE DEPARTMENT OF PUBLIC WORKS FOR THE PAST 22 YEARS. I ALSO HOLD THE OFFICE OF TREASURER OF AFSCME WISCONSIN COUNCIL 40 AND REPRESENT OVER 30,000 MEMBERS THROUGHOUT THE STATE OF WISCONSIN.

I COME BEFORE YOU TODAY TO DISCUSS SEVERAL TOPICS OF GOVERNOR THOMPSON'S BUDGET AND COUNCIL'S 40 POSITION ON THESE ISSUES.

1) TRANSPORTATION EQUITY

A FAIR SYSTEM OF REVENUE DISTRIBUTION IS NEEDED TO FUND LOCAL GOVERNMENT TRANSPORTATION PROJECTS AND KEEP COSTS OFF THE PROPERTY TAX. WE SUPPORT LOCAL GOVERNMENT'S CALL FOR A TWO-THIRDS LOCAL SHARE OF TRANSPORTATION REVENUES, INCREASING FROM THE CURRENT 40% LEVEL.

LOCAL ROADS AND STREETS ACCOUNT FOR ABOUT 90% OF MILEAGE IN WISCONSIN, YET THEY HAVE SEEN A DECLINE IN FUNDING. ACCORDING TO THE LEGISLATIVE AUDIT BUREAU, FOR THE PERIOD FROM 1987-1997 THE STATE SHARE OF LOCAL FUNDING HAS DECLINED FROM 30.4% TO 26.1% FOR COUNTIES AND 24.3% TO 20.8% FOR MUNICIPALITIES. THAT IS WHY WE ENDORSE SENATOR BURKE'S TRANSPORTATION FUNDING INITIATIVE AS A FIRST STEP IN THIS PROCESS.

2) PROPERTY TAX RELIEF WE BELIEVE THAT SHARED REVENUE AND EXPENDITURE RESTRAINT PROGRAMS SHOULD BOTH RECEIVE 3% INCREASES TO RESTORE EQUITY TO THESE PROGRAMS. SHARED REVENUE HAS BEEN FROZEN SINCE 1994. WE ARE IN A PERIOD WHERE IT MAKES SENSE TO INVEST IN THE PUBLIC INFRASTRUCTURE THAT FUELS ECONOMIC DEVELOPMENT. YOU MAY NEED TO LOOK AT EXPANDING LOCAL GOVERNMENT REVENUE OPTIONS, BUT IT MUST BE DONE IN WAYS THAT TAKE INTO ACCOUNT THE REVENUE CAPACITIES OF VARYING COMMUNITIES. IT MAY ALSO BE NECESSARY

TO ADJUST THE TWO-THIRDS SCHOOL FUNDING COMMITMENT SO THAT TAX PAYERS DO NOT CARRY THE LOAD OF BUILDING AND PROGRAM EXPANSION.

3) RECYCLING FUNDING RECYCLING PROGRAMS AND MARKET DEVELOPMENT SHOULD BE FULLY FUNDED ^{THRU} ~~THROUGH~~ TIPPING FEES OR OTHER VOLUME AND USE-RELATED FEES. WISCONSIN SHOULD BE IN A POSITION TO CAPTURE REVENUE FROM THE OUT OF STATE WASTE THAT THE COURTS TELL US WE CANNOT BAN. IN ADDITION, THIS REVENUE NEEDS TO BE COLLECTED ON A STATEWIDE BASIS AND EQUITABLY DISTRIBUTED SO THAT POOR COMMUNITIES ARE NOT DISADVANTAGED AND SO TIPPING FEES ARE ROUGHLY EQUALIZED. IF THIS DOES NOT HAPPEN THE ONLY FUNDING SOURCE LEFT WOULD BE THROUGH A PROPERTY TAX INCREASE. THAT CHOICE WOULD NOT BE A POPULAR ONE WITH THE CITIZENS OF WISCONSIN.

4) MUNICIPAL SERVICE FEE PAYMENT FOR SERVICES THAT ARE CLEARLY RELATED TO PROPERTY OWNERSHIP SHOULD BE REQUIRED OF TAX-EXEMPT PROPERTIES. SOME COMMUNITIES HAVE A SHRINKING TAX BASE BECAUSE OF THE LARGE NUMBER OF NON-PROFIT INSTITUTIONS IN THEIR INNER CORES. AFSCME HAS ALWAYS BELIEVED THAT LABOR FACILITIES SHOULD PAY SUCH FEES, IF OTHER FRATERNAL AND CHARITABLE INSTITUTIONS ARE PUT IN THE SAME POSITION. WE URGE YOU TO DISPOSE OF THIS ISSUE ON A STATEWIDE BASIS BY ENACTING SERVICE FEES.

IN CLOSING I WANT TO THANK-YOU FOR THE OPPORTUNITY OF ALLOWING ME TO COME BEFORE YOU TODAY AND STATE AFSCME'S POSITION ON THESE VERY IMPORTANT ISSUES.

Office of the City Attorney

Daniel P. Wright
City Attorney



Guadalupe G. Villarreal
Deputy City Attorney

Scott Lewis -
Assistant City Attorney

Stacey Salvo
Paralegal

REMARKS OF CITY ATTORNEY AT JOINT FINANCE COMMITTEE FORUM

I would like to address two topics that are of particular interest to the City of Racine. The first relates to changes needed to create more equity in the area of incorporation and annexations and secondly the issue of reuse of brownfields in municipalities.

I. City – Town Relations.

In the beginning, the state created a system of unincorporated towns overlaid by incorporated villages and incorporated cities. This structure provided citizens with a framework to meet the needs of areas ranging from sparsely populated agricultural areas to densely populated city areas. Over time, legislative restrictions on annexation have resulted in significant areas of population adjacent to cities remaining as unincorporated town territory. The effect is generally that of a tax sheltered area that does not provide the typical broad range of municipal services but yet town residents enjoy a variety of municipal services provided by the adjoining cities.

Within the last several years more than a dozen townships, including the Town of Mt. Pleasant where this meeting is being held, have begun incorporation proceedings. In many cases such proceedings place the growth of incorporated cities and villages on hold until final action occurs on the incorporation petition. Such action has often taken a lengthy period of time, measured in years and not months. During the time that a petition for incorporation is pending, adjacent cities and villages are not permitted to begin annexation of town property that is included in the petition. There are many problems that could be addressed by the legislature to recognize the proper role of each layer of government but we are proposing that an amendment be made to Sec. 66.014 of the Wisconsin Statutes to address one part of the incorporation versus annexation issue. Mayor Smith will be meeting with Governor Thompson to discuss the proposal that appears in my written comments. This would create Sec. 66.014(11), which would allow annexations to begin and be completed even though an incorporation for petition affecting the same territory is pending. We believe that in many cases the town strategy is to begin an incorporation effort knowing that it is likely to fail but also knowing that the town would thereby be protected from any annexation for a lengthy period of time. We believe that the following amendment would make the process more equitable:

City Hall
730 Washington Avenue, Room 201
Racine, Wisconsin 53403
414-636-9115
414-636-9570 FAX

Create § (11) as follows:

Annexation notwithstanding incorporation petition.

Annexation of territory included in an incorporation petition may be commenced and may proceed to a conclusion notwithstanding the incorporation petition. Lands annexed by a city or village during the incorporation process shall be deleted from the area described in the incorporation petition. An incorporation that becomes effective prior to the effective date of an annexation including the same territory shall preclude the effect of the annexation to the extent that the area incorporated overlaps the annexation area.

The City of Racine also opposes the Charter Towns Bill, which contains provisions similar to the former Urban Towns Bills. Such legislation would bring special privileges and benefits to qualifying towns without placing upon such towns the duty to provide a full range of municipal services. The legislature needs to take seriously the crisis facing cities as a result of laws that could be characterized as archaic in the context of the social and economic development of Wisconsin in the last 150 years. It is imperative that relief be provided to cities to ensure the continuing vigor of the Wisconsin economy as a whole.

II. Brownfields.

The City of Racine is pleased that Governor Thompson's budget bill includes a number of brownfields initiatives that will encourage the reuse of contaminated property in urban areas. The proposal that would allow municipalities to recover the costs of investigation and cleanup of property it acquires in specified ways, including tax delinquency or condemnation acquisitions, is a very encouraging proposal that is to be funded with \$1,000,000. Expansion of the environmental remediation tax incremental districts to include payment of remediation of property owned by private persons would also encourage reuse of such property. The bill also expands the types of costs that can be covered in such districts. We encourage your committee to take positive action on such programs and to provide additional incentives for brownfields redevelopment to the greatest extent possible.

Thank you for the opportunity to present the City's position on these issues.

Sincerely,

A handwritten signature in black ink, appearing to read 'Daniel P. Wright', with a long horizontal line extending to the right.

Daniel P. Wright
City Attorney

JOINT FINANCE PUBLIC HEARING
Case High School, Racine, WI
Thursday, April 8, 1999
Statement by Rose Stietz, O.P.

I come before you as a resident of central city Milwaukee and a former resident of Green and Lafayette Counties in southwestern Wisconsin. My primary issues today are lack of funding for uninsured people addicted to alcohol and other drugs and insufficient funding for public transportation in the city of Milwaukee.

I speak on the AODA issue as Chair of the M.I.C.A.H. Neighborhood Safety and Drugs Task Force and a member of the AODA Committee.

I understand there may be a line item in the budget that speaks of \$1 million related to TANF funding. This is welcome. However, it will in no way ameliorate the problem of miniscule funds for uninsured addicts.

At least 9 people have died by homicide in central city Milwaukee as a direct result of alcohol or other drugs since January 1, 1999: David Sanchez (age 25) shot by his brother after a night of partying; Lafayette Clarke (age 17) shot in a possible attempt to steal a drug dealer's money (two of his cousins were executed inside a drug house six years ago); Lykele Hood (age 17) shot by his older half-brother--a convicted drug dealer; Chris Brantley (age 16) shot after dealing drugs for quick cash; Rocarldo Chalmers (age 24) shot--had a misdemeanor conviction for cocaine possession; Lonnie Ragsdale (age 20) shot by crack-selling partner for not splitting proceeds fairly; Laquann Baker (age 18) shot because she was with Ragsdale; Christopher Loggins (age 30) and David Beasley (age 30) shot in a bar by a bar patron. Twenty-seven others have lost their lives in escalating violence --many of which will eventually be tied to alcohol or other drugs.

Governor Thompson is proposing \$6.2 million to be made available in loans and grants for taverns whose business may be hurt by another business--the Indian casinos. Uninsured people who are ready for and need extensive treatment can't get help because small providers are not given enough funds to treat clients adequately; then these providers are penalized for not offering successful treatment. This is a double standard. Is it because Governor Thompson has a brother in the tavern business but no uninsured family members?

WE NEED \$10 MILLION IN THE STATE BUDGET FOR TREATMENT OF UNINSURED PEOPLE IN MILWAUKEE COUNTY. We need the sniping at each level to stop and sufficient treatment made available to solve this serious medical problem.

Secondly, adequate Public Transportation must be funded in the city of Milwaukee--just as highways are funded outstate. Over three-fourths of the gas taxes raised in Milwaukee County leave the county to be spent on roads Milwaukee drivers will never see. Yet Governor Thompson has stated that no State funds can be used for people in Milwaukee County who have no cars even though this saves millions in highway construction and automobile pollution. Trolleys are a brain child of tourism--not a solution (permanent or temporary) to the needs of people in central city Milwaukee. Suburban trains are useful, but as stated in the 3/31/99 issue of the Milwaukee Journal Sentinel, they draw the well-to-do who already have vehicles to take them from place to place.

In the 1980s I visited New York City, Boston, Washington DC, Chicago, and San Francisco. My friends taught me how to navigate the public transit systems and I managed quite well going from city to suburbs to airports, etc. In the 1990s I was able to do the same in St. Louis. In Milwaukee, in 1985, I was able to make most of my stops during a three-hour transfer. Now, I can't always get to my first destination before my one-hour transfer expires--requiring me to pay a second fare just to get where I'm going. Unless I can find a friend to drop me at the airport, it costs a minimum of \$8.00 to take United Limo and much more by taxi. In the above cities, I could get to the airport for the price of a subway token or a city transit fare.

This is unconscionable in 1999. People who cannot afford a car, elderly people who should not be driving, drivers who have had their licenses suspended for whatever reason, workers trying to get to jobs on time, and mothers and fathers trying to shop or get to medical facilities or child care are held hostage by legislators who ride comfortably in their several cars on highways that never seem to run out of funds. Perhaps if every legislator parked his or her car(s) for two weeks, the urgency of this problem would take on new clarity.

State Highways: It is crucial the Committee understands that the 1999 base year funding level used in the Governor's budget is misleading. It assumes a 13% increase in funding above levels approved in the previous biennium as a result of a Committee decision in December 1998 to approve WisDOT's proposal for spending most of the new TEA-21 money on state highways. In short, the actual increase over two years ago is not the inflationary increase supposedly proposed in the Governor's proposal. Moreover, added to the 98% increase in funding for the major highway projects between 1976 and 1997 revealed by the Audit Bureau, this committee's 13% increase for state highways in December is enough. Since transportation needs now dependent on property taxes are being ignored in the Governor's budget, the state highway program has little claim on further increases in 1999-2001. Furthermore, this committee's approval of increased federal funds for major highways in 1998 and 1999 should not be presumed by WisDOT for 2000-2001 and beyond. When are we going to begin to fulfill Translinks 21 and start seeing WisDOT budgets that balance spending more equally among different transportation modes?

Local Roads: Although it is good that the Committee in December of 1998 increased funding for one small local roads program--i.e., the Local Transportation Facility Improvement program--overall funding for local roads is not keeping up with costs and continues to burden local property taxpayers. In contrast with the State Highway Program, funding for General Transportation Aids (known as local road aids) truly does start out at the same level as two years ago and will not, under the Governor's proposal, even keep up entirely with inflation. We support, instead, Sen. Burke's proposal for 6% increases in each of the biennial years as part of a gradual evolution towards spending equal shares of the overall state transportation budget for state and local needs.

Transit: While the Governor's budget continues to accelerate expensive projects to expand state highway capacity, funding for expansions of state transit systems is still missing from the Governor's budget. We object to the state's continued cap on local transit spending as well as its 50% and 65% caps on total state and federal assistance. This last cap makes it impossible for transit systems to expand service even when they succeed in obtaining additional federal funds. State transit assistance should be expanded as in Sen. Burke's proposal and "de-coupled" from federal assistance so that it cannot be used as a penalty against hard-won gains in federal funding.

Elderly/Disabled Specialized Transportation (85.21 Program): Wisconsin's paltry \$8 million program for 72 counties across the state for this quickly growing need is shameful. At best, WisDOT planning documents indicate that we are transporting half of the eligible riders half of the time they need. Independent service agencies estimate that current service supplies 10-20% of the need. Thus, the Governor's proposal to increase this fund by less than \$200,000 is ludicrous. We need a major increase, on the order of a doubling of current funding, to reach even WisDOT's proposed level of adequate spending. Although Sen. Burke's proposal is far better than the Governor's, it frankly doesn't go far enough.

Land Use Planning: We strongly support and applaud the Governor's initiative in providing \$1 million in federal transportation planning funds to local communities for planning. It's not enough for the tens of

thousands of local units of government now impacted by major highway projects but it's a good start. We believe that, above all, this money should be used to help local communities plan for and mitigate the secondary land use (sprawl) impacts of major state highway projects. We also support WisDOT's request for statutory modifications to: 1) create a new program category in Section 85 that would allow corridor land use planning to be funded with transportation planning dollars; and, 2) require transportation impact analyses to be done for large developments.

State Highway Plan: The engine that generates roughly six new major highway project enumerations every year except this one is the state highway plan. WisDOT's new state highway plan calls for funding increases of \$4.2 billion or \$200 million annually, equivalent to a gas tax increase of 7 cents. If any plan deserves to be reviewed by this committee, this plan should. Otherwise, the committee can only look forward to dozens of expensive project recommendations over which it can exercise no real control. Moreover, we point out that, once again, there are no parallel plans for increased investments in local roads or transit. Plans for these needs are still sitting on the shelf in the form of an aging long-range WisDOT planning document called Translinks 21. Amend this budget to require that the State Highway Plan is debated and reviewed by your committee.

----- Headers -----

Return-Path: <robkennedy@igc.org>
Received: from rly-za04.mx.aol.com (rly-za04.mail.aol.com [172.31.36.100]) by air-za04.mail.aol.com (v59.4) with SMTP; Wed, 07 Apr 1999 15:49:46 2000
Received: from igcb.igc.org (igcb.igc.org [192.82.108.46])
by rly-za04.mx.aol.com (8.8.8/8.8.5/AOL-4.0.0)
with ESMTP id PAA00325 for <ronthom@aol.com>;
Wed, 7 Apr 1999 15:49:45 -0400 (EDT)
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by igcb.igc.org (8.9.2/8.9.2) with ESMTP id MAA16096
for <ronthom@aol.com>; Wed, 7 Apr 1999 12:49:35 -0700 (PDT)
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by igce.igc.org (8.9.3/8.9.3) with ESMTP id MAA24111
for <ronthom@aol.com>; Wed, 7 Apr 1999 12:47:56 -0700 (PDT)
Message-ID: <370BCEED.D7129838@igc.org>
Date: Wed, 07 Apr 1999 14:32:29 -0700
From: Rob Kennedy <robkennedy@igc.org>
Reply-To: robkennedy@igc.org
X-Mailer: Mozilla 4.04 [en] (Win95; U)
MIME-Version: 1.0
To: ronthom@aol.com
Subject: JFC Hearings
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

JOINT COMMITTEE ON FINANCE
RACINE HEARINGS
TESTIMONY ON TRANSPORTATION ISSUES
SUBMITTED BY

~~STATE REPRESENTATIVE~~

CITIZENS FOR A BETTER ENVIRONMENT

APRIL, 1999 AND

Submitted by SUSTAINABLE RACINE 4/8/99 RON THOMAS

Commuter Rail Study Funds: We object to the Governor's elimination of WisDOT's proposal for \$1 million per year in additional multimodal planning money for commuter rail alternatives analyses, including for Metra extension through Racine to Milwaukee. Important, long-considered local planning requests should be honored. Wisconsin now receives more than \$100 million in additional, mostly multi-modal federal funding and certainly \$1 million of that new money can be spent on a locally requested alternative.

Passenger Rail: We strongly support and applaud the Governor's initiative on rail passenger service, especially high speed rail. In particular we endorse use of Congestion Mitigation/Air Quality funds to continue Hiawatha service and \$500,000 in federal money to improve grade crossings. This will increase safety for motorists and others and allow for faster speeds on the Hiawatha as well as other trains. In fact it would be better to spend more money on this goal. Railroad grade crossing improvements are currently eligible for hundreds of millions of dollars in federal Safety and Surface Transportation program funding, which today Wisconsin spends almost entirely on highway construction, not the practice in many other states. We also support the Governor's pledge of state funding to match federal Federal Railroad Administration planning funds to develop final engineering design specifications for Amtrak service between Milwaukee and Madison as a key step towards a high speed rail corridor that will serve everyone in the state, including residents of Racine.

Senator Blache:

As a Timeshare owner, I am opposed to taking Maintenance Fees for Timeshare owners. Condominium owners pay Maintenance Fees and are not taxed. Why suggest that Timeshare Owners be taxed on Maintenance Fees. Tourism will suffer in Wisconsin if this Fee is allowed. We already have a high tax bracket in this state and to impose this upon owners will only be another financial hardship we cannot afford. Leave this issue and Timesharing alone!

Harry E. Fitz

Opinion Page
Racine Journal Times
212 4th Street
Racine, WI 53403

To the ~~editor~~ *Comm.tee*

To:
Joint Finance Committee
Hearing, J. I. Case Aud. for JRM
April 8, 1999

The proposed state budget has been released, and Thursday, April 8, at J. I. Case High School auditorium, you can go and put in your opinion at the State Joint Committee on Finance hearings between 10:30 and 5:00 pm. One place we can get great value for our money is the major investment study for a commuter rail from Milwaukee, through Racine, to Kenosha and Chicago. This study received the County and City share required. Surprisingly, the expected state share is not in the budget. We citizens must speak up, request the state funds for the study, so we can answer serious questions of engineering issues and funding sources. For example, without this study we will not be eligible for things like Federal Pollution Abatement funds, which could pay for most of the new stations.

The Southeast Wisconsin Regional Planning Commission (SEWRPC) feasibility study concluded that a commuter train would be highly successful. It will help Racine people get to their jobs. It will bring more jobs to Racine. It will help reduce air pollution in Southeast Wisconsin, which helps us all.

We must appeal to the state legislature to include \$600,000 for the next stage of study. We must speak up. Go to the hearings on Thursday. Sign a statement supporting the commuter rail study. If you have the time, speak on the subject. Stand up for Racine, yourself and your friends and neighbors. This study is a very low cost investment in Racine's future. Our future.

Jay Warner
Caledonia

Owen Davies
Racine

Contact:
639-0918
4444 N. Green Bay Road
Racine, WI 53404

634-0123
1620 Deane Blvd.
Racine, WI 53405

Statement favoring railroad passenger project funding

presented by Norman Siler, on behalf of KenRail

April 8, 1999

to Joint Finance Committee, Wisconsin Legislature

Good morning. My name is Norman Siler, a resident of Kenosha county and voter in the City of Kenosha. I represent the Kenosha-Racine chapter of a statewide non-profit group, Wisconsin Association of Railroad Passengers, which we identify colloquially as KenRail and WisARP, respectively.

In the past year, KenRail has lauded the completion of a "feasibility study" by Southeast Wisconsin Regional Planning Commission which evaluated a proposal for establishing a public transit rail service, often termed commuter rail service, between Milwaukee and Kenosha, as an extension of existing commuter rail service on lakeshore tracks between Chicago and Kenosha. The Illinois commuter service, known as Metra, is a longstanding facet of the several commuting modes available to northeast Illinois workers and professionals, and its availability in Kenosha attracts more than 300 riders each weekday.

A favorable finding by SEWRPC in its evaluation, and a recommendation by the technical committee advising SEWRPC during its study to proceed with a second, more detailed study of Milwaukee-Kenosha commuter trains led us, KenRail, to anticipate onset of that second study early this year, in 1999. To date, that start up by SEWRPC, has not begun, and several reasons can explain the delay, including SEWRPC preoccupation with other commuter rail proposals elsewhere.

Meanwhile, uncertainty has also haunted some of the funding for the second, detailed planning study because Department of Transportation, WisDOT, has lacked guidance from legislators in formulating its funding priorities for railroad transportation projects. However, legislators have lacked sufficient data about commuter rail project proposals to formulate a meaningful policy toward them. Legislators have looked to WisDOT for guidance in formulating criteria for measuring commuter rail proposals, while WisDOT has looked to the Legislature for policy guidance on the same proposals. To a layman, the indecision has seemed equivalent to deciding which came first, the chicken or the egg.

KenRail members and other lakeshore supporters for commuter rail service expect WisDOT will soon break this conundrum by funding the SEWRPC detailed planning study of lakeshore commuter rail service, as first studied in 1997-1998. With that pioneering procedural work by SEWRPC and WisDOT, we expect the Legislature will then have sufficient data, through WisDOT, to begin formulating a statewide policy toward passenger rail projects.

In other words, we believe concurrent studies of commuter rail projects for Milwaukee-Kenosha service and for Dane county service, also being funded by WisDOT, will during the next biennium begin the next phase of a process initiated by 57 percent of Wisconsin voters in 1992 -- and by almost 70 percent in Kenosha county -- when they approved a constitutional amendment to use State funds for railroad projects, as the constitution earlier authorized State funding of airports, harbors and highways.

During that next phase, during the next biennium, the Legislature will begin addressing the

funding priorities which must accompany any State of Wisconsin expenditure. We believe you will glean much insight from the SEWRPC study of commuter trains here, as will WisDOT. Those crucial insights will prove particularly useful to Joint Finance Committee as it addresses a range of other proposals for passenger trains, including the Midwest Regional Rail System, a nine-state project for linking several Wisconsin cities via high speed trains to Minneapolis and Chicago, and to other cities beyond Chicago.

With southeast Wisconsin preparing to study in detail a commuter rail project, we urge Joint Finance Committee to provide in the next biennium a budget item which addresses regional proposals for railroad projects, as well as providing for statewide evaluations of other proposals. We in southeast Wisconsin, thanks to our Regional Planning Commission and support from lakeshore community leaders, have been at the forefront of implementing the 1992 decision by Wisconsin voters to apply State funds to railroad projects, to passenger train projects as well as freight rail projects.

We, KenRail, urge you to draw upon the regional work done here in addressing the statewide funding decisions legislators will be called upon to make in the years after the next biennium. And, we urge you to provide funds in future biennia which bring to fruition the project plans developed regionally and by WisDOT.

Thank you.

Norman Siler, editor
KenRail Telegraph newsletter
P.O. Box 278
Somers WI 53171-0278
phone: 414/605-0135
email: norms@wi.net

FULL ISSUES OUTLINE, 3rd PARTY CLASS D

- I. The Problem: Road test backlog is at record highs statewide. Twelve week wait in some locations.
- A. Demographic "mini baby boom" is currently adding more new drivers. DOT failed to hire more staff to address this very real increase in work.
 - B. BFS is sabotaging its own operations.
 - 1. Examiner reductions.
 - a. Eau Claire Team reduced from six down to three over the last five years.
 - b. Madison West Team down from five to two over the last three years.
 - 2. Examiner Assignments
 - a. Milw. Northwest Team has nine road test examiners. Typically six of them are assigned indoors.
 - b. Milw. Southeast Team has five examiners. Three of them are usually assigned indoors.
 - 3. Milwaukee area Swat Team
 - a. Provided four examiners who did no indoor work and were supposed to help reduce road test backlog. Toured the area adding their numbers to the number of examiners already assigned to road duty. In the Spring of '98, Director Kussow ordered teams to cut their number of examiners down to one on days the Swat Team was on site.
 - c. Swat Team was later dissolved. Reason cited was that they had failed to reduce road test backlog!
 - 4. Degrading road test procedures
 - a. Test duration shortened.
 - i. Less time to complete maneuvers
 - ii. No time to discuss results.
 - b. Difficult elements removed from test because too many failed.
 - C. Budget considerations
 - 1. BFS claims that directives from Dept. of Administration prohibit requesting new positions even if that's what the Bureau thinks they need.
 - 2. BFS and DMV claim that the Legislature will not hear their repeated requests for new positions.

II The Solution

- A. BFS's solution
 - 1. Sabotage own operations, making it look as though the agency is failing.
 - 2. Blame DOA and the Legislature for funding problems.
 - 3. Dump work on outside agencies
 - a. CDL 3rd Party road testing
 - b. Electronic vehicle registration filing for dealers, banks and lenders
 - c. Mandatory Display outsourcing to county clerks and municipalities
 - d. Automobile registration renewals allowed by MIData via the internet and by Vehicle Inspection stations (Lockheed, Inc.)
 - e. Repeated attempts to allow privatization of Class D road testing. Part of current DOT budget proposal.
- B. Problems with 3rd party Class D road testing proposal
 - 1. It results in a revenue loss due to sacrificed road test fees
 - a. If BFS lost all Class D Road Tests, loss would be \$1.4 Million annually
 - b. If BFS lost 68 % of Class. D road tests, loss would be \$775,000 annually
 - c. If \$15.00 R.T. fee were allowed, the loss would be \$1.16 Million annually, at 68% loss
 - 2. Increased costs to the public
 - a. BFS does three road tests for \$10.00
 - b. 3rd parties would be allowed to charge up to \$70.00 for each test
 - c. About 30% of first-time applicants require more than one road test
 - 3. Conflict of interest
 - a. 3rd party examiner could be the same individual who trains the applicant. Financial and/or professional self interest involved
 - b. Public school driver education instructors want nothing to do with examining their own students
 - c. State examiners have no self interest in the outcome of the exam
 - 4. Detracts from inside service
 - a. Proposal could eventually remove 24 positions. These workers would not be present to help at the indoor counter.
 - b. BFS comment cards indicate that the public wants more employees indoors. The 3rd party Class D proposal amounts to a very cumbersome method of denying that wish.
 - 5. ARTS III automated road test booking system
 - a. Due to be implemented in Spring of '99
 - b. Will allow 24 hour telephone booking of appointments
 - c. Will eliminate double bookings and should reduce no-show rate

- d. Savings realized by this system are not reflected in DOT's budget analysis of Class D 3rd party testing
 - e. This system should reduce the FTE needed to complete road tests
- C. Local 1195's solution: Adequate funding and good management
- 1. Increase road test fee to \$15.00/3 tests. This would generate approximately \$118,000 in additional revenue per year
 - 2. Use additional funding to partially offset new entry level positions to permit BFS to fill all work counters while maintaining a road test waiting time of 4 weeks or less
 - 3. Require BFS to assign enough examiners to road test duty to keep backlog at four weeks or less at all locations



STATE ENGINEERING ASSOCIATION

4510 REGENT STREET

MADISON, WISCONSIN 53705

(608) 233-4696

April 6, 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.

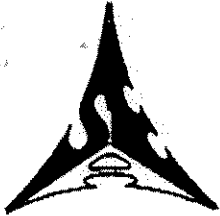
. We disagree with the funding cuts by the Governor in the area of replacement and training of any new Trust Fund counsellor. Without proper training, the existing wealth of knowledge will be lost and the level of service will diminish. We feel some provision should be replaced in the ETF Budget because 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,

Mark Klipstein, President
Southeast Section
STATE ENGINEERING ASSOCIATION

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

**STATE ENGINEERING ASSOCIATION**

4510 REGENT STREET

MADISON, WISCONSIN 53705

(608) 233-4696

April 6, 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 6, 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,

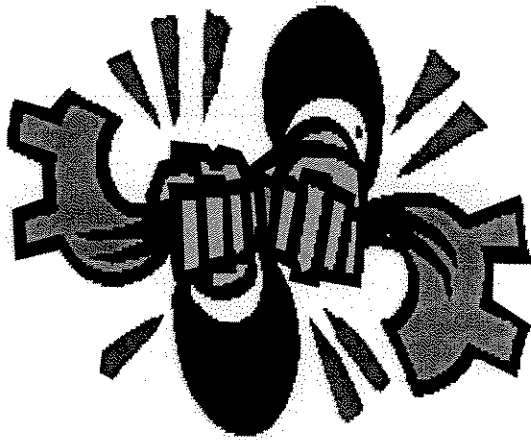


Mark Klipstein, President
Southeast Section
STATE ENGINEERING ASSOCIATION

cc: Pat Lipton, Executive Director, SWIB



=



+



Dear Assembly Rep. Porter

20-

This letter R/T - Assembly Bill #133
Sales Tax on Timeshare Weeks:
Fixed + Flex

Please enter our strong objections to any sales tax which applies to the sale of Timeshare weeks or timeshare maintenance fees. Time share weeks are defined in the Wisconsin statutes by the Wisconsin Legislature as real estate (707.03)

The current budget proposal taxes time-share weeks as personal property. We've already paid a Wisconsin transfer fee for our weeks. How can we now be reclassified as personal property for the purpose of taxation?

Taxation of timeshare weeks hurts the Average citizen. We value our vacations and vacation experiences, we appreciate the opportunity to be able to buy fractional interests in a vacation home at a much lower cost than buying an entire second home property. We should not be punished by taxes because we only ^{buy} those weeks we are actually able to be there to use, as opposed to someone who can afford to buy a whole ownership condo or vacation property.

Please oppose any sales tax on timeshare weeks

Thank you in advance for your support
Yours truly
Armin & Shirley Engelmann

Public Forum on Governor's Budget
Joint Finance Committee Hearings

April 8, 1999

TOPIC: TIMESHARE INTEREST TAXATION

Assembly Bill 133
Senate Bill 45

My name is Everett Wood. I am an attorney residing in Oak Creek and am appearing today to speak against the proposed taxation of timeshare maintenance fees included within the Governor's budget. I am president of the Christmas Mountain Villas Owners Association, an association of approximately 5,000 timeshare interests.

201.03(2)
The current proposal seeks to ignore Wisconsin Statutes and its definition of a timeshare as an interest in real property. As real property, each owner contributes both a real estate transfer tax upon purchase and yearly real estate taxes. The proposal seeks to add sales tax to the yearly maintenance fees paid by its owners.

In addition to being unprecedented nationwide, the imposition of sales tax on such a real property interest is of questionable constitutional basis.

Now, you may be thinking those people who own timeshares are well off enough that they can afford to absorb this tax. Such reasoning would be based on a false stereotype. The typical timeshare owner, at least in our association, is middle class average person. Our owners are the individuals trying to provide vacation experiences for their entire family, and who typically don't have the ability to afford a separate vacation home. This tax would hurt those people the most. I have been contacted by two owners this past week who inform this tax is

posed to sell their interest as a result. These ordinary people feel the yearly imposition of sales tax on their maintenance fees will be "the last straw."

In no other state, and on no other interest is real property purchase or maintenance subjected to sales tax. The imposition of this tax opens the door to taxation of other real estate interests. Take for example the condominium owner paying association dues for maintenance of common areas. Are these maintenance fees taxed? NO! Should they be? NO! How about commercial leasees who pay CAM or common area maintenance charges. Again, these interests are not taxed nor should they be. Residential renters pay a portion of their rent for common area maintenance. Does the legislature wish to tax renters on their monthly payments as well? Certainly not! Likewise for homeowners' associations as well.

Why then does the proposal seek to thrust this sales tax only upon the timeshare industry? Perhaps the drafting representative(s) are disgruntled by this same tax proposal's ~~removal from the final budget in 1985~~ ^{removal from the final budget in 1985}. Perhaps the hope was that the industry would not notice. But that is clearly not the case.

The imposition of this tax will clearly have an adverse effect not only on timeshare owners and associations, but also on one of Wisconsin's leading industries - tourism. Those inclined to purchase a timeshare interest would clearly given all other factors equal, purchase interests not subject to sales tax on maintenance fees. i.e. interests purchased in other states.

In summary, the proposed tax is unfair as it singles out but one real estate interest. It's unprecedented effect operates as a double taxation, ignoring the statutorily defined real property nature of the timeshare interest. The average person is most greatly affected by this tax, which our association requests be removed as the budget takes its final form.

Thank You for Your Consideration
Everett E. Wood

Everett E. Wood

1345 W. Lois Lane

Oak Creek, WI 53154



Good Morning/ afternoon,

My name is Dave Blank and I am executive director of the Racine County Convnetion and Visitors Bureau. I am here today to support two parts of the governor's budget relating to tourism.

First, I support the SB 13, the school start bill which would require that all public schools in the state begin after September 1, yet allow the individual school districts the ability to set the date based on input from public hearings. As written, it would also allow athletic teams to begin practice and staff to have workdays prior to that date

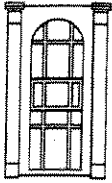
Presently the state's 3rd largest industry- tourism- is cut off both from an employment standpoint and a visitor standpoint in mid august, leaving the last two weeks of August with it great weather as an economic wasteland. This bill would allow the students to continue to work at their summer jobs through the end of August and would give the state's tourism destinations and related businesses an additional two weeks of peak time revenue, thus having a huge impact on the sales tax revenue. It is a win-win for students, families, employers, your constituents and the state of Wisconsin.

Within Racine County's \$150 million travel industry, the impact would be enormous. The summer season, as defined from May thru August accounts for 44% of our yearly tourism expenditures. This is the peak time of the year when hotels, attractions, restaurants, shops and other visitor services are running full. SB 13 would give us another two full weeks to reap the economic benefits to our local area that tourism brings.

Secondly, I am also in favor of the additional \$4 million in proceeds from the tribes that is earmarked for the Department of Tourism. As you well have heard, Wisconsin lags behind our neighboring states in tourism expenditures and while Moose Speros and the staff do a great job in promoting the state as a tourism destination, slowly but surely the deficit does catch up to you affecting the number of visitors, the amount of time they spend in the state and ultimately the amount of money that they spend. I'm getting tired of seeing the South Dakota ads on Milwaukee tv during the news. Wouldn't you like to be able to say that about the number of ads promoting our great state in the Chicago area?

Thank you for your kind consideration to these important matters.

You'll like our lakeside manner



REGISTER OF DEEDS
COUNTY OF KENOSHA
ESTABLISHED 1850

April 8, 1999

Members of the Finance Committee

Re: Governor's Budget Bill /WLIA

Dear Members:

I am writing to alert you of two provisions in the Governor's Budget bill that are of great concern to me a register of deeds. You are probably somewhat familiar with the Wisconsin Land Information (WLIB) which has been a model for the nation. Our county, in particular, has benefited from the retained fees and the grant program from the surcharge collected from customers in my office. Back in 1990, Senators Wineke and Welsh promoted legislation to establish the program and many others signed on as co-sponsors. Instead of a "top-down" approach where bureaucrats at the state level design a program with little input from those of us at the local level who are charged with implementation, the program was designed to be a grass-roots effort. This makes good sense since the collection, maintenance and storage of land-related information takes place at the local level. The WLIB would provide guidance, technical assistance, and grant monies, particularly in counties where the retained fees are insufficient to complete a major modernization project. To date, every single county in the state has prepared a land information modernization plan that has been approved by the Wisconsin Land Information Board (WLIB), and a newly updated plan is in the drafting stage right now. The WLIB is composed of land records professionals from the private sector, local and state government.

Unfortunately, the level of expertise that has developed over the last ten years within the WLIB and the county land information offices (LIO'S) and take over is being ignored by the Department of Administration officials who wish to immediately do away with the WLIB and take over the program. If the Governor's budget bill is passed, half the grant money would be diverted from county government and control of the program and the original vision would be abruptly changed.

The Department of Administration is touting the notion of a statewide geographic land information system without having a clear understanding of what it will look like and how it will operate. While a statewide land information system has always been the goal of the WLIB, the method to get there is drastically different. The vision for the last ten years has been to build a coordinated statewide Land Information System (LIS) through the use of a distributed system of local data warehouses. Data would be generated and used locally but integrated across jurisdictional boundaries, allowing access to information by all levels of government and the private sector, easier access to land records which should be the goal of this program.

Please refer to the "Budget in Brief", page 23. I urge you to support of a redraft of the item #1, soils mapping and digitization initiative with the Natural Resources Conservation Service (NRCS) to allow WLIB control over the rate of funding. The WLIB and the NRCS had agreed to a six-year time frame. The Governor's proposal shortens the time frame to four years (which the NRCS say is not feasible) thus reducing the funding available for local projects. I especially urge you to support removal of item #2, reallocating funds to the DOA for the purpose of building and housing a WLIS without direction or supervision of the WLIB.

Not only do these proposals take money away from our county, I believe they are doomed to failure. There is no magic solution to building these complicated systems. Every local LIO, register of deeds, real property lister, treasurer, planning and development department, county conservationist, and a representative voice from the private sector as well as land records-oriented state agencies must be involved in the planning and the hard work to get the job done properly. We are all stakeholders. Top-down won't work!

Yours truly,

Louise I. Principe
Registrar



LOUISE I. PRINCIPLE - REGISTER OF DEEDS

1010-56TH STREET KENOSHA, WI 53140-3738

PHONE: (414)653-2444 FAX: (414)653-2564



WISCONSIN STATE SENATE

April 5, 1999

The Honorable Brian Burke, Co-Chair
Joint Committee on Finance
The State Capitol
Room No. 316 South
VIA INTER-DEPARTMENTAL MAIL

The Honorable John Gard, Co-Chair
Joint Committee on Finance
The State Capitol
Room No. 315 North
VIA INTER-DEPARTMENTAL MAIL

Dear Colleagues:

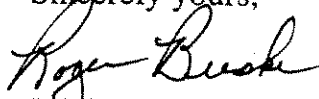
We write to express our concern about potential amendments to the State Budget Bill (Senate Bill 45) that would expand environmental regulation of the cranberry industry. We are opposed to inclusion of this non-fiscal issue in the state budget process and urge you, as members of the Joint Committee on Finance, to oppose any such efforts during your budget deliberations.

We feel strongly that expanded regulation of the cranberry industry, or any other industry, is not the type of fiscal matter that is best addressed in the hectic budget process. Instead, we believe that these subjects should be presented as stand alone bills. As stand alone legislation, this proposal would almost certainly be afforded a better opportunity for a free, open and thorough public debate that best serves the public interest. We also trust our colleagues on the appropriate substantive standing committees who have the expertise necessary to make sound policy judgements on the merits as part of this more deliberative process. Our concerns are not based on any particular environmental regulatory concept. We simply wish to preserve the established process of separating from the budget these type of non-fiscal issues on which reasonable people may disagree.

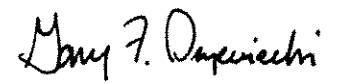
Joint Committee on Finance
April 5, 1999
Page 2

We urge you to resist any efforts to include expanded environmental regulation of the cranberry industry in the current budget debate. We are confident in both the legislative process and our colleagues on the appropriate standing committees to best address these and other non-fiscal policy matters.

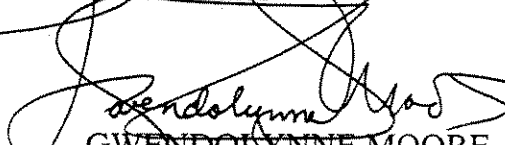
Sincerely yours,


ROGER BRESKE
State Senator



ALBERTA DARLING
State Senator


GARY DRZEWIECKI
State Senator


ALAN LASEE
State Senator



GWENDOLYNNE MOORE
State Senator



BRIAN RUDE
State Senator


DALE SCHULTZ
State Senator


KEVIN SHIBILSKI
State Senator


ROBERT WELCH
State Senator


ROBERT WIRCH
State Senator


DAVID ZIEN
State Senator

cc: Members, Joint Committee on Finance

VILLAGE OF HORTONVILLE

118 North Mill Street • P.O. Box 268
Hortonville, WI 54944-0268
(414) 779-6011

March 30, 1999

Honorable Cloyd Porter
State Representative – 66th Assembly District
309 North, State Capital
P.O. Box 8953
Madison, WI 53708

Dear State Representative Porter,

The Village would like your support and cosponsorship of the Heritage Trust legislation introduced and supported by Senator Jauch, Rep. Freese, Sen. Burke, Sen. Grobschmidt, and Sen. Rude. The possibility of having a grant program administered by the State Historical Society would be very advantageous to our community, which has a structure that could take advantage of this opportunity.


The Village of Hortonville is home to a building that is on the National Register of Historic Places. The current Community Hall was originally built between 1913 and 1915 as an opera house and was later used for community events. If you desire to view the building it is located at 312 West Main Street.

This structure is a very important part of the past, present, and hopefully the future of the Village of Hortonville. A program such as the Wisconsin Heritage Trust Program is vital to the continued preservation of the Hortonville Community Hall, as well as other historical buildings throughout the State of Wisconsin.

I would appreciate hearing from you regarding your position on the issue. If you have any questions, or would like to tour the Hortonville Community Hall and discuss our plans for the building with the Historical Committee, please do not hesitate to contact me at (920) 779-6011.

Sincerely,

Village of Hortonville


Robert K. Duffy
Administrator

Cc: Heritage Trust Project, P.O. Box 620614, Middleton, WI 53562

TOM BERGER - RIC
SAGE PROGRAM



State Historical Society of Wisconsin

816 State Street ♦ Madison, Wisconsin 53706-1488 ♦ 608/264-6400 ♦ Fax 264-6504



Division of Historic Preservation
608/264-6500

MEMORANDUM

TO: Fellow Preservationist

FROM: Alicia Goehring *Alicia*

SUBJECT: Wisconsin Heritage Trust Proposal

DATE: March 26, 1999

Post-it® Fax Note	7671	Date	3/29/99	# of pages	5
To	Matt Wagner	From	Alicia Goehring		
Co./Dept.		Co.	SHSW		
Phone #		Phone #	608-264-6500		
Fax #	414-634-1504	Fax #	608-264-6504		

I have exciting news! State Senator Bob Jauch of Poplar, Wisconsin has introduced a proposal to make state funds available to be used for building rehabilitation grants. All the proposal details are outlined in the Wisconsin Heritage Trust Program policy statements included with this fax.

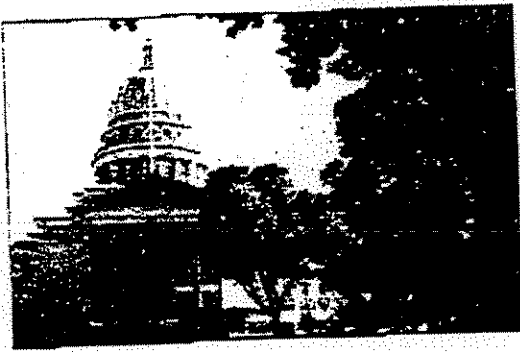
Just think. After years of telling people that there is no money available for rehab projects, next year you might be able to happily explain the details of the Heritage Trust program instead.

But this proposal needs your help. The legislature needs to know if anyone in the state believes this program could be beneficial. Would it benefit the people of Wisconsin? Would it help preserve our precious cultural and historic resources? Would this program fill a void that no other current preservation incentive program fills? If you believe the answers are yes, yes, and yes, there is something you can do to help.

First, you can plan to attend and speak at one of several public hearings or listening sessions being held throughout the state. These hearings/sessions are being held by the Joint Finance Committee to give the citizens of Wisconsin an opportunity to speak out regarding this year's budget bill. This committee represents an important hurdle for Senator Jauch's proposal. As I understand it, a dozen or so people speaking on a particular subject at each of these meetings can make a huge impact, so bring along a few other preservation supporters from your community to highlight various preservation needs in your city or village. A list of these hearings/sessions is included with this fax.

Second, you can write your own legislators expressing your support. There is no bill number to identify this proposal, so just refer to it as the "Wisconsin Heritage Trust Program". If you support this proposal, your legislators want to know.

If you have any questions regarding the proposal or the hearings/sessions, please give me a call at 608/264-6515.



Wisconsin Heritage Trust Program

Policy Statements

OVERVIEW

The Wisconsin Heritage Trust will be established following the Sesquicentennial as a tangible way to build upon the enthusiasm and pride evident throughout the state in 1998. It is a legacy fund supporting the work of our citizens to preserve our heritage for generations to come and to commemorate Wisconsin's Bicentennial.

By Wisconsin's 150th year:

- 80% of the State's archaeological sites have been destroyed or severely damaged
- Our icon barns are rapidly disappearing
- Wisconsin loses an estimated 400 plus historic properties every year
- Of 77 historic properties recorded in rural Dodge County in 1975, not one remained in 1995

In our 151st year, we have decided to put a stop to this widespread degradation of our heritage, to save the places that define who we are, and that make Wisconsin *Wisconsin*.

Senator Bob Jauch and Representative Stephen Freese (Sponsors), Senators Brian Rude, Brian Burke, Richard Grobschmidt and many other legislative colleagues, the major statewide historic preservation organizations listed (combined membership over 8,000), and numerous private and public sector leaders identified the urgent need for a program to safeguard Wisconsin's irreplaceable heritage.

- The State Historical Society of Wisconsin
- Wisconsin Heritage Tourism (Dept. of Tourism)
- Wisconsin Archaeological Survey and Society
- Wisconsin Main Street (Dept. of Commerce)
- Barns N.O.W! (Network of Wisconsin)
- 1000 Friends of Wisconsin
- Wisconsin Association of Historic Preservation Commissions
- Wisconsin Trust for Historic Preservation

PROGRAM

The Wisconsin Heritage Trust will be established by a one time authorization of \$20 million over a 10-year period. The fund will provide \$15 million in preservation grants over 10 years and \$5 million in seed money to create a major endowment generating preservation grants and low interest loans in perpetuity. The 10 year program will be administered by the State Historical Society while the endowment will be established and administered by the Wisconsin Trust for Historic Preservation.

MISSION

The mission of the Wisconsin Heritage Trust is to promote our heritage by providing support to projects that serve the public good by saving important prehistoric and historic places, and that protect our unique cultural heritage.

GOALS

- Preserve those places and objects representing the unique character of Wisconsin.
- Ensure the availability of support in perpetuity by creating a substantial endowment by a modest contribution of public seed money with which to attract private donations.
- Provide a source of funds for the commemoration of Wisconsin's Bicentennial.

CRITERIA

The determination of eligibility for program support will be based on two sets of criteria:

Place or Property

- Rare and/or distinct
- Endangered through neglect or impending destruction
- Responsive to appropriate public access
- Contributes to the telling and the revitalizing of Wisconsin's history statewide
- Catalyst for related benefits in the surrounding area

Applicant/Owner

- Demonstration of need and lack of other sources of funding
- Ability to sustain the project after completion
- Evidence of matching support
- Demonstration of community, units of government and other endorsement
- Non-profit organizations, units of government, small business and individuals eligible

Recipient selection will be made by a panel composed of one representative from seven of the statewide agencies identified above.

RESULTS

Over the next fifty years, the Wisconsin Heritage Trust Program will:

- Support and safeguard about 20 projects per year
- Directly benefit the historic resources of every county in the state
- Create a permanent endowment of \$35 million, or more, with all but 20% originating from private contributions and accrued interest
- Distribute an estimated \$55 million to safeguard and revitalize Wisconsin's heritage
- Ensure substantial start up funds for the commemoration of the Bicentennial

With a commitment of \$20 million in 1999, the State will generate disbursements of \$55 million statewide and create a \$35 million endowment for the preservation of Wisconsin's heritage and identity for generations to come.

Wisconsin Heritage Trust Endowment

Projections of Capital Sum Invested plus Disbursements Available from Accrued Interest

After 5 years

Capital est. \$4 million (\$3 million public + \$1 million private donations)
Annual Disbursement available - \$200,000

After 10 years

Capital est. \$9 million (\$5 million public + \$4 million private donations)
Annual Disbursement available - \$450,000

After 25 years

Capital est. \$20 million (\$5 million public + \$15 million private donations)
Annual Disbursement available - \$1 million

After 50 years

Capital est. \$35 million (\$5 million public + \$30 million private donations)
Annual Disbursement available - \$1,750,000

Total Endowment Interest Dispersed after 25 years - Over \$13.5 million

Total Endowment Interest Disbursed after 50 years - Over \$40 million (i.e. eight times the State's original \$5 million investment with the capital sum remaining intact)

Notes:

- No allowance made for reinvestment of any interest generated over and above annual grant and loan commitments.
- Projected annual disbursements assume 5% return on capital investment.
- No allowance included for repayments of low interest preservation loans.

The above projections are thus potentially conservative in terms of the capital sum and the interest available for disbursement. Projections of private sector donations have been reviewed by other parties and are considered reasonably attainable.

CALL TO ACTION FOR HISTORY

GOOD NEWS! A bipartisan group of legislators is introducing a bill to create a Heritage Trust for Wisconsin. Leading the effort are Senator Bob Jauch, Rep. Steve Freese, Sen. Brian Burke, Sen. Rick Grobschmidt, and Sen. Brian Rude. The purpose is to create a \$20 million, ten year grant program run by the State Historical Society and an endowment for cultural preservation run by the Wisconsin Trust for Historic Preservation.

HERITAGE TRUST. Have you ever wished for a source of grant monies to help restore a historic house? Have you wondered if the state could help purchase and protect an endangered archaeological site? Has your historical society or museum tried to raise money to purchase, catalog, or store an important collection of objects, papers, or photographs?

The most frequently heard request from citizens is "How do we find grant money or seed money for our historical projects?"

The Heritage Trust legislation will create a source of funding that can be tapped for local historical projects. Please read the enclosed information sheet on the Heritage Trust and help make it come to life.

WHAT CAN I DO TO HELP? There are two things you can do. We need people and organizations to testify before the Joint Finance Committee at their hearings and listening sessions around the state. Committee members want to hear what you want to see in the budget, and you can tell them.

We also need a flood of letters and calls to all legislators asking them to support the Heritage Trust.

- (1) Immediately call and write to your local legislators and ask for:
 - Their cosponsorship of the Heritage Trust legislation — \$20 million over 10 years
- (2) Check the hearings schedule and help arrange for a local group to attend and testify. We want to have at least a dozen supporters of the Heritage Trust on hand and ready to speak at each hearing.

HOW DO I MAKE THE CASE? Read the tips on the back of this sheet, and then write or call your legislators using the phones and addresses given below. **Members of the Joint Finance Committee — the legislators who write the budget— are listed in bold.** Mailing addresses are listed on the reverse.

JFC Hearing or Listening Session Schedule

March 28	Green Bay Brown Cty Library 515 Pine St.	10:30 - 5:00
March 30	Ashland Ashland High School 1900 Beaser Ave.	10:00 - 1:00
March 31	Milwaukee MPS Admin Bldg 5225 W. Vliet St	10:00 - 2:00
April 8	Racine J.I. Case High School 7345 Washington Ave.	10:30 - 5:00
April 13	Stevens Point UW-Stevens Point Univ Center - Alumni Room 1015 Reserve St.	10:30 - 5:00
April 14	Osceola Osceola High School 1029 Oakridge Drive	10:30 - 5:00
April 15	Madison Room 411 South State Capitol	10:30 - 5:00

SENATORS & OFFICE PHONES (Area 608)

Baumgart, James	266-2056
Breske, Roger	266-2509
Burke, Brian	266-8535
Chvala, Charles	266-9170
Clausing, Alice	266-7745
Cowles, Robert	266-0484
Darling, Alberta	266-5830
Decker, Russell	266-2502
Drzewiecki, Gary	266-5670
Ellis, Michael	266-0718
Erpenbach, Jon	266-6670
Farrow, Margaret	266-9174
Fitzgerald, Scott	266-5660
George, Gary	266-2500
Grobschmidt, Richard	266-7505
Huelsman, Joanne	266-2635
Jauch, Robert	266-3510
Lasee, Alan	266-3512
Lazich, Mary	266-5400
Mcen, Rodney	266-8546
Moore, Gwendolynne	266-5810
Panzer, Mary	266-7513
Plache, Kimberly	266-1832
Risser, Fred	266-1627
Robson, Judy	266-2253
Roesler, Carol	266-5300
Rosenzweig, Peggy	266-2512
Rude, Brian	266-5490
Schultz, Dale	266-0703
Kevin Shibilski	266-3123
Walch, Robert	266-0751
Wirch, Robert	267-8979
Zien, David	266-7511

1. Politeness is important. Never display anger or threaten.
2. Personal conversations or phone calls to the legislative office are the most effective approach.
3. If you write, use your own words and don't worry about typing them.
4. Make it clear, particularly if you are writing from a second home or vacation spot, that you are one of the legislator's constituents.
5. Request a specific action (i.e., support for Heritage Trust) and explain how failure to act could hurt people or organizations in the legislative district.
6. Always ask the legislator politely to let you

know his or her position on the matter as quickly as possible. (Don't let them off the hook!)

7. When the legislator responds, take the time to send a short thank-you note. If the response was disappointing, say so, but also say thanks for his or her attention to the matter.

ADDRESSES

Hon. ____, Wisconsin Assembly, P.O. Box 8953, Madison, WI 53708

Hon. ____, Wisconsin Senate, P.O. Box 7882, Madison, WI 53707

The Legislative Hot-Line -- 608-265-9950 or 1-800-362-WISCO -- can tell you who your legislators are if you are uncertain.

ASSEMBLY MEMBERS AND OFFICE PHONES
(All phones are Area Code 608)

Ainsworth, John	266-3097
Albers, Sheryl	266-8534
Baiow, Larry	266-9172
Berceau, Terese	266-3784
Black, Spencer	266-7521
Bock, Peter	266-8580
Boyle, Frank	266-0640
Brandemuehl, David	266-1170
Carpenter, Tim	266-1707
Coggs, G. Spencer	266-5580
Cofan, Pedro	267-7669
Cullen, David	267-9836
Duff, Marc	266-1190
Foti, Steven	266-2401
Freese, Stephen	266-7502
Gard, John	266-2343
Goetsch, Robert	266-2540
Gronemus, Barbara	266-7015
Grothman, Glenn	264-8486
Gunderson, Scott	266-3363
Gundrum, Mark	267-5158
Hahn, Eugene	266-3404
Handrick, Joseph	266-7141
Hasenohrl, Donald	266-8366
Hebl, Tom	266-7678
Hoven, Timothy	267-2369
Huber, Gregory	266-0654
Hubler, Mary	266-2519
Huebsch, Michael	266-0631
Hundertmark, Jean	266-3794
Hutchison, David	266-5350
Jensen, Scott	266-3387
Jeskewitz, Suzanne	266-3796
Johnsrud, DuWayne	266-3534
Kaufert, Dean	266-6719
Kedzie, Neal	266-9650
Kelso, Carol	266-0485
Kestell, Steve	266-8530
Klusman, Judith	266-7500
Kreibich, Robin	266-0660
Kreusar, James	266-5504
Krug, Shiriey	266-5813
Krusick, Margaret	266-1733
Ladwig, Bonnie	266-9171
La Fave, John	266-0486
Lasee, Frank	266-9870
Lassa, Julie	267-9649
Lehman, John	266-0634
Lehman, Michael	267-2367
Liebham, Joseph	266-0656
Meyer, Mark	266-5780
Meyerhofer, Lee	266-2418
Miller, Mark	266-5342

Montgomery, Phil	266-5840
Morris-Tatum, Johnnie	266-3756
Musser, Terry	266-7461
Nass, Stephen	266-5715
Olsen, Luther	266-8077
Ott, Alvin	266-5831
Owens, Carol	267-7890
Petrowski, Jerry	266-1182
Pettis, Mark	267-2365
Plale, Jeffrey	266-0610
Plouff, Joe	266-7055
Pocan, Mark	266-8670
Porter, Cloyd	266-2530
Powers, Michael	266-1192
Reynolds, Martin	266-7506
Rhoades, Kitty	266-1526
Richards, Jon	266-0650
Riley, Antonio	266-0645
Ryba, John	266-0616
Schneider, Martin	266-0215
Schoof, Dan	266-9967
Seratti, Lorraine	266-3780
Sherman, Gary	266-7690
Sinicki, Christine	266-8588
Skindrud, Richard	266-3520
Spillner, Joan	266-7746
Staskunas, Tony	266-0620
Steinbrink, John	266-0455
Stone, Jeff	266-8590
Suder, Scott	267-0280
Sykora, Tom	266-1194
Townsend, John	266-3516
Travis, David	266-5340
Turner, Robert	266-0731
Underheim, Gregg	266-2254
Urban, Frank	266-9175
Vrakas, Daniel	266-3007
Walker, Scott	266-9180
Ward, David	266-3790
Wasserman, Sheldon	266-7671
Wieckert, Steve	266-3070
Williams, Annette	266-0960
Wood, Wayne	266-7503
Young, Leon	266-3786
Ziegelbauer, Robert	266-0316

Remember To help us keep track of support, please send copies of your letters and messages, as well as any replies, to Heritage Trust Project, P.O. Box 620614, Middleton, WI 53562.

Kim

To The Honorable Joint Committee on Finances April 8, 1999
By: James H. Harris, 4001 67th Drive, Union Grove, WI 53182 414-878-1663

CITIZEN FRIENDLY TAX FORMS

The complexity and poor organization of the State of Wisconsin Income Tax Forms and Directions is a disgrace. Federal Forms are much easier to follow. I really don't mind paying the taxes but the directions are horrendous to deal with.

They should be written in a manner easily understood and followed by an 8th grade student, not by a very bright MBA or CPA.

In fact, I believe a testing program should be developed that state legislators, their staff and tax department employees all be required to fill out a typical farm or small business WI State income tax form before they can be sworn in next time or get a raise.

Then the form be further improved to be followable by a high school senior and on to an 8th grade students math test.

When this is done we will have solved two problems, the second being we will have students who can read, write, add and subtract.

SECONDLY-- The \$500 capital gains write off limit is archaic - too small and too complicated. It too must be brought in line with the much larger federal allowance of \$3,000.

THIRDLY is it reasonable that one may have a large amount of taxable interest on capital and not be allowed to use it to cover a capital loss? Does this really make sense?

FOURTH--Continue to remove the school budget from local property taxes and particularly the farmland tax. Fund the schools via sales and income tax.

The local building codes and zoning laws are becoming highly focused on whether the proposed house will carry its own weight school tax wise -- this is wrong..wrong -- this keeps people with modest means in apartment houses and trailer parks from owning homes. People and children from private homes tend to be more responsible citizens.

I would like to congratulate and thank the tax department on their courteous and capable telephone assistance in doing my state income taxes.

Addressing these issues will certainly make income tax preparation a less taxing experience. My wife and I will be very grateful.

Sincerely, James and Nelda Harris

James H. Harris

Statement of the
Hon. Gerald P. Ptacek

JOINT COMMITTEE ON FINANCE

April 8, 1999
J.I. Case High School
Racine, WI

Good morning! I am Gerald P. Ptacek; I have been a Circuit Court Judge in Racine County since 1988 and appear today to urge you to increase funding and staffing for CCAP, the Circuit Court Automation Program.

CCAP is the statewide computer system that serves the trial courts in Wisconsin counties. It is the case management and accounting system of the circuit courts. CCAP has 2,600 users, and has been implemented in all except 2 counties across the state. Its success has been recognized nationally when CCAP received a Computerworld Smithsonian Award. Some Wisconsin Counties which originally were not interested in CCAP have requested and are now part of the system, including Milwaukee, Dane, Waukesha, Brown, Kenosha and Rock Counties. Winnebago County, which chose to accept \$178,000 for its own computer system, has returned the funds in order to become a CCAP participant. Our citizens who use the court system can access case information at public access terminals in each courthouse and will soon have access to statewide information through the Supreme Court's web site. CCAP has become a necessity to the trial courts of our state!

To meet the demands and needs of CCAP users, CCAP submitted a request for \$2 million annually which included funding for 10 new positions. \$1.5 of this sum was requested for equipment replacement, infrastructure improvements and increased

telecommunication costs. Without the requested funding, CCAP will have one support person per one hundred users when the DOA standard is one per thirty; outdated hardware and software will not be replaced; CCAP implementations in Milwaukee juvenile and Waukesha criminal and juvenile courts which are not now Year 2000 compliant may be in jeopardy. Without adequate funding, CCAP will be unable to meet the needs of its own users, not to mention hampering advancements designed to allow information and data sharing with state agencies.

Without adequate funding CCAP will not be able to maintain its role as a leader in providing technology to our trial courts and our citizens. Please, act to increase funding and staff positions for CCAP to the requested levels to ensure the future of this vital tool of Wisconsin's trial courts! Thank you.

April 8, 1999

Joint Finance Hearing on Governor's Proposed Budget
J. I. Case High School, Racine WI

STATEMENT IN OPPOSITION TO THE "RESTRUCTURING OF PUBLIC BROADCASTING IN THE STATE OF WISCONSIN."

My name is Richard L. Weiss. I live in Shorewood, Wisconsin and I am testifying today as a long time member of the Community Advisory Board of Milwaukee public radio station WUWM-FM, which is licensed to the UW Board of Regents. I am a retired business professional, most recently a Vice President of Compuware Corporation.

I am speaking today in opposition to the Governor's proposed restructuring of public broadcasting as it applies to WUWM.

WUWM is an outstanding example of decentralization and local control – characteristics which are viewed today as keys to success in both the public and private sectors. WUWM is not a member of Wisconsin Public Radio, which is managed out of Madison, and does not use its programs. Rather, WUWM has been free to focus on the needs of the greater Milwaukee community audience and its partnership with the University of Wisconsin – Milwaukee.

The results of this independence from a larger broadcasting bureaucracy include the following:

An award-winning local news organization produces hours of local programming each day.

Students with various majors, including those from the department of Mass Communications, work hand in hand with the local professional broadcasting staff.

Sixty five percent of the station's funding comes from its listeners and from programming underwriters. The remaining funds come from the Corporation for Public Broadcasting and the UWM College of Letters and Sciences. No direct appropriation is either received or required from the State of Wisconsin.

WUWM is a station which "works." There are no significant problems in either its funding or operation. Altering the licensing and structure would permanently impact the station. Its local flavor would be lost. It would no longer be as responsive to its local listeners. Its financial foundation, developed over a long period of years, would be put at risk.

Campus stations, such as WUWM, should be permitted to continue to operate under their local University affiliations. Thank you.

April 8, 1999

Joint Finance Hearing on Governor's Proposed Budget
J.I. Case High School, Racine

STATEMENT OPPOSING THE "RESTRUCTURING OF PUBLIC BROADCASTING IN THE STATE OF WISCONSIN."

My name is Susan J. Riordan. I live in Milwaukee, WI. I am testifying today as a member of the Community Advisory Board of Milwaukee public radio station WUWM-FM, which is licensed to the UW Board of Regents. I also spent ten years as a news and public affairs professional in Milwaukee commercial television at WTMJ-TV4, WITI-TV6 and WISN-TV12.

I am opposed to the Governor's proposal to restructure public broadcasting. Specifically I ask that the University of Wisconsin Board of Regents be allowed to retain the license for its campus-affiliated radio stations. These stations serve a valuable purpose for their campus and community alike. They serve as an excellent training base for student broadcasters who have the benefit of working side by side with seasoned professionals. The success of these stations is based on **local control** of programming and management.

Evidence of that success can be found at WUWM-FM where 65% of its operating budget is funded by its listeners and programming underwriters. Why do you suppose the station receives that much support from private donations? The answer is obvious. This station's policies, programming and fund raising issues are rooted, not in Madison, but on the campus and in local community it serves. The community has voiced its approval with its dollars. The message is that this locally-run radio station serves a valuable purpose in our community.

The remaining sources of funding come from the federal Corporation for Public Broadcasting and from the UW-Milwaukee College of Letters and Sciences. **You will note that not one penny comes from direct state appropriations.**

Any plan to consolidate these public stations into one statewide, not-for-profit organization will destroy the unique relationship between a public radio station, its home campus and the community.

Speaking on behalf of the 25 community leaders who comprise the WUWM Community Advisory Board, we ask that these **university stations should be allowed to remain independent.**

The Governor has expressed a concern about the high cost of converting public television stations for digital broadcasting. This is a valid issue, but it doesn't affect radio. In trying to fix one problem, let's not "throw the baby out with the bath water" so to speak. University radio stations are successful, well-managed and cost-effective and do not require state funding for their operations. Please leave them alone, and allow them to continue to do the excellent service they perform today.

Submitted by Susan J. Riordan
2704B South Shore Drive
Milwaukee, WI 53207
414-744-8816

11-1-95 JS County panel endorses transfer of stadium site

Finance Committee combines key step with removal of \$4 million in infrastructure funding

By GRETCHEN SCHULDT AND CRAIG GILBERT of the Journal Sentinel staff

The County Board's Finance Committee Tuesday recommended transferring

er, the committee rejected a plan to spend the first installment on the county's \$18 million portion of infrastructure improvements needed for the stadium, amid talks with state officials on that issue.

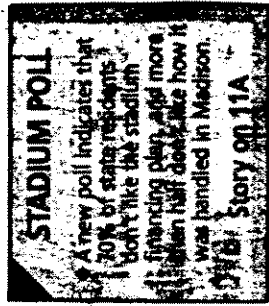
A spokesman for Gov. Tommy Thompson hailed the land transfer decision, while downplaying the move to

strike the funding for stadium infrastructure work.

"The important thing was that they transfer the land. That was the crucial element to moving forward on this project," said Kevin Keane.

The stadium land transfer

Please see STADIUM page 10



Stadium/Panel OKs land transfer

From page 1

will be considered Thursday by the full County Board, but final action may be delayed until Monday. The board on Monday is scheduled to adopt the 1996 budget, at which time the committee's decision on the stadium issues will be considered.

County Board Chairman Robert Jackson said he did not think the full board would reverse the committee's financing recommendation.

Some supervisors have argued the county is in no financial condition to contribute millions of dollars for the benefit of a private business. Even without the infrastructure financing issue, the board is having great difficulty developing a 1996 budget that meets the needs of county residents.

In the Finance Committee's budget deliberations, which concluded Tuesday, the panel recommended the county adopt a 1996 budget that calls for a property tax levy of \$170.1 million, an increase of 8.8% from the levy for this year.

And the outlook for 1997, supervisors say, is even worse.

Ament had included \$4 million of the total \$18 million in infrastructure spending in his 1996 budget. The Finance Committee recommended deleting those funds.

The committee also recommended that land for the new stadium be conveyed to the state "in lieu of any county cost commitment for infrastructure improvements related to the construction of a new stadium."

Ament said after the meeting he was hopeful supervisors eventually would approve the infrastructure spending.

Ament said his office had been in touch with state Secretary of Administration James Klauser, the governor's top aide and a key figure in stadium ne-

gotiations.

"I've not been told . . . (the funding) is unimportant or forget it," Ament said.

Klauser said the land had to be conveyed to the state, so the state could lease it to the new five-county stadium authority, and the authority then could begin work on financing and building the ballpark.

Both he and Keane suggested the issue of the county's infrastructure contribution was something that could be worked out later.

Klauser said he had "positive conversations" with county officials Tuesday on the infrastructure issue. But he added: "We can't solve every problem in one day."

Laurel Prieb, a spokesman for the Brewers said, said of the land transfer move, "From a timing standpoint, it was just very important . . . The infrastructure, of course, needs to be dealt with and it will be."

Jackson, a Finance Committee member, said the state had potential revenue sources, including Indian gaming or the Canadian Football League, to pay the \$18 million.

Supervisor Lynne DeBruin, who represents the area surrounding the stadium, said after the Finance Committee meeting that she was concerned the committee's action could prompt the Milwaukee Common Council to put on hold its agreement to fund \$18 million in infrastructure costs. That could put the entire stadium deal in jeopardy, she said.

However, she said, the proposed land transfer would have failed Tuesday in the Committee on Parks, Recreation and Culture had the financing commitment not been dropped.

The Parks Committee recommended approval of the transfer on a 4-3 vote. The resolution approved by the committee calls for the state to pay for any environmental cleanup needed at the site. The Finance Committee included in its resolution the wording endorsed by the Parks Committee.

Finance Committee Chairman Richard Nyklewicz Jr. said the land transfer would allow the Brewers and the Wisconsin Professional Baseball District to begin site work for the new stadium.

Jackson said some supervisors had asked state officials for help on the infrastructure funding.

"The assurances are they will be working with us," Jackson said, adding there has been no firm commitment from the state on the funding issue.

In August, Klauser said the county should not look to the state for help in paying the infrastructure costs.

More than three years ago, the state reduced administrative fees for handling the county's sales tax. The reduction, which would have saved \$800,000 to \$850,000 in sales tax revenue, was aimed at helping the county avoid levying property taxes for infrastructure costs related to the stadium, he said.

In 1991, the County Board agreed to pay for \$17 million in site and road construction work. However the plan at the time called for the Brewers to pay for the stadium, with \$33.6 million in other infrastructure costs provided by the state and a \$35 million state loan to the Brewers to help finance the construction.

Joe Williams of the Journal Sentinel staff contributed to this report.



James Klauser:

"We can't solve every problem in one day."

**COUNTY OF MILWAUKEE
INTER-OFFICE COMMUNICATION**

DATE: December 21, 1994
TO: Supervisor Richard D. Nyklewicz, Jr., Finance Committee Chairman
FROM: Ron Gindt, Capital Finance Manager
SUBJECT: Brewers Stadium

Background

You requested an update to a 1991 analysis prepared by the Department of Administration which examined projected Milwaukee County costs for the construction of public infrastructure costs related to the proposed Brewers Stadium. On July 4, 1991, the State Legislature passed Assembly Bill 485, which established a financing structure for the \$67.2 million in public costs estimated for the new Brewers Stadium. Milwaukee County's estimated 25 percent share of public infrastructure costs totaled \$16.8 million. It was anticipated that these improvements would be financed from \$1.5 million in highway aids and \$15.3 million in general obligation borrowing. The original analysis indicated that projected revenues were sufficient to repay an estimated \$28.6 million in debt service costs over a 22 year period without a "direct" reliance on property tax revenue. Subsequently, the County began reserving certain county sales and use tax revenues for stadium bond repayment. In 1992 the County issued \$6.0 million in general obligation bonds for initial project work elements. These bonds were lapsed to the County's debt service fund at year-end 1992 when it became evident that project implementation would be delayed. In addition, the County Board also directed that all revenues reserved for stadium bond repayment be lapsed to the general fund.

Attached is an updated summary which shows that sales tax revenues earmarked for the Brewers Stadium project are projected to be insufficient to repay estimated stadium bonds within the fifteen year repayment period established by current County financing policies. The analysis indicates that earmarked revenues would be sufficient to repay bonds on a net present value basis over a 23 year period.

Key Assumptions Used For The Original Analysis

1. The County's share of the public costs of the new Brewers stadium would be \$16.8 million, or one-quarter of the total public costs.
2. The County would use \$1.5 million in State highway aids to directly finance a like amount of roadway costs as part of its share of the public costs of the new stadium.
3. The remaining \$15.3 million in County costs would be financed with tax exempt general obligation bond proceeds. While the actual financing structure would be determined prior to bond authorization, based on then-prevailing market conditions and updated project cash flow estimates, it was assumed that bonds for the stadium would be issued in 1992 and 1994 as part of the County's regular corporate purpose issues.
4. Beginning January 1, 1992, County sales taxes collected at existing County Stadium and revenues subsequently collected at the new Brewers stadium would be reserved for repayment of stadium debt.
5. As provided in AB 485, fees for State collection of the County sales tax will be reduced from 3% to 1.5%, beginning with the February 1992 distribution of sales tax revenues. These increased revenues would also be reserved for repayment of stadium debt.

Governor Tommy Thompson
March 24, 1999
Page 2

That is why I was so deeply disappointed when I learned of the provision in your 1999-2001 Budget that would reverse your promise by increasing the administrative fee to 1.75%. This 17% increase will cost Milwaukee County approximately \$145,000 in 2000, and more than \$2.5 million over the 15-year term of the County Stadium Bonds. It also will adversely impact Milwaukee County's ability to finance other capital projects at a time when we already are exceeding the state-imposed cap on capital spending.

I find it extremely disconcerting that the State would lure Milwaukee County into funding stadium infrastructure costs with a pledge to reduce the sales tax administrative fees and then, once the County made good on its commitment by issuing long-term bonds for the project, reverse this pledge and create another hole in the County budget. It is equally disconcerting to note the bitter irony in your decision to exempt the Southeastern Wisconsin Professional Baseball Park District from the administrative fee increase.

I can only hope that this relatively obscure budget provision was an oversight and that your personal promise and integrity will motivate you to rectify this problem now that it has been brought to your attention. With the City of Milwaukee's stadium funding dilemma finally resolved, and with Miller Park more than half completed, this is not the time for the State to revisit the stadium funding question, once again, by reversing a long-standing commitment. It would be particularly foolish to re-open this issue for the sake of a budget provision that would add a few million dollars to an existing State surplus that exceeds \$400 million.

I respectfully urge you to take swift action to remedy this error.

Sincerely,


Daniel J. Diliberti

c.c. Robert Trunzo, Chairman, Southeastern Wisconsin Professional Baseball Park District
Senator Brian Burke
County Executive F. Thomas Ament
Members, Milwaukee County Board of Supervisors