

March 13, 2003

Ron Fiedler, P.E.  
6321 Stonefield Road  
Middleton, WI 53562

The Honorable Mary Panzer  
Senate Majority Leader  
PO Box 7882  
Madison, WI 53707-7882

The Honorable Joseph Leibham, Chair  
Transportation / Information Inf. Comm.  
PO Box 7882  
Madison, WI 53707-7882

Dear Senators Panzer & Leibham:

I am writing to wholeheartedly endorse the appointment of Frank Busalacchi as Secretary of the Wisconsin Department of Transportation.

Frank Busalacchi is a strong leader in Wisconsin with a fine track record of bringing private sector expertise to public projects and the transportation industry. In the Milwaukee area, Frank has provided his expertise as president of the Summerfest Board of Directors and as construction committee chairman for Miller Park. In both these roles, he worked closely with all levels of government to implement successful initiatives that will benefit Wisconsin for decades to come.

As the former secretary-treasurer of Teamsters Local 200, Frank has a solid sense of the transportation needs for Wisconsin. He knows the importance of transportation to businesses and industry, and understands how a quality multimodal system can help reinvigorate our state's economy. As a resident of the Milwaukee-area, Frank is particularly aware of the need to rebuild the Marquette Interchange and the rest of the regional transportation system in a way that will support the southeast Wisconsin economy.

I am confident that Frank Busalacchi will be a fine public servant for Wisconsin, and I ask you to support his nomination.

Sincerely,



Ronald R. Fiedler, P.E.  
Former Secretary, Wisconsin DOT

MAR 17 2003

March 13, 2003

Senator Joseph Leibham  
Room 409 South  
State Capitol  
P O Box 7882  
Madison, WI 53707-7882

Dear Senator Leibham:

I am writing this letter in support of Frank Busalacchi's confirmation as the new Secretary of the Wisconsin Department of Transportation (WisDOT).

We are all well aware of the serious budget problems facing the state of Wisconsin. We also believe that transportation projects can be a key contributor to economic recovery. Transportation projects provide jobs during planning, design, and construction. Completed transportation projects assist the economic growth by providing safer and more efficient systems designed to support both exiting and future business development.

WisDOT needs a leader familiar with large project development, with a proven record of accomplishments, and with a strong desire to assist the administration in making long-term decisions. I believe Mr. Busalacchi's record addresses all three of these criteria. Mr. Busalacchi's leadership on the Miller Park project and his willingness to make tough decisions on the Southeastern Wisconsin Regional Planning Commission's Freeway Study Committee are examples of the vision that is needed at WisDOT.

Equally important, Mr. Busalacchi has demonstrated his willingness to listen to all transportation stakeholders. We have personally experienced his "open door" policy at the Secretary's office where we openly discussed transportation issues.

In summary, I urge you to support Mr. Busalacchi's confirmation. A strong leader needs resources to accomplish the direction and goals they set; therefore, I also strongly encourage you to work diligently to ensure that WisDOT has a strong and secure budget to address Wisconsin's crucial transportation needs

Thank you for your consideration and this opportunity to express my support.

Sincerely,

Owen Ayres & Associates, Inc.



Patrick J. Quinn, P.E.  
President

MAR 17 2003

March 14, 2003

Senator Joseph Leibham  
Room 409 South  
State Capitol  
P.O. Box 7882  
Madison, WI 53707-7882

Dear Senator Leibham:

I am writing this letter in support of Frank Busalacchi's confirmation as the new Secretary of the Wisconsin Department of Transportation (WisDOT).

In my current position, as well as my position as executive director of the Transportation Development Association (TDA), I have had the pleasure of working closely with seven different Secretaries and various staff at WisDOT. These experiences have given me a clear understanding of the leadership requirements of the Secretary's office.

I served with Mr. Busalacchi on the Southeastern Wisconsin Regional Planning Commission (SEWRPC) Freeway Advisory Committee. I've also met with Mr. Busalacchi since his appointment to discuss transportation issues.

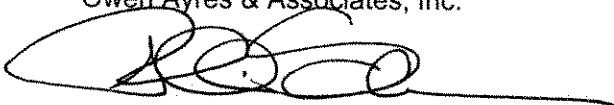
As executive director for TDA, I worked with and represented virtually every transportation stakeholder group in Wisconsin, including groups from every corner of the state. I have learned that the transportation community clearly wants and needs a person in the Secretary's office who is committed to moving transportation forward to improve the state's economy, and provide a safe and efficient transportation system. I am confident that Mr. Busalacchi can fulfill that role based on my associations with him and what he has said at recent public meetings.

In summary, I urge you to support Mr. Busalacchi's confirmation. I also strongly encourage you to work diligently to ensure he, and all of WisDOT, have a budget that is responsive to Wisconsin's transportation needs. As you well know, the Secretary needs resources to accomplish the direction and goals he and the Legislature have set.

Thank you for your consideration of this matter.

Sincerely,

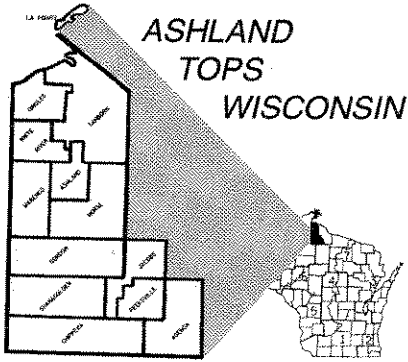
Owen Ayres & Associates, Inc.



Phil Scherer  
Senior Transportation Associate

PS/caf

MAR 17 2003



# ASHLAND COUNTY HIGHWAY DEPARTMENT

P.O. Box 25 - STH 13 & Ryefield Rd.  
Highbridge, WI 54846

Phone: 715-274-3662 Fax: 715-274-8009

Emmer W. Shields Jr., P.E.  
Highway Commissioner

Burt Ottman  
Patrol Superintendent

John Boley  
Office Manager

Jerry Anderson  
Shop Foreman

March 14<sup>th</sup>, 2003

The Honorable Joseph Leibham, Chairman  
Committee on Transportation & Information Infrastructure  
Wisconsin State Senate  
P.O. Box 7882  
Madison, WI 53707-7882

**RE: CONFIRMATION OF DOT  
SECRETARY FRANK BUSALACCHI**

Dear Senator Leibham:

I was privileged to recently meet with Acting Department of Transportation Secretary Frank Busalacchi. I was impressed with Mr. Busalacchi's grasp of the many transportation issues confronting Wisconsin. I was equally impressed by his genuine interest in transportation issues at the local level and his desire to work with local government officials in addressing their concerns.

As a County Highway Commissioner from a rural area in northern Wisconsin, my primary concern is that our limited transportation resources don't become eviscerated to be sent elsewhere. Wisconsin is faced with a great challenge in dealing with the reconstruction of the Southeast Freeway System. Yet, it is absolutely essential to the economic well being of our state that we maintain the quality of our entire transportation system. I believe Mr. Busalacchi is rightly committed to being a Secretary of Transportation for our entire state and for all modes, while at the same time he comes to his position with a wealth of knowledge and understanding of the Southeast Freeway System Project.

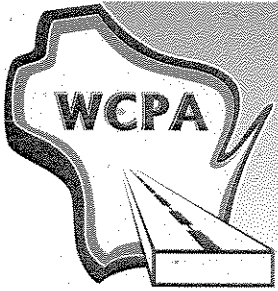
I strongly endorse Mr. Busalacchi's confirmation as Secretary of the Department of Transportation and I respectfully request your support of his confirmation.

Sincerely,

A handwritten signature in cursive script, appearing to read "Emmer W. Shields Jr.", written in black ink.

Emmer Shields Jr., P.E.  
Highway Commissioner  
Ashland County Highway Dept.

MAR 17 2003



**Wisconsin Concrete Pavement Association**

2423 American Lane Suite 1 ♦ Madison, WI 53704

608.240.1020 office ♦ 608.240.1019 fax ♦ mcmullen@chorus.net e-mail

March 14, 2003

The Honorable Mary Panzer  
Senate Majority Leader  
PO Box 7882  
Madison, WI 53707-7882

The Honorable Joseph Leibham, Chair  
Transportation/Information Inf. Comm.  
PO Box 7882  
Madison, WI 53707-7882

Dear Senators Panzer & Leibham:

I am writing you to voice my support for the appointment of Frank Busalacchi as Secretary of the Wisconsin Department of Transportation.

Frank Busalacchi has proven to be a strong leader with his experience in the private sector. As the former secretary-treasurer of Teamsters Local 200, Frank was known for his strong management skills. This will surely help the department to continue to be productive, efficient and of the highest quality. As well, Frank's business background will be especially beneficial as the state builds its way out of its current fiscal situation.

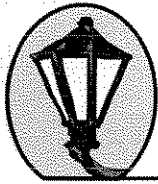
Frank has a solid sense of the transportation needs for Wisconsin. He knows the importance of transportation to businesses and industry, and understands how a quality multimodal system can help reinvigorate our state's economy. I have been particularly impressed of his understanding of the construction companies our association represents.

Frank Busalacchi also brings solid "people skills" to this job. His "open door" policy and willingness to communicate is very welcomed by the road building industry. While serving as a leader for Milwaukee's Summerfest and the construction of Miller Park, Frank showed that he can fairly balance the needs and concerns of many local constituents to develop projects and plans. These skills will be especially useful as Wisconsin undertakes the Marquette Interchange and other major transportation projects in southeast and across Wisconsin in the very near future.

Frank Busalacchi is an excellent choice for Secretary of Transportation, and I ask you to support his nomination.

Sincerely,  
Wisconsin Concrete Pavement Association

Kevin W. McMullen, P.E.  
President



# CITY OF REEDSBURG

134 SOUTH LOCUST STREET  
P.O. Box 490  
REEDSBURG, WI 53959

PHONE: 608-524-6404  
FAX: 608-524-8458

March 16, 2003

MAR 19 2003

The Honorable Joseph Leibham  
Chair, Committee on Transportation & Information Infrastructure  
Wisconsin State Senate  
PO Box 7882  
Madison, WI 53707-7882

Dear Senator Leibham,

**Subject: Confirmation of WisDOT Secretary**

Please accept this letter urging the Senate's confirmation of Frank Busalacchi as Secretary of the Department of Transportation. In my discussions with the Secretary I have found him to be knowledgeable and systematic in his approach to managing the department. He displays a strong concern for the local road system while giving priority to the critical needs of the Wisconsin transportation network. Thus far his office has also demonstrated an understanding of the multi-modal needs for the State's economy to move ahead.

Mr. Busalacchi has considerable experience in working on important public policy matters. I know that the State of Wisconsin will be well served by confirming Governor Doyle's nomination of Frank Busalacchi as the Secretary of Transportation.

Sincerely,

  
David R. Waffle  
City Administrator

cc: Sen. Dale Schultz

drw/lrsc 031503



MAR 19 2003

**100** years OF SERVICE  
Founded as a national organization in 1902.

8401 Excelsior Drive, Ste. 200  
P.O. Box 33  
Madison, WI 53701-0033  
800/236-1300

March 17, 2003

Sen. Mary Panzer, Majority Leader  
Sen. Joseph Leibham, Chair, Committee on Transportation and Information Infrastructure  
Wisconsin Senate, State Capitol  
Madison, WI 53702

Dear Senators Panzer and Leibham:

On behalf of AAA Wisconsin, I am writing you to urge your favorable consideration of Gov. Jim Doyle's nomination of Frank Busalacchi as Secretary of the Wisconsin Department of Transportation. I believe Secretary Busalacchi is well-qualified to provide effective leadership for an arm of state government of crucial importance to AAA Wisconsin's 590,000 members and all other users of transportation systems in our state.

As a long-time officer of a major Teamsters local, Frank Busalacchi understands well, I believe, the importance of an effective, interconnected and multi-modal transportation system as the circulatory system for our state's economic lifeblood. Likewise, his grasp of the need for trucks and passenger vehicles to share the road safely comes quite directly from his industry experience. Having held leadership roles with both Milwaukee World Festivals and the Miller Park Stadium Board, Secretary Busalacchi knows the key role good highways play in providing mobility to our state's tourists – including AAA members – and in maintaining tourism as one of our state's most important industries.

Since Gov. Doyle designated Frank Busalacchi to lead WisDOT, I have been impressed – upon meeting with him several times – by his accessibility and by his maintaining an open-door policy for the department's highest office. I have found Secretary Busalacchi open and willing to hear and consider a wide range of ideas – including those suggestive of change in department policy and practice.

As you are too keenly aware, this is a time of difficult fiscal choices for state government in general and for transportation and its segregated revenue sources in particular. In such difficult times, reasonable persons might disagree about a best course of action, and AAA Wisconsin has given voice to concerns about some budget proposals as they relate to transportation funds. Please know, however, that I have strong confidence that Secretary Busalacchi understands the value of and need for good, safe transportation infrastructure – interconnected across modes – that will meet the mobility needs of the people of Wisconsin and the economy upon which they depend. I strongly urge the Senate Committee on Transportation and Information Infrastructure to recommend and the entire Senate to confirm Frank Busalacchi as Secretary of the Wisconsin Department of Transportation.

On behalf of AAA Wisconsin, I thank you for considering our support for Secretary Busalacchi's nomination.

Sincerely,

Ernest W. Stetenfeld  
Vice President, Corporate Relations

c: Secretary Frank Busalacchi, WisDOT

## Lindstedt, Daniel

---

**From:** Davis, Brett  
**Sent:** Monday, March 17, 2003 7:53 PM  
**To:** Lindstedt, Daniel  
**Subject:** FW: WISDOT Confirmation Hearings

FYI

-----Original Message-----

**From:** Stephen Kraut [mailto:skraut@AMSTATE.com]  
**Sent:** Monday, March 17, 2003 3:51 PM  
**To:** 'sen.leibham@legis.state.wi.us'  
**Subject:** WISDOT Confirmation Hearings

March 17, 2003

Senator Leibham  
Chairperson; Committee on Transportation

Dear Senator Leibham,

Your committee is holding a hearing to consider the confirmation of Frank Busalacchi as Secretary of Transportation. I strongly recommend this confirmation.

I worked with Mr. Busalacchi for 7 years as a member of the Southeast Wisconsin Baseball Park District Board. My direct observation is that he is fair and gets directly to the point. He is an outstanding administrator and a productive worker. He respectfully listens to others, and has a gift for using common sense. He gets the job done and done well.

While these are all fine attributes, his qualifications for the job go beyond this list. He has an in-depth understanding of the relationship between successful Wisconsin transportation policies, the economy of the State, and our ability to create good, high quality jobs for our citizens. He is pragmatically resolved to deal "head on" with the current budget issues. His expertise in government affairs and keen negotiating skills will benefit WISDOT. He is also adept in communicating with State and Federal legislators and his ability in this area alone makes him your best candidate for the position.

He will put the highest priority on the safety of the transportation system. He sincerely cares about the people he serves and will do what is in his power to reduce accidents in the system.

I predict that the legislature will enjoy regular and open communication with WISDOT under Mr. Busalacchi's direction. Mr. Busalacchi has the skill and dedication to do this very significant job well while balancing the needs of progress and budget. Please confirm Frank Bussalacchi as Secretary of Transportation.

Sincerely,

Elaine M. Kraut  
1505 N. Golden Lake Road  
Oconomowoc, WI 53066

Cc: Senator Mary Panzer



**Department of Public Works**

Richard M. Jones, P.E.  
Commissioner of Public Works

Thomas M. Eeg, P.E.  
Assistant Commissioner of Public Works



City Hall  
730 Washington Avenue  
Racine, Wisconsin 53403  
262-636-9121  
Fax: 262-636-9298

March 17, 2003

MAR 19 2003

The Honorable Joseph Liebham, Chair  
Comm. on Transportation & Information Infrastructure  
Wisconsin State Senate  
PO Box 7882  
Madison, WI, 53707-7882

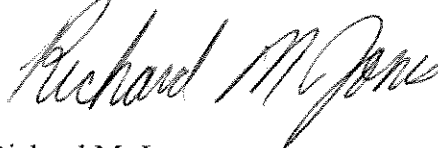
Dear Senator Liebham:

I would like to express my support for the confirmation of Frank Busalacchi as Secretary of the Department of Transportation. Although I have only recently met Mr. Busalacchi, I believe he is the type of individual I would want to lead the Department of Transportation. Mr. Busalacchi provides straight answers, he will tell you what he is thinking even if it isn't what you want to hear. Quite frankly, I found him to be a no nonsense type of person, ready to roll up his sleeves and solve the daunting problems facing our transportation system.

Mr. Busalacchi understands the importance of maintaining a multimodal approach to transportation. While he understands the critical nature of the Southeast Wisconsin freeway system, he also understands the importance of mass transit, commuter rail and the need to maintain our existing roadway network throughout the state.

The Department of Transportation has had three secretaries during the last three years which has had a negative impact on the Department. I would urge you to ratify Mr. Busalacchi's nomination as Transportation Secretary so that he can begin to address the problems facing the transportation system in our State.

Sincerely,



Richard M. Jones  
Commissioner of Public Works

RMJ:dab

cc: Mayor James M. Smith

**Lindstedt, Daniel**

---

**From:** Sen.Leibham  
**Sent:** Tuesday, March 18, 2003 9:35 PM  
**To:** 'Stephen Kraut'  
**Subject:** RE: WISDOT Confirmation Hearings

Ms. Kraut:

Thank you for your note concerning the confirmation of Frank Busalacchi to the position of Secretary of the Wisconsin Department of Transportation. I appreciate you taking the time to contact me and share your thoughts and experiences about and Mr. Busalacchi. Your input will be helpful to me as the Chair of the Senate Transportation and Information Infrastructure Committee in considering Governor Doyle's nomination of Mr. Busalacchi to this important post in Wisconsin government.

Would you like your e-mail to be submitted to the official record and your support of Mr. Busalacchi made public at the Public Hearing? I would appreciate knowing this as well as any other information that you feel would be helpful to committee members as we hear testimony on this appointment to the Governor's cabinet.

Again, thank you for contacting me with your thoughts on Mr. Busalacchi's appointment to Secretary of Wisconsin's Department of Transportation.

Sincerely,

- Joe

Joseph K. Leibham  
State Senator  
9th State Senate District

-----Original Message-----

**From:** Stephen Kraut [mailto:skraut@AMSTATE.com]  
**Sent:** Monday, March 17, 2003 3:51 PM  
**To:** Sen.Leibham  
**Subject:** WISDOT Confirmation Hearings

March 17, 2003

Senator Leibham  
Chairperson; Committee on Transportation

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I worked with Mr. Busalacchi for 7 years as a member of the Southeast Wisconsin Baseball Park District Board. My direct observation is that he is fair and gets directly to the point. He is an outstanding administrator and a productive worker. He respectfully listens to others, and has a gift for using common sense. He gets the job done and done well.

While these are all fine attributes, his qualifications for the job go beyond this list. He has an in-depth understanding of the relationship between successful Wisconsin transportation policies, the economy of the State, and our ability to create good, high quality jobs for our citizens. He is pragmatically resolved to deal "head on" with the current budget issues. His expertise in government affairs and keen negotiating skills

will benefit WISDOT. He is also adept in communicating with State and Federal legislators and his ability in this area alone makes him your best candidate for the position.

He will put the highest priority on the safety of the transportation system. He sincerely cares about the people he serves and will do what is in his power to reduce accidents in the system.

I predict that the legislature will enjoy regular and open communication with WISDOT under Mr. Busalacchi's direction. Mr. Busalacchi has the skill and dedication to do this very significant job well while balancing the needs of progress and budget. Please confirm Frank Bussalacchi as Secretary of Transportation.

Sincerely,

Elaine M. Kraut  
1505 N. Golden Lake Road  
Oconomowoc, WI 53066

Cc: Senator Mary Panzer



March 18, 2003

The Honorable Joseph Leibham  
Chair, Committee on Transportation & Information Infrastructure  
Wisconsin State Senate  
PO Box 7882  
Madison, WI 53707-7882

Dear Mr. Leibham:

I was pleased to hear that you would be chairing the Committee on Transportation & Information Infrastructure and that both you and the Honorable Mary Panzer would be instrumental in the confirmation hearing for Mr. Busalacchi. We have been very impressed with your hard work ethic on other local matters. In the short time since your successful bid for office, you have already actively involved yourself in several important local matters for Manitowoc County and are quickly proving to be an active player in Madison on key issues.

Having served the public in Washington County and the City of West Bend in the early 90's, I already have enjoyed the pleasure of working with Mary Panzer and benefiting from her commitment to the public. Much like you, she is a leader who is not afraid to do what is right for the State of Wisconsin, even when it means crossing the partisan political line.

In the case of Mr. Busalacchi, I strongly feel that we have found a leader who can work successfully on both sides of the isle to get results. After meeting with the secretary last month, I came away with a great deal of confidence that we have someone leading the Department of Transportation who can help us through some very challenging years.

In Frank, I found a very straight talking man with an uncanny ability to grasp complex issues. As a result of his experiences, he understands how to get successful completion of his initiatives. While his previous role in prior matters has not always aligned with my philosophical or ideological beliefs, I admire his ability to complete his duties and initiatives quickly and in full control of the process. No one can doubt that he would be a tremendous asset to the Department and that he will make the tough decisions that must be made as a no nonsense leader.

The press has carried the concerns voiced by many of your peers related to the 500 million dollar funding raid on the Transportation program and your concerns for the dangerous precedent that this may set are well taken by those of us in the Transportation community. I too am very concerned about such an approach. However, it is a certainty that this is not an idea that originates with Mr. Busalacchi. At this stage of his appointment, it is not likely that he has been able to successfully enlighten the Department of Administration regarding the ill-conceived nature of such an approach. But, I am convinced that he will be a strong advocate of segregated funding of transportation for the long haul.

William G. Handlos, P.E.  
Director of Public Works  
and City Engineer

CITY HALL  
900 Quacy Street  
Manitowoc, WI 54220-4543  
Phone: (920) 686-6910  
FAX: (920) 686-6906  
Email: bhandlos@manitowoc.org

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We have to face these issues together. As a fiscal conservative, I am glad that it will be Frank at the helm when we face into that economic storm. I trust him, he is listening to us, and I believe he will be fair and wise in making the difficult decisions that lie ahead.

The controversy surrounding the Secretary's appointment has far less to do with his capabilities to help us through our challenges and far more to do with business as usual partisan politics. The DOT is a mammoth organization full of Engineering and Administrative professionals who are just waiting to see what will happen. The best way to cut waste and to keep moral high in the Department is to make a quick decision and confirm Mr. Busalacchi's appointment. The fear of the unknown and the delay on all projects is undermining the productivity of the Department.

I know that we have the right people on the job leading this confirmation hearing. I am confident that Mr. Busalacchi will surprise you in his ability to move forward in the best interest of all your peers on both sides of the isle. I hope that you will trust him as I do and that you will confirm his appointment immediately.

Sincerely,



William G. Handlos, P.E.  
Director of Public Works and City Engineer  
City of Manitowoc

cc. The Honorable Mary Panzer, Wisconsin State Senate Majority Leader

---

Gene E. Kussart

3955 Weatherwood Trail  
Verona, WI 53593

*acknowledge  
put in file*

March 18, 2003

The Honorable Mary Panzer  
Senate Majority Leader  
P.O. Box 7882  
Madison, WI 53707-7882

Dear Mary:

I am writing to give my support for the appointment of Frank Busalacchi as Secretary of the Wisconsin Department of Transportation.

Frank is a strong leader with proven experience in the private sector. As the former secretary-treasurer of Teamsters Local 200, Frank has strong management skills that will help the department to continue to be productive, efficient and of the highest quality.

Frank Busalacchi also brings solid "people skills" to this job. While serving as a leader for Milwaukee's Summerfest and the construction of Miller Park, Frank showed that he can fairly balance the needs and concerns of many local constituents to develop projects and plans. These skills will be especially useful as Wisconsin undertakes major transportation projects in southeast Wisconsin as well as the rest of the state.

Just as important, though, is my belief that Governors, just like Presidents, should have the right to pick their own Cabinet members and unless there is an overriding reason to reject a nominee I feel they should be confirmed.

Frank is an excellent choice for DOT Secretary, someone who understands the need for a first-class transportation system in Wisconsin, and I ask you to support his nomination.

Sincerely,



Gene E. Kussart  
Former Secretary, Wisconsin DOT

**Wisconsin Asphalt  
Pavement Association**



**Wisconsin Asphalt Pavement Association, Inc.**

Suite 507 • 122 State Street  
Madison, Wisconsin 53703

Telephone Area Code (608) 255-3114 • Fax (608) 255-3371  
www.wispave.org • e-mail wiasppav@execpc.com

*President*  
BRIAN PITLIK  
EAGLE RIVER

*Vice-President*  
RICHARD SCHMIDT, JR.  
WAUKESHA

*Secretary/Treasurer*  
TOM AMON  
ELKHORN

*Directors:*  
TOM AMON  
PERRY ATTERHOLT  
LARRY BIEHL  
KEITH BRAATZ  
BOB DOHMEN  
ROGER FRANK  
CHUCK GASSERT  
RONALD HOCKIN  
STEVE KENNEDY  
JEFFREY MILLER  
JOHN MONTGOMERY  
JOHN MURPHY  
BRIAN PITLIK  
RICHARD SCHMIDT, JR.  
STEVEN SCHULTZ  
JOHN SCOTT  
GREG SENN  
MATTHEW SHINNERS  
JOSEPH TEGLIA  
LARRY USACK

*Executive  
Vice-President*  
GERALD J. WAELTI, P.E.,  
R.L.S.

March 18, 2003

Senator Joseph Leibham  
Post Office Box 7882  
Madison, Wisconsin 53707

Dear Senator Leibham:

On behalf of the members of the Wisconsin Asphalt Pavement Association (WAPA), I am pleased to convey our support for Frank Busalacchi as Secretary of the Wisconsin Department of Transportation (DOT).

Frank's experience in the construction industry, coupled with his leadership roles at Miller Park and World Festivals Inc., give him an excellent background to run the DOT. With the many challenges facing DOT, especially the Marquette Interchange reconstruction, Frank's knowledge and history will be extremely valuable in continuing to move Wisconsin's transportation infrastructure forward.

Again, I am pleased to convey WAPA's support for Frank and urge the Senate to move quickly in confirming his appointment. Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Richard Schmidt, Jr.".

Richard Schmidt, Jr.  
President of the Board of Directors

RS/pog



**SIERRA  
CLUB**  
FOUNDED 1892

John Muir Chapter

Confirmation Hearing for WisDOT Sec Frank Busalacchi  
Before the Senate Transportation and Information Infrastructure Committee  
By Caryl Terrell, Chapter Director, Wisconsin Sierra Club  
March 19, 2003

Thank you for the opportunity to express our thoughts about the confirmation of Frank Busalacchi as the next Secretary of the Department of Transportation. Our support for Mr. Busalacchi is similar to President Nixon's visit to Mainland China: tentative, unexpected and nerve-wracking.

The John Muir Chapter represents over 13,000 of the Sierra Club who reside in Wisconsin. For several years our members have voted Challenge to Sprawl as a major priority. We have found that out of control road-building is the major spur to irresponsible, unplanned development. We are challenging "Bigger is Better" because we know that "Build It and They will Come." Just look at the new development along US 151, I-94, and US 45 that has clogged those highways in many places.

There are many challenges facing state government and WisDOT and we ask that a new DOT secretary be prepared to address them with an open mind and an eye to conservative fiscal constraint.

- We applaud Governor Doyle for transferring \$500 million of revenues from gasoline tax and vehicle fees to help plug the deficit hole in the State Budget. Because all but \$150 million is being replaced by new bonding, it is an exaggeration of the facts to say this is a cut in road work in the next two years. DOT has a steady stream of cash when state government has a trickle. DOT needs to do its part to cut the deficit.
- DOT has never lived within its own budget and it must start to do so now. A new secretary must promise to do what every other agency secretary must do - "tighten the belt on spending, not buy a bigger belt." The Legislature has considered various ways to accomplish this. A new secretary must institute life-cycle cost analysis of every road project and budget present and future costs and replacement before adding more projects. DOT faces at least a \$4.7 billion deficit over the next 20 years to build roads that will likely fill with traffic in only five years. This would require the state to raise gas taxes by 10 cents per gallon for 15 years to pay for promises already made.
- We applaud Governor Doyle for investing in transportation choices, such as funding for commuter trains to serve the southeast counties and Dane County. A new secretary must do even more to bring more balance into transportation investment spending. Wisconsin currently invests only \$15 spent on public transportation for every \$100 spent on new highways, according to data from the Federal Transit Administration's National Transit Database; less than Minnesota and Illinois.

222 South Hamilton Street, Suite 1, Madison, Wisconsin 53703-3201  
Telephone: (608) 256-0565  
Fax: (608) 256-4562  
Web Site: [www.sierraclub.org](http://www.sierraclub.org)



- ❑ A new secretary must commit himself to reducing waste. Independent review of just seven DOT highway projects found almost \$1 billion in waste and potential savings. A new secretary must commit to implement the 1996 Legislative Audit of WisDOT to reduce per capita transportation costs and review currently enumerated projects for more cost-effective, safety-first alternatives. This includes a moratorium on new projects and a review of all existing projects.
- ❑ A new secretary must commit to fix our roads first, and provide more funding for local streets and roads where most the accidents occur.
- ❑ A new secretary must commit to revamp the state formula for new road investments, Trans 210, to make it balance community safety above promoting economic development and sprawl.
- ❑ A new secretary must focus on an "arrive alive" campaign to make our streets and roads safer. Traffic fatalities are four times higher than murders in Wisconsin over the last 25 years. Most traffic deaths are due to a combination of speed, alcohol, and not wearing seatbelts, and have little to do with road engineering, according to WisDOT.
- ❑ A new secretary must provide an equitable solution for rural farm families and urban minorities who bear the brunt of highway expansions. The number one destroyer of productive farmland is road expansion and transportation is the largest cancer polluter in Wisconsin, according to EPA data. The average Wisconsin citizen breathes air that is more than 500 times too polluted from cancer-causing pollution, and 85 percent of the risk comes from trucks, cars and other "mobile" sources. (EPA data posted on the Environmental Defense's Scorecard.org website. Enter your zip code for local data.)
- ❑ A new secretary must scale back multi-lane highway and truck route expansion plans and pay more attention to public transit, local streets and passenger and freight train opportunities. A new secretary must invest transportation dollars to reduce traffic congestion and increase transportation choices. A single rail line has the capacity equal to 4 lanes of highway. Public transportation is a much more cost-effective way to move people to their jobs and supports lifetime careers, not short term construction jobs.
- ❑ A new secretary needs to be a team player with other agencies, supporting Smart Growth land use planning by local governments, managing water runoff from streets and bridges that impact our clean lakes and rivers, and promoting smarter regional growth that contributes to safer streets and neighborhoods.

Thank you for this opportunity to discuss the role and responsibilities of the new DOT secretary. We look forward to working with you to make sensible investments in our transportation future.




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800/236-1300

March 19, 2003

TO: Sen. Joseph Leibham, Chair, and Members of the Senate Committee  
on Transportation and Information Infrastructure

FROM:  Ernie Stetenfeld, Vice President, Corporate Relations, AAA Wisconsin

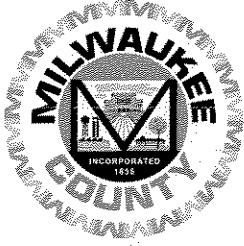
RE: AAA Wisconsin support for the appointment of Frank Busalacchi  
as Secretary of the Wisconsin Department of Transportation

Good morning, Chairman Leibham and members of the committee. I am here on behalf of AAA Wisconsin, which represents the motoring and travel interests of more than 590,000 AAA members in our state. I also serve as chairman of the Wisconsin Highway Users Conference, an umbrella group of organizations interested in good, safe highway infrastructure in our state and equitable, adequate funding for that system. On behalf of AAA Wisconsin and as chair of the Wisconsin Highway Users Conference, I strongly urge your favorable consideration of Gov. Jim Doyle's appointment of Mr. Frank Busalacchi as Secretary of the Wisconsin Department of Transportation.

I believe that Secretary Busalacchi is well-qualified to provide effective leadership for an arm of state government of crucial importance to AAA Wisconsin's members and other users of transportation systems in our state. As a long-time officer of a major Teamsters local, Frank Busalacchi understands well the importance of an effective, interconnected and multi-modal transportation system as the circulatory system for our state's economic lifeblood. Likewise, his grasp of the importance of transportation safety – the need for trucks and passenger vehicles to share the road safely, for instance – comes quite directly from his industry experience. Having held leadership roles with both Milwaukee World Festivals and the Miller Park Stadium Board, Secretary Busalacchi knows the key role good highways play in providing mobility to our state's tourists – including AAA members – and in maintaining tourism as one of our state's most important industries.

Since Gov. Doyle designated Frank Busalacchi to lead WisDOT, I have been impressed – upon meeting the Secretary several times – by his accessibility and by his maintaining an open-door policy for the department's highest office. I have found Secretary Busalacchi open and willing to hear and consider a wide range of ideas – including those suggestive of change in department policy and practice. I have strong confidence that Secretary Busalacchi understands the value of and need for good, safe transportation infrastructure – interconnected across modes – that will meet the mobility needs of the people of Wisconsin and the economy upon which we depend. I strongly urge the committee to recommend and the entire Senate to confirm the Governor's appointment of Frank Busalacchi as Secretary of the Wisconsin Department of Transportation.

I thank you for considering AAA Wisconsin's support for Secretary Busalacchi's appointment.



OFFICE OF THE COUNTY EXECUTIVE  
*Milwaukee County*

SCOTT WALKER • COUNTY EXECUTIVE

March 19, 2003

Senator Joe Leibham, Chairman  
Honorable Members  
Committee on Transportation and Information Infrastructure  
Wisconsin State Senate  
Post Office Box 7882  
Madison, Wisconsin 53707

Dear Chairman Leibham and Honorable Members:

It is my great pleasure to write to you in enthusiastic support of the nomination of Mr. Frank Busalacchi as Secretary of the Wisconsin Department of Transportation.

I have worked with Mr. Busalacchi on a multitude of issues, including transportation, Miller Park, Summerfest and charitable organization projects. He is one of the sharpest people I know and he possesses a broad understanding of the transportation issues that Wisconsin faces. I have seen his ability to bring together people from several different viewpoints through his involvement on many of the boards in our area. He is an excellent nominee for the Department of Transportation.

Milwaukee County will be facing many challenges in the future in regards to transportation. These challenges will have an impact on commerce and quality of life throughout Wisconsin. I know that Mr. Busalacchi will have the best interests of all of Wisconsin in mind and will work with local leaders and the Legislature to the best solutions possible.

Again, thank you for the opportunity to share my views with you. Please join me in supporting the nomination of Mr. Frank Busalacchi as Secretary of WISDOT.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Walker".

Scott Walker  
Milwaukee County Executive

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800-236-4650 Toll Free

March 19, 2003

Wisconsin State Senate  
Committee on Transportation and Information Infrastructure  
Senator Leibham, Chairperson  
Senators Kanavas, Kedzie, Breske, and M. Meyer

Good morning and thank you for the opportunity to address your committee. My name is Jason Pape and I am Secretary of the Wisconsin Association of Taxicab Owners and President of the Specialized Medical Vehicle Association of Wisconsin. On behalf of these associations, we are speaking in favor of the governor's choice for Secretary of the Wisconsin Department of Transportation. We may not always agree with the rules of the Department of Transportation, but we appreciate the opportunity to be heard sincerely and feel we will continue to have that respect under Mr. Busalacchi. We feel Mr. Busalacchi is the best choice for Secretary of the Wisconsin Department of Transportation. Thank you.

Specialized Medical Vehicle  
Association of Wisconsin

Jason Pape, President  
P.O. Box 209  
New Richmond, WI 54017  
715-246-2933

Wendall Matzke, Vice President  
P.O. Box 217  
Windsor, WI 53598  
800-567-5438

Kathy Sankey, Secretary  
5622 Highway B  
Plover, WI 54481  
715-341-5599

Wisconsin Association of  
Taxicab Owners

Glenn Adzima, President  
5509 West Holt Ave.  
Milwaukee, WI 53219  
414-328-0308

Kathy Sankey, Vice President  
5622 Highway B  
Plover, WI 54481  
715-341-5599

Jason Pape, Secretary  
P.O. Box 209  
New Richmond, WI 54017  
715-246-2933

Sue Weyenberg, Board Member  
E9321 Crain Rd.  
New London, WI 54961  
920-982-6059

Gail LeVeque, Board Member  
115 S. Clermont St.  
Antigo, WI 54409  
715-627-0387

Betty Brown, Board Member  
6216 Washington Ave., Suite D  
Racine, WI 53406  
262-886-3328

Bev Scott, Board Member  
226 Hood St.  
LaCrosse, WI 54601  
608-782-4200

Mark Jones, Board Member  
W5621 Todd Rd.  
Neillsville, WI 54456  
715-743-3364

Don Davies, Board Member  
1402 Mount Vernon St.  
Oshkosh, WI 54901  
920-235-7000



# PHOENIX SERVICES

## MANAGED CARE CONSULTING, LTD.

---

March 27, 2001

Dear Wisconsin Health Fund Members:

As advisors to Wisconsin Health Fund, the Board of Trustees has asked us to share with you key information which they used in making the recent benefit design changes. More than a year ago, Phoenix Services was hired to review the Fund's operations. As a part of this process, we analyzed national health care trends, reviewed the historic financial performance of the Fund and compared the Fund's benefit levels to industry norms. Our review indicated that for nearly 20 years the Fund's benefits had not changed to reflect the utilization measures adapted by other health insurers including other Union Trusts like WHF. In summary, we concluded it was imperative that the Trustees make changes now to the benefit programs offered by the Fund -- changes that would be consistent with industry norms and in accordance with national trends -- in order to maintain the financial viability of the Fund.

### **WHF Benefits Have Not Changed Over Time Like Other Comparable Plans**

During the 1980s and 1990s, most health plans faced strong financial challenges brought on by unprecedented health care cost inflation and increasing utilization of services. Most plans responded by making changes--increasing the amount employees pay for coverage, increasing employee out-of-pocket costs, implementing preferred provider networks and other managed care arrangements and eliminating retiree health benefits altogether. For nearly twenty years the Fund has neither increased copayments by members nor implemented any of these other utilization control initiatives.

WHF is faced with the same cost pressures as all other health plans and must make similar changes. The reserves built up by the Fund over the years cannot continue to underwrite these costs. The escalating costs of health care and the increased utilization of services require these changes. We believe the benefit design changes and cost control measures implemented by the Trustees will maintain the solvency of the Fund and allow it to continue providing quality benefits and care for members.

### **The Fund's Financial Position Has Been Adversely Affected by Continuing to Offer Benefits at Historic Levels While Comparable Health Funds Made Changes**

The Trustees have offered excellent benefits through WHF for decades. Those benefits are unparalleled by today's high cost health care market. The benefits offered by WHF are funded primarily by employer contributions to the Fund with some supplemental member payments (primarily Retirees and self funded members) and some nominal investment returns on Fund assets (under 10% of income). While medical costs have increased

## Wisconsin Health Fund Members

March 27, 2001

Page 2

astronomically over the past decade, neither investment income nor employer contributions have kept pace.

As a result, the Fund's net income began dropping significantly in 1996. As you can see from the table below in the middle column, the Fund's overall income from all sources was less than its expenses beginning in 1999 (that is the Fund paid more in benefit claims than it received in employer contributions and investment returns). In fact, the Fund began losing money on its insurance operations (premium less costs of health benefits) in 1998 as you can see from the far right column. The following demonstrates the Fund's net income over the past six years and includes projections based on current preset premiums and medical cost trends:

<b>Calendar Year</b>	<b>Gain/Loss All Income (including investment income)</b>	<b>Gain/Loss On Insurance Operations</b>
1995	\$ 9,350,218 gain actual	\$4,105,713 gain actual
1996	\$ 4,694,354 gain actual	\$2,758,716 gain actual
1997	\$ 4,127,945 gain actual	\$ 36,296 loss actual
1998	\$ 978,392 gain actual	\$ 3,441,922 loss actual
1999	\$ 9,387,613 loss actual	\$12,960,722 loss actual
2000	\$15,109,597 loss unaudited	\$14,684,477 loss unaudited
2001	\$15,800,000 loss projected*	* Projected losses
2002	\$16,300,000 loss projected*	if no changes made.

Obviously, the Fund cannot continue in operation if this financial trend is not reversed. If the Trustees did not take action, we estimated the Fund would become insolvent (run out of money) by April 2002. At that point there would be no further benefits for members; all prefunded retiree benefits for current retirees and future retirees would be lost. Therefore it was imperative that the Trustees take action immediately.

### **WHF's Administrative Expenses Are Extremely Low**

We reviewed the administrative costs of the Fund and found that they are significantly below the industry average. As an industry benchmark, administrative costs for comparable health plan range from 10-15% (as a percentage of premiums). The Fund's administrative expenses for the first nine months of 2000 equaled 4.6% of premiums -- substantially below industry average even with the retention of outside expertise. The Fund's administrative expenses continue to be well below industry average.

The Trustees are using outside advisors to make recommendations on revenue enhancements and cost saving opportunities. The savings generated by these recommendations far exceed the cost expended on the consultants.

### **Retiree Plan Changes Assure a Viable Program While Funds Across the Country Fail Leaving Their Retirees With No Coverage**

As you may be aware, companies across American have terminated their retiree plans, leaving early retirees with no employer/ union sponsored coverage. Less than one third of American companies continue to offer this benefit compared to over two thirds having a program in 1988. Those few that continue to offer the benefit have or are facing increasing cost pressures requiring more of the cost to be funded by the retiree. As you can see, the retiree program is enormously expensive. Without the changes enacted by the Trustees, the retiree program could not be sustained. The medical costs for this group are growing too rapidly. The losses attributable to the retiree program are *disproportionately* greater than the losses attributable to the active program. The information below highlights the problems:

- Retirees constitute only **10%** of the Fund's membership, yet they account for **37%** of the Fund's losses (based on most recent by plan analysis covering the first 9 months of 2000).
- The cost of medical care for retirees is more than twice the cost of Actives. In fact the cost of retirees is growing faster than that of actives.
- On average, the Fund loses **\$196** per month per retiree participant, but only loses **\$35** per month per active participant member. Thus, losses due to retirees are more than **five times greater** than losses generated by actives. The following chart, based on data through September 2000, demonstrates the disparity (on a per participant per month average basis):

<b>Total Participants First Nine Months of Calendar Year 2000</b>	<b>Active Members</b>	<b>Retirees</b>
Average Contributions	\$204	\$305
Average Medical Claims Cost	\$239	\$501
<b>Average Loss</b>	<b>(\$35) Loss</b>	<b>(\$196) Loss</b>

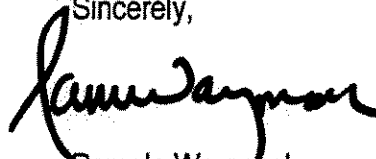
- The "medical loss ratio" (medical claims paid divided by premium received) for active employees is **117%**. The loss ratio for retirees is **164%**. For a health plan to remain solvent, this loss ratio must be **less than 100%**.

- Enhancements to Central States Pension Plan have impacted retirement patterns under the Fund, resulting in greater financial difficulties for the Fund's retiree program. At the time the Fund's retiree program was established in 1979, most members retired under Central States Pension Plan between ages 58-60. However, in 1988, Central States introduced the 30-and-out pension. As a result, members were able to retire on a full, unreduced pension as early as age 48. More recently, Central States introduced a 25-and-out pension. These changes in the members' pension program impacted the Fund's retiree program significantly. Now, instead of retiring in their late 50s or early 60s, members are retiring in their late 40s or early 50s. This impacts the Fund financially in two ways: (1) the Fund receives fewer employer contributions on these members (because they retire earlier), and (2) the Fund provides retiree health benefits for a greater number of years. The premise on which the retiree program was established – that members will retire between 58-60 – is no longer true. As a result, the Fund's retiree program is required to provide benefits for a greater number of years with less assets than had been anticipated when the program was established.

#### In Conclusion

To assure the continuing health of your current and future benefits, the changes enacted April 1 are needed. We hope that this additional information helps you understand why the Trustees are enacting the recent changes to the Fund's health benefit plans.

Sincerely,



Pamela Waymack  
Managing Director



DILL UNKNOWN 616-201-7117  
Dennis Thomas

This subject material was given to  
the FBI in an interview with the  
person -

To whom it may concern,

Two years ago I was dispatched to haul  
a 30yd rolloff container for a new house  
construction owned by Frank Bussiladhi and  
was told by my dispatcher not to make  
a billing ticket out because it was a free  
load. The policy at the Metco Landfill is  
record all loads coming in and where they  
came from. The controller wouldn't log this  
load because it was free (no chg).  
This was common practice for union officers.  
I work for Best Disposal Systems.

10627 S27th st Franklin, WI.  
I am a member of Local 200

Dennis Thomas

Mr. Doug Hissom  
Senior Political/Legislative Writer  
SHEPHERD EXPRESS  
413 North 2<sup>nd</sup> Street Suite 150  
Milwaukee, Wisconsin 53203

Per your article on Frank Busalacchi (Shepherd Express-January 16-23, 2003)

In January 1995, the union's statewide health insurance plan was valued at +14 million dollars with 12,000 member/participants. In subsequent years the fund has continued to deteriorate. In 2002, there are only 5,000 participants in a health fund with serious shortfalls.

Where was Mr. Busalacchi's experience as a "large projects manager" – per Governor Doyle – during the last eight (8) years??

It should be noted that the Teamster's Wisconsin Health fund is governed by a planned document, with equal governors/trustees from the union and employers.

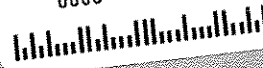
One of the employee trustees is no longer an employer..or gainfully employed by a union company. He now resides in Florida and the Teamster's Health Fund continues to recognize him as an employer...providing the gentleman and his family with health insurance coverage.

**It should be noted that the Teamster's Union does not allow retirees to vote on any union business...however, the MBTC (Milwaukee Building Trades, does).**

Teamster's retiree health coverage has been seriously compromised in 2001 and 2002. It seems that Mr. Busalacchi's plan is to continue to reduce benefits for those who cannot "raise a voice with a vote".



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**SENATE**

**INTRODUCTION AND REFERRAL OF PROPOSALS**

**January 10, 2003**

**BRIDGE, Burnie**

of Madison, as a Public Service Commissioner, to serve for the interim term ending March 1, 2003, and for the full term ending March 1, 2009.

Referred to committee on Energy and Utilities.

**BUSALACCHI, Frank**

of Brookfield, as Secretary of the Department of Transportation, to serve for the term ending at the pleasure of the Governor.

Referred to committee on Transportation and Information Infrastructure.

**FRANK, Matthew**

of Middleton, as Secretary of the Department of Corrections, to serve for the term ending at the pleasure of the Governor.

Referred to committee on Judiciary, Corrections and Privacy.

**GASSMAN, Roberta**

of Madison, as Secretary of the Department of Workforce Development, to serve for the term ending at the pleasure of the Governor.

Referred to committee on Economic Development, Job Creation and Housing.

**HASSETT, Scott**

of Madison, as Secretary of the Department of Natural Resources, to serve for the term ending at the pleasure of the Governor.

Referred to committee on Environment and Natural Resources.

**MAROTTA, Marc**

of Mequon, as Secretary of the Department of Administration, to serve for the term ending at the pleasure of the Governor.

Referred to committee on Homeland Security, Veterans and Military Affairs and Government Reform.

**MORGAN, Michael**

of Milwaukee, as Secretary of the Department of Revenue, to serve for the term ending at the pleasure of the Governor.

Referred to committee on Homeland Security, Veterans and Military Affairs and Government Reform.

**NELSON, Helene**

Ron Carey, General President  
25 Louisiana Ave. NW  
Washington, DC 20001

Dear Ron,

I am writing this letter in hopes of getting some direction.

My name is Skip Bartes of Local #200 in Milwaukee, WI. I was a delegate to the convention on the Carey Slate, and later ran on the local election slate and lost. Since all of this, I thought, was a democratic process, I find I am being blackballed from Union Employment.

In support of this charge, let me briefly state: From 1970 - 1982 I worked for Spector Freight and the driver supervisor was Virgil Penn. Virgil is now a traffic manager for RBP Chemical and has contact with carriers. He talked with TM at Northwest Transport and I worked casual several months. Then the operation manager told me one day that they could not hire me permanently and was not at liberty to discuss the reason.

My next opportunity, I thought, was at Preston. I had done work as a vendor for them and got along well. Virgil Penn was giving them a good amount of freight and he told the Preston TM to hire me and they would continue to get freight. Suddenly, they hired a man acquainted with the "union Click" and also with "Red Falarczyk." Virgil asked the TM why he didn't hire me and he said he couldn't and could not say why.

Virgil then cut off their freight, and the sales department at Preston took notice. Also, the regional sales department is looking for answers. This situation, seems to me, a good avenue to investigate.

I was also prevented from employment at Hyman Freight when they were hiring, even though the office manager, whom I've known for twenty years, told me to come in and make application.

I have had several conversations with Bill Urman on this problem. However, I had received a letter from Central States, copy enclosed, and it lit my fuse. If I am to be frozen from employment, and lose my pension, I'll promise that four local union officers will not get a pension either. If I am to be a victim of a cause, then I have only gone half way.

I also can get a statement from a union man that the Local #200 President received free service from the mans' company of about \$800.00. There is more to this company's involvement, as the F.B.I. also had conversations with this man on the matter.

Ron, I would appreciate a reply indicating whether any Executive Board help is available, or, if it is my situation to handle.

The letter from Central States has terminated my patience. Incidentally, there are several others here also blackballed.

Thanking you in advance for the consideration of a prompt reply.

Respectfully,

Skip Bartes

*Skip Bartes*  
12878 Loomis Rd  
Muskego Wi 53150

cc: Enc.

cc *Bill Uman*

UNITED STATES

-VS-

INTERNATIONAL BROTHERHOOD OF TEAMSTERS

2007

Proceedings had and sworn testimony taken of FRANK J. BUSALACCHI beginning at 3:00 p.m., April 29, 1992, in the offices of Previant, Goldberg, Uelmen, Gratz, Miller & Brueggeman, S.C., 1555 North RiverCenter Drive, Milwaukee, Wisconsin, before MARK A. PERNER, RPR, a Court Reporter and Notary Public of PERNER REPORTING COMPANY, INC.

\* \* \* \* \*

A P P E A R A N C E S

INVESTIGATIONS OFFICE, 17 Battery Place, Suite 331, New York, New York, 10004-1102, by CELIA ZAHNER, Special Investigator, appeared on behalf of the Court appointed Investigations Officer Charles Carberry.

PREVIANT, GOLDBERG, UELMEN, GRATZ, MILLER & BRUEGGEMAN, S.C., 1555 North RiverCenter Drive, Milwaukee, Wisconsin, 53212, by SCOTT D. SOLDON, ESQ., appeared on behalf of Teamsters Local 200.

\* \* \* \* \*





1            somewhere around 1974, and have been in the Local  
2            ever since.

3    Q            Okay. Can you give me your date of birth, please?

4    A            8-24-44.

5    Q            And your Social Security number?

6    A            395-40-8075.

7    Q            Have you ever been arrested?

8    A            In the late '60's I was arrested for using some bad  
9            judgement. But I was selling some stolen goods and  
10           I was arrested for that and subsequently charged  
11           with a misdemeanor and put on probation, served my  
12           probation.

13   Q            Did you plead guilty to a misdemeanor?

14   A            Yeah. Yeah.

15   Q            Were you arrested with anyone at that time?

16   A            No. Not to my knowledge. I mean, I was the only  
17           one that was arrested. That-- I mean, there may  
18           have been other people that were arrested, but I  
19           was-- That particular day I was it.

20   Q            Okay. When you appeared in court, did anyone appear  
21           with you other than your lawyer?

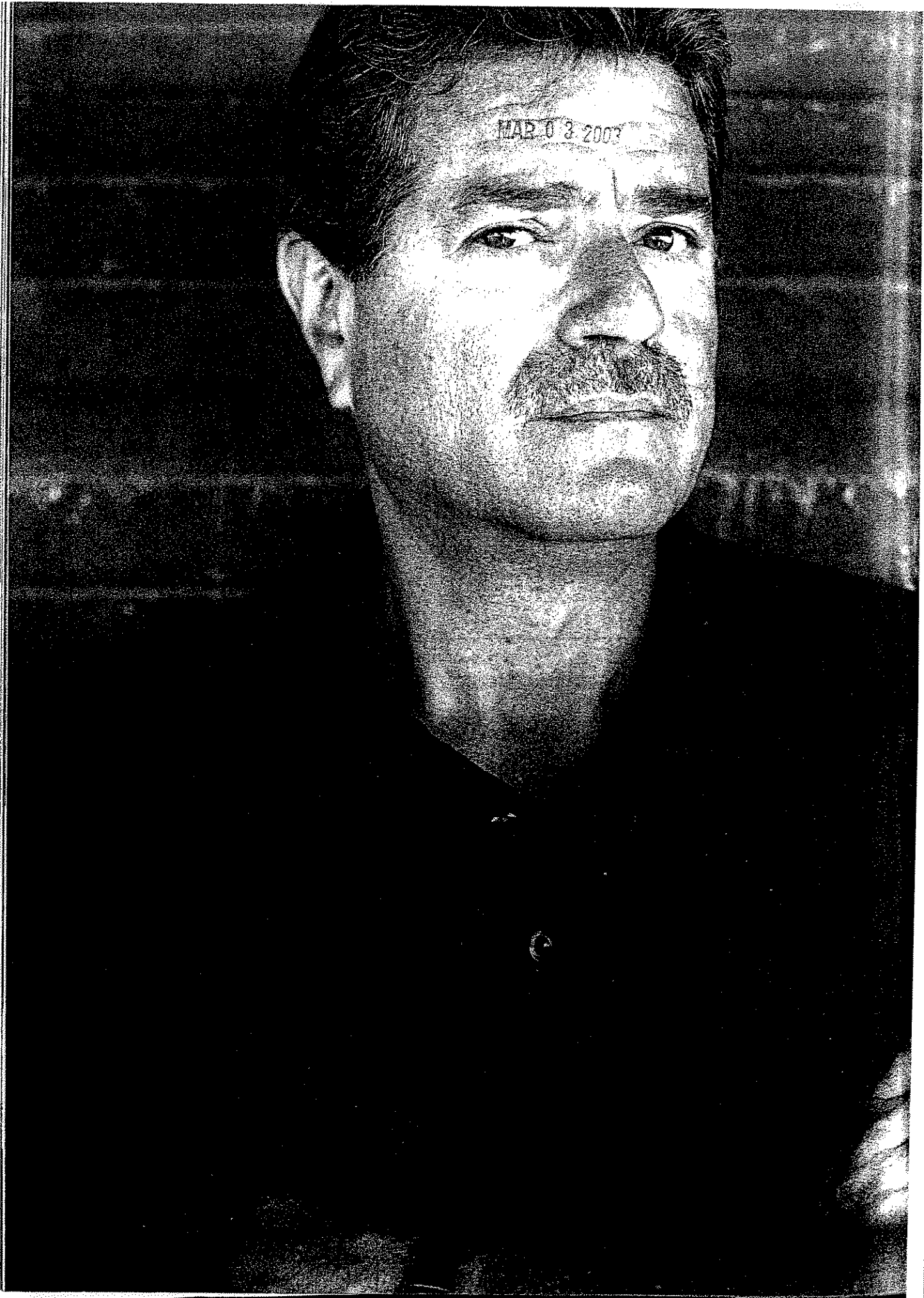
22   A            No.

23   Q            There weren't any co-defendants?

24   A            No. Not that I know of.

- 1           time?
- 2    A       No.
- 3    Q       Okay.
- 4    A       No.
- 5    Q       How long was your probation?
- 6    A       Jogging my memory, it was probably-- it was around a  
7           year.
- 8    Q       And other than that you've never been arrested?
- 9    A       That was it, yeah.
- 10   Q       Can you tell me your current Teamster positions?
- 11   A       I'm the president of Local 200. And I've been the  
12           president since August of 1990. I was just  
13           reelected in December.
- 14   Q       And do you serve as a trustee on any health and  
15           welfare or pension plan?
- 16   A       Yeah. The Milwaukee Area Truck Drivers, I'm a  
17           trustee on there.
- 18   Q       Are you a trustee on any pension plan?
- 19   A       No. No.
- 20   Q       And other than what you've already told me, do you  
21           have any other Teamster positions?
- 22   A       No.
- 23   Q       Okay. And is your position a full-time position  
24           with the Local?

MAR 0 8 2003



Teamsters leader Frank Busalacchi has muscled his way into the corridors of power in Milwaukee. But as he befriends movers and shakers, some of his own union members question his ties with business and his go-along, get-along style of unionism.

BY ERIK GUNN

# THE player

IT WAS THE NEXT-TO-LAST DAY OF MARCH AND THE PLAN TO

restore the Green Bay Packers' aging Lambeau Field had one foot in the grave.

Sen. Chuck Chvala and the Packers negotiating team were at loggerheads over a bill to allow Brown County residents to vote on raising sales taxes to help pay for the stadium renovation. Chvala wanted to cut \$10 million from the \$160 million in bonding authority and block the use of sales tax money for stadium maintenance. Packers negotiators refused to budge.

In Milwaukee, Frank Busalacchi, the head of International Brotherhood of Teamsters Local 200, took a call at 7:15 that Thursday morning. "It's Chuck Chvala - he's ranting and raving about the Packers," Busalacchi recalls. Furious, Chvala, Senate majority leader, was ready to torpedo the entire project. Busalacchi called Marty Schreiber, the union's lobbyist, and the two sped to Madison to meet with Chvala face to face.

Packers President Bob Harlan had just ar-

rived as well. Busalacchi persuaded the still-fuming Chvala to meet with Harlan that afternoon.

"Frank played a very important role," acknowledges Chvala. "That was the beginning of direct negotiations."

But Chvala didn't give ground just yet. Indeed, when Harlan left the meeting, there was still no agreement. Busalacchi then upped the ante - roaming the capitol to pick off Chvala's fellow Democrats in the Senate one by one. "Once we made the decision to stop being mediators and start talking to individual senators, that raised eyebrows," says Busalacchi.

The next morning, Chvala cut a deal.

Why did the man who heads one of Wisconsin's largest labor unions, an organization of truck drivers, warehouse workers and factory hands, spend so much time and political capital to help win a government subsidy for a \$100-million-a-year entertainment business?

Busalacchi frames his answer in familiar terms: jobs. "Jobs are just as important to me in Green Bay as they are in Milwaukee," he says. Five years ago, he lobbied heavily for the Legislature to give state support to Miller Park. Now he sits

on the baseball stadium's authority board. So making Lambeau Field came naturally: "Just like Miller Park is going to be union, I wanted that job to be a union job."

But the drama that day in Madison offered more. It revealed some of the clout Busalacchi wields in arenas far from the bargaining table. Simply put, Frank Busalacchi has become a player. Since assuming the top job at Teamsters Local 200 in 1994, he has propelled a union that a decade ago had grown insular and at times secretive back into the political limelight. At the same time, he's put himself into positions of power and influence far beyond the local's 7,000 members.

In the process, he's formed cozy bonds with unlikely folks: the business elite of the city and state and politicians from Republican Gov. Tommy Thompson on down. "Frank is one of several union leaders in Milwaukee who is making a tremendous difference in management-labor relations," says Bob Milbourne, executive director of the Greater Milwaukee Committee, where Busalacchi is a member. "He epitomizes the new union leadership in Milwaukee that is reinventing itself and its role in civic affairs."

In his civic appointments, Busalacchi doesn't serve merely as a token representative of Milwaukee's union roots. He's become a lightning rod. At Milwaukee World Festivals Inc., Busalacchi is board vice president and also chairs a committee negotiating a new long-term lease on the city-owned Henry Maier Festival Park grounds. Last winter, in a bid to hasten festering negotiations for the lease, Busalacchi publicly threatened that the festival might walk, suggesting that Summerfest should shop other potential sites. This summer, he helped rally the board behind a \$100,000 ad campaign to whip up public support in the face of neighborhood complaints about a proposed new mini-amphitheater on the Summerfest grounds.

Meanwhile, in the aftermath of the 1999 crane collapse that killed three ironworkers and set back the completion of Miller Park by a year, Busalacchi, who heads the stadium board's construction committee, became the project's principal spokesman, with regular appearances on TV fielding questions about the accident's cause and the ballpark's future.

He was a natural for that role, says Jack McKeithan, friend and fellow member of the GMC and stadium boards. "You could see the shock, personal hurt and very deep compassion he felt, not only for the families of the three men who were killed in that accident and for the whole work force, but the pain the whole community was feeling," says McKeithan, president and chief executive officer of Tamarack Petroleum Company.

"You could see personally he was really in pain — but then at the same time [that he was] recognizing that the project had to go on."

Busalacchi has gotten where he is today in large part thanks to an idiosyncratic mix of native charm and naked muscle, hard work and chutzpa. His style is "part arm around your shoulder, it's part whisper and analytical thinking, and when it needs to be, it's part shoe up your backside," says Robert Trunzo, stadium board chairman. "When he just focuses on something and makes up his mind to get it done, it gets done. He reduces issues to the bare minimum and just resolves them."

Yet where McKeithan sees compassion and Trunzo sees resoluteness, others see rigidity and truculence. A source close to Summerfest says Busalacchi's take-no-prisoners defense of the festival, even in the face of legitimate neighborhood concerns about noise and the Big Gig's depressing effect on local bars and restaurants, has needlessly polarized matters there and emboldened festival critics. "With Frank blowing everybody off, everyone's pissed off now."

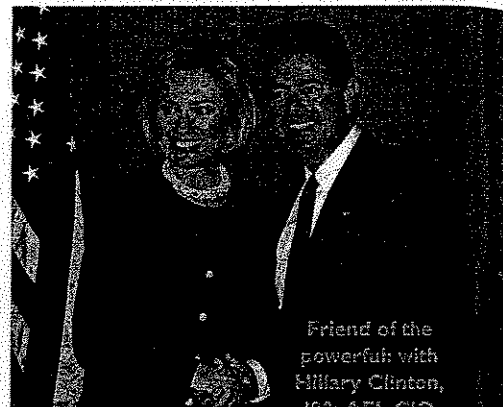
Paradoxically, Busalacchi has earned a reputation as a bareknuckled negotiator for Summerfest even as some critics in his own union complain that he and the form of unionism he represents are too easy on employers. Even more striking, these critics are former allies who hold another key to his meteoric rise. Busalacchi's native qualities might well have propelled him on their own to the position of power he now enjoys. Nonetheless, he got there in no small measure thanks to a peculiar, if short-lived, bargain he struck with dissidents in his union whose take on labor relations contrasts sharply with his and who have questioned his commitment and discussed challenging him on his own turf.

Raised in Milwaukee's Third Ward, Frank Busalacchi got his first job out of high school in the early 1960s making water heaters and dishwashers at the Hotpoint factory on the near South Side. There, he worked for Trunzo's father, Nick Trunzo, who promoted him to foreman. But Busalacchi had belonged to the United Auto Workers union and smarted at crossing picket lines during a strike. A layoff that put him back on the street was a blessing in disguise, he says.

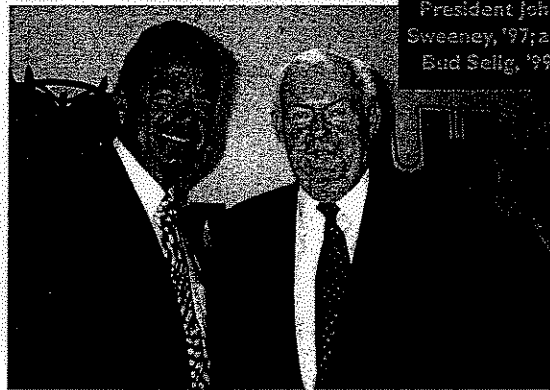
Busalacchi found a job driving a garbage truck and joined the Teamsters. In 1979, plagued by a back injury, he took a job as a

business agent at Local 200, negotiating contracts, recruiting new members and handling worker grievances.

Busalacchi and his wife, Karen, whom he'd married in 1963 when he was 19, had three children. Today, the youngest, Deanna, works as communications director for the Wisconsin AFL-CIO. She credits her father's union work with kindling her own commitment to the labor movement. "He



Friend of the powerful with Hillary Clinton, '98; AFL-CIO President John Sweeney, '97; and Bud Selig, '99.



never really wanted to bring it home with him," she says, "but when I asked, he was always willing to talk about it." When her mother died of cancer in 1982, 10-year-old Deanna accompanied her father to the union hall on business. "I remember he took me to see *Norma Rae* when it premiered," she says. "It's always been a way of life for me, even though he never really forced it down my throat."

Karen Busalacchi's death began a painful period for Busalacchi that was brightened when he remarried three years later. Today, he and his second wife, Robin, have two boys and live in Brookfield.

Busalacchi was appointed to the local's number-two job of president in 1990 when then-president Ken Friesner was named secretary-treasurer, the top job in most Teamsters locals. Already, however, a chain of events was unfolding in a distant New York courtroom that would eventually turn Busalacchi against Friesner and catapult him into his current position.

In 1989, the U.S. Justice Department won a consent decree giving the government virtually unprecedented oversight over the 1.5 million-member International Brotherhood of Teamsters. Prosecutors charged that "a devil's pact" between the Mob and the union's top national leaders had left a stain of corruption so deep that only the direct scrutiny of government agents could scrub it away.

The national union's deserved reputation for corruption cast a shadow on hundreds of honest Teamsters locals, but the Teamsters' internal critics contended that organized crime was only part of the problem. Intertwined, said the Detroit-based Teamsters for a Democratic Union (TDU), was a subtler form of corruption: leaders who shut out dissent from the rank and file and signed weak contracts benefiting employers at the expense of workers.

Milwaukee's two principal Teamsters locals, including Local 200, never earned a

new officers could then stand for election when the appointed term expired, bolstered with the blessing that incumbency confers.

Nationally, the government takeover forced the Teamsters to replace its long-standing system of having local union officials pick national leaders in no-contest elections. The feds replaced that system with a direct vote by rank-and-file members. The first such race in 1991 was a rough-and-tumble contest in which Ron Carey, a highly regarded local official from New York who had earned a reputation for honesty and toughness, won the union presidency with TDU's endorsement.

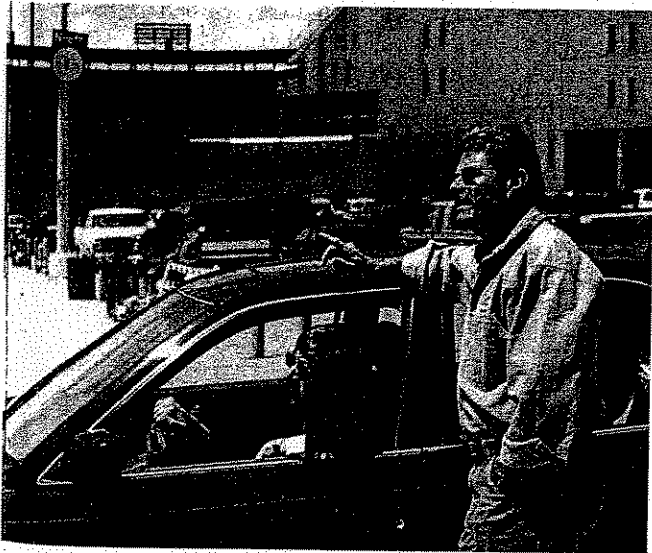
Carey's tenure at the Teamsters brought with it a breathtaking revolution. He sold the union's corporate jets and swung its politics from the right to the left. Although skeptical of Bill Clinton on free trade, Carey broke with the Teamsters' ideologically bizarre tradition of endorsing Republican presidential candidates and stumped for

Carey's political foes struck back at him by abandoning their roles on regional grievance panels, threatening to grind to a halt one of the union's most critical functions in representing its members. Busalacchi, a grievance panel member, rejected the tactic. "I said they were wrong, and I would hear grievances," he recalls. "At that point, I lost a lot of friends in this union." His stance won the favor of Carey, who named him chairman of the freight industry's Midwestern grievance panel.

A former Carey official confirms Busalacchi's account but questions his motivation: "He did it because he got a big title," sniffs the source. Busalacchi also joined the national union's negotiating team for the national freight industry contract that was to be bargained in 1994. And all the while he retained his post as Local 200 president.

In the spring of 1994, Carey took the national union's freight drivers out on strike

**Busalacchi's style is "part ARM AROUND YOUR SHOULDER, it's part WHISPER AND ANALYTICAL THINKING, and when it needs to be, it's part SHOE UP YOUR BACKSIDE."**



criminal reputation, but both spawned corps of TDU activists bent on reforming their locals. For years, however, they were little more than gadflies, drawing attention and making noise but never building the political muscle to seize power.

The union's traditions and political structure worked against it. When the time came to change the political guard, it was standard operating procedure in Local 200, as in many other unions, for top officers to surrender their seats mid-term. That way, their successors could be appointed, as Ken Friesner and Frank Busalacchi had been in 1990. The

Clinton's election in 1992. And he cleaned house with a vengeance, moving nearly as aggressively as the government in putting corrupt locals into trusteeship.

In Milwaukee, the 1991 Carey victory had brought TDU supporters to power in another Teamsters local but not in Local 200. Appointed incumbents Friesner and Busalacchi won their first election against a TDU slate. They largely stayed out of the national race and showed no enthusiasm for Carey.

But by the end of the three-year term, Friesner and Busalacchi had stopped speaking. Busalacchi says Friesner broke a promise to give him more authority. And the two also began to differ on Carey. Friesner was highly critical of the reformer, while Busalacchi moved closer to the union's new national leader.

Carey's revolution was already igniting a political counterrevolution, however. In the early 1990s, he shut down the union's semi-independent regional organizations, called conferences. The move eliminated an expensive layer of bureaucracy, but it also weakened Carey's political opponents, who had used the conferences as their power base.

against selected freight haulers. In Milwaukee, Ken Friesner angered his own local's members by not showing support for the walkout. And when the dispute was settled and the time came to sell the agreement to members at ratification, Friesner infuriated Busalacchi by not speaking up for it. That summer, Busalacchi approached TDU activists in Local 200 and suggested they make common cause to throw Friesner out. Busalacchi put one reform activist on his slate and promised another a job as a full-time organizer if elected.

Busalacchi and his slate won handily, garnering 2,094 votes in the 7,000-member local to Friesner's 776 – the first instance in recent memory in which an insurgent slate had deposed an incumbent administration at Local 200. Busalacchi kept his promise, naming TDU activist and Carey supporter Darryl Connell as the local's full-time organizer. And he converted Friesner's sprawling corner office in the union hall into a members' lounge, where, for the first time ever, the monthly newspaper of the once-outcast TDU could be found among the reading material.

Over the next few years, Busalacchi played the role of conciliator and statesman, forging a fragile unity between the local's mainstream staff and officials and the more militant reform wing. The union sharply raised its profile in the community, turning out at labor solidarity rallies. It embarked on a raft of successful organizing campaigns, includ-



ing at the determinedly nonunion trucker Overnite Transportation Co.

He also ramped up the union's political lobbying. "When Frank first took over, we didn't have any type of communication with Madison, with the governor or any of the politicians," says his ally, Sebastian Busalacchi - no relation - who assumed the number-two spot as Local 200 president. "He's got a great rapport with most of the politicians."

Frank Busalacchi continued to work for the Carey administration. Yet subtle differences were emerging already between him and his newfound allies. As a freight contract negotiator, Busalacchi openly worried about the impact of the rising nonunion trucking industry on more costly unionized truckers and more than once suggested that the employers might need some relief. Such talk contrasted sharply with the no-concessions philosophy of the TDUs and with the

cial rules. In the fall of 1997, Quindel threw out the election and ordered a new one.

Her action marked the beginning of the end of Busalacchi's alliance with Local 200's TDU supporters. In the local's 1997 elections, the united slate won re-election without opposition, but fissures soon appeared.

That fall, Kohl's Food Stores announced plans to close the company-owned bakery and delicatessen operation, where 98 Local 200 members worked. Tim Buban, a truck driver and TDU activist who had been elected the local's recording secretary as part of Busalacchi's 1994 slate, urged him to support a high-profile strategy to shame the company into beefing up its severance provisions.

"We've got 100 angry members, 100 people with an excellent work ethic who did a very good job, with not the best of wages, and were being told their jobs were gone," says Buban. He wanted the union to hand out

shut that bakery down," says Busalacchi.

By the summer of 1998, the re-run of the national election shifted into high gear. Carey, once lionized as a reformer, had been ejected from the union for life. A Carey ally took up the reform banner to campaign for the union's presidency, but it was Hoffa who was now the front runner. And he had a new endorser: Frank Busalacchi. When the new national election was over, a Hoffa once again headed the Teamsters.

Busalacchi's critics in the union charge that his turnabout betrays a streak of political opportunism. "You can tell that just by the way he picks the people he backs" - from Tommy Thompson in the last governor's race to the shift to back Hoffa, says TDU member Darryl Connell. Connell, who had helped elect Busalacchi in '94, quit as the union's staff organizer a year and a half ago. He says he felt hamstrung amid the polit-

**"He's arrogant, he's POMPOUS and he's bought hook, line and sinker the idea that anything NEGATIVE TOWARD SUMMERFEST has to be reacted to with a BASEBALL BAT."**

Carey administration's rhetoric, and it triggered suspicion on the part of some Carey allies. Dealing with freight employers, says the former Carey official, Busalacchi "was more worried about the company than he was about the membership."

Across the nation, factionalism tore at the union as Carey struggled to maintain control. His foes in the Teamsters' old guard fought him from their posts in regional and local offices. By the mid-1990s, they coalesced around a candidate to challenge Carey in the 1996 union elections: James P. Hoffa, a Detroit lawyer and son of the legendary Jimmy Hoffa, who in the 1950s had built the Teamsters into an envied powerhouse of labor before being sent to prison on corruption charges. (The elder Hoffa disappeared in 1975 in what has long been assumed to have been a Mob hit.)

What happened next was straight out of Greek tragedy. Carey narrowly defeated Hoffa in the fall of 1996. But government scrutiny after the vote under the direction of Milwaukee labor lawyer Barbara Quindel, the federal appointee charged with overseeing the elections, uncovered a complicated illegal scheme. Goaded by the fear of losing to Hoffa's well-funded and well-organized campaign, Carey's outside political campaign consultants engineered a series of questionable and illegal contributions to the Carey re-election campaign, breaking federal union election laws and violating the election's spe-

cial differences with Busalacchi and the rest of the union's leadership.

leaflets decrying the company's actions. "We leaflet. We talk about what Kohl's is doing to their loyal, hard-working employees, and that this is an unconscionable act. Enlist community support, get the media involved."

Buban says he knew that such a campaign would not have necessarily reversed the decision to close the money-losing bakery. "But I am saying that we could have definitely improved on the severance package. And just as important, if not more important, we're sending a message of strength to every employer in the Milwaukee area."

Busalacchi rejected the idea. "Tim is from that mode of the radicals, that you just go in and destroy a company and forget about all of the jobs in the company," he says. "The Kohl's warehouse workers are Teamsters members. The Kohl's drivers are Teamsters members. If we go and picket the stores and we hurt the stores, who gets hurt? When you put Teamsters out in front of the stores, we can send a very, very strong message to people not to shop there. And when you do that, you hurt the people who are paying you dues on a monthly basis."

He says the union "had known for years that the bakery was losing money" and defends the severance package the union did obtain from Kohl's, which included vacation pay and some continuing health insurance benefits that had not been provided for in the union's original contract. "We got as much as Kohl's was willing to give when they

ical differences with Busalacchi and the rest of the union's leadership.

Busalacchi rejects charges he's an opportunist. Knowing his own members strongly supported Carey and the candidate that ran in his place in 1998, Tom Leedham, "The easier decision for me and our executive board would have been to support Leedham," he says. Leedham carried Local 200 by a 3-1 margin.

Ron Carey's defenders insist he was not a crook but merely misled by advisers. Busalacchi doesn't buy it. For Carey to blame his legal troubles on others "is the biggest cop-out there is," says Busalacchi. "He let the membership down. He let me down big time. I did a lot of work for the International I didn't get paid for. I stood in front of our members again and again and told them I thought he was the reformer we were looking for. I was mad, and I'm still mad."

Today, Busalacchi, who once publicly disparaged Hoffa, enthusiastically backs the ruling Teamsters boss. Hoffa and his team "have shown me that they have the ability to run this union and to run it fairly." Hoffa returns the favor. At a May fundraiser in Milwaukee for the Hoffa 2002 re-election campaign, he dismissed their past differences. "Frank is the prototype leader of the 21st century," said Hoffa. "He's involved not only in his union but in his community. He's the kind of person we're going to need if we're going to unite this union."

**t**he 1995 battle over state funding for the new Miller Park stadium launched Frank Busalacchi into the broader civic arena. As the state Legislature wrangled over the proposal that would raise sales taxes, Busalacchi lobbied hard in favor of it and won the friendship of people like Bob Trunzo and Bob Milbourne.

He was rewarded with a seat on the stadium's governing board. Another high-profile seat, on the Summerfest Board, followed. And along the way, he also became one of the handful of labor officials to sit on

the Greater Milwaukee Committee.

Last year, shortly after Valerie Daniels-Carter took over as president of the Summerfest board, her husband died in an industrial accident. The loss thrust Busalacchi as vice president into a position of unexpected responsibility, chairing meetings when Daniels-Carter couldn't attend. Busalacchi's own loss of his first wife 17 years before contributed to a deeper bond as well. "There's a certain level of empathy that he has, and I appreciate it wholeheartedly," says Daniels-Carter.

"Frank has brought just a wealth of

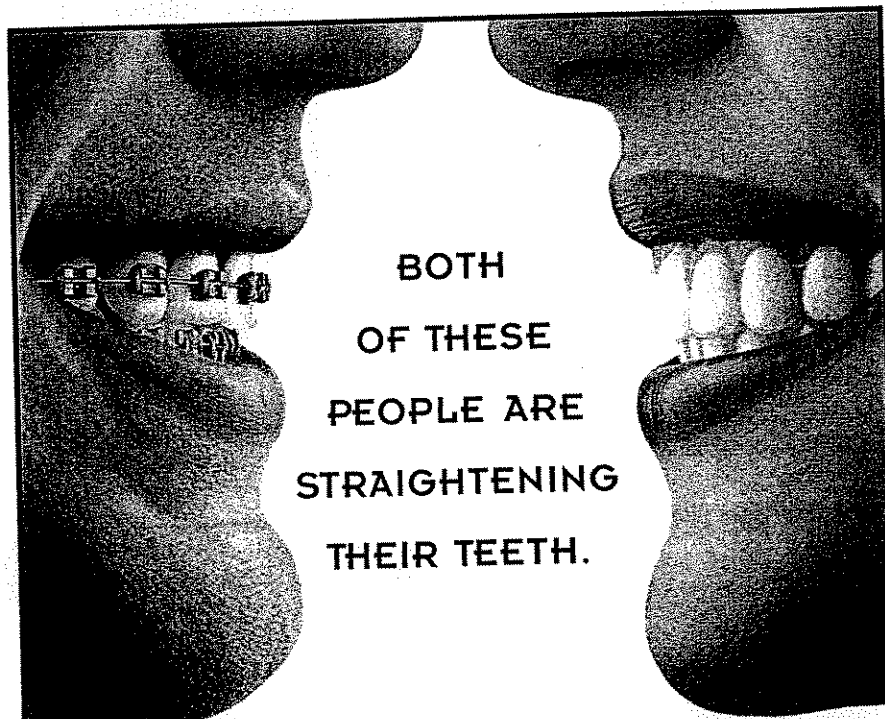
knowledge," Daniels-Carter enthuses. "He's the type of guy that if he has a commitment to something and he believes it's right, he gives 100 percent to ensuring that whatever his load is he carries it to the fullest."

But Busalacchi also has a pugnacious side. Last winter, he publicly stated that without the prospect of a new long-term lease soon, Summerfest should consider moving to another site — a bid to force the city's hand in negotiating a new agreement. At a meeting in early May, angered that the Harbor Commission, Summerfest's landlord of record, would not meet till late in the month, he upbraided Port of Milwaukee Director Ken Szallai, yelling at him and poking a finger in his chest, according to witnesses. Szallai confirms the incident, noting also that Busalacchi was "using vulgarities." But the port director shrugs it off: "The politics of intimidation has no effect on me." Busalacchi says he acted out of anger at what he considered Szallai's "arrogance."

When John Norquist ran for re-election last spring, Local 200 made no endorsement. Busalacchi's stance also forced the Milwaukee Building and Construction Trades Council, to which the union belongs, to stay neutral in the mayor's race, even though the council's president, Lyle Balistreri, badly wanted to endorse the mayor. And Norquist, who had publicly supported Local 200 in a 1991 labor dispute at Roundy's and who joined Busalacchi at a press conference last spring to plead the cause of U.S. Leather tannery workers who had lost their jobs, would seem to have earned the nod.

Bill Christofferson, who ran Norquist's campaign and is one of two city representatives to the Summerfest board, says the non-endorsement smacked of retribution in the lease dispute: "Frank should have had his union president hat on. Instead, he had his Summerfest hat on." Not so, says Busalacchi: He was angry at Norquist for the city's position in its running dispute over complicated pension administration changes that the city's police union charged — and judges repeatedly agreed — amounted to a raid on the pension rights of city employees. "I'm a union leader," he says. "One of the most important issues for union members today are pensions and health benefits."

Still, there are some who say, especially in the case of Summerfest, that Busalacchi's combative side is hurting the festival's cause. "He's arrogant, he's pompous and he's bought hook, line and sinker the idea that anything negative toward Summerfest has to be reacted to with a baseball bat," says one close to the Summerfest board. Busalacchi acts like Executive Director Bo Black's attack dog, says the source. "Bo gets Frank riled up and he goes out and makes stupid statements."



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Einar Tangen, president of the Historic Third Ward Association, says he was taken aback by Busalacchi's response to a public hearing in June when complaints were aired about the popular festival. Tangen and others in the neighborhood raised concerns about the impact of noise and public disruption Summerfest causes in its surrounding neighborhood, now in the midst of a residential rebirth. They also worried publicly that a proposed new amphitheater would exacerbate those problems and hurt other entertainment venues in the neighborhood.

Busalacchi didn't show up for the hearing, complains Tangen. Then, after criticism of the amphitheater plan made the news, Busalacchi scornfully dismissed the complaints at a board meeting that approved the ad campaign to shore up support for Summerfest. Instead of pulling both sides toward compromise and understanding, Busalacchi alienated critics, argues Tangen. "We're all neighbors. We're all trying to get along. It's not a question of us over you," he says. "Frank has to get over the idea that this is a labor relations dispute."


Busalacchi says his stance is borne of experience. He still has not forgiven the city for changes it made several years ago in the way it would fund expenses for Miller Park. But it's more than that. Busalacchi still carries a grudge from his own youth in the Third Ward and the urban renewal programs that dislocated residents in the 1950s. "Our families were forced out of there. Our homes were condemned - my parents' home," he says. "Now, all of a sudden, it's becoming fashionable to move down near the lake. Einar Tangen and the rest of these people are all blue-blooded carpetbaggers."

The war of words has only escalated. When Tangen sent Busalacchi a letter - copied to past and present Summerfest board members - telling him to "stop whining about the lease process," Summerfest lawyer Alan Marcovitz fired back a reply. In it, he called the Tangen letter "a vicious attack" on Busalacchi and cut off communications between Summerfest and the Third Ward Association except through lawyers. Busalacchi has no apologies for his stance. "I don't have a lot of trust with the city government," he says. "I'm going to be combative until the city comes forward and signs that lease."

**a**t the stadium board, Busalacchi has displayed little of the belligerence that has colored his Summerfest tenure. The corporate leaders who sit with him on the stadium board speak well of him. So do others. "He's always had an open-door policy," says Brent Emons, business man-

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ager for Ironworkers Local 8, which represented the three men killed in last summer's crane collapse. "Before the accident, we had our differences," Emons acknowledges, "but I think we've grown to respect each other." Contrary to rumors, he adds, "there's no animosity between us."

But if critics of Busalacchi's role at Summerfest complain he's too harsh and too ready to throw bombs at his challengers, the complaints of his critics at Local 200 are virtually the opposite. Busalacchi, they say, is part of a long line of labor leaders who fail to stand up to employers when they should.

Jim Bartes, 55, lost a job paying \$50,000 a year, including overtime, when the trucking company he worked for shut down last fall; now he works for a national trucking company that he likes but at a \$20,000-plus-a-year pay cut. Busalacchi and Local 200 failed to communicate over the shutdown, Bartes says: "I don't feel that we had any representation at all."

At Overnite Transportation Co., the national nonunion trucker that the Teamsters began organizing six years ago and struck last fall while trying to get a first contract, the union's interest in helping the fledgling members "seems to have dried up and blown away," says Tommy Meyer, 60, an Overnite striker put out of work when the company shut its Milwaukee terminal.

Former organizer Darryl Connell and current Local 200 recording secretary Tim Buban, who are contemplating whether to take on Busalacchi in elections to be held in December, have stepped up public criticism. Most recently, they've cited their desire for a locally based strike fund and suggested that the money could be raised by discontinuing a supplemental pension that union officials receive when they retire. They also criticize the Hoffa regime - and Busalacchi for supporting it - for signing weak contracts and practicing a go-along, get-along style of unionism.

Buban says the local appears to have abandoned organizing once again, along with a more activist approach to involving union members. In doing so, he says, Local 200 is making a tactical mistake. "This is the right time, in the right city, with the right economy for the local to make major increases in union membership," he says. "Unfortunately, what's standing in the way is Frank Busalacchi."

Busalacchi insists that organizing efforts remain a priority but acknowledges they're difficult in the face of employer resistance. A local strike fund is impractical and would be too quickly drained, he says. And he defends the strength of Teamsters contracts, despite occasional setbacks.

At the bottom of the differences between Busalacchi and his union critics, though,

are fundamentally contrasting views. One side views the divide between employer and worker as inevitably deep and the union's role first and last as the worker's champion in that eternal struggle. The other categorizes between good and bad employers, acquiesces to capitalism and sees the union's role as, at least partly, mediator between the employer and the rank and file. There's little question where Busalacchi stands in that contrast.

"Sometimes we get into this mode of, 'They're employers, they're bad,'" he says. "That's absolutely not the truth. These employers provide the jobs that our members go to."

If Busalacchi's critics go through with a challenge when the union holds nominations in November, that debate is likely to surface repeatedly in the halls and workplaces of Local 200 members later this year. If he wins re-election - his own critics acknowledge defeating him would be an uphill battle - it's not even certain how long he would stay in office.

At 56, Busalacchi will soon qualify for a full Teamsters pension, but he insists retirement holds no allure. Rumors have him variously plumping for a staff job at the Teamsters' Washington headquarters or in an administration headed by gubernatorial hopeful Jim Doyle, who has been in a mutual political courtship with Busalacchi. Busalacchi says he'd be willing to work in Washington but not move there. He chuckles at the Doyle rumor but calls it off the mark: "First thing we have to do is get Doyle elected." But he's demure about what's next, saying only that he wants to keep working for the union as long as he has the support of its members.

Whatever his future, he argues that his mix of union and civic involvement should be a model. "The labor leaders that are coming up, these are things they need to do," says Busalacchi. "Particularly the union I come from. At the Teamsters, we've been thought of as thugs. We're thought of as people who, all we want to do is strike and throw bricks through windows."

Busalacchi contends that his leadership style is changing all that. Once Teamster-led charity efforts like food drives and blood drives never got the attention they deserved. By muscling his way into high-profile civic roles and befriending the city's and the state's powerful, he has drawn positive attention to his union and himself. Says Busalacchi: "The only way you're going to get credit is you get your face out there." **M**

*Award-winning Milwaukee Magazine contributor Erik Gunn covered labor for the former Milwaukee Journal from 1986-1995. He currently writes about labor for a variety of publications.*



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