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☞ Details: Audit Report 05-7, An Evaluation: State Fleet Management

(FORM UPDATED: 08/11/2010)

WISCONSIN STATE LEGISLATURE ... PUBLIC HEARING - COMMITTEE RECORDS

2005-06

(session year)

Joint

(Assembly, Senate or Joint)

Committee on Audit...

COMMITTEE NOTICES ...

- Committee Reports ... **CR**
- Executive Sessions ... **ES**
- Public Hearings ... **PH**

INFORMATION COLLECTED BY COMMITTEE FOR AND AGAINST PROPOSAL

- Appointments ... **Appt** (w/Record of Comm. Proceedings)
- Clearinghouse Rules ... **CRule** (w/Record of Comm. Proceedings)
- Hearing Records ... bills and resolutions (w/Record of Comm. Proceedings)
(**ab** = Assembly Bill) (**ar** = Assembly Resolution) (**ajr** = Assembly Joint Resolution)
(**sb** = Senate Bill) (**sr** = Senate Resolution) (**sjr** = Senate Joint Resolution)
- Miscellaneous ... **Misc**

State Fleet Management

Legislative Audit Bureau
May 2005

1

Overview

- ◆ The Department of Administration has primary responsibility for managing the vehicle fleet
- ◆ Improvements have been made in fleet management during the past year
- ◆ We make 16 specific recommendations to further improve fleet operations

2

Vehicle Inventory

- ◆ As of December 31, 2004:
 - The fleet consisted of 6,669 vehicles, a 13.8 percent reduction from 2001
 - 48 agencies have vehicles, but five agencies have nearly three-quarters of the fleet
- ◆ We recommend DOA report how much of the \$3.5 million from the reduction initiative was deposited in the Budget Stabilization Fund

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Types of Vehicles Owned

As of December 31, 2004

Type	Number of Vehicles	Percentage of Total
Sedans and Station Wagons ¹	2,290	34.3%
Pick-up Trucks	1,873	28.1
Passenger and Cargo Vans	1,627	24.4
Large Trucks ²	447	6.7
Sport Utility Vehicles	386	5.8
Buses	46	0.7
Total	6,669	100.0%

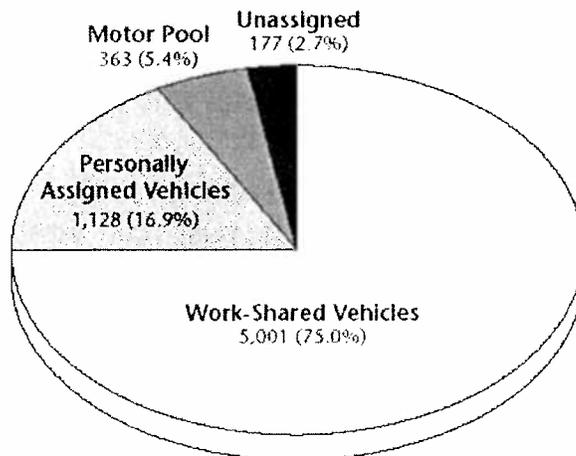
¹ Includes 571 law enforcement vehicles.

² Based on vehicle description or gross vehicle weight of more than 14,000 pounds.

4

Vehicle Assignments

As of December 31, 2004



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Vehicle Acquisition

- ◆ Since 2000, the State has purchased 4,362 vehicles at a cost of \$83.3 million
- ◆ DOA's bidding process is generally appropriate, but the broader use of life-cycle costs would improve procurement decisions
- ◆ DOA should improve monitoring of both vehicle leases and rentals

6

Driver Eligibility

- ◆ DOA has established minimum driving standards, but monitoring and enforcement have been inadequate:
 - 39 of the 100 driving records we reviewed had not been checked in the past year, as required
- ◆ A review of driving records from October 2004 indicated that 424 individuals may not have met the standards and their records required further review

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Driver Eligibility (continued)

- ◆ The Department of Corrections has not:
 - applied the minimum driving standards to its employees
 - developed uniform policies for all minimum-security inmates who use fleet vehicles

8

Vehicle Use

- ◆ The State is expected to pay the IRS a \$35,000 underpayment forfeiture to settle claims related to mileage reimbursements by state employees
- ◆ Complaint monitoring could be improved by establishing a hotline to report fraud and abuse in state government

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Per Mile Reimbursement Rates in Other Midwestern States

As of December 31, 2004

	Standard	Turndown
Illinois	\$0.375	\$0.375
Indiana	0.340	0.340
Michigan	0.375	0.328
Minnesota	0.375	0.305
Ohio	0.300	0.300
Wisconsin	0.325	0.220
Iowa	0.290	0.220

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Fleet Management

- ◆ DOA could improve its fleet management practices by:
 - Completing implementation of its fleet management software
 - Including a formal assessment of costs and benefits when making key decisions





Executive Senior Vice President

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6-9-05

*Senator
Jeske*

6/11/05

June 8, 2005

Senator Carol A. Roessler
Representative Suzanne Jeskewitz
Co-Chairs, Joint Legislative Audit Committee
State Capitol
Madison, Wisconsin 53702

Dear Senator Roessler and Representative Jeskewitz,

At your May 17, 2005 hearing on the Legislative Audit Bureau's review of the State Fleet program, the Committee requested additional information from the UW System on two items.

First, Senator Cowles had some questions regarding the number of fleet vehicles at UW institutions. He noted that there did not appear to be a direct relationship between the size of an institution and the number of vehicles in its fleet. Specifically, he noted that UW-Oshkosh had more vehicles than UW-Milwaukee. He also noted that UW-Madison had seven times the number of vehicles that UW-Oshkosh has even though it is not seven times larger than UW-Oshkosh.

In general, the size of the fleet at individual UW System institutions is a function of many factors including geographic location, the physical size and configuration of a campus, the specific nature of varied academic and research programs, among other things. When comparing UW-Oshkosh with UW-Milwaukee, we would note that UW-Oshkosh houses a federally funded, countywide Headstart program which adds 23 buses and vans to its fleet. On the other hand, UW-Milwaukee's fleet may appear somewhat small for its size because the campus is physically compact in comparison to some other campuses. When looking at UW-Madison, it is worth noting that the institution serves the needs of all Madison-based units (Colleges, Extension and System Administration). Perhaps more significant in terms of vehicle demands would be the exceptional scope and scale of UW-Madison's research and academic programs as well as its geography.

The second item I wanted to follow up on was Representative Jeskewitz' question regarding whether the Chancellor's vehicles were given up as part of the 7 percent across the board cut. The answer to this question is mixed in that 8 vehicles were given up in the first phase of DOA directed cuts which asserted that certain vehicles were underutilized. Another 5 vehicles were given up in the second phase of fleet reductions which is the 7 percent cut that Representative Jeskewitz asked about.

I sincerely hope this brief letter addresses the concerns raised by members of your Committee. I would be happy to discuss the issues further if questions remain.

Respectfully,

Dr. Donald Mash
Senior Executive Vice President
University of Wisconsin System

Cc: Joint Legislative Audit Committee Members



WISCONSIN STATE LEGISLATURE





WISCONSIN STATE LEGISLATURE

Joint Legislative Audit Committee

Committee Co-Chairs:
State Senator Carol Roessler
State Representative Suzanne Jeskewitz

November 2, 2005

Mr. Stephen E. Bablitch, Secretary
Department of Administration
101 East Wilson Street, 10th Floor
Madison, Wisconsin 53702

Dear Mr. Bablitch:

On September 30, Deputy Secretary Frank-Reece submitted a follow-up report to the Joint Legislative Audit Committee describing the efforts of the Department of Administration to implement the recommendations contained in the nonpartisan Legislative Audit Bureau's evaluation of State Fleet Management (report 05-7). We write to acknowledge receipt of this follow-up report and to thank the Department for its timely response.

The Legislative Audit Bureau identified a number of concerns with the management of the State's vehicle fleet. In response to these concerns, the Department's follow-up report confirms that:

- life-cycle cost analyses will guide new vehicle purchase decisions beginning in fiscal year 2005-06;
- agencies in the executive branch have updated the driver database by entering current driver information and removing former state employees;
- the Department of Administration has provided training and guidance to agencies on the interpretation of its minimum driving standards and exemptions to the standards; and
- the Department of Administration has fully implemented the software program FleetAnywhere.

However, the follow-up report was silent on the status of the Department's efforts to require all agencies to begin monitoring vehicle maintenance costs by September 30, 2005. This is an important action step if the Department of Administration is to readily determine fleet-wide maintenance costs and assess the cost-effectiveness of various approaches to vehicle maintenance. Therefore, we ask that the Department of Administration update the Committee in writing by November 17, 2005, on the status of its efforts in this area.

In addition, the follow-up report also indicated that the Department of Administration may further reduce the State's fleet by 20 vehicles by June 30, 2006. Therefore, we ask that by July 14, 2006, the Department of Administration report to the Joint Legislative Audit Committee on the number of vehicles eliminated from the fleet—by vehicle type and department—and the amount deposited to the Budget Stabilization Fund as a result of these sales. At that time, please also plan to update the Committee on the use of

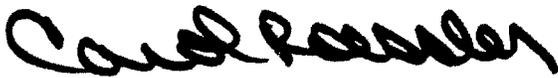
SENATOR ROESSLER
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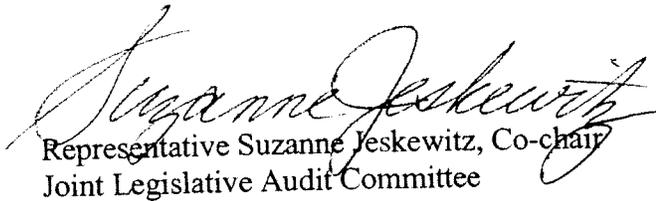
FleetAnywhere, including the development of a users manual, the usefulness of periodic management reports, and any other efforts implemented to ensure accuracy and consistency in managing the state's fleet.

We appreciate the Department's attention in responding to the Legislative Audit Bureau's recommendations to improve management of the State's fleet. We look forward to reviewing your follow-up reports in November 2005 and July 2006.

Sincerely,



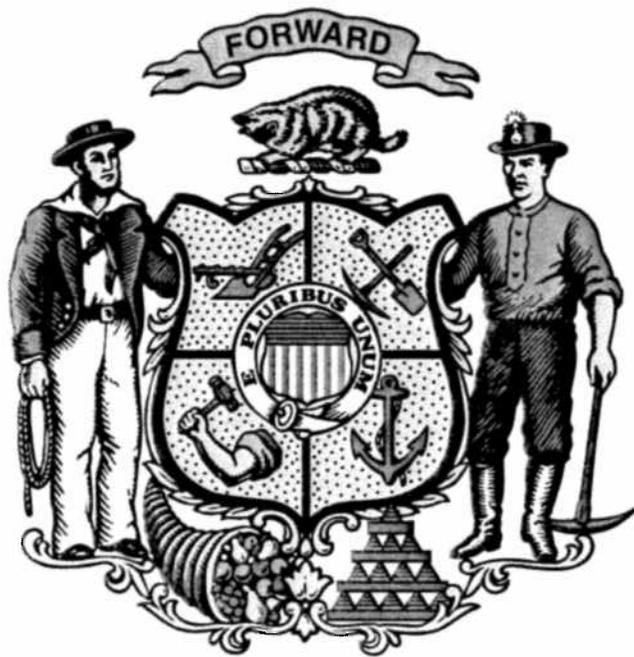
Senator Carol A. Roessler, Co-chair
Joint Legislative Audit Committee



Representative Suzanne Jeskewitz, Co-chair
Joint Legislative Audit Committee

cc: Ms. Gina Frank-Reece, Deputy Secretary
Department of Administration

Ms. Janice Mueller
State Auditor





WISCONSIN STATE LEGISLATURE

Joint Legislative Audit Committee

Committee Co-Chairs:
State Senator Carol Roessler
State Representative Suzanne Jeskewitz

November 2, 2005

Mr. Matthew J. Frank, Secretary
Department of Corrections
3099 East Washington Avenue
Madison, Wisconsin 53707

Dear Mr. Frank:

Thank you for your letter, dated September 30, which updated the Joint Legislative Audit Committee on the Department of Correction's efforts to implement the recommendations of the nonpartisan Legislative Audit Bureau and improve fleet management practices. We appreciate your attention and follow-through on this matter.

As you know, the Legislative Audit Bureau's report on State Fleet Management (report 05-7) raised concern that the Department of Corrections had not applied the minimum driving standards prescribed by the Department of Administration. The report noted instances in which the policies of the Department of Corrections were more lax than those prescribed by the Department of Administration, identified 122 Department of Correction's employees whose driving records may not have met the minimum driving standard in October 2004, and recommended that the Department of Corrections promulgate uniform policies regarding inmate drivers. Therefore, we are pleased to read in your letter that, "...[the] Department has progressed to meeting or exceeding the State standards of operation in the area of Fleet Management."

We also are pleased to learn of your efforts to follow-up on the suggestion to explore the cost efficiencies of using state inmates to perform maintenance on the state fleet. We remain interested in exploring this suggestion and ask that, by January 6, 2006, you report to us on the recommendations of your study committee in this area. In this report, please also update us on your ongoing efforts to bring the Department into compliance with statewide fleet policies.

Thank you for your cooperation. We look forward to receiving your update in January 2006.

Sincerely,

Senator Carol A. Roessler, Co-chair
Joint Legislative Audit Committee

Representative Suzanne Jeskewitz, Co-chair
Joint Legislative Audit Committee

cc: Janice Mueller
State Auditor



FLEET AUDIT: TALKING POINTS/RECOMMENDATIONS/LEGISLATIVE OPTIONS

- 13.8% decline in the number of vehicles owned by the state between 01 and 04
 - 7,734 (12-01) to 6,669 (12-04) 13.8% reduction
- \$30.5 million is the estimated fleet operating costs (2004)
- 6,669 vehicles in fleet (2004)
- Enforcement of minimum driver eligibility standards needs to improve
- DOA has not assessed the cost-effectiveness of key decisions affecting the State Vehicle Fleet
 - Questions raised since 02 when large number of vehicles were purchased while the State was experiencing budget constraints Governor announced fleet reduction of 1,000 (2004)

Vehicle Inventory:

- 13.8% decline in the number of vehicles owned by the state between 01 and 04
 - 7,734 (12-01) to 6,669 (12-04) 13.8% reduction
- ¾ of fleet assigned to 5 agencies: DOA, DNR, DOT, UW-Madison & Corrections
- 34.3% of fleet was sedans and station wagons (including 571 law enforcement vehicles)
- Categories of vehicles:
 - Work-shared vehicle
 - Personally assigned vehicle
 - Central motor pool vehicles
 - Vehicles awaiting assignment or sale
- 1,128 vehicles personally assigned – reduction of 19% from March to December 04
- Chancellor personal assigned cars were eliminated and replaced with \$700/month & mileage reimbursement

Vehicle Acquisition:

- 4,362 vehicles purchased since 2000 costing \$83.3 million
- Decreases in vehicle purchases may have long-term effects including increases in vehicle leasing and rental activity
- DOA should broaden its consideration of life-cycle costs – include both purchase price and operating costs of vehicles
 - Up to 1 year - State agencies may **lease** from private vendors
 - Only 23 vehicles were leased in 2004
 - 29 days or less – agencies may **rent**
- DOA monitoring should be improved to ensure that agencies take advantage of pre-negotiated lease agreements

Vehicle Use:

- Eligible to drive: state employee, student of UW system or authorized agent of the state
- DOA established minimum driving standards, but monitoring and enforcement have been inadequate
- 39 of 100 driving records reviewed had not been checked in the past year
- Corrections does not uniformly verify employee driving records or apply DOA's minimum driving standards to most of its employees and to some minimum-security inmates

Mileage Reimbursement:

- With limited exceptions, individuals are required to reimburse the State for personal use of fleet vehicles
 - Review by the IRS – DOA clarified its policies in 2004
 - State expected to pay \$35,000 underpayment forfeiture to settle claims related to mileage reimbursements to state employees

Fleet Management:

- Difficult to obtain basic information about vehicle fleet inventory
 - Agencies who own and operate fleet
 - How vehicles are assigned
 - Costs the State incurs to operate, lease, rent or reimburse individuals who drive privately owned vehicles

LAB – 16 RECOMMENDATIONS PLUS LEGISLATIVE OPTIONS:

- DOA, DOT, & UW-Madison create pool utilization standards and report to committee by September 30, 05 (pg. 23)
- DOA improve and expand its consideration of life-cycle costs by:
 - Assessing bids for light-duty trucks based on life-cycle costs;
 - Including maintenance costs in its life-cycle cost analyses; and
 - Report to Committee by September 30, 05 on progress in considering life-cycle costs as part of the purchasing process (pg. 27)
- DOA require each state agency's annual vehicle usage report to include the number of vehicles leased from private vendors, and associated costs (pg. 32)
- DOA improve management of vehicle rentals by:
 - requiring its in-state vehicle rental vendor to adhere to reporting requirements;
 - ensuring all data necessary for monitoring are included in the reports; and
 - considering both the number of vehicles rented by each agency and associated rental costs in conjunction with its review of agencies' annual vehicle usage reports (pg. 34)
- DOA assess the cost-effectiveness of using a maintenance management vendor before requesting bids for a statewide contract in 2006 (pg. 38)
- DOA require agencies not already monitoring vehicle maintenance costs to begin doing so by September 30, 05 (pg. 39)
- DOA report the amount deposited in the Budget Stabilization Fund to the Committee by September 30, 05 (pg. 44)
- DOA clarify its policies and procedures for checking the drivers records of individuals who drive fleet cars, including:
 - Assigning responsibility for conducting required checks;
 - Ensuring Vehicle Use Agreements and driving record checks are completed as required; and
 - Adding provisions for verifying the driving records of individuals who hold a valid driver's license from another state. (pg. 48)
- DOA:
 - Ensure all agencies update the driver database by entering current driver information and removing former state employees;
 - Provide guidance to agencies on both the interpretation of its minimum driving standards and exemptions to the standards; and
 - Report progress to Committee by September 30, 05 (pg. 49)

- DOA standardize the method by which agencies account for reimbursements to the State for personal use of fleet vehicles (pg. 54)
- DOA ensure it complies with federal tax law and collects appropriate reimbursements by:
 - Improving its monitoring of vehicle assignments; and
 - Reinstating and enforcing its requirement that agencies regularly review and report the personal use of personally assigned vehicles, to ensure state employees are complying with federal tax laws. (pg. 55)
- DOA annually document:
 - Number of miles for which employees are reimbursed for using privately owned vehicles on state business;
 - The rate at which they are reimbursed; and
 - The amounts reimbursed (pg. 65)
- DOA eliminate its existing database and fully implement FleetAnywhere by:
 - Developing a users manual with specific guidelines on the type, format, and timing of data to be entered, as well as assigning clear responsibility for data entry;
 - Providing structured training for users;
 - Ensuring all authorized drivers of fleet vehicles are entered into the database;
 - Distinguishing fleet vehicle data from data for other types of equipment;
 - Establishing appropriate periodic reports to facilitate compliance with state and federal requirements and allow management of the fleet to be improved; and
 - Report to the committee by September 30, 05 on progress toward fully implementing FleetAnywhere. (pg. 69)
- DOA routinely include a formal assessment of costs and benefits when making key fleet management decisions in the future (pg. 71)

More specific recommendations for agencies:

- DOA, DOT, and UW-Madison create pool utilization standards and report the Committee by September 30, 05 on whether the size of the motor pools can be reduced (pg. 23)
- Corrections promulgate uniform policies regarding inmate driving including:
 - Requiring all correctional facilities to review the driving records of prospective inmate drivers;
 - Permitting only inmates who meet minimum driving standards to drive fleet vehicles; and
 - Establishing rules that, at a minimum, are consistent with the policies required of all other fleet vehicle users. (pg. 50-51)
- Legislature consider establishing a hotline – in either the executive or the legislative branch of government – for citizens and state employees to report fraud and abuse in state government, including misuse of fleet vehicles.

Legislative Options

- (also a recommendation) *Legislature consider establishing a hotline – in either the executive or the legislative branch of government – for citizens and state employees to report fraud and abuse in state government, including misuse of fleet vehicles. (pg. 58)* (Identified in other states, those violations could be reported)

- If concerns persist about the number or types of vehicles purchased, additional oversight may be required to ensure that future vehicle purchases remain within reasonable limits. For example, *the Legislature may wish to consider approving the number of vehicles purchased by each agency as part of the biennial budget process, as it did for some agencies in previous biennia. (pg. 29)*

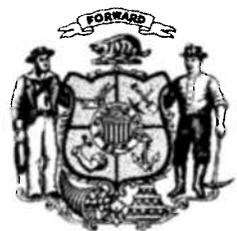
- Some have expressed concern about the State's costs related to employees who commute in fleet vehicles without reimbursing the State for mileage. As a result, we reviewed the commuting distances for Corrections wardens and superintendents and found that staff filling 6 of 23 such positions live more than 50 miles from their primary work sites. Accordingly, *the Legislature may wish to consider limiting the State's costs by establishing a requirement that an employee commuting in a fleet vehicle without reimbursement live within a set distance of his or her primary work site. (pg. 52)*

Other Note:

- 19 insurance claims involving inmates driving fleet vehicles, including 2 in which the inmate had stolen the vehicle. (Pg. 59)



WISCONSIN STATE LEGISLATURE



State broke its fleet rules

Some workers who drove state cars lacked licenses, had drunken-driving records

By PATRICK MARLEY
 pmarley@journal-sentinel.com

Madison — Up to 88 state employees with recent drunken-driving infractions and as many as 149 without valid Wisconsin driver's licenses were allowed to use state vehicles, according to an audit released Wednesday.

The Legislative Audit Bureau report also revealed that the Department of Corrections has not adhered to the state rules for driver eligibility, allowing employees with up to three drunken-driving convictions to continue to drive state cars, as long as the workers obtain occupational licenses.

It also found that inmates at the Oakhill Correctional Institution were allowed to drive state vehicles without having their driving records checked.

"If we've got policies that are consistent to all employees, we certainly should have them for inmates," said Sen. Carol Roessler (R-Oshkosh), chairwoman of the Joint Committee on Audit.

Please see **FLEET, 7A**

VEHICLE ALLOWANCE WHAT CAN \$700 GET YOU?

University of Wisconsin System chancellors receive a monthly car allowance of \$700. Here are examples of the kind of vehicles a chancellor could lease for about that amount.

Based on a 36-month lease at 15,000 miles per year and a \$2,000 down payment
 Source: LeaseCompare.com



Cadillac
 STS sedan
\$724



Volvo
 S80 sedan
\$694



Mercedes-Benz
 C320 sedan
\$680



Jaguar
 X-Type sedan
\$624

Chancellors get \$700 a month to cover car

They collect mileage, too, after state-owned vehicles were returned, audit says

By PATRICK MARLEY
 and STEVEN WALTERS
 pmarley@journal-sentinel.com

Madison — Sixteen top University of Wisconsin officials are receiving \$700 a month to pay for their cars, while being reimbursed for their actual mileage at the same rate as other state employees, an audit released Wednesday shows.

Last year, then-IW System President Katharine C. Lyall ordered the 15 chancellors to give back their

state-owned cars in exchange for the monthly stipend, university officials said. The deal also applied to Kevin Reilly, who replaced Lyall as president in July.

The decision was made without consulting the Board of Regents, which oversees the university system. The arrangement was disclosed publicly for the first time Wednesday in a Legislative Audit Bureau report on the management of state vehicles.

Debbie Duncan, the system's president for finance, said she did not know whether the stipend saved money compared with having chancellors to use state vehicles. She contended that the state Department of Administration compensation of the chancellors to give their state cars — a claim a department official denied.

The president and chance

Please see **STIPEN**

Officials given stipends

STIPEND, From 1A

have employment contracts that require the university to provide them with cars, Duncan said. The allowance is meant to cover payments on a midsize car, but was made larger because the chancellors will have to pay additional income tax because of the stipend, Duncan said.

The officials can collect mileage reimbursement for all business travel because they are now driving private cars, Duncan said. In most cases, they are reimbursed 32.5 cents a mile, which covers fuel and wear and tear on the vehicles.

"They're treated like all state employees" when it comes to reimbursement, Duncan said.

Duncan said that a system attorney determined that the plan did not have to be run by the Board of Regents. Lyall discussed the measure with the board president, Toby Marcovich, said Duncan.

Pat Farley, the administrator of State Agency Services, said Wednesday that his department told university officials some of the chancellors' vehicles had low mileage and appeared to be ones that could be sold off. Farley oversaw Gov. Jim Doyle's recently completed plan to cut the state's fleet by 1,000 vehicles.

"We asked the campuses, 'Look at your business practices and tell us what makes sense,'" he said. "We weren't telling them to remove them. It was UW coming back to us and saying, 'We'll remove these cars'" for chancellors.

Stipends questioned

Legislators called the arrangement troubling, particularly because the regents were not consulted.

"Non-policy makers are making policy. That's very disturbing," said Rep. Sue Jeskewitz (R-Menomonee Falls), co-chairwoman of the Joint Audit Committee.

She and the other committee co-chairwoman, Sen. Carol Roessler (R-Oshkosh), called the size of the monthly stipend out of line, particularly when chancellors can also claim mileage.

"The \$700 a month is a car payment or more — it could be two car payments," said Roessler. "The question is, where is the savings there?"

UW-Madison Chancellor John Wiley said Lyall made a "political decision" to unload the cars after persistent questioning from legislators and others.

Wiley noted that the 3-year-old Toyota Avalon the university provided him had been donated to the school — meaning neither tuition nor taxes paid for it. He now leases a 2004 Avalon.

Perk called necessary

He said the new arrangement is justified because Wisconsin chancellors generally make less than their peers in other states.

Most UW chancellors make \$165,000 to \$175,000 a year. Wiley

and UW-Milwaukee Chancellor Carlos Santiago make about \$250,000 each, and Reilly makes \$320,000.

Almost all universities provide vehicles and housing as part of their compensation package, Wiley said.

Two other chancellors said Wednesday the new system may provide more accountability for them and taxpayers.

"I think it's, frankly, a cleaner way to do this," said UW-Oshkosh Chancellor Richard Wells, who took out a loan to buy a 2004 Chrysler Town & Country van after losing his state-owned Dodge Intrepid.

Wells said giving each chancellor the same \$700 monthly stipend allowed them to make a personal decision on whether to buy or lease a luxury car, or something more durable like the van he got for himself and his family. He estimated that he drives 15,000 to 16,000 miles a year on official campus business.

That would amount to about \$5,000 a year in mileage payments, to go along with the \$8,400 annual stipend.

UW-Superior Chancellor Julius Erlenbach said he asked Lyall for a four-wheel drive vehicle when he took his job about nine years ago, and drove a state-owned Jeep Cherokee until last year. He said he asked for the SUV because the university is in a region that gets heavy winter snows.

After losing the Jeep, Erlenbach said, he signed a three-year lease to rent another SUV, a 2004 Toyota Highlander. He said the \$700 monthly stipend "really doesn't cover all my costs," including the rental fee, insurance, gas and maintenance.

Still, "I like it better this way," added Erlenbach, who estimated that he drives 800 to 900 miles a month on official business.

Reilly, who was in transit Wednesday to today's regents meeting at UW-Stout, did not return phone calls. A number of regents could not be reached Wednesday.

State broke its own rules on

THURSDAY, MAY 5, 2005 **7A**

who could drive fleet vehicles

FLEET, from 1A

While the audit turned up troubling new findings, State Auditor Janice Mueller said, the state had made strides in the past year in its management of the fleet.

"Significant progress has been made in improving fleet management, but the audit shows there's more that can be done," she said.

State vehicles came under scrutiny last year after Attorney General Peg Lautenschlager was cited for drunken driving in a state car. Lautenschlager later reached a settlement with the state Ethics Board after it found she had not reimbursed taxpayers for personal travel in her state vehicle.

As reports of other vehicle problems emerged, the Department of Administration launched a wide-ranging internal review that resulted in the sale of 1,000 cars and establishment of new policies. As the internal review got off the ground, legislators ordered their own audit, which was released Wednesday.

Specifics lacking

Exactly how many employees are allowed to drive, even though they don't meet the minimum standards for using state vehicles, remains unknown, Mueller said.

A preliminary review of 17,000 drivers found 424 potential problem employees, including those who lacked valid licenses and those who had the drunken-driving offenses. But Mueller said state officials would need to check further to determine what happened in those instances and whether all of those employees fell short of the eligibility requirements.

Included in the total were 210 employees who had three or more moving violations or at-fault accidents in the last two years, which should have resulted in them losing their privileges to drive state vehicles.

Some employees fell into multiple categories, such as lacking a valid license and having a recent drunken-driving conviction. Administrators are supposed to review the driving records of all employees annually.

but that isn't happening. Auditors checked a random sample of 100 employees and found that 39 of their driving records had not been checked in the past year, including two whose records had not been reviewed since 1996.

Pat Farley, who oversees the fleet for the Department of Administration, said the state is now running monthly checks on all employees' driving records, but that he did not know how many workers had been told they could no longer drive state vehicles.

In 2001, the state set driver guidelines that said employees who had a drunken-driving citation in the past year could not use state vehicles. But the Department of Corrections has not followed those rules.

Corrections officials told auditors that strengthening the driving standards would make it difficult to fill jobs.

"That to me is just shocking," said Sen. Robert Cowles (R-Green Bay). "Are things that bad in the Department of Corrections they have to have a policy like that?"

In at least one prison, the driving standards are even lower for inmates. Officials at Oak-hill did no checks of inmates who were given driving privileges, the audit found.

For 30 years, inmates across the state have been allowed to drive state vehicles at correctional facilities to plow snow, perform maintenance or make deliveries. Some are allowed to take vehicles onto public roads to drive other inmates to work-release jobs.

Corrections spokesman John Dipko said the agency is now reviewing its policies for allowing inmates to drive vehicles.

The state owned 6,669 vehicles as of December 2004, down from 7,734 in 2001. Auditors estimated the fleet's total operating costs last year at \$30.5 million, including depreciation.

Costs rising

The audit also found rapidly climbing maintenance costs, which increased 46% from 2003 to 2004, from \$38.18 to \$55.83 per vehicle per month.

Maintenance managers attributed the jump to an aging fleet — a sign that the costs will continue to rise, auditors said.

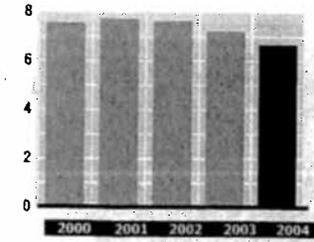
State officials did not consider the full ramifications last year of slashing the number of state-owned vehicles, the audit noted.

Mueller said auditors found

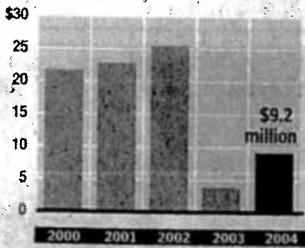
STATE FLEET: AUDIT RESULTS

A legislative audit released Wednesday raised questions about the state's fleet of vehicles.

NUMBER OF VEHICLES
IN THOUSANDS



AMOUNT SPENT ON VEHICLE PURCHASES BY THE STATE
IN MILLIONS



The size of the fleet has declined by 12% since 2000.

TYPES OF VEHICLES OWNED BY STATE

TYPE	NUMBER	PCT OF TOTAL
Sedans/ station wagons	2,290	34.3%
Pickup trucks	1,873	28.1%
Vans	1,627	24.4%
Large trucks	447	6.7%
SUVs	386	5.8%
Buses	46	0.7%

STATE AGENCIES WITH THE MOST VEHICLES

AGENCY	TOTAL VEHICLES	PERCENT OF TOTAL
Dept. of Natural Resources	1,495	22.4%
University of Wisconsin (all campuses)	1,308	19.6%
Dept. of Transportation	1,278	19.2%
Dept. of Corrections	897	13.4%
Dept. of Administration	425	6.4%
Dept. of Health and Family Services	253	3.8%
Other agencies	1,013	15.2%

Source: Legislative Audit Bureau

ENRIQUE RODRIGUEZ/erodriguez@journal sentinel.com

no problems with the sale of vehicles but noted that administrators need to account for costs in other areas that will likely rise.

"I think there's no question in the short term we've saved money," she said. "But we sound a cautionary note that in the long run the leases and maintenance contracts will have to be carefully scrutinized."

The state Department of Administration this spring wrapped up the Doyle-ordered sale of 1,000 vehicles. But the decision to sell those cars and trucks did not take into account increased costs for renting and leasing vehicles and for reimbursing employees who use their personal vehicles to conduct state business, the audit said.

Farley, the DOA administrator in charge of the fleet, agreed that those costs need to be watched, but noted that the state leases only 23 vehicles and

that vehicle rentals make up less than 1% of the fleet's costs.

The department buys vehicles based on life-cycle cost, which is supposed to consider all expenses over the vehicle's lifespan. The state has not accounted for maintenance costs in calculating life-cycle costs, however.

Farley said he hopes to take those costs into account when the state makes its next large vehicle purchase, which could happen this year. The costs have not been taken into account previously because the state had not utilized software that would track all of its expenses.

The state purchased the software in 1999, but did not fully implement it until December 2004. Farley blamed the delay on an unwillingness to have centralized fleet operations.

"I think it's something that with cars and fleet operations, it can be quite territorial, and I think a lot of people didn't want

to be part of a large information center, to have it be less transparent," he said.

In ordering the sale of cars last year, Doyle said the fleet should be restored to its 1994 level. That goal was met this spring, Farley said.

According to the audit, the state's vehicle sales as of March had generated \$3.5 million in gross revenue.

That money is to go to the state's rainy-day fund after de-

ductions are made for employee salaries, transportation and storage costs and paying vehicle debt.

So far, no money has gone into the rainy-day account from vehicle sales, and some agencies predict none will, the audit said.

The state has 363 vehicles in its motor pools that employees can check out for occasional use. The utilization rate for the state's three motor pools in re-

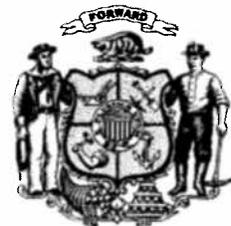
cent years hovered between 49.4% and 64.4%, a lower-than-expected rate, the audit said.

The state has not systematically evaluated the motor pools, auditors found. They suggested the motor pools could be reduced further.

Administration Secretary Marc Marotta said in a letter included in the audit that improvements have recently been made to improve the operation of the motor pools.



WISCONSIN STATE LEGISLATURE



State car fleet facts are in, but the final verdict's not

By JR Ross
Associated Press

The state may not save a significant amount of money with the recent overhaul of the fleet and sale of almost 1,000 cars, an audit released Wednesday said.

The Legislative Audit Bureau reported that poor record-keeping makes it difficult to determine if the state could operate its fleet more efficiently and cheaper.

The report identified several policies that lawmakers called questionable.

They include a decision by the University of Wisconsin System to give chancellors \$700 a month for a vehicle allowance after taking away their cars last year, and a Department of Corrections policy al-

lowing employees to continue driving state vehicles until their fourth conviction for an alcohol-related driving offense.

State Sen. Robert Cowles, who called for the audit last year, praised the state for its efforts to overhaul how it operates the vehicle fleet, particularly the decision to cut almost 1,000 cars. Still, he said the state could do more, pointing to a portion of the audit that found some agencies reported fewer than two-thirds of their state cars were in use on an average day.

"That tells me you've still got too many cars," said Cowles, R-Green Bay.

Gov. Jim Doyle initiated an overhaul of the state's fleet last year after reports questioned employees' use of their official cars for personal business.

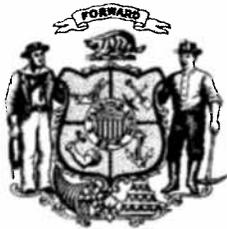
The audit found the fleet had decreased from a high of 7,734 cars at the end of 2001 to 6,669 as of Dec. 31. The Audit Bureau estimated the state spent \$30.5 million to manage and maintain those vehicles last year.

The report found the state took in about \$3.5 million from selling 958 vehicles under Doyle's initiative. But after deducting outstanding debt for the vehicles and the sale costs, it is unclear whether any of the money will remain.

The report also found the state made several decisions to change how it manages the fleet without fully considering the long-term costs. That includes increasing the replacement mileage for vehicles to 85,000 miles without figuring in the costs of maintaining the aging cars.



WISCONSIN STATE LEGISLATURE



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May 5, 8:51 AM EDT

Audit: State didn't consider all costs while reducing car fleet

By JR ROSS
Associated Press Writer

MADISON, Wis. (AP) -- The state may not save a significant amount of money with the recent overhaul of the fleet and sale of almost 1,000 cars, an audit released Wednesday said.

The Legislative Audit Bureau reported that poor record keeping makes it difficult to determine if the state could operate its fleet cheaper and more efficiently.

The report identified several policies that lawmakers called questionable.

They include a decision by the University of Wisconsin System to give chancellors \$700 a month for a vehicle allowance after taking away their cars last year, and a Department of Corrections policy allowing employees to continue driving state vehicles until their fourth conviction for an alcohol-related driving offense.

The audit said up to 88 state employees with recent drunken-driving infractions and as many as 149 without valid Wisconsin driver's licenses were allowed to use state vehicles, and that inmates at the Oakhill Correctional Institution were allowed to drive state vehicles without having their driving records checked.

State Sen. Robert Cowles, who called for the audit last year, praised the state for its efforts to overhaul how it operates the vehicle fleet, particularly the decision to cut almost 1,000 cars. Still, he said the state could do more, pointing to part of the audit that found some agencies reported fewer than two-thirds of their state cars were used on an average day.



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"That tells me you've still got too many cars," said Cowles, R-Green Bay.

Gov. Jim Doyle initiated an overhaul of the state's fleet last year after reports questioned employees' use of their official cars for personal business.

The audit found the fleet dropped from a high of 7,734 cars at the end of 2001 to 6,669 as of Dec. 31. It estimated the state spent \$30.5 million to manage and maintain those vehicles last year.

The report said the state took in about \$3.5 million from selling 958 vehicles under Doyle's initiative. But after deducting outstanding debt for the vehicles and the sale costs, it is unclear whether any of the money will remain.

The report also found the state made several decisions to change how it manages the fleet without fully considering the long-term costs. That includes increasing the replacement mileage for vehicles to 85,000 miles without figuring the costs of maintaining the aging cars.

It found the Department of Administration has not assessed whether leasing its vehicles to other agencies saved money or whether the decision by some agencies to hire a contractor to maintain their vehicles cut costs.

Patrick Farley, a DOA administrator who oversees the fleet, attributed many of the problems to poor record keeping the state is now trying to fix. He said no one took the initiative to better coordinate how the state uses its cars until now.

The Audit Bureau found that UW-Madison on an average day has just more 64 percent of its cars in use, while the Department of Transportation has just more than 62 percent on the road. DOA reported that less than half its motor pool is in use most days.

Farley said the state is now using a centralized computer system to track costs and use of its vehicles, such as which vehicles are most cost-effective to buy and when buying is cheaper than leasing. The system also includes a new Web-based reservation system to let agencies borrow vehicles from other agencies, which could further cut costs in the fleet.

State Rep. Suzanne Jeskewitz, co-chairwoman of the Legislature's audit committee, said it was disingenuous for the UW System to take cars away from chancellors only to give them \$700 a month for vehicle cost - and allow them to claim reimbursement for business mileage. She said the arrangement would only exacerbate the perception among lawmakers that the system is not using its resources wisely.

UW spokesman Doug Bradley said the allowances were given to the chancellors to meet the governor's demand to cut the car fleet while trying to comply with their contracts, which include the use of a car. Previously, chancellors were assigned a car from the system fleet, typically similar to a Ford Taurus.

Bradley admitted the arrangement may anger lawmakers, some of whom have been irate at UW efforts to increase administrators' pay while the state faces constant budget crunches. He said the decision was



made to keep the compensation packages competitive with those at similar schools, but the UW will re-examine its policy following the audit.

"Frankly, we want to work a little harder on getting ahead of the curve on this notion that, 'There they go again, spending all that money,'" Bradley said.

To drive a vehicle in the state fleet, most employees must meet minimum standards, including having a valid license and being at least 18 years old. They also can be barred from driving if cited for driving while intoxicated; if they have three or more moving violations or at-fault accidents; or a suspended or revoked license.

But the Department of Corrections allows employees to continue driving until a fourth alcohol-related driving conviction. The department told the bureau it feared not being able to meet its employment needs if the tougher standards were applied to the agency. A spokesman did not return a call from The Associated Press Wednesday seeking comment.

On the Net:

Legislative Audit Bureau: <http://www.legis.state.wi.us/lab>

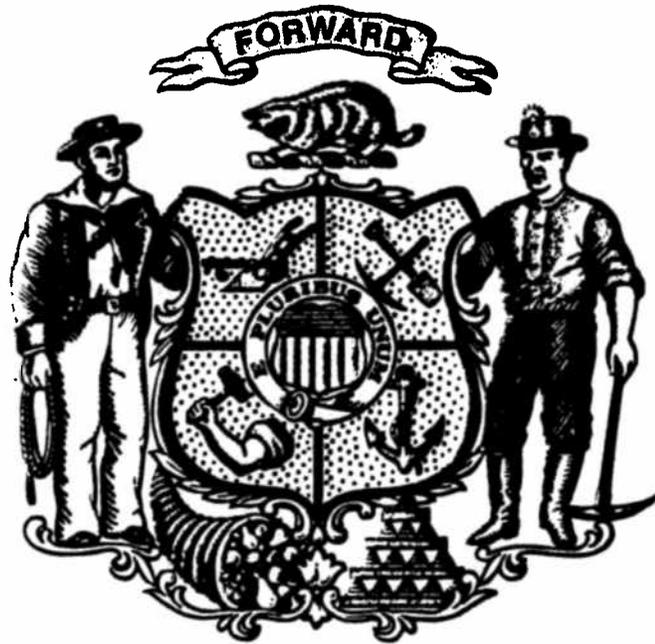
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Asleep (hic) at the wheel?

Although the state has made progress in reducing its bloated pool of motor vehicles and better managing its fleet, it still has a long way to go on the road to public accountability.

A state audit, ordered by legislators last year, revealed that up to 88 state employees with recent drunken-driving convictions and as many as 149 employees who didn't even have valid Wisconsin driver's licenses were allowed to use state vehicles.

The worst offender, ironically, appeared to be the Department of Corrections, which has not adhered to state rules for driver eligibility. Corrections employees with as many as three convictions for drunken driving were allowed to continue to drive state cars as long as they had obtained occupational licenses.

State lawmakers were justifiably outraged at the specific revelations and the failure of some state officials to ensure that policies were being enforced consistently and fairly. In fact, Department of Corrections officials have tried to rationalize their actions.

In 2001, the state established guidelines that employees who had a drunken-driving citation in the past year could not use state vehicles. Corrections officials, however, decided those rules would be a burden to them. They told auditors that strengthening the driving standards would make it difficult to fill jobs. Come again?

"That to me is just shocking," responded Sen. Robert Cowles (R-Green Bay). "Are things that bad in the Department of Cor-

rections that they have to have a policy like that?"

Gov. Jim Doyle last year ordered the sale of 1,000 state vehicles, which was completed this spring. The state Department of Administration also established new policies for employee use of the remaining state cars. Those are steps in the right direction, but more needs to be done.

Pat Farley, who oversees the fleet for the Department of Administration, said the state is now doing monthly checks on all employee driving records. But he doesn't know how many employees have been told they can no longer operate a state vehicle.

Auditors also discovered that 16 top University of Wisconsin officials are receiving \$700 a month to pay for their cars while also being reimbursed for their mileage at the same rate as other state employees. Last year, then UW System President Katharine Lyall ordered the system's chancellors to give back their state-owned cars in exchange for the stipend.

Trouble is the decision was made without consulting the Board of Regents, a point that legitimately bothered some lawmakers. As some of them noted, the monthly stipend — which, as the Journal Sentinel determined, is enough to lease a Cadillac, Volvo, Mercedes-Benz or Jaguar — seems out of line, particularly since the chancellors also can claim mileage.

State legislators, who often are quick to criticize the spending practices of local officials, clearly have to step up their own oversight.

MS 5-6-05



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2>State To Track Employees' Driving Records

A Database Will Log When State Employees' Driving Privileges Are Revoked.

Wisconsin State Journal :: LOCAL/WISCONSIN :: B5

Saturday, May 7, 2005

Ryan J. Foley Associated Press

The state Department of Administration said Friday it would take steps to make sure state employees without driver's licenses or with recent drunken driving convictions are not driving state vehicles.

Administration Secretary Marc Marotta ordered state agency heads to immediately record in a statewide database the reason and date that any employee has his or her state driving privileges suspended.

Marotta also told agencies from now on they must immediately investigate whether employees charged with drunken driving offenses were operating a state vehicle or conducting state business at the time and report their findings to him.

The directives come just two days after the Legislative Audit Bureau reported that a lack of compliance with state policy allowed hundreds of state employees with recent drunken-driving infractions or without valid Wisconsin driver's licenses to use state vehicles.

Patrick Farley, a DOA administrator who oversees the 6,700 vehicle fleet, said the directives were meant to ensure uniform compliance with policies already in place.

The audit found that not all agencies were entering the required information into a statewide database or checking driving records as required. The policy directives allow the DOA to make sure that agencies are entering the information, that driving records are being checked and to take action against agency officials that do not comply, Farley said.

"We want to make sure that there are no gaps, that there are no different ways of doing business," he said. "It's just too important."

To drive a vehicle in the state fleet, most employees are supposed to meet minimum standards, including having a valid license and being at least 18 years old. They also can be barred if they have a drunken driving offense in the past year, three or more moving violations or at-fault accidents, or a suspended or revoked license.

But the audit found that monitoring and enforcement of those standards were inadequate and agencies allowed some unqualified drivers to use state vehicles. Auditors, for instance, found that 39 of 100 driving records had not been checked in the past year as required under DOA policy.

The lax enforcement allowed 422 individuals -- including 122 Department of Corrections employees -- who may not have met minimum driving standards to use state cars, the review found.

That included 210 individuals with three or more moving violations or accidents in the past two years, 149 without valid Wisconsin driver's licenses and 88 with at least one alcohol-related offense in the past year.

The audit also said that Corrections allowed some employees with up to three drunken driving offenses on their records to drive state cars and let some inmates drive state vehicles without having their driving records checked.

In a letter to lawmakers Friday, Corrections Secretary Matthew Frank said his agency has been working to address the concerns raised in the audit, but he took issue with some of them. He said the DOC allowed employees to continue working after three drunken driving offenses but did not allow them to drive state cars.

Sen. Carol Roessler, R-Oshkosh, co-chair of the Legislative Audit Committee, said she applauded both Corrections and the DOA for their prompt responses to the audit.

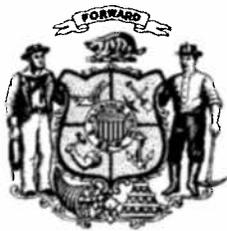
"What's important is that we've gotten to a place of betterment," said Roessler, whose committee will hold a hearing on the audit May 17. "We have a greater degree of reporting and follow-through than we previously had and now we'll be looking for the enforcement."

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WISCONSIN STATE LEGISLATURE



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UW takes hit on credibility Kreibich: Gifts can't buy it

By Aaron Nathans
May 11, 2005

Campaign contributions can't fix the University of Wisconsin's credibility problem, said the chairman of a legislative higher education panel.

The Capital Times reported last week that top University of Wisconsin-Madison officials made targeted campaign contributions as part of its strategy to win respect from the Legislature and governor at budget time. The university has been trying to avoid further budget cuts after being forced to raise in-state tuition by 37.5 percent over the last two years.

At least 18 top University of Wisconsin-Madison officials made contributions last fall to influential lawmakers, mainly Republicans in the Legislature and Democratic Gov. Jim Doyle.

Rep. Robin Kreibich, R-Eau Claire, pointed to a state audit released last week that revealed the UW System provides \$700-a-month automobile stipends to its chancellors. That's a lot of money, Kreibich said. The audit shows the UW still is unaware of its greatest liability, he said.

"Their problems go much deeper than political involvement. There's no amount of contributions that will spare them the wrath of the Legislature when it comes to incidents like this," said Kreibich, who is chairman of the Assembly Committee on Colleges and Universities.

Last year Gov. Jim Doyle asked agencies to reduce the number of state automobiles. The audit showed the UW System chose to give chancellors the stipend, plus mileage, in lieu of providing them with a state car. The change was made last summer by then-UW System President Katharine Lyall, without any public debate by the Board of Regents.

"I think they recognize they have a problem with legislative relations. But I think their diagnosis of the problem is misguided. It isn't that they're not more active in political campaigns. It's the things they do during the legislative session that are troublesome," Kreibich said. "They are doing severe harm to the UW System with some of these back-room decisions."

UW System Executive Vice President Don Mash said the purpose of the stipend was to honor a contract with chancellors that gave them the use of an automobile. He disputed the argument that the university was being secretive.

"I would disagree with that. I don't think that's the case. I'm really disappointed to hear that," Mash said. As for the decision-making process, "It wasn't out of the ordinary for it to have occurred that way."

"If someone disagrees with that as a practice or a policy, that's another matter," Mash said, referring to the stipends. He noted that lawmakers would discuss the matter at a hearing on Tuesday.

Kreibich traced the university's troubles back to a 2003 decision by the Board of Regents. The board raised administrator and senior executive salaries with a little-noticed teleconference, causing concern among lawmakers about whether the university was making important decisions in secret. The board voided the raises as part of a settlement with Attorney General Peg Lautenschlager.

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Wardens' mileage policy criticized

Lawmakers want Corrections' rule changed

By PATRICK MARLEY
pmarley@journalsentinel.com

Posted: May 17, 2005

Madison - Legislators on Tuesday railed against the Department of Corrections for allowing wardens to commute thousands of miles a year at taxpayer expense and asked officials to change that policy.

Members of the Joint Audit Committee stopped short of saying they would push a law limiting how much the wardens can collect in mileage reimbursements but suggested they might resort to that this fall if the department doesn't alter its policy on its own.

Also Tuesday, Regents President Toby Marcovich said in an interview that he would ask University of Wisconsin System President Kevin Reilly to review the most cost-effective way to provide chancellors with cars after questions about a \$700 monthly stipend the 15 chancellors and Reilly now receive.

The vehicle allowance for chancellors, set in August, was disclosed this month in an audit that legislators reviewed Tuesday during a public hearing. That audit also found the Department of Corrections allowed inmates to drive state cars without checking their driving records and had allowed workers with multiple drunken-driving offenses to drive state vehicles.

Corrections Secretary Matt Frank said those problems have since been fixed.

But he said in an interview that he would oppose any move to make wardens pay for trips in state cars between their homes and the prisons they oversee.

"I'm reluctant to have something akin to a residency requirement," he said.

A Journal Sentinel review of travel records in March found that taxpayers spent at least \$28,000 over eight months for personal travel for 25 wardens and administrators - a perk most state employees don't enjoy. Some of the corrections officials travel more than 100 miles one way to work.

Frank argued that the wardens, like state troopers, should be considered on duty whenever they are behind the wheel of their state cars.

Money for commuting?

Lawmakers disagreed.

"I certainly don't think we should pay the mileage for personal miles, and I think (commuting qualifies as) personal miles," said Rep. Sue Jeskewitz (R-Menomonee Falls), co-chairwoman of the audit committee.

State Vehicles

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Jeskewitz acknowledged that corrections officials were resistant to the idea but said she would wait to hear what they say in September, when they will next report on their vehicle policies.

"I can stay on a problem, so they might want to reconsider it," Jeskewitz said.

She and Sen. Carol Roessler (R-Oshkosh), the other committee co-chairwoman, said they did not want to subject wardens to a residency requirement. But Jeskewitz said taxpayers should not pay any commuting miles for wardens, and Roessler said there should be a cap on the number of miles for which wardens are reimbursed.

Meanwhile, Marcovich and David Walsh, vice president of the regents, said the university should review for the first time the cost of providing chancellors with stipends instead of state vehicles. Reilly was traveling Tuesday and unavailable for comment, but a spokesman said he supported the idea.

Last year, Reilly's predecessor, Katharine C. Lyall, took the chancellors' cars away and started giving them \$700 a month plus mileage reimbursements to cover their car expenses. A Journal Sentinel review of state records suggests the new policy costs two to three times as much.

Marcovich backed off from earlier comments that Lyall told the regents of the change at a meeting last year, saying instead she told him in a private conversation. He said he did not know whether all the regents had been informed of the change.

That disclosure could affect Attorney General Peg Lautenschlager's investigation of whether the regents violated a 2003 settlement in which they agreed to clearly state on meeting notices any consideration of compensation for top-level university officials. Marcovich and Walsh, both attorneys, insisted they had not violated that settlement.

"There wasn't any meeting to violate anything," Marcovich said.

While the regents set wage ranges, the system president has broad authority to determine other compensation, such as vehicle allowances, Marcovich and Walsh said. The regents did not have to take action on the stipends, and therefore did not need to put them on an agenda, they said.

Mike Bauer, an aide to the attorney general, said the investigation is ongoing.

"Until we get what their latest and final story is, I don't want to comment," Bauer said.

From the May 18, 2005, editions of the Milwaukee Journal Sentinel
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 Special Section:
State Politics





LOCAL NEWS from **Northwestern**

Posted May 20, 2005

Editorial: End bad habit of paying wardens to drive to work

Here's some strong advice for those state wardens and administrators who think they deserve to get reimbursed for miles traveling to and from work: Stop it.

H

It's insulting that the state Department of Corrections repays wardens for driving to work — and don't forget they drive there in a state-owned car.

Earlier this week, the state legislature's Joint Audit Committee heard Matt Frank, secretary of the DOC, justify this perk. He compared wardens to state troopers, that both should be on state time when they're behind the wheel. Nice try, Frank. State highway patrol officers are putting their life on the line with every trip. A warden goes from home to work. That isn't the same thing, not at all.

DOC rules can read that wardens be reimbursed. That doesn't change the fact that this is personal, not work, time. There's no gain to the public in reimbursing wardens for this. Zero.

The private sector doesn't work this way. People who live outside Oshkosh don't get repaid for driving here for their work. And the IRS tax code prohibits claiming commuter miles as a deduction.

This waste is so deep that taxpayers spent \$28,000 in eight months so 25 wardens and administrators could travel between home to work. That's tax abuse, tax abuse at its worst.

DOC officials will report back to the Joint Audit Committee in September and review their car policies. They shouldn't have anything to review here, they should completely end this commuting reimbursement now. And there's no need to consider any residency requirement — cut the reimbursement for commuting miles, wardens can still choose where they live.

DOC should hear this message loud and clear: stop paying wardens and administrators for commuter miles between home and work. Make this abuse of taxpayer dollars stop. State government has no business paying people to get to work.

The Final Thought: Wardens shouldn't get reimbursement for commuting between home

and work.

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1. Janice Mueller, LAB
2. Jim Zylstra, LAB
3. Marc Marotta, DOA
4. Pat Farley, DOA

~~5. [unclear] [unclear]~~

5. Don Mash, uw
6. David Walsh, uw
7. Matt Frank, CORR.
8. Rick Raemisch, CORR.
9. Martin Biel