

1999 DRAFTING REQUEST

Bill

Received: **11/24/98**

Received By: **nilsepe**

Wanted: **As time permits**

Identical to LRB:

For: **Administration-Budget**

By/Representing: **Etzler**

This file may be shown to any legislator: **NO**

Drafter: **nilsepe**

May Contact:

Alt. Drafters:

Subject: **Transportation - railroads**

Extra Copies: **TNF**

Topic:

DOA:.....Etzler - Freight rail bonding

Instructions:

See Attached

Drafting History:

<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
/?	nilsepe 11/24/98	gilfokm 11/24/98		_____			State
/P1			lpaasch 11/25/98	_____	lrb_docadmin 11/25/98		

FE Sent For:

<END>

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1?	nilsepe	1/1-11-24 King	11-25 L.P.	11-25 L.P. JS			

FE Sent For:

<END>

Department of Transportation
1999-2001 Biennial Budget Request
STATUTORY MODIFICATIONS

DIN NUMBER: 5901

TOPIC: Increase bonding authority by \$4.5 million for the Freight Railroad Preservation Program (FRPP).

DESCRIPTION OF CHANGE:

The Department requests an increase in State Statute 20.866 (2) (uw) of \$4.5 million in General Obligation bonding authority for the Freight Railroad Preservation Program (FRPP) to allow the program to maintain the same level of funding in the 1999-01 biennium as in the 1997-99 biennium. Current bonding authority for FRPP is \$19 million.

JUSTIFICATION:

The Freight Railroad Preservation Program assists in the preservation of freight railroad service on abandoned lines, publicly-owned lines, and in the preservation of abandoned railroad corridors when service is not immediately continued. To date, \$13,469,000 has been committed. The projected balance as of June 30, 1999 is \$81,000. Projected needs for the 1999-01 biennium are \$9.0 million. They include the Bloomer - Chetek acquisition (\$1 million), Madison to Janesville construction (\$6 million) and repair of the Sauk City Bridge (\$2 million). Without additional bonding capacity, the Department would be unable to respond to requests for assistance to preserve and rehabilitate rail freight lines which become abandoned or for requests to preserve abandoned corridors for future transportation uses. The Department had FRPP contracts totaling \$3,192,600 in FY 97 and \$2,074,000 in FY 98, with projected projects of \$5,450,000 for FY 99.



State of Wisconsin
1999 - 2000 LEGISLATURE

LRB-1013/7
PEN...

King
P1

DOA:.....Etzler - Freight rail bonding

FOR 1999-01 BUDGET — NOT READY FOR INTRODUCTION

WPO:
Print w/ line numbers

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AN ACT ...; relating to: the general obligation bonding limit for rail property acquisitions and granting bonding authority.

Analysis by the Legislative Reference Bureau
TRANSPORTATION

RAIL AND AIR TRANSPORTATION

Under current law, the department of transportation (DOT) is authorized to contract up to \$19,000,000 in public debt for the acquisition of rail property and for grants and loans awarded by DOT for certain rail property acquisitions and improvements. This bill increases this authorized general obligation bonding limit from \$19,000,000 to \$23,500,000.

For further information see the *state* fiscal estimate, which will be printed as an appendix to this bill.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. 20.866 (2) (uw) of the statutes is amended to read:

20.866 (2) (uw) *Transportation; rail acquisitions and improvements.* From the capital improvement fund, a sum sufficient for the department of transportation to

acquire railroad property under ss. 85.08 (2) (L) and 85.09; and to provide grants and loans for rail property acquisitions and improvements under s. 85.08 (4m) (c) and (d).

The state may contract public debt in an amount not to exceed **\$19,000,000** **\$23,500,000** for these purposes.

History: 1971 c. 42; 1971 c. 100 s. 23; 1971 c. 125, 211, 215, 236, 307, 330, 336; 1973 c. 90 ss. 148 to 149m, 555m (2); 1973 c. 333; 1975 c. 26, 39, 40, 41, 200, 224, 422; 1977 c. 4, 6; 1977 c. 29 ss. 385 to 387, 1650m (4), 1656 (43); 1977 c. 418; 1979 c. 4; 1979 c. 34 ss. 675a to 677v, 2102 (6) (a), (39) (a), (52) (a); 1979 c. 107, 221; 1981 c. 1 ss. 17, 18, 47; 1981 c. 20, 108, 317, 336; 1983 a. 27; 1983 a. 36 s. 96 (4); 1983 a. 97, 192, 195, 212; 1983 a. 410 s. 2202 (2); 1985 a. 6; 1985 a. 8 ss. 4, 12; 1985 a. 29 ss. 589m to 598, 3202 (23) (c), (26) (a), (53) (a); 1985 a. 77, 120, 332; 1987 a. 27, 295, 298, 399, 403, 409; 1989 a. 31, 46, 107, 122, 219, 336, 359, 366; 1991 a. 39, 51, 269, 309, 324; 1993 a. 2, 16, 98, 115, 213, 343, 377, 413, 437, 453, 485; 1995 a. 27 ss. 1159 to 1168s, 9126 (19), 9145 (1); 1995 a. 40, 57, 60, 113; 1995 a. 216, s. 30m and 9127; 1995 a. 227, 246, 372, 388, 416, 452; 1997 a. 27, 35, 61, 164, 237, 252.

(END)



State of Wisconsin
1999 - 2000 LEGISLATURE

LRB-1013/P1

PEN:kmg:lp

DOA:.....Etzler - Freight rail bonding

FOR 1999-01 BUDGET — NOT READY FOR INTRODUCTION

1 **AN ACT ...; relating to:** the general obligation bonding limit for rail property
2 acquisitions and granting bonding authority

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5

(END)

NOTE TO DRAFTING FILE for LRB-1013:

Per the drafter, this draft has been redrafted to a “/1” as no problems remain in the draft that require resolution before introduction of the budget bill. There are no changes between the “/PX” and the “/1.”

DOA:.....Etzler - Freight rail bonding

FOR 1999-01 BUDGET — NOT READY FOR INTRODUCTION

1 AN ACT ...; relating to: the general obligation bonding limit for rail property
2 acquisitions and granting bonding authority

Analysis by the Legislative Reference Bureau

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