

2007 DRAFTING REQUEST

Bill

Received: **12/01/2006**

Received By: **bbalinsk**

Wanted: **Soon**

Identical to LRB:

For: **Administration-Budget 266-1039**

By/Representing: **Kornely**

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

Drafter: **bbalinsk**

May Contact:

Addl. Drafters:

Subject: **Transportation - railroads**

Extra Copies: **ARG**

Submit via email: **NO**

Pre Topic:

DOA:.....Kornely, BB0182 -

Topic:

Increase bonding authority for Freight Railroad Preservation Program

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>
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FE Sent For:

<END>

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12/7/06
<END>

FE Sent For:

- Topic: Increased Bonding Authority for Freight Railroad Preservation Program
- Tracking Codes: BB0182
- SBO team: Environmental and Commercial Resources
- SBO analyst: Sara Kornely
 - Phone: 266-1039
 - Email: sara.kornely@wisconsin.gov
- Agency acronym: DOT
- Agency number: 395
- Priority (Low, Medium, High): High

Department of Transportation
2007-2009 Biennial Budget Request
STATUTORY MODIFICATIONS

DIN NUMBER: 5602

TOPIC: Increase Bonding Authority for Freight Railroad Preservation Program (FRPP)

DESCRIPTION OF CHANGE:

The Department requests an increase of \$22.0 million in General Obligation (GO) bonding authority, s. 20.866(2) (uw), Wis. Stats., for the Freight Railroad Preservation Program (FRPP). Current GO bonding authority for FRPP is \$44.5 million.

JUSTIFICATION:

The Freight Railroad Preservation Program (FRPP) assists in the preservation of freight railroad service on abandoned lines and publicly owned lines, and in the preservation of abandoned railroad corridors when service is not immediately continued. The demand for funding in this program is growing as the demand for shipping freight by rail increases and the railroad industry moves to cars with greater carrying capacity. These heavier weight rail cars are stressing the existing state-owned lines beyond the limits they were designed to meet when originally constructed in the 19th and early 20th centuries.

In addition, despite increased activity, there are corridors that are being abandoned or service discontinued because the lines do not meet the railroads' requirements. Some of these lines may be purchased for continued service to preserve the economic strength of the businesses and communities they serve. Other lines could be purchased to preserve the corridor for future transportation use. Without additional bonding authority, the Department would be unable to respond to requests for assistance to preserve and rehabilitate abandoned rail freight lines and to preserve abandoned corridors for future transportation uses.



State of Wisconsin
2007 - 2008 LEGISLATURE

LRB-0985/P1

BAB:./:....

js

DOA:.....Kornely, BB0182 - Increase bonding authority for Freight Railroad
Preservation Program

FOR 2007-09 BUDGET -- NOT READY FOR INTRODUCTION

IN 12/7/06

Do NOT Gen

1 AN ACT...; relating to: the budget

Analysis by the Legislative Reference Bureau

TRANSPORTATION ✓

RAIL AND AIR TRANSPORTATION ✓

Under current law, DOT may contract up to \$44,500,000 in public debt for the acquisition and improvement of rail property. This bill increases this authorized general obligation bonding limit from \$44,500,000 to \$66,500,000. ✓

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:

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

3 20.866 (2) (uw) *Transportation; rail acquisitions and improvements.* From the

4 capital improvement fund, a sum sufficient for the department of transportation to

- 1 acquire railroad property under ss. 85.08 (2) (L) and 85.09; and to provide grants and
- 2 loans for rail property acquisitions and improvements under s. 85.08 (4m) (c) and (d).
- 3 The state may contract public debt in an amount not to exceed \$44,500,000
- 4 \$66,500,000 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; 1999 a. 4, 9, 146; 1999 a. 150 s. 672; 1999 a. 184; 2001 a. 12, 16, 103, 109; 2003 a. 33, 64, 91, 129; 2005 a. 1, 22, 25, 102, 300.

5

(END)



State of Wisconsin
2007 - 2008 LEGISLATURE

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