

2015 DRAFTING REQUEST

Bill

Received: 12/2/2014 Received By: emueller
Wanted: As time permits Same as LRB:
For: Administration-Budget By/Representing: Mette
May Contact: Drafter: emueller
Subject: Transportation - mass trnst/rail Addl. Drafters:
Extra Copies: ZDW, ARG

Submit via email: YES
Requester's email:
Carbon copy (CC) to: eric.mueller@legis.wisconsin.gov
sbostatlanguage@webapps.wi.gov

Pre Topic:

DOA:.....Mette, BB0255 -

Topic:

Bonding authority for freight rail 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>
/?	emueller 12/10/2014			_____			
/P1	emueller 1/16/2015	jdyer 12/11/2014	jfrantze 12/11/2014	_____	srose 12/11/2014		State
/P2		jdyer	jmurphy	_____	lparisi		State

<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
		1/17/2015	1/19/2015	_____	1/19/2015		

FE Sent For:

<END>

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/?	emueller 12/10/2014	<i>P2/17 jld</i>	<i>Jan 1/18</i>	<i>Jan 1/15</i>			
/P1		jdye 12/11/2014	jfrantze 12/11/2014		srose 12/11/2014		State

/P2 EUM
1/16/15
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/?	emueller	PI 12/10	jld jd	JG			
/PI	EVM			12/11			
	12/10/14						

FE Sent For:

<END>

Mueller, Eric

From: CathleneH <cathleneh@gmail.com>
Sent: Monday, December 01, 2014 7:25 PM
To: Wyatt, Zachary; Mueller, Eric
Subject: Fwd: Statutory Language Drafting Request - BB0255

Sent from my iPhone

Begin forwarded message:

From: <Bryan.Mette@Wisconsin.gov>
Date: December 1, 2014 at 5:55:31 PM CST
To: <cathlene.hanaman@legis.wisconsin.gov>
Cc: <Paul2.Ziegler@wisconsin.gov>, <Bryan.Mette@wisconsin.gov>, <Christopher.Connor@wisconsin.gov>
Subject: Statutory Language Drafting Request - BB0255

Biennial Budget: 2015-17

DOA Tracking Code: BB0255

Topic: Bonding Authority for Freight Rail Preservation Program

SBO Team: TLGED

SBO Analyst: Mette, Bryan - DOA
Phone: 608-266-1039
E-mail: Bryan.Mette@Wisconsin.gov

Agency Acronym: WisDOT

Agency Number: 395

Priority: Low

Intent:

Increase bonding authority for the FRPP by \$60 million

For more information, see p. 562 of DOT's budget submission
<http://doa.wisconsin.gov/Documents/DEBF/Budget/Biennial%20Budget/2015-17%20Agency%20Request/395%20WisDOT%20Budget%20Request%202015-17.pdf>

Attachments: False

Please send completed drafts to SBOStatlanguage@webapps.wi.gov

Department of Transportation
2015-2017 Biennial Budget Request
STATUTORY MODIFICATIONS

DIN: 5602

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

DESCRIPTION OF CHANGE:

The Department requests an increase of \$60.0 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 \$208.5 million.

JUSTIFICATION:

The FRPP preserves freight railroad service on abandoned lines, on publicly owned lines, and on abandoned railroad corridors when service is not immediately continued. The demand for FRPP funding continues to increase as the growing freight rail industry moves to rail cars with greater carrying capacity. These heavier rail cars require heavier gauge rail and ties and 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, many of the bridges on the state-owned freight rail network also require repair, rehabilitation, or replacement. One of the main program goals is to upgrade state-owned rail lines and bridges to allow the heavier cars to operate at speeds of 25 miles per hour. Currently, nearly 50 percent of the state-owned rail system is limited to 10 miles per hour or less.

In addition, despite increased activity, there are additional privately owned 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. The program has seen very high demand. The Department received applications totaling about \$70 million for track and bridge rehabilitation projects in FY 2015 alone. In addition to that, the Department has identified over \$200 million of projects needed on the current system. 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
2015 - 2016 LEGISLATURE



LRB-0748/P1

EVM:...

JLD
RMR

DOA:.....Mette, BB0255 - Bonding authority for freight rail preservation program

FOR 2015-2017 BUDGET - NOT READY FOR INTRODUCTION

12/17/14

✓ do not gen

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

Analysis by the Legislative Reference Bureau

TRANSPORTATION ✓

RAIL AND AIR TRANSPORTATION ✓

* Under current law, the state may contract up to \$208,500,000 ✓ in public debt for DOT to acquire railroad property and to provide grants and loans for railroad property acquisition and improvement. This bill increases this authorized general obligation bonding limit to \$268,500,000. ✓

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 \$208,500,000
4 \$268,500,000 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; 2007 a. 5; 2007 a. 20 ss. 582 to 597s, 9121 (6) (a); 2007 a. 226; 2009 a. 28, 361; 2011 a. 13, 32, 158; 2013 a. 20.

5

(END)



1-23

due FRIDAY

RMB

DOA:.....Mette, BB0255 - Bonding authority for freight rail preservation program

FOR 2015-2017 BUDGET -- NOT READY FOR INTRODUCTION

INSERTS

1/20/15

do not gen

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INS-Analysis

INS 1-2

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 \$208,500,000

4 ~~\$268,500,000~~ ^{\$251,500,000 ✓} for these purposes.

5 (END)

2015-2016 DRAFTING INSERT
FROM THE
LEGISLATIVE REFERENCE BUREAU

LRB-0748/P2ins
EVM:jld:jf

1 INS-Analysis

2

~~NO~~ Also under current law, the state may contract up to \$122,000,000[✓] in public debt to fund rail passenger route development.

~~R~~ This bill increases the authorized general obligation bonding limit for railroad property acquisition and improvement to \$251,500,000 and reduces the limit for rail passenger route development to \$79,000,000. *

3

4 INS 1-2

5

6 SECTION 1. 20.866 (2) (up)[✓] of the statutes is amended to read:

7 20.866 (2) (up) *Transportation; rail passenger route development.* From the
8 capital improvement fund, a sum sufficient for the department of transportation to
9 fund rail passenger route development under s. 85.061 (3). The state may contract
10 public debt in an amount not to exceed ~~\$122,000,000~~ \$79,000,000[✓] for this purpose.
11 Of this amount, not more than \$10,000,000 may be used to fund the purposes
12 specified in s. 85.061 (3) (a) 2. and 3.

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; 2007 a. 5; 2007 a. 20 ss. 582 to 597s, 9121 (6) (a); 2007 a. 226; 2009 a. 28, 361; 2011 a. 13, 32, 158; 2013 a. 20.

Mueller, Eric

From: Mette, Bryan - DOA <Bryan.Mette@wisconsin.gov>
Sent: Thursday, January 15, 2015 9:21 AM
To: Mueller, Eric
Subject: FW: Bonding authority for freight rail preservation program

Please amend the language to provide \$43 million in additional bonding authority for the Freight Rail Preservation Program. Accordingly, the new bonding limit will be \$251,500,000. At the same time, please decrease the bonding limit for passenger rail by \$43 million. The new bonding limit for passenger rail would be \$79,000,000—found under 20.866(2)(up)

From: Christopher.Connor@wisconsin.gov [mailto:Christopher.Connor@wisconsin.gov]
Sent: Wednesday, January 14, 2015 7:45 PM
To: Mette, Bryan - DOA
Cc: Ziegler, Paul - DOA; Grinde, Kirsten - DOA; Connor, Christopher B - DOA
Subject: Bonding authority for freight rail preservation program

We have received an LRB draft for DOA Tracking Code: BB0255

LRB Draft Number: 15-0748/P1

Drafting Attorney: Eric V. Mueller
Phone: (608) 261-7032
E-mail: eric.mueller@legis.wisconsin.gov

The document can be found in the Stat Language site on SharePoint.

Please Note: All new drafts are marked "OUT" and Final = "No" by default. Please update these fields in this record and related drafts as soon as you know if they are "IN" or Final.

Thanks,

Chris



State of Wisconsin
2015 - 2016 LEGISLATURE



LRB-0748/P2
EVM:jld:jm

DOA:.....Mette, BB0255 – Bonding authority for freight rail preservation program

FOR 2015-2017 BUDGET -- NOT READY FOR INTRODUCTION

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This bill increases the authorized general obligation bonding limit for railroad property acquisition and improvement to \$251,500,000 and reduces the limit for rail passenger route development to \$79,000,000.

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3 Of this amount, not more than \$10,000,000 may be used to fund the purposes
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5 **SECTION 2.** 20.866 (2) (uw) of the statutes is amended to read:

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10 The state may contract public debt in an amount not to exceed ~~\$208,500,000~~
11 \$251,500,000 for these purposes.

12 (END)