

SESSION OF 2019

**SUPPLEMENTAL NOTE ON SENATE BILL NO. 63**

As Amended by House Committee on  
Transportation

**Brief\***

SB 63, as amended, would amend the Uniform Act Regulating Traffic on Highways regarding certain vehicle lights and to require drivers to stop when on-track equipment is nearby.

***Transportation Network Company Lights***

The bill would authorize the governing body of a city to adopt an ordinance to allow a driver for a transportation network company, when the driver is logged on to the transportation network company's digital network, to equip the vehicle with a device capable of displaying light visible from directly in front of the center of the vehicle. The bill would specify the lighting device could display steady light and light of any color except red. Terms would have the meanings provided in the Kansas Transportation Network Company Services Act.

The bill would add the above provisions to the Uniform Act Regulating Traffic on Highways.

The bill would amend provisions prohibiting lights visible from the center front on vehicles to authorize lights meeting the provisions that would be added by the bill (as described above).

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\*Supplemental notes are prepared by the Legislative Research Department and do not express legislative intent. The supplemental note and fiscal note for this bill may be accessed on the Internet at <http://www.kslegislature.org>

### ***Stopping When On-track Equipment Is Nearby***

The bill would require a driver to stop a vehicle at least 15 feet, but not more than 50 feet, before crossing a railroad track under certain circumstances if other on-track equipment, in addition to a railroad train as in current law, is nearby. The circumstances under which such a stop would be required would be the same as those for which a stop is required for a railroad train under current law:

- A clearly visible electric or mechanical signal device gives warning of the approach of the train or other on-track equipment;
- A crossing gate is lowered or when a human flagman gives a signal that a train or on-track equipment is approaching or passing;
- The railroad train or on-track equipment approaching within approximately 1,500 feet emits a signal audible from such distance and is, by reason of speed or proximity, an immediate hazard; or
- The approaching railroad train or on-track equipment is plainly visible and is in hazardous proximity to such crossing.

### **Background**

The bill, as amended by the House Committee, would combine provisions of SB 63 and HB 2225.

### ***SB 63 (Transportation Network Company Lights)***

The bill was introduced by the Senate Committee on Transportation at the request of Senator Petersen.

At the hearing of the Senate Committee on Transportation, Senator Petersen provided proponent testimony. He stated the light would help the customer to find

the transportation network company vehicle in a crowded location, if a city authorizes the use. Written-only proponent testimony was provided by a representative of Lyft. No neutral or opponent testimony was provided.

Senator Petersen also provided testimony at the hearing of the House Committee on Transportation. No neutral or opponent testimony was provided.

The House Committee amended the bill to include the contents of HB 2225.

According to the fiscal note prepared by the Division of the Budget on SB 63, as introduced, the League of Kansas Municipalities indicates enactment of the bill would have no fiscal effect on cities.

#### ***HB 2225 (Stopping When On-track Equipment Is Nearby)***

The bill was introduced by the House Committee on Transportation at the request of Representative Ballard on behalf of Representative Helgeson.

At the House Committee hearing, a representative of the Brotherhood of Maintenance of Way Employees Division of the International Brotherhood of Teamsters provided proponent testimony. He stated on-track maintenance equipment cannot stop within a reasonable distance (like a train engine or train engine with cars) and the bill would clarify motorist responsibilities. He also stated similar legislation had been enacted in 19 other states.

No neutral or opponent testimony was provided.

The fine in continuing law for failure to stop or obey a road crossing signal is \$195 (KSA 2018 Supp. 8-2118).

According to the fiscal note prepared by the Division of the Budget, enactment of HB 2225 would have no fiscal effect.