

## MINUTES OF THE SENATE TRANSPORTATION COMMITTEE.

The meeting was called to order by Chairperson Les Donovan at 8:30 a.m. on March 1, 2001 in Room 245-N of the Capitol.

All members were present except: Senator Harrington

Committee staff present: Hank Avila, Legislative Research Department  
Bruce Kinzie, Revisor of Statutes  
Marian F. Holeman, Committee Secretary

Conferees appearing before the committee: Pat Hubbell, Kansas Railroads Industry  
Dan Hardin, Riley County Public Works  
Al Cathcart, Kansas Dept. of Transportation  
Norbert Merrick, Manhattan, KS

Others attending: See attached list.

### **HB 2045: Re railroads; crossings on public highways and streets**

Pat Hubbell, Kansas Railroads Industry advised this bill as amended by the House Transportation Committee has the support of the industry. The bill corrects flaws in the statutes regarding outdated requirements for railroad grade crossing on county and township roads ([Attachment 1](#)). Dan Harden, Riley County engineer urged support for the bill because it allows for currently recognized engineering design standards for railroad crossings of public highways ([Attachment 2](#)). Al Cathcart, Coordinating Engineer for Bureau of Design, Kansas Department of Transportation agreed with the change in design standards as set forth in **HB 2045** ([Attachment 3](#)).

Norbert C. Marek, Jr. with Myers, Pottroff & Ball, Attorneys At Law, Manhattan, Kansas testified in favor of the bill as it was originally written and provided materials in support of his position. The current version deletes provisions related to sight distance and is limited to the vertical profile of the crossing. He proposed adoption of The American Association of State Highway and Transportation Officials (AASHTO) Geometric Design of Highways and Streets at Grade Intersections, Railroad Grade Crossings effective July 1, 2001 ([Attachment 4](#)). His testimony includes sight distance information from Burlington Northern Santa Fe and a report from the National Transportation Safety Board on safety at passive grade crossings.

In discussing **HB 2045**, members heard that sight distance at crossings is being addressed by the railroads in many very pro-active safety ways. Railroads have done much to make their equipment more visible. They work closely with counties and cities on the sight distance issue. This bill does not in any way change the cost structure for crossings; i.e. who pays for what. The bill is a step toward upgrading outmoded statutes.

Senator Goodwin moved the bill favorable for passage. Senator Schodorf seconded the motion. Motion carried.

### **Approval of minutes**

Senator Salmans moved to approve minutes of the February 28, 2001 meeting. Senator Gooch seconded the motion. Motion carried.

The meeting adjourned at 9:20 a.m.

The next meeting is on call of the Chair for March 6, 2001.