



*Synopsis of Senate Committee Amendments**

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Legislative Service Commission

Am. Sub. H.B. 247 125th General Assembly (S. Highways & Transportation)

With two exceptions discussed below, prohibits the use of money appropriated by the General Assembly to pay the costs of grade crossing safety measures from being diverted to pay costs associated with the establishment of a railroad quiet zone, rather than prohibiting only the use of money appropriated to the Public Utilities Commission for that purpose, as under the version of the bill passed by the House.

Allows the use of state grade crossing safety funds to pay part of the costs of additional safety improvements required to establish a railroad quiet zone when the municipal corporation or township establishing the quiet zone complies with the provisions of the bill but only if (1) the municipal corporation or township closes a public grade crossing in the same railroad corridor as the railroad quiet zone, or, (2) the Department of Transportation has selected the municipal corporation or township as a participant in the grade separation program along the same railroad corridor as the railroad quiet zone.

Prohibits any political subdivision of the state from using state funds of any kind to assist in the planning, construction, development, operation, or maintenance of a railroad quiet zone unless the political subdivision acts in accordance with the bill.

Also, eliminates the requirement that PUCO is only required to approve a quiet zone if it finds the quiet zone will *increase the overall safety of the rail line*. Under the amended version, PUCO would be required to approve a quiet zone if it found the proposed supplemental safety measures for crossings within the quiet zone comply with federal rules and are "appropriate and adequate."

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* This synopsis does not address amendments that may have been adopted on the Senate floor.