

## MINUTES OF THE HOUSE TRANSPORTATION

The meeting was called to order by Chairperson Gary Hayzlett at 1:40 p.m. on January 22, 2002 in Room 519-S of the Capitol.

All members were present except:

Committee staff present:

Bruce Kinzie, Revisor  
Hank Avila, Research  
Ellie Luthye, Committee Secretary

Conferees appearing before the committee:

Robert Alderson, Legislative Counsel, Mid State Port Authority  
Alan Alderson, Legislative Counsel, Kansas County Treasurer's Association  
John Peterson, Segway  
Ford Burkhart, Newton

Others attending:

See attached list

Chairman Hayzlett welcomed the committee and staff to the 2002 Transportation Committee with a special welcome to Representative Bruce Larkin who was assigned to the committee, replacing Representative Marti Crow.

The Chair called for introduction of bills. John Peterson asked for introduction of a bill concerning an electric personal assistive mobility device. Representative Howell made a motion to introduce this bill, seconded by Representative Humerickhouse and the motion carried.

Bob Alderson, Counsel for Mid State Port Authority, stated that currently all the counties that created the Authority must approve the issuance of bonds even though they have withdrawn and no longer participate in the Authority. He requested introduction of a bill stating that only those counties which participate in the Authority would need to give approval before bonds are issued. Representative Pauls made a motion to introduce this bill, seconded by Representative Powell and the motion carried.

Alan Alderson, speaking for the Kansas County Treasurer's Association, asked for introduction of a bill concerning the service fee for placards issued to disabled persons. Representative Phelps made a motion to introduce this bill, seconded by Representative Levinson and the motion carried. (Attachment 1)

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Chairman Hayzlett called on Ford Burkhart of Newton, Kansas to give his presentation on a railroad-highway crossing safety system. Mr. Burkhart said this system was conceived to be used at the approximately 200,000 passive crossings in the United States where there are only crossbucks to tell motorists that they are approaching a railroad crossing but not whether a train is approaching. He told the committee his system, which he has a patent for, consists of an oscillating light mounted on the front of the locomotive, probably atop the cab. A reflector would be installed at the crossing at the same height as the light on the locomotive. As the very intense light oscillates from side to side, the light beam hits the reflector for just a second with each pass, creating the appearance of a flashing red light. The reflector bounces the signal at more than 90 degrees down the highway, in both directions, so that any approaching motorist can see the flashing red light and be alerted to the train's approach.

He concluded his system is designed to provide railroads, municipalities, departments of transportation, etc. a very economical method of installing a signal at many thousands of passive crossings and thereby preventing many hundreds of car/train collisions. (Attachment 2)

Chairman Hayzlett opened the floor for discussion. Mr. Burkhart responded to a question from Representative Powers that each system, he estimated, would cost less than \$1,000 including the installation. In answer to a question regarding who decides which crossings have signals and who pays for them, Al Cathcart, KDOT, said there are a list of priorities in determining which crossings have signals, one of which is the number of trains and the funds come from the Federal Highway Administration.

Chairman Hayzlett adjourned the meeting at 2:10 p.m. The next meeting of the House Transportation Committee will be Wednesday, January 23, 2002 in Room 519-S.

Unless specifically noted, the individual remarks recorded herein have not been transcribed verbatim. Individual remarks as reported herein have not been submitted to the individuals appearing before the committee for editing or corrections.