

Approved: 6/23/09 \_\_\_\_\_  
Date

## MINUTES OF THE SENATE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Dwayne Umbarger at 8:30 a.m. on February 26, 2009, in Room 136-N of the Capitol.

All members were present except:

Senator Anthony Hensley- excused

Committee staff present:

Mike Corrigan, Office of the Revisor of Statutes  
Hank Avila, Kansas Legislative Research Department  
Jill Shelley, Kansas Legislative Research Department  
Cindy Shepard, Committee Assistant

Conferees appearing before the committee:

Mike Hoeme, Kansas Corporation Commission

Others attending:

See attached list.

The Chairman called for final action on **SB 153 - Regulation of certain motor vehicles and motor carriers by the corporation commission.**

Mike Hoeme, representing the Kansas Corporation Commission, reviewed the bill. Discussion followed in regard to the previous concerns of Motor Carrier definitions matching Federal definitions. The Kansas Corporation Commission is currently in the process of adopting the amended Federal definitions which now reads "Commercial Motor Vehicle" instead of "Motor Vehicle" (Attachment 1). Senator Petersen noted that the previously requested amendment for language change would not be needed.

Senator Petersen moved, Senator Donovan seconded, to recommend SB 153 favorably for passage. Motion carried.

Chairman Umbarger turned the committee's attention to the American Recovery and Reinvestment Act (ARRA) as it pertains to transportation (Attachment 2). The committee discussed how the stimulus package will help our state this year. Senator Umbarger indicated his desire for the committee to develop a Ten-Year Comprehensive Transportation Plan. Funding has to be part of this program. Discussion followed.

The meeting was adjourned at 9:27 a.m. The next meeting is scheduled for March 3, 2009.



SENATE BILL No. 153

By Committee on Transportation

2-2

9 AN ACT concerning motor vehicles; concerning the regulation thereof;  
10 relating to motor carriers; amending K.S.A. 2008 Supp. 66-1,108 and  
11 66-1,109 and repealing the existing sections.

12  
13 *Be it enacted by the Legislature of the State of Kansas:*

14 Section 1. K.S.A. 2008 Supp. 66-1,108 is hereby amended to read as  
15 follows: 66-1,108. As used in this act:

16 (a) "Commission" means the corporation commission of the state of  
17 Kansas;

18 (b) "gross combination vehicle weight rating" means the value spec-  
19 ified by the manufacturer as the loaded weight of a combination (artic-  
20 ulated) motor vehicle. In the absence of a value specified by the manu-  
21 facturer, gross combination weight rating shall be determined by adding  
22 the gross vehicle weight rating of the power unit and the total weight of  
23 the towed unit and any load thereon;

24 (c) "gross vehicle weight rating" means the value specified by the  
25 manufacturer as the loaded weight of a single motor vehicle;

26 (d) "ground water well drilling rigs" means any vehicle, machine,  
27 tractor, trailer, semi-trailer or specialized mobile equipment propelled or  
28 drawn by mechanical power and used on highways to transport water well  
29 field operating equipment, including water well drilling and pump service  
30 rigs equipped to access ground water;

31 (e) "household goods" means property and personal effects used or  
32 to be used in a dwelling, when a part of the equipment or supply of such  
33 dwelling and such other similar property, as the commission may provide  
34 by rules and regulations, if the transportation of such effects or property  
35 is:

- 36 (1) Arranged and paid for by the householder, including transporta-  
37 tion of property from a factory or store when the property is purchased  
38 by the householder with intent to use in such householder's dwelling; or
- 39 (2) arranged and paid for by another party.

40 (f) "Motor carrier" means any person operating as a for hire motor  
41 carrier or a private motor carrier, and any of that person's agents, officers,  
42 representatives, as well as employees responsible for hiring, supervising,  
43 training, assigning or dispatching of drivers and employees concerned

Insert

(a) "commercial motor vehicle" means a motor vehicle or combination of motor vehicles used in commerce to transport property or passengers if the motor vehicle-

(1) Has a gross combination weight rating of 11,794 kilograms or more (26,001 pounds or more) inclusive of a towed unit(s) with a gross vehicle weight rating of more than 4,536 kilograms (10,000 pounds); or

(2) Has a gross vehicle weight rating of 11,794 or more kilograms (26,001 pounds or more); or

(3) Is designed to transport 16 or more passengers, including the driver; or

(4) a vehicle used in the transportation of hazardous materials in a quantity requiring placarding under 49 C.F.R. Part 172, Subpart F.

Renumber accordingly

1     ~~(s)~~ any person operating a motor vehicle with a gross vehicle weight  
2 rating of 10,000 pounds or less, transporting property sold or to be sold  
3 by the owner or operator of such motor vehicle, except motor vehicles  
4 transporting hazardous materials which require placards;  
5     ~~(t)~~ (r) the operation of vehicles used for transporting materials used  
6 in the servicing or repairing of the refractory linings of industrial boilers;  
7     ~~(u)~~ (s) transportation of newspapers published at least one time each  
8 week;  
9     ~~(v)~~ (t) transportation of animal dung to be used for fertilizer; ~~and~~  
10 ~~(w)~~ (u) the operation of ground water well drilling rigs.  
11     (v) the transportation of cotton modules from the field to the gin; and  
12     (w) custom harvested silage, including, but not limited to, corn, wheat  
13 and milo.  
14     Sec. 3. K.S.A. 2008 Supp. 66-1,108 and 66-1,109 are hereby  
15 repealed.  
16     Sec. 4. This act shall take effect and be in force from and after its  
17 publication in the statute book.

Insert after (u)

(v) the operation of self propelled cranes not subject to licensure and registration pursuant to 8-128 (b) while being transported to and from job sites.

## Cindy Shepard

---

**From:** Judy Jewsome [j.jewsome@kcc.ks.gov]  
**Sent:** Wednesday, February 25, 2009 2:04 PM  
**To:** Cindy Shepard  
**Cc:** Mike Hoeme; Gary Davenport; dl@capitol-consulting.com; bmiller@builderec.com  
**Subject:** SB153 Follow-up  
**Attachments:** CMV Definition KAR 82 4 3f.pdf

Chairman Umbarger, Senators Peterson, Kultala and Marshall:

Thank you again for taking time to meet with us this morning to discuss SB153. We understand that we provided you with a considerable amount of documents and information with only a short period of time to sort through it all. Should you have any points you would like further clarifications on or would like us to assist you in any way, please don't hesitate to contact us.

As requested, I am forwarding a draft of our proposed updates to the Motor Carrier definitions by adopting the amended Federal definitions found in Title 49 C.F.R. 390.5. The proposed update will change the definition found in the current version of 66-1,108 which now reads as "Motor Vehicle" to the term "Commercial Motor Vehicle" (CMV). This change will ensure consistency throughout our statutes and application of the law. Currently, the statute uses the phrase "commercial vehicle" and "motor vehicle" when the phrase should be CMV.

The proposed changes are consistent with the Federal Motor Carrier Safety Administration (FMCSA) authority requirements and will not require intrastate authority until the motor carrier operates a motor vehicle that meets the definition of a CMV. This minor change will deregulate a large number of motor vehicles that do not meet the definition of CMV from the KCC operating authority requirements.

Our Contact information:

Mike Hoeme - KCC Director of Transportation - 271-3333

Gary Davenport - KCC Deputy Director of Transportation - 271-3151

Judy Jewsome  
Litigation Counsel  
Kansas Corporation Commission  
785-271-3181

This message is from the Office of Litigation Counsel of the Kansas Corporation Commission and is intended only for the addressee. The information contained in this message is confidential, may be attorney-client privileged, may be privileged work product, may constitute inside or nonpublic information under federal or state laws and is intended only for the use of the addressee. Unauthorized forwarding, printing, copying, distributing, or using such information is strictly prohibited and may be unlawful. If you are not the addressee, please promptly delete this message and notify the sender of the delivery error by return e-mail or call 785-271-3181, Judy Jewsome, Litigation Counsel, Kansas Corporation Commission.

As adopted by K.A.R. 82-4-3f

Changes from prior version of CFR are highlighted.

Inserted text is underlined. Stricken text is displayed as red strikethrough.

**49 C.F.R. Ch.III (10-1-07 edition)**

**Part 390—FEDERAL MOTOR CARRIER SAFETY REGULATIONS; GENERAL**

**Subpart A—General Applicability and Definitions**

Sec.

390.1 Purpose.

390.3 General applicability.

390.5 Definitions.

390.7 Rules of construction.

**Subpart B—General Requirements and Information**

390.9 State and local laws, effect on.

390.11 Motor carrier to require observance of driver regulations.

390.13 Aiding or abetting violations.

390.15 Assistance in investigations and special studies.

390.16 [Reserved]

390.17 Additional equipment and accessories.

390.19 Motor carrier identification report.

390.21 Marking of CMVs.

390.23 Relief from regulations.

390.25 Extension of relief from regulations—emergencies.

390.27 Locations of motor carrier safety service centers.

390.29 Location of records or documents.

390.31 Copies of records or documents.

390.33 Commercial motor vehicles used for purposes other than defined.

390.35 Certificates, reports, and records: Falsification, reproduction, or alteration.

390.37 Violation and penalty.

**Subpart C [Reserved]**

**AUTHORITY:** 49 U.S.C. 508, 13301, 13902, 31133, 31136, 31502, 31504; Sec. 204, Pub. L. 104-88, 109 Stat. 803, 941 (49 U.S.C. 701 note); Sec. 114, Pub. L. 103-311, 108 Stat. 1673, 1677; Sec. 217, 229, Pub. L. 106-159, 113 Stat. 1748, 1767; and 49 CFR 1.73.

**SOURCE:** 53 FR 18052, May 19, 1988, unless otherwise noted.

**EDITORIAL NOTE:** Nomenclature changes to part 390 appear at 66 FR 49873, Oct. 1, 2001.

**§ 390.1 Purpose.**

This part establishes general applicability, definitions, general requirements and information as they pertain to persons subject to this chapter.



*Alcohol concentration (AC)* means the concentration of alcohol in a person's blood or breath. When expressed as a percentage it means grams of alcohol per 100 milliliters of blood or grams of alcohol per 210 liters of breath.

*Bus* means any motor vehicle designed, constructed, and or used for the transportation of passengers, including taxicabs.

*Business district* means the territory contiguous to and including a highway when within any 600 feet along such highway there are buildings in use for business or industrial purposes, including but not limited to hotels, banks, or office buildings which occupy at least 300 feet of frontage on one side or 300 feet collectively on both sides of the highway.

*Charter transportation of passengers* means transportation, using a bus, of a group of persons who pursuant to a common purpose, under a single contract, at a fixed charge for the motor vehicle, have acquired the exclusive use of the motor vehicle to travel together under an itinerary either specified in advance or modified after having left the place of origin.

*Commercial motor vehicle* means any self-propelled or towed motor vehicle used on a highway in interstate or intrastate commerce to transport passengers or property when the vehicle--

(1) Has a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight or gross combination weight, of 4,536 kg (10,001 pounds) or more, whichever is greater; or

(2) Is designed or used to transport more than 8 passengers (including the driver) for compensation; or


(3) Is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or


(4) Is used in transporting material found by the Secretary of Transportation to be hazardous under 49 U.S.C. 5103 and transported in a quantity requiring placarding under regulations prescribed by the Secretary under 49 CFR, subtitle B, chapter I, subchapter C.

*Conviction* means an unvacated adjudication of guilt, or a determination that a person has violated or failed to comply with the law in a court of original jurisdiction or by an authorized administrative tribunal, an unvacated forfeiture of bail or collateral deposits to secure the person's appearance in court, a plea of guilty or nolo contendere accepted by the court, the payment of a fine or court cost, or violation of a condition of release without bail, regardless of whether or not the penalty is rebated, suspended, or probated.


*Direct assistance* means transportation and other relief services provided by a motor carrier or its driver(s) incident to the immediate restoration of essential services (such as, electricity, medical care, sewer, water, telecommunications, and telecommunication transmissions) or essential supplies (such as, food and fuel). It does not include transportation related to long-term rehabilitation of damaged physical infrastructure or routine commercial deliveries after the initial threat to life and property has passed.


*Direct compensation* means payment made to the motor carrier by the passengers or a person acting on behalf of the passengers for the transportation services provided, and not included in a total package charge or other assessment for highway transportation services.

 The ARRA provides funds for a wide array of public and private actors, including federal entities. This paper summarizes key opportunities for state, local, territorial, and tribal governments to secure federal support through the ARRA. This includes direct funding as well as opportunities to act as a conduit for funds to constituents. Many of the provisions in the ARRA increase funding for existing programs.


 Time is an important consideration in evaluating opportunities under the ARRA. By 45 days after the date of enactment (April 3, 2009), state governors (or in some cases, state legislatures) must certify that their states will request and use funds and that these activities will create jobs and economic growth. The ARRA emphasizes rapid expenditure by imposing deadlines for application and disbursement and granting priority to projects that can use funds quickly. Therefore, authorities that are able to take quick action will benefit most from the new funding. Any date contained in this paper is either explicitly set forth in the text of the ARRA or is calculated based on the number of calendar days from the enactment thereof. Dates determined by calculating the number of days from enactment of the ARRA are determined without regard to whether the date falls on a weekend or federal holiday and, therefore, are necessarily estimates. Legal counsel should be consulted to determine these dates with certainty.


General Provision for ARRA Funding Distributed by the Department of Transportation [A.XII]


 For each state or state agency that receives transportation funds under the ARRA, the governor of that state must certify to the Secretary of Transportation "that the State will maintain its effort with regard to State funding for the types of projects that are funded by the appropriation." The state must report the amount of state funds it plans to expend from the date of enactment through September 30, 2010. The certification is due within 30 days of the date of enactment (by March 19, 2009).

 Grant recipients are subject to periodic reporting requirements to the relevant offices within the Department of Transportation, due 90 days (by May 18, 2009), 180 days (by August 16, 2009), one year (by February 17, 2010), two years (by February 17, 2011) and three years (by February 17, 2012) after the date of enactment.


Highway Infrastructure Investment – Total: \$27.5 billion [A.XII]; Kansas: \$347,817,167.

 The ARRA provides an additional \$27.5 billion in funding for restoration, repair, construction, rail transportation and port infrastructure projects eligible under 23 U.S.C. §§ 601(a)(8), 133(b).


 The Secretary of Transportation will distribute **\$60 million** to states as competitive grants for capital expenditures related to ferry boats and ferry boat terminals. See 23 U.S.C. § 147. Priority for these competitive grants will be given to projects that can be completed in less than two years. Additional set-asides include **\$310 million** for the Indian Reservation Roads Program; **\$105 million** for Puerto Rico and **\$45 million** for the Territories.


 After the required set-asides, the remainder will be apportioned to the states by statutory formula. See 23 U.S.C. § 104(b)(3); Public Law 110-161, div. K, § 120(a)(6). The Secretary of Transportation will automatically distribute the funds within 21 days after the date of enactment (by March 10, 2009). The ARRA also requires sub-allocation of funds apportioned to each state including a 3 percent set-aside for Transportation Enhancements Activities (23 U.S.C. § 133(d)(2)) and 30 percent of funds must be divided between urbanized and other areas pursuant to 23 U.S.C. § 133(d)(3)(A), (B), and (D).




 The Secretary of Transportation will redistribute 50 percent of all unobligated funds 120 days after apportionment and any remaining unobligated funds after one year. However, the state can request an extension of the second deadline. Priority should be given to projects that will be completed within three years and are located in economically distressed areas.


Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service – Total: \$8 billion [A.XII];


 The ARRA provides additional funding for grants to the states under the High Speed Passenger Rail Corridor program and the Intercity Passenger Rail Service program. See 49 U.S.C. §§ 26101, 24401(2)(A), (B). Priority will be given to projects for intercity high speed rail service. The ARRA waives state and local cost-sharing requirements for these additional funds.

 The Secretary of Transportation will decide how to allocate the funding between the two programs within 60 days of the date of enactment (by April 18, 2009). The Secretary will provide guidance for applicants on grant terms, conditions, and procedures within 120 days of the date of enactment (by June 17, 2009).


Transit Capital Assistance – Total: \$6.9 billion [A.XII]; Kansas: Urban: \$15,731,610; Rural: \$15,000,000.


 The ARRA provides additional funding for transit capital assistance authorized under 49 U.S.C. § 5302(a)(1). The Secretary of Transportation will automatically distribute funds within 21 days after the date of enactment (by March 10, 2009), pursuant to statutory formulae, with 80 percent of grants going to urbanized areas, 10 percent going to rural areas (with 2.5 percent thereof for tribes), and 10 percent going to growing and high density states. See 49 U.S.C. §§ 5307, 5311, 5311(c)(1) & 5340.

 Of the funds provided under this section, the ARRA sets aside **\$100 million** for discretionary grants to public transit agencies for capital investments designed to reduce energy consumption and greenhouse gas emissions. The Secretary will prioritize grant awards based upon projected total energy savings.


 The ARRA waives state and local cost-sharing requirements for these additional funds and specifies that funds may not be commingled with prior year funds. The Secretary of Transportation will recapture and redistribute 50 percent of all unobligated funds 180 days after apportionment and any remaining unobligated funds after one year. However, a state receiving funds may request an extension of the second deadline.

Supplemental Discretionary Grants for a National Surface Transportation System – Total: \$1.5 billion [A.XII]; Kansas:


 The ARRA provides for competitive grants to states, local governments and transit agencies for projects involving all modes of surface transportation that have a “significant impact” on the nation, a metropolitan area, or a region. Eligible activities include, for example, projects relating to highways, bridges, public transportation, passenger and freight rail transportation, and port infrastructure investments.


 The Secretary of Transportation will award individual grants of at least \$20 million, up to a maximum of \$300 million. The Secretary of Transportation may waive the minimum grant requirement in order to fund “significant” projects in small cities, regions, or states. Grants must be geographically

diverse and should balance rural and urban needs. The ARRA waives state and local cost-sharing requirements for these additional funds.


 The Secretary of Transportation is required to publish selection criteria for the grant competition within 90 days of the date of enactment (by May 18, 2009); applications for grants must be submitted within 180 days of the Secretary's publication of the selection criteria; and the Secretary must announce awards within one year of the date of enactment (by February 17, 2010). The Secretary of Transportation will give priority to projects that depend on federal funds to complete a financing package, and to projects expected to be completed within three years of the date of enactment (by February 17, 2012).


**Grants-in-Aid to Airports** – Total: **\$1.1 billion** [A.XII]; **Kansas: \$25 million**.

 The ARRA provides for additional discretionary grants to airports to improve critical infrastructure, airport improvement and noise abatement, and runway safety systems. Information on existing airport improvement grant programs can be found at 49 U.S.C. § 7105 and information on noise compatibility planning grants can be found at 49 U.S.C. § 47505. The Secretary of Transportation will give priority to projects that will be completed within two years of the date of enactment (by February 17, 2011), and that supplement rather than replace planned expenditures from other sources. The ARRA waives state and local cost-sharing requirements for these additional funds.



 The Secretary of Transportation must grant half of the funds within 120 days of the date of enactment (by June 17, 2009), and the rest within a year of the date of enactment (by February 17, 2010).

**Fixed Guideway Infrastructure Investment** - **\$750 million** [A.XII]


 The ARRA provides an additional \$750 million in funding for capital projects to modernize fixed guideway systems, transit systems under 49 U.S.C. § 5309(b)(2) and 49 C.F.R., Part 611. Fixed guideway systems are transit systems using controlled rights-of-way or rails. The ARRA waives state and local cost-sharing requirements for these additional funds and requires that they may not be commingled with prior year funds.


 The Secretary of Transportation will automatically distribute funds within 21 days after the date of enactment (by March 10, 2009), under a pre-existing formula. The Secretary will take away and redistribute 50 percent of all unobligated funds 180 days after apportionment and any remaining unobligated funds one year after apportionment. However, an urbanized area can request an extension of the second deadline.

**Capital Investment Grants** – Total: **\$750 million** [A.XII];

  The ARRA provides an additional \$750 million for discretionary grants for transit capital investment under the New Starts and Small Starts provisions. State and local government authorities should apply according to 49 U.S.C. § 5309 and 49 C.F.R. Part 611. Priority will be given to projects currently under construction or that are able to obligate funds within 150 days of the date of enactment (by July 17, 2009). Additional funds awarded under this section may not be commingled with prior year funds.

**Supplemental Funding for Facilities and Equipment** – Total: **\$200 million** [A.XII];

 The ARRA provides an additional \$200 million in funding for Federal Aviation Administration (FAA) infrastructure to improve power systems, air route traffic control centers, air traffic control towers, terminal radar approach control facilities, and navigation and landing equipment. Funding may be in the form of grants, contracts, leases, cooperative agreements, or other transactions with airports. See 49 U.S.C. § 106(l)(6). The ARRA waives state and local cost-sharing requirements for these additional funds.

 The FAA Administrator must establish a process for the grant program within 60 days of the date of enactment (by April 18, 2009). The FAA Administrator will give priority to projects that will be completed within two years of the date of enactment (by February 17, 2011).

Public Transportation and Railroad Security Assistance – Total: **\$150 million [A.VI]**;



See **Emergency Management**.

Port Security Grants – Total: **\$150 million [A.VI]**;



See **Emergency Management**.

Funding for Bridge Alteration: Coast Guard – Total: **\$142 million [A.VI]**;



See **Military**.

Supplemental Grants for Assistance to Small Shipyards – Total: **\$100 million [A.XII]**;



The ARRA provides an additional \$100 million in funding for grants to small shipyards under the Assistance to Small Shipyards Grant Program authorized by 46 U.S.C. § 54101. Guidance from the 2008 application process for the Assistance to Small Shipyards program specified that small shipyards can either apply directly for the grants or have state or local governments apply on their behalf. See Assistance to Small Shipyards Grant Program, 73 Fed. Reg. 1912 (Jan. 10, 2008). The Secretary of Transportation must ensure that the funds are obligated within 180 days of their distribution.



FY 2009 Economic Recovery and Reinvestment; Transportation

5-28

Subcommittee	Agency	Account	Subcommittee, Department, Agency, Account	I.R.1 Estimate f/ Kansas	Short Description/Explanation	Additional Information and/or Internet Link to Funding Determination/Final Rule
Transportation, HUD	Federal Aviation Administration		Supplemental Discretionary Grants for Airport Improvement.....	Up to	The ARRA provides for additional discretionary grants to airports to improve critical infrastructure, airport improvement and noise abatement, and runway safety systems. Information on existing airport improvement grant programs can be found at 49 U.S.C. § 7105 and information on noise compatibility planning grants can be found at 49 U.S.C. § 47505.	The Secretary of Transportation must grant half of the funds within 120 days of the date of enactment (by June 17, 2009), and the rest within a year of the date of enactment (by February 17, 2010).
XII Transportation, HUD	Federal Aviation Administration		Facilities and Equipment.....	\$ 25,000,000	The ARRA provides an additional \$200 million in funding for Federal Aviation Administration (FAA) infrastructure to improve power systems, air route traffic control centers, air traffic control towers, terminal radar approach control facilities, and navigation and landing equipment. Funding may be in the form of grants, contracts, leases, cooperative agreements, or other transactions with airports. See 49 U.S.C. § 106(l)(6). The ARRA waives state and local cost-sharing requirements for these additional funds.	The FAA Administrator must establish a process for the grant program within 60 days of the date of enactment (by April 18, 2009). The FAA Administrator will give priority to projects that will be completed within two years of the date of enactment (by February 17, 2011).
<b>Highway Infrastructure Investment Pursuant to the American Recovery and Reinvestment Act of 2009.....</b>						
<b>Mandatory Transportation Enhancements (TE).....</b>						
			Urbanized Areas w/ Over 200K Pop. ....	\$ 10,434,515	* TE projects are cultural, aesthetic, and environmental multimodal transportation projects. This amount is designated in the ARRA bill. Eligible activities include, for example, projects relating to highways, bridges, public transportation, passenger and freight rail transportation, and port infrastructure investments.	Projects to strengthen the cultural, aesthetic and environmental aspects of the nation's transportation system.
			Urbanized Areas w/ ≤200K Pop. ....	\$ 38,221,026	Grants must be geographically diverse and should balance rural and urban needs. The ARRA waives state and local cost-sharing requirements for these additional funds.	
			Urbanized Area w/ Under 5K Pop. ....	\$ 53,507,200		
			Highway Infrastructure Investment; f/ Use in ANY Area .....	\$ 12,616,924	* The ARRA provides an additional \$27.5 billion in funding for restoration, repair, construction, rail transportation and port infrastructure projects eligible under 23 U.S.C. §§ 601(a)(8), 133(b).	Half of funds for state projects must be obligated within 120 days after the funds are apportioned to the states.
				\$ 233,037,502		
XII Transportation, HUD	Federal Highway Administration	Supplemental Grants for highway investment.....	Supplemental Grants for highway investment.....	Total \$ 347,817,167	Distributed to states. Assumed that allocations would be in line with Fiscal Year 2009 SAFETEA-LU Highway Authorizations. Source: Federal Highway Administration. <a href="http://www.fhwa.dot.gov/safetealu/fundtables.htm">http://www.fhwa.dot.gov/safetealu/fundtables.htm</a> P.L. 109-59	Assists Kansas in addressing important road and bridge needs, there are still many, many needs that can't be addressed with ARRA funds. KDOT has a list of over a billion dollars in state projects that can be ready to let to contract within the timeframes prescribed.
<b>Estimated Highway Infrastructure Investment Fund Subject to Redistribution at 120 Days Pursuant to the American Recovery and Reinvestment Act of 2009.....</b>						
<b>Funding Distributed to States; Transportation Enhancements (TE).....</b>				\$ 10,434,515	* TE projects are cultural, aesthetic, and environmental multimodal transportation projects. This amount is designated in the ARRA bill.	Projects to strengthen the cultural, aesthetic and environmental aspects of the nation's transportation system.
<b>Funding Distributed to States; Available for Any Area.....</b>				\$ 233,037,502	* Deadlines will be set for funds shared with local units of government for road and bridge projects so that if there are problems with project schedules, funds can be	
<b>Funding Distributed to States; Total Funds.....</b>				\$ 243,472,017		
<b>Funds Subject to 120 Day Redistribution (50% of Total Funds).....</b>				\$ 121,736,009	Half of funds for state projects must be obligated within 120 days after the funds are apportioned to the states.	
XII Transportation, HUD	Federal Highway Administration	Supplemental Grants for highway investment.....	Federal Land Highways.....			
XII Transportation, HUD	Federal Highway Administration	Supplemental Grants for highway investment.....	Ferries.....			
XII Transportation, HUD	Federal Highway Administration	<b>Supplemental discretionary grants for a National Surface Transportation System.....</b>			The ARRA provides for competitive grants to states, local governments and transit agencies for projects involving all modes of surface transportation that have a "significant impact" on the nation, a metropolitan area, or a region.	Source: Federal Transit Administration. Continues intermodal focus, noting interstate and bridge maintenance and repair, freight and passenger rail, intermodal ports, and new starts/small starts are specifically eligible.
XII Transportation, HUD	Federal Railroad Administration		Supplemental Capital Grants: National Passenger Rail Corporation (AMTRAK).....		Changes funding eligibility to include transit agencies directly. Projects that require less than a 100% Federal share are prioritized. DOT selection criteria will be published within 90 days; projects nominated within 180 days; and the winners selected within 1 year. Projects must be complete within 3 years.	
XII Transportation, HUD	Federal Railroad Administration		Grants to states for investments in high speed and intercity passenger rail.....			
XII Transportation, HUD	Federal Railroad Administration		High-Speed Rail Corridor Program.....			
			Urban Transit Provisions.....		The ARRA provides for competitive grants to states, local governments and transit agencies for projects involving all modes of surface transportation that have a "significant impact" on the nation, a metropolitan area, or a region. Eligible activities include, for example, projects relating to highways, bridges, public transportation, passenger and freight rail transportation, and port infrastructure investments.	The program includes \$1.5 million for DOT administration and oversight. Priority will be given to projects currently under construction or that are able to obligate funds within 150 days of the date of enactment (by July 17, 2009). Additional funds awarded under this section may not be commingled with prior year funds.
			Rural Transit Provisions.....	\$ 15,731,610	The Secretary of Transportation will award individual grants of at least \$20 million, up to a maximum of \$300 million. The Secretary of Transportation may waive the minimum grant requirement in order to fund "significant" projects in small cities, regions, or states. Grants must be geographically diverse and should balance rural and urban needs. The ARRA waives state and local cost-sharing requirements for these additional funds.	
				\$ 15,000,000		
XII Transportation, HUD	Federal Transit Administration		<b>Supplemental Grants for Public Transit investment.....</b>	\$ 30,731,610	Source: Federal Transit Administration; and Council of State Governments Report; 02/20/09. See <a href="#">Emergency Management</a> .	Kansas will receive an estimated \$348 million for road and bridge projects and an estimated \$30 million for transit.
XII Transportation, HUD	Federal Transit Administration		Rail Modernization (transit).....			
XII Transportation, HUD	Federal Transit Administration		Capital Investment Grants (new starts).....			
XII Transportation, HUD	Maritime Administration		Assistance to Small Shipyards.....		The ARRA provides an additional \$100 million in funding for grants to small shipyards under the Assistance to Small Shipyards Grant Program authorized by 46 U.S.C. § 54101.	