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Today we would like to revisit an issue KDOT covered at your Salina meeting concerning maintenance and preservation, that you may wish to consider as the starting point of the next transportation initiative.

When you break down the various components of T-Works, they are; about four percent for modernization, thirty percent for expansion and sixty-six percent for maintenance & preservation. The emphasis on maintenance & preservation is what differentiated T-Works from previous statewide programs. At Salina, KDOT explained that they need \$600 million annually to maintain our system in good condition. I'm sure you will agree that after investing billions of dollars in our state highway system that it makes sense to protect that investment by doing the things that are necessary to preserve the investments in roadways and bridges. It's not sexy stuff but it is necessary.

One of the key components of the next program to keep in mind, as work toward your report to the Legislature, is Maintenance and Preservation. Please understand that you cannot defer maintenance and preservation and simply pick up where you have left off. A problem that could have been first addressed by a fairly simple application can quickly grow to become a much bigger problem that requires a more extensive and expensive corrective action.

As things stand today, KDOT does not have the resources to adequately maintain and preserve the state highway system. We are falling behind ladies and gentlemen. Our preservation needs are growing as available funding has been reduced. They are two trend lines moving in opposite directions. What actions are being taken are not of sufficient scope to forestall a continuing decline in the condition of the system.

The question that needs an answer is, if we should be spending \$600 million annually today to maintain the system and we are not, then what will be costs to the state in the years ahead to preserve our highways and bridges? \$600 million plus X?

Thank you.