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In past meetings, the Task Force has been briefed that the costs of our state highway system can be broken down into three main components; preservation, modernization/capacity and finishing T-Works. Annual costs for each component are approximately, \$500 million for preservation, \$240 million for modernization/capacity and \$120 million to finish T-Works. Totaled up these are \$860 million per year in needed expenditures.

So now let's talk about the funding. You have also been briefed that beginning in Fiscal Year 2011, the amount of funds transferred from the State Highway Fund began to increase and have continued through the present Fiscal Year to the point that over \$2 billion in transportation funds have been used to fund other services and programs. We believe this practice is the reason we now face a crisis that threatens the state's ability to maintain and preserve its existing highway and bridge system. Projects have been placed on indefinite hold due to lack of funding. As things stand today, T-Works is stalled.

During your hearings across our state, you've heard from many Kansans about projects needed in their communities and you are undoubtedly going to hear of many more in your future meetings. In reality, as things stand today, these projects and needs are unattainable. The reality is that current funding is unable to adequately address some of the most basic of needs.

At your Newton meeting, Economic Lifelines stated we believe that the first step that needs to be taken is to end the transfers from the State Highway Fund once and for all. We strongly urge you to include in your recommendations a permanent solution to the problem. Our state needs stability in funding our statewide transportation network.

Thank you.