



Kansas Asphalt Pavement Association

TESTIMONY

TO: HOUSE COMMITTEE ON TRANSPORTATION

FROM: DAN SCHERSCHLIGT
EXECUTIVE DIRECTOR
KANSAS ASPHALT PAVEMENT ASSOCIATION

RE: HB 2775

DATE: March 15, 2018

Mister Chair and Committee members, thank you for the opportunity to appear today. My name is Dan Scherschligt, Executive Director of the Kansas Asphalt Pavement Association (KAPA). KAPA is the trade association that represents asphalt producer and associate member companies across Kansas.

I am here today to express KAPA's support of House Bill 2775. Kansans have made it clear in the past that funding transportation is important with the passage of 3 back to back to back highway programs, CHP, CTP and TWORKS. I personally was fortunate enough to be a career transportation engineer that was employed by the Kansas Department of Transportation during all three of those highway programs. I held positions in maintenance, design and construction. I experienced first hand the benefits of maintaining a good highway system through preservation, and also enhancing the highway system through modernization and expansion. HB 2775 provides a means to build on these benefits and continue the dialog on the current needs of the highway system and future opportunities. Adequately funding transportation goes beyond providing safe and efficient travel for the traveling public. Investment in transportation infrastructure creates jobs and is a vital economic component for families and communities throughout the state. I heard all the above when I participated in 4 bus tours and town hall meetings held across the state last year.

I also would like to express my appreciation that the Kansas Asphalt Association is being included as a stakeholder organization in the joint legislative transportation vision task force. The task force membership should be comprised of a mixture of transportation stakeholders, members that are willing to take the time necessary to identify current and future transportation needs throughout Kansas, have the experience to make informed

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decisions, and place any personal benefit aside. Past highway programs also began with similar task forces, comprised of a mixture of local governments, chambers of commerce, industry, transportation groups, business groups, transportation professionals and public input. I believe ensuring this balance is important to producing a successful outcome.

A comment on the details of the bill. As a past public sector employee, I have sometimes seen committees that have been too large and too prescriptive. It impedes the efficiency and goal of the committee. I do question if it is necessary to have pre-designated subcommittees rather than allowing the committee overall discussion and what they hear to drive the need for a deeper dive into sub-committee development.

In closing I would like to thank those that may have had an impact on providing the means for Kansas to have good roads through CHP, CTP and TWORKS. These highway programs significantly improved Kansas highways. However with the recent downturn of transportation funding, as a trained eye from my 34 years at KDOT and 5 years in the transportation industry, I am seeing deterioration that ultimately leads to higher costs later. Those that know me have heard me say time and time again, Good Roads Cost Money, Bad Roads Cost More. We cannot afford to let more Kansas good roads go bad. Many studies have shown the cost and impact of deferred maintenance. HB 2775 provides the means to conduct a comprehensive study of current conditions, needs and opportunities to keep the highway system in Kansas in a condition we worked so hard to create over the past 3 decades.

Thank you and I ask that you support building a vision for the future of transportation in Kansas.

