



March 25, 2021

Mr. Chairman and Members of the Senate Transportation Committee,

My name is Brett Letkowski and I am a Principal and Senior Vice President at TranSystems. I am based in Wichita, and submit this testimony in my role as Chairman on behalf of the South Central Kansas Transportation Coalition (a program of the Wichita Regional Chamber of Commerce). Thank you for this opportunity to present testimony in support of HB 2201.

Because a strong transportation infrastructure is critical to developing and expanding commerce, the Wichita Chamber has convened key private sector business members and local governments in our region to form the South Central Kansas Transportation Coalition. Members of the South Central Kansas Transportation Coalition come from all across our 10-county region and include city and county governments, transportation agencies, and a number of private sector representatives both inside and outside the transportation industry. The Coalition champions transportation projects that have a positive impact on communities and businesses in our region.

HB 2201 makes several changes to improve the Eisenhower Legacy Transportation Program (IKE) that was passed by the Legislature last session. The bill reduces the minimum \$100 million threshold that had been set for any project to use an alternative delivery approach down to \$10 million. This will allow more contractors to participate in these projects and provides KDOT with more flexibility to use alternative delivery on projects that are good candidates for alternative delivery versus focusing it only on very large projects. HB 2201 also removes the T-WORKS first phase letting requirement for new projects funded by federal stimulus funds so infrastructure dollars can start working in the economy as quickly as possible.

The Senate version of this bill, SB 116, which previously passed out of this committee and the full Senate, also includes a requirement for legislative approval for use of federal stimulus funds for modernization or expansion projects under the IKE Program. We would be supportive of this committee amending HB 2201 with that language.

The original version of HB 2201 included language regarding how the 18% debt cap is calculated using gross revenue into the State Highway Fund versus net revenue. This calculation is more consistent with the bond rating agencies' debt coverage test. The House Transportation Committee removed the bonding provisions. We supported the original bonding provisions and would be comfortable with this committee adding those back into this bill.

On behalf of the South Central Kansas Transportation Coalition, I urge the Committee to report HB 2201 favorably for passage. Thank you Mr. Chairman and Committee Members.

Brett Letkowski, Principal and Senior Vice President, TranSystems
Chairman, South Central Kansas Transportation Coalition