

11 May 2025

The Honorable Jon Koznick
Conference Co-Chair and Chair
House Transportation Committee
2nd Floor, Centennial Office Bldg.
St. Paul, MN 55155

The Honorable Scott Dibble
Conference Co-Chair and Chair
Senate Transportation Committee
3107 Minnesota Senate Bldg.
St. Paul, MN 55155

The Honorable Eric Koegel
Co-Chair
House Transportation Committee
5th Floor, Centennial Office Bldg.
St. Paul, MN 55155

The Honorable Ann Johnson Stewart
Vice Chair
Senate Transportation Committee
3211 Minnesota Senate Bldg.
St. Paul, MN 55155

The Honorable John Jasinski
Ranking Member
Senate Transportation Committee
3107 Minnesota Senate Bldg.
St. Paul, MN 55155

Dear Conferees:

My name is David White, and I am the founder and CEO of Ingios Geotechnics, a leader in advancing pavement foundation design, construction quality monitoring, and verification solutions. I have appreciated the opportunity to work with Chairman Koznick and his staff on the House Transportation Committee to address the topic of resilient roads, which has been the focus of my professional career and is of critical national importance. As the Conference Committee works to bridge differences between House and Senate versions of their respective Omnibus Transportation bills, I urge you to include the House program language and appropriations levels for a resilient pavement program in the final bill.

While both the House and the Senate versions of H2438 establish a resilient pavement program to provide supplemental funding for revisions to pavement design of trunk highway projects, based on long-term cost effectiveness (Section 49 in the House bill; Section 64 in the Senate version), only the House appropriates funding for this critical program. Specifically, the House bill appropriates \$50M — \$25M in FY26 and \$25M in FY27 -- to enable existing trunk highway projects to be revised with a longer pavement design life. This allowance will ensure that taxpayer dollars are spent on infrastructure that meets the full design expectations, reduces maintenance costs, and extends pavement life.

For the Committee members' edification, let me add briefly that *pavement foundations* are the unsung heroes of our roadways, and **inadequate foundations are the #1 cause of road failure**. *Increasing pavement thickness alone does not guarantee better pavement life if built upon poor pavement foundations*. The structural integrity and long-term performance of pavements rely heavily on the quality of the foundation layers. Without a stable, well-engineered foundation, even the thickest pavements can suffer from premature failures such as cracking, rutting, and uneven settlement.

When intelligently designed and verified, proper foundations can extend pavement life by 20-50%. This reduces taxpayer burdens and minimizes costly road repairs. As the American Society of Civil Engineers (ASCE) noted in their 2021 Infrastructure Report Card, *"America's roads are in dire need of modernization (<https://infrastructurereportcard.org/>). The longer we wait to address our deteriorating roads, the more expensive the solutions will become."* This underscores the urgency of our situation and the need for immediate action.

In parting, I also want to encourage Conferees to include language such as that in the House bill directing the Department of Transportation to create a portal for trunk highway projects and project analysis activity. Though this initiative could be complex, it would enhance transparency and accountability in transportation project development.

Thank you again for allowing me to share this input on the Omnibus Transportation Bill. I sincerely appreciate your time and consideration. I am at your service in improving Minnesota's roads and highways.

Sincerely,

David J. White

David J. White, Ph.D., P.E.

CEO at Ingios Geotechnics, Inc.

Cc: CONFEREES: The Honorable Bjorn Olson
 The Honorable Brad Tabke
 The Honorable Jim Carlson
 The Honorable Doron Clark