

We understand the need for increasing our multi-modal network for vehicles, bicyclist, and pedestrians. Most counties are struggling financially due to aging transportation systems with little or no increase to maintenance revenue for decades. HB 2017 provided some relief "on paper" but has not resulted in an actual increase in revenues due to the reduction in driven miles due to COVID-19.

In addition to stagnant revenue most Cities and Counties are now faced with upgrading ADA ramps prior to pavement preservation projects. In Klamath County we oversee an unincorporated urban area that has 700 ramps that are 0 to 30 years old. The current cost for surveying, design, inspection, demolition, traffic control, forming/pouring concrete, etc. is approximately \$12,000 per ramp. This is an \$8.4M unfunded mandate.

Earmarking an additional 4 percent (increase from 1% to 5%) will also further reduce the available funding that a County can allocate to road/bridge maintenance. Most counties are "hanging on by a thread" and seeing their pavement conditions decline and the number of weight restricted bridges increase.

Please let me know if you have any questions or need additional information related to my testimony.

We believe it will be a challenge for some rural counties to find projects they can spend bike/ped funds on. For instance, Lake County does not have any sidewalks.