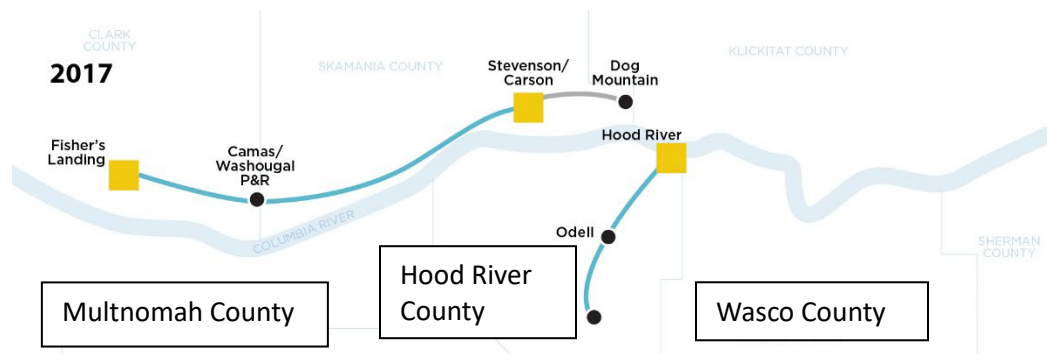


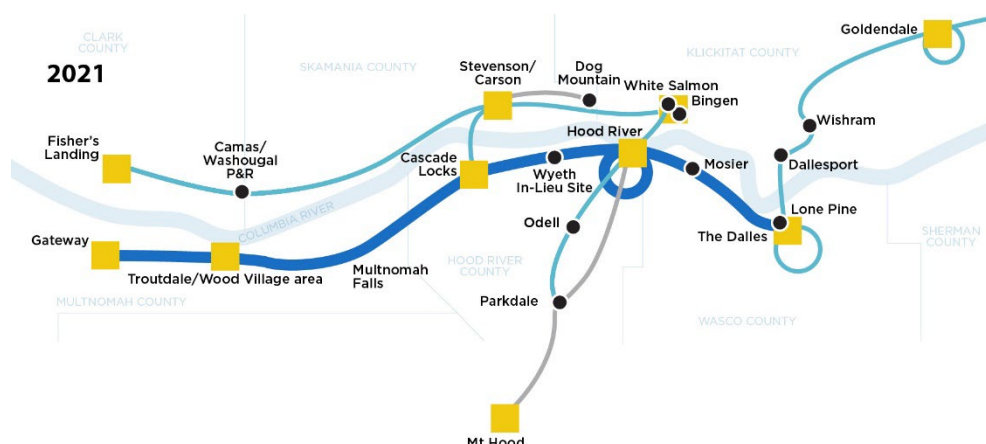
Dear Co-Chairs McLain and Gorsek and members of the committee,

My name is Kathy Fitzpatrick. I live in Mosier and I work for the Mid-Columbia Economic Development District as the regional Mobility Manager for the Columbia River Gorge. I help to coordinate 5 rural public transportation providers in our rural, bistate region.

This is what our regional transit system looked like in 2017:



This is what the Gorge Regional Transit system looks like now after the passage of HB 2017:



I ride our entire regional network four times a year to interview riders. I am always moved by the stories I hear from our riders who depend on transit—the young adult with a developmental disability who is experiencing self-sufficiency for the first time, the farmworker going to Portland State to improve his opportunities, the older man who supplements his Social Security check by working at Walmart, and the Native American who is now able to afford housing because he can take transit to work.

What keeps me up at night is worrying about the service cuts that will most certainly come if the employee tax % is not increased. Anything less than the proposed .2% increase will make it very difficult for the public transit providers I work with to continue the current services. Every route is essential to provide the connectivity we have now in our large rural region. For these riders and for the communities I serve, I support HB 2025 and increasing the employee tax.

Thank you,
Kathy Fitzpatrick, Regional Mobility Manager, MCEDD