



## **HOUSE OF REPRESENTATIVES**

Thank you Chair Nathanson, and Vice-Chair Findley and Vice-Chair Marsh,

Thank you for the opportunity to speak to HB 3023 this morning. I'm a little biased, but I think I live in the best district, House District 52. In the Hood River community where I live with my family, we have an abundance of natural resources, as well as wonderful breweries and wineries that draw in tourists from all over our state and throughout the country.

These breweries and wineries do a lot to contribute to our local economies, but they can lead to unsafe behaviors like drinking and driving. This is a problem in our rural community, because our local law enforcement lacks the resources to monitor the entire community. I have seen accidents happen first-hand because of substance abuse and as a parent, this frightens me. As a legislator and a mother, I want to make my community safer and HB 3203 will help. Having access to ridesharing services will make communities like mine safer for residents and tourists while providing jobs to people in rural areas and stimulating local economies.

Of course, access to transportation alternatives in District 52 isn't only a problem for tourists, or for people who get a little too enthusiastic about Hood River's wineries and breweries. There are also serious issues in my district, as in most rural parts of the state, regarding access to public transit for the elderly and for people with disabilities. All too often, people who are unable to drive themselves are left at the mercy of family members, friends, and acquaintances who are able to offer them rides. The introduction of ridesharing services into these parts of the state would offer an alternative means for these people to make it to appointments, to run errands, and to interact with their communities in ways that they may otherwise not be able to.

I do have some concerns about language in the bill that seems to imply that drivers for transportation network companies are presumed to be independent contractors rather than employees. For example, when discussing automotive liability insurance coverage, the bill seems to assume that the driver, rather than the company, would be responsible for providing this coverage. Because I have concerns about legislating an expectation that ridesharing companies should not treat their drivers as employees, I would like to see this and other similar aspects of the bill amended, and I'm happy to work with legislators and stakeholders to find language that we're all comfortable with. Besides that objection, though, I think my district as well as the rest of the state would benefit greatly from this legislation.

Thank you for your time today.

Rep. Anna Williams

