



February 3, 2022

To: Co-chair Beyer, Co-Chair McLain & Members of the Joint Committee on Transportation

From: Ivo Trummer, State Affairs Manager, Port of Portland

Re: **Port of Portland opposes Section 8 in Senate Bill 1558 as introduced**

Co-Chair Sen. Beyer, Co-Chair Rep. McLain and Members of the Joint Committee on Transportation,

The Port of Portland was founded by the Oregon Legislature in 1891. Today, the Port of Portland is the largest holder of industrial land in Oregon, manages four marine terminals, two general aviation airports in Troutdale and Hillsboro, and operates Portland International Airport (PDX).

Portland International Airport is the largest commercial passenger airport in Oregon. As was the case before the COVID-19 pandemic, millions of passengers on an annualized basis have again begun to travel to and from PDX using various types of transportation—including public transportation, private vehicles, rental cars, taxi cabs, and the services of transportation network companies such as Uber and Lyft.

Since 2015, the Port of Portland and the operations team at PDX have worked hard to develop a good working relationship with these transportation networking companies and have put in place a permitting structure and Port ordinances that regulate and apply to transportation network company drivers on airport premise, including a fee structure (which is similar to the fee structure applicable to taxi cab companies), pick-up and drop off locations, and insurance requirements. Our existing regulatory and permit structure, and our current working relationship with transportation network companies have together greatly benefited our customers and passengers, and maintaining continuity is critical to our operations.

Section 8 of Senate Bill 1558 would end the way we have been working with transportation network companies to provide outstanding service to the travelling public. Currently, revenues generated from per trip fees charged to transportation network companies are directly reinvested in and offset the cost of the operation of PDX. As the recipient of federal transportation funding, PDX is obligated to comply with certain federal requirements mandating that revenues generated from users of airport property be exclusively used to fund airport operations. By requiring the Port to earmark revenues generated from per trip fees for purposes other than the general support of operations or constraining the Port's ability to use those funds for aviation purposes, Section 8 of SB 1558 would place PDX's federal funding at risk.

If Section 8 were to become law, and in order to remain in compliance with our federal obligations, we would have to re-imagine and re-negotiate all aspects of current operations of transportation network companies at the airport, with potential negative impact on the travelling public. For that reason, we ask you to oppose Section 8 in Senate Bill 1558.

It is also worth noting that the Port of Portland has been installing and increasing electric car charging stations in our parking garages, the economy lot, the taxi holding lot, and at the Alderwood employee parking lot (used by all PDX-based employees not just Port employees).

We hope for your support and thank you for your consideration.