



Oregon

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To: Co-Chairs and members of the Joint Committee on Transportation

From: Betty Stansbury, Director, ODAV

Date: April 3, 2023

Re: HB 2834

HB 2834 would prohibit the governing body of a local government from granting an exclusive right to one operator to develop vertiports or control vertiport operations within the local government's jurisdiction.

A vertiport is a defined area that can support the landing and take-off of eVTOL (electric vertical takeoff and landing) aircraft. eVTOL aircraft are battery-powered aircraft with the ability to hover and to perform vertical takeoff and landing. This newer technology is more cost efficient than traditional aircraft and has the potential to reduce surface transportation congestion, reduces transportation time and is more environmentally friendly than aircraft that rely on petroleum-based fuel.

Advanced air mobility and urban air mobility are developing technologies that have the potential to transform how goods and people are transported. For example, within the medical community, a pharmaceutical manufacturer of radiological drugs in Hillsboro could deliver the cancer fighting medicine (which has a short shelf life) directly from a vertiport on their campus to a vertiport at an oncology clinic in Central Oregon. People in eastern Oregon could go to Portland and/or Salem and then home in the same day. Manufacturers could deliver critical parts to local businesses and reduce production down-time. Businesses with facilities in multiple locations through the state could shuttle parts and people between campuses, reducing vehicle congestion on the roads.

HB 2834 as it currently reads can be broadly interpreted as to prohibit a business from developing and using its own vertiport (or system of vertiports) for its own use. This may not be the intent of the bill sponsors, and further clarification would be helpful. Oregon is home to about 300 aviation related companies (including several developers and manufacturers of uncrewed aerial systems) that could be used as a resource in clarifying and defining the scope of this bill. Also, the incoming Director of ODAV has extensive experience at both the state and national level on this subject and has offered his assistance with refining the bill language. His start date is May 1st.