
City of Eugene
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Opposition to House Bill 3246

April 3, 2017

Representative Holvey, Chair
House Committee on Business and Labor
Oregon State Capitol
900 Court Street NE
Salem, OR 97301

Dear Chair Holvey and Members of the Business and Labor Committee:

The City of Eugene and Eugene Airport is opposed to Oregon House Bill 3246 as written. While HB 3246 does not preempt or repeal the City or the Airport's ability to regulate taxi cabs or vehicles for hire, it does preempt the ability of the City or the Airport to regulate transportation network companies (TNC).

The Eugene Airport (EUG) is owned and operated by the City of Eugene. As the second largest commercial service airport in Oregon, EUG serves nearly one million passengers each year. Managing vehicle ingress and egress on airport property is of significant importance.

EUG currently regulates taxi cab operation on airport property via an annual permit, an egress lane designated for ground transportation pick up only, and a trip fee generated by an Automatic Vehicle Identification system. The same operating option has been made available to TNCs.

IMPACT ANALYSIS:

Safety and Security

The Eugene Airport has rules and regulations in place that ensure safety and security on the front curbs of the terminal building. The Department of Homeland Security requires EUG, and other commercial service airports, to maintain certain security standards. Regulation of taxi cab and TNC operations at EUG provides a means to stay in compliance with this DHS regulation.

Airport Revenue

EUG would lose significant revenue under HB 3246. Annual ground transportation permit fees amount to about \$6000 in revenue. More significantly, in 2016 taxi cab trip fees brought in nearly \$32,000 in revenue.

With permitting for TNCs now available in the City of Eugene and Eugene Airport, there is additional potential for lost local revenue if the airport is not able to regulate TNCs. In addition, once TNCs start operating again in Eugene, a shift away from taxi cab use to TNC use may occur, resulting in even less revenue generated at the airport under the current proposed legislation.

HB 3246 as written will negatively impact all commercial service airports in Oregon. We hope you will support Oregon airports in maintaining local control in this area.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Doll", with a long horizontal flourish extending to the right.

Timothy Doll, A.A.E.

Eugene Airport Director
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