



**Testimony Regarding House Bill No. 6349, An Act Concerning Ride-Sharing Companies and Drivers**

Kevin A. Dillon, A.A.E.  
Executive Director  
Connecticut Airport Authority

Joint Committee on Transportation  
March 2, 2015

Dear Senator Maynard, Representative Guerrero, Senator Boucher, Representative O'Dea, and distinguished members of the Transportation Committee,

My name is Kevin Dillon, and I am the Executive Director of the Connecticut Airport Authority (CAA). **I am submitting this testimony regarding House Bill No. 6349, An Act Concerning Ride-Sharing Companies and Drivers.**

It is clear that the ride-sharing industry provides a desirable and convenient product to a devoted passenger base in Connecticut. Ground transportation is also an important aspect of what we do at the CAA, helping our passengers navigate both to and from our airports. The State of Connecticut deserves a safe, reliable, and convenient transportation system, and the CAA is confident that Uber and other ride-sharing and for-hire transportation services can be successfully integrated in Connecticut.

In the interest of fairness, the CAA asserts that, just as taxis and livery vehicles have to pay fees and enter into agreements with the CAA for the privilege of operating at Bradley International Airport, the ride-sharing industry should be required to follow the same procedures. The CAA respectfully requests that it be made clear in any upcoming legislation that all ride-sharing or for-hire transportation service companies, as well as their drivers, are required to register with and abide by CAA procedures when operating at Bradley International Airport in accordance with our existing ground transportation requirements. Significant resources and public funds are devoted to developing the business and activity levels at the airport that ground transportation and other companies are benefiting from. The CAA requires, and federal case law supports, that any company or driver benefiting from the airport's infrastructure and passenger base should be required to register with the CAA and pay its fair share of airport operating and maintenance costs. While Uber has registered with some airports across the country, the company has not registered with the CAA, and, therefore, cannot legally operate at Bradley International Airport until they do so.

Thank you for the opportunity to provide this testimony. Please feel free to contact my office at (860) 292-2054 if you have any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads 'Kevin A. Dillon'.

Kevin A. Dillon, A.A.E.  
Executive Director  
Connecticut Airport Authority