

Oregon State Legislature
Representative Jack Zika

April 12, 2019

Dear Representative Zika,

I am writing to request your support of HB 2402.

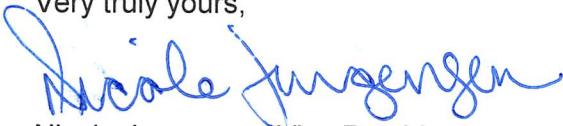
HB 2042 removes the January 1, 2022 sunset on the aviation fuel and jet fuel tax that was authorized by HB 2075 in 2015.

State funding for airports is critical. Currently, and for the first-time, airports were cut from Connect Oregon funding, resulting in a ten-million-dollar revenue loss for Oregon airports. I am aware the Federal Aviation Administration (FAA), for the first-time, has notified a commercial service airport in Oregon will not receive discretionary funding for the next five years. This is an airport that has historically received generous funding from the Connect Oregon program and the FAA's discretionary fund. These dramatic changes result in significant funding loss. The loss of funding has increased competition among Oregon airports from funding sources available, such as the Aviation System Action Program (ASAP) which is supported by HB 2075 aviation and jet fuel tax.

Without the passage of HB 2402, Oregon airports will lose this source of funding due to the current sunset provision which is effective in January of 2022. Passage of HB 2402 assists Oregon airports with an opportunity to receive funding from the ASAP, which can be used to offset the local share of FAA funded projects.

I urge your positive consideration of HB 2402. HB 2402 assists Oregon's network of airports by providing certainty, growth, and sustainability that are needed.

Very truly yours,



Nicole Jurgensen, Vice President
Oregon Airport Management Association

19119 Shoshone Road
Bend, OR 97702

Oregon State Legislature
Representative Cheri Helt

April 12, 2019

Dear Representative Helt,

I am writing to request your support of HB 2402.

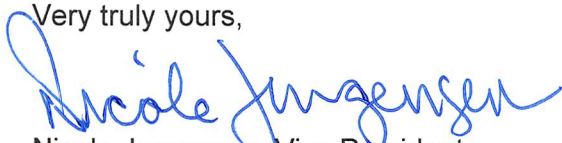
HB 2402 removes the January 1, 2022 sunset on the aviation fuel and jet fuel tax that was authorized by HB 2075 in 2015.

State funding for airports is critical. Currently, and for the first-time, airports were cut from Connect Oregon funding, resulting in a ten-million-dollar revenue loss for Oregon airports. I am aware the Federal Aviation Administration (FAA), for the first-time, has notified a commercial service airport in Oregon will not receive discretionary funding for the next five years. This is an airport that has historically received generous funding from the Connect Oregon program and the FAA's discretionary fund. These dramatic changes result in significant funding loss. The loss of funding has increased competition among Oregon airports from funding sources available, such as the Aviation System Action Program (ASAP) which is supported by HB 2075 aviation and jet fuel tax.

Without the passage of HB 2402, Oregon airports will lose this source of funding due to the current sunset provision which is effective in January of 2022. Passage of HB 2402 assists Oregon airports with an opportunity to receive funding from the ASAP, which can be used to offset the local share of FAA funded projects.

I urge your positive consideration of HB 2402. HB 2402 assists Oregon's network of airports by providing certainty, growth, and sustainability that are needed.

Very truly yours,



Nicole Jurgensen, Vice President
Oregon Airport Management Association

19119 Shoshone Road
Bend, OR 97702

Oregon State Legislature
Joint Committee on Transportation
Co-Chair Lee Beyer
Co- Chair Caddy McKeown

April 12, 2019

Dear Co-Chairs Beyer & McKeown,

I am writing to request your support of HB 2402.

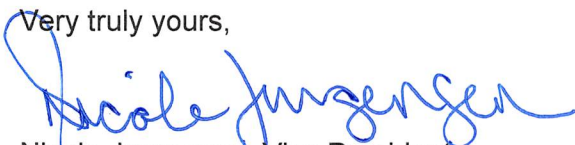
HB 2402 removes the January 1, 2022 sunset on the aviation fuel and jet fuel tax that was authorized by HB 2075 in 2015.

State funding for airports is critical. Currently, and for the first-time, airports were cut from Connect Oregon funding, resulting in a ten-million-dollar revenue loss for Oregon airports. I am aware the Federal Aviation Administration (FAA), for the first-time, has notified a commercial service airport in Oregon will not receive discretionary funding for the next five years. This is an airport that has historically received generous funding from the Connect Oregon program and the FAA's discretionary fund. These dramatic changes result in significant funding loss. The loss of funding has increased competition among Oregon airports from funding sources available, such as the Aviation System Action Program (ASAP) which is supported by HB 2075 aviation and jet fuel tax.

Without the passage of HB 2402, Oregon airports will lose this source of funding due to the current sunset provision which is effective in January of 2022. Passage of HB 2402 assists Oregon airports with an opportunity to receive funding from the ASAP, which can be used to offset the local share of FAA funded projects.

I urge your positive consideration of HB 2402. HB 2402 assists Oregon's network of airports by providing certainty, growth, and sustainability that are needed.

Very truly yours,



Nicole Jurgensen, Vice President
Oregon Airport Management Association

19119 Shoshone Road
Bend, OR 97702