



Oregon Aviation Industries



February 10, 2020

To: Oregon Joint Committee on Transportation

This letter is in support of HB 4036-9 which provides continued funding for Oregon's 97 public use airports.

We support eliminating the sunset of the current aviation fuel tax bill HB2075. We support the proposed 2 cent/gallon increase and the addition of amendment # 9 to HB 4036.

Regarding amendment # 9. The Aviation Fuel Tax Section 21 of HB 4036 assigns priorities for distribution of funds. The top priority is for FAA grant matches that apply to 57 of our public use airports. An excellent idea, but it results in most of the grants being awarded to the top category, leaving little to no funds for the other very important categories, which include:

- Infrastructure and emergency preparedness
- Business and economic development
- Rural air support

The unintended consequences of the bill as written is that many deserving projects go unfunded and furthermore, it puts non-FAA funded smaller and rural airports at a disadvantage, further aggravating the RURAL| URBAN divide. The bill should be fair to all of Oregon's 97 public use airports.

Please include Amendment # 9 in this bill.

Thank you for your consideration to give equal opportunity to important aviation projects and to our smaller and rural communities.

Respectfully,

Gale 'Jake' Jacobs
Executive Director
Oregon Aviation Industries