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4585 SW Airport Rd. Prineville, Oregon

P: 541-416-0805 F: 541-416-0809

RE: HB2075

6/15/15

HB2075 is a positive, proactive bill creating revenue in support of our rural airports, the Oregon Department Aviation, and economic development. Rural Oregon airports and communities will no doubt feel the positive effects.

Our rural airports have few funding resources and find difficulties in producing match funds for these few opportunities. With the passage of HB2075, this will play a critical role to leverage millions of FAA dollars into the State of Oregon and creating countless positive economic possibilities. Prineville along with all other central Oregon airports has seen enormous growth in past years with the demand for more.

In the Past 4 years the Prineville airport has grown from 75 to over 120 based aircraft. The airport has also gone from one maintenance business and the USFS (five FTE's) to seven businesses with over 30 FTE's on the airport and many more seasonally. This includes two more aircraft maintenance shops, flight school and helicopter business. These names include Hillsboro Aviation, Butler Aircraft and Henderson Aviation.

The Prineville airport is constantly challenged to support the infrastructure and maintenance needed to fuel the growth and opportunities upon the airport. HB 2075 is the support this airport needs to continue growth and welcome these opportunities.

The Oregon Dept. of Aviation has been doing an outstanding job working and supporting us here in Prineville. I encourage all the support possible for our local airports the Oregon Department of Aviation and HB2075.

Please see below some information and bullet points regarding this HB2075

Thank you

Kelly Coffelt - Airport Manager

Prineville/Crook County Airport

This bill increases the tax on aviation and jet fuel by 4 cents per gallon and will generate close to 10 million dollars a year for General Aviation in Oregon. This money will go to

- Help local municipalities meet their FAA grant match.
- Provide economic development money for projects intended to bring business to airports and municipalities.
- Provide Financial Aid to Municipalities to fund airport projects not covered by FAA grant money
- Subsidize commercial air service between rural Oregon municipalities and Portland.
- Maintain non federally funded airports.

The cost of this fuel tax increase to the commercial airlines is less than 75 cents per ticket and at 5 cents per gallon, Oregon will still have the lowest tax on jet fuel among Oregon, Washington, California, and Idaho.

HB 2075 means jobs for rural Oregonians. The cost to the commercial airlines is less than 1\$ per ticket for passengers flying out of Portland and will simply be passed on to the ticket cost.

Without this bill, aviation infrastructure will continue to deteriorate in Oregon and airports and municipalities will have only Connect Oregon money to rely on for funding assistance.