



February 9, 2021

Senator Beyer, Co-Chair
Joint Committee on Transportation
Oregon State Capitol
900 Court Street NE, S-411
Salem, OR 97301

Representative Susan McLain, Co-Chair
Joint Committee on Transportation
Oregon State Capitol
900 Court Street NE, H-477
Salem, OR 97301

Dear Co-Chairs Beyer and McLain, and Members of the Committee:

Regarding Oregon House Bill 3055, the City of Eugene/Eugene Airport is in support of Sections 36-40 as written, lifting the sunset on the current aviation fuel tax law.

For most airports across the state, the current prioritization set forth for Critical Oregon Airport Relief (CORE) grants leverages a 10% local match (via Oregon Department of Aviation funding) to gain the 90% Federal Airport Improvement Program grant funding.

With ConnectOregon no longer a viable funding source for aviation projects, many airport managers across the state now rely solely on the CORE grant match as the only way to apply for and obtain AIP grants, providing for critical infrastructure and investment in the local and state economies.

The Eugene Airport has benefitted from the CORE grant matching funds in the past, with last year's grant cycle being an exception due to 100% CARES act funding for AIP projects. In CORE Cycle 5: 2020-2021, EUG will again benefit from this program with a \$150,000 grant which will go toward our AIP local match on the rehabilitation of the secondary runway this summer.

Thank you for your thoughtful consideration to support Sections 36-40 of HB 3055.

Sincerely,

Cathryn Stephens, A.A.E.
Acting Airport Director