



ROGUE VALLEY
International
Medford Airport

East Side Heavy Duty Aircraft Apron Expansion

Effective Catastrophe Response



01.



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Purpose

To reduce risks and improve recovery from catastrophic events, significantly enhance our firefighters' ability to keep the region safe, improve the air quality that has plagued Southern Oregon for generations, and provide space for military and commercial cargo operations.

Current Issues

Low Capacity

The existing PCC footprint of the east apron can only accommodate one large aircraft at a time.

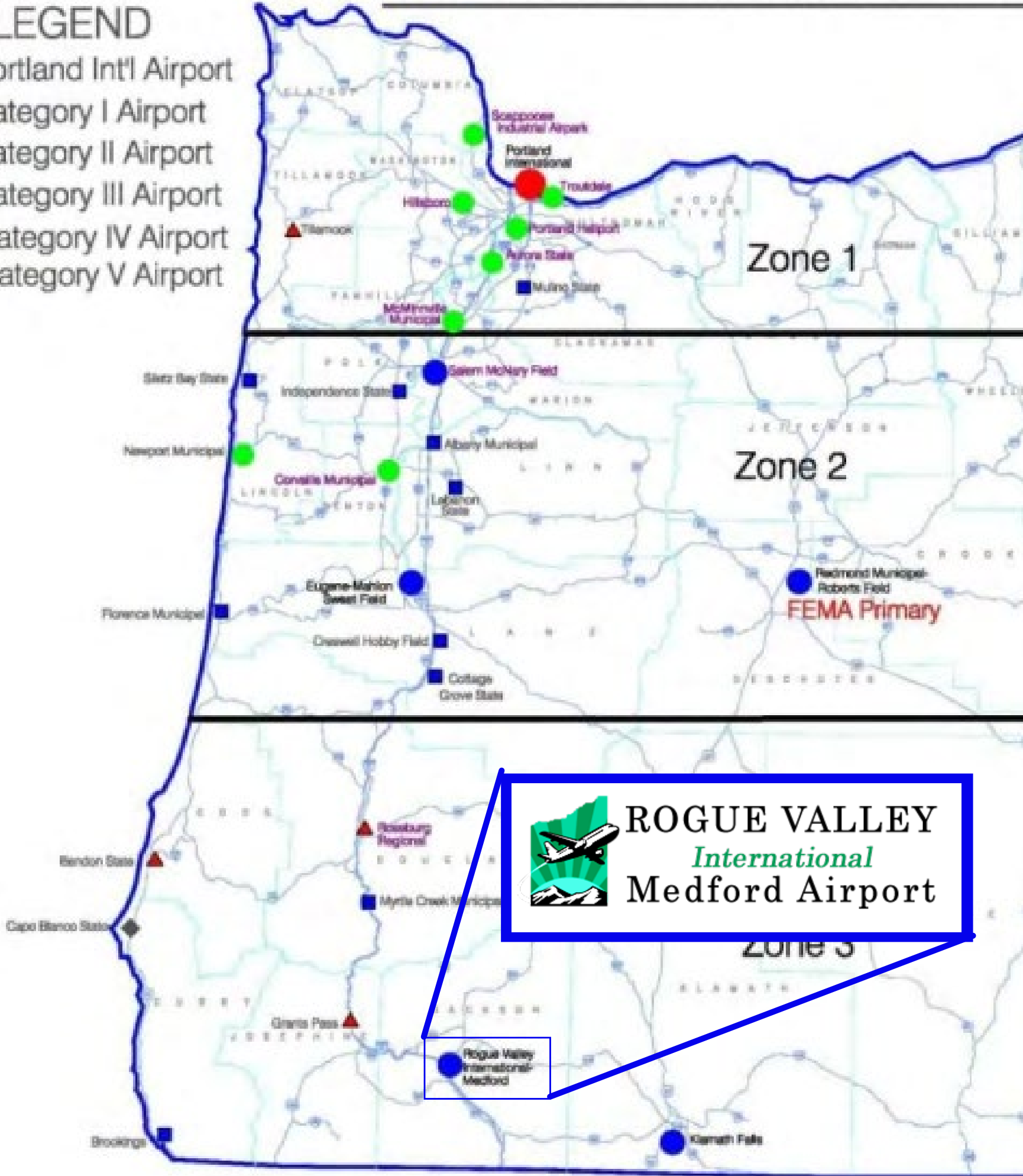
Fire Season

When VLAT operations occur, there is commonly more than one operating at a time. As a result, the VLAT operations take precedence over other cargo operations, causing congestion and 'traffic jams' and at times requiring us to close active taxiways to park waiting aircraft.

OPERATIONAL AIRPORTS

LEGEND

- Portland Int'l Airport
- Category I Airport
- Category II Airport
- ▲ Category III Airport
- Category IV Airport
- ◆ Category V Airport

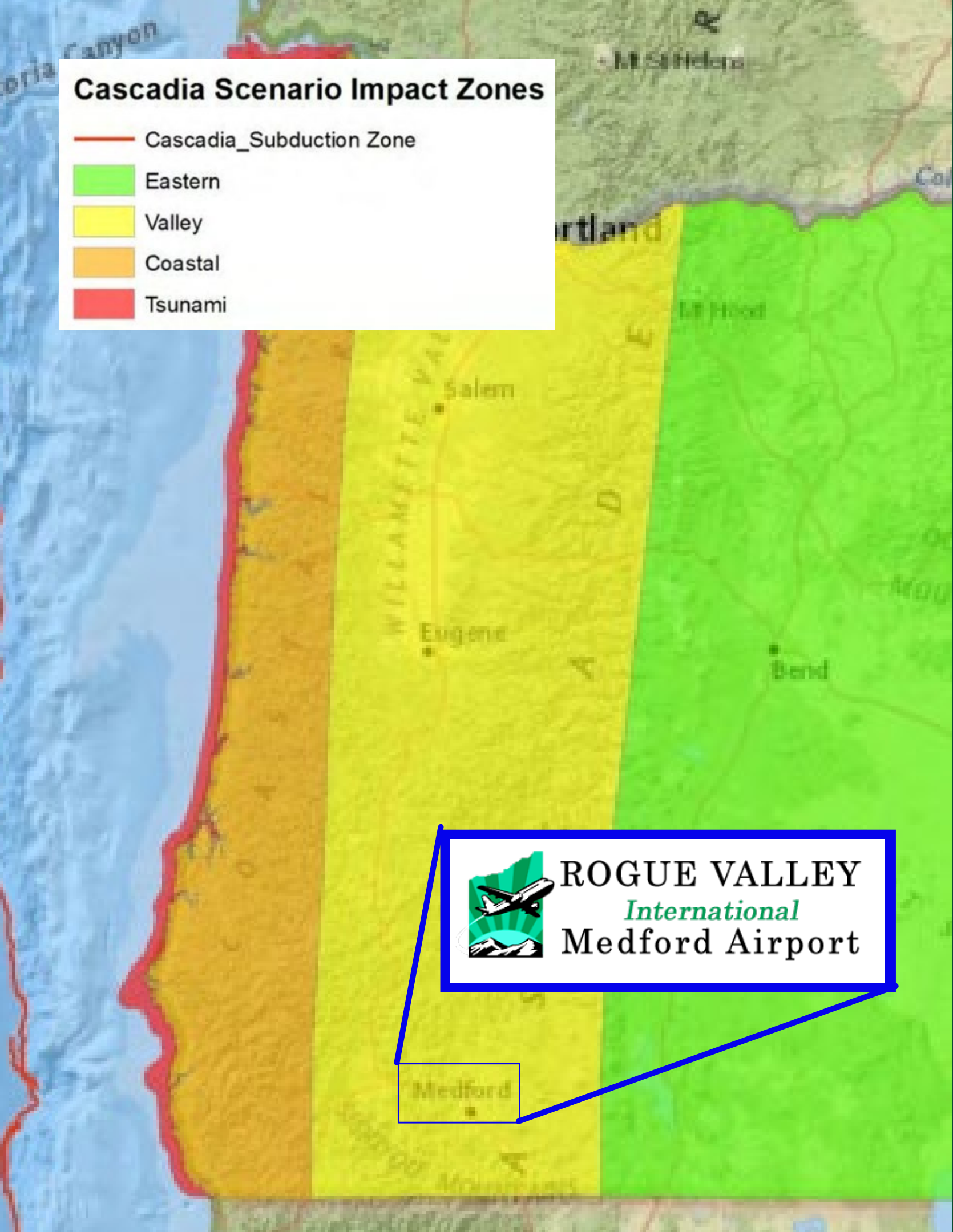


Oregon Resilience Plan

The Oregon Resilience Plan identifies MFR as a Category 1 (commercial service), Tier 1 (T1) airport.

After a major catastrophic event, MFR can be a reliable hub to deliver critical supplies and emergency response to its residents.

The east apron will become a vital hub of activity to connect aircraft cargo with the southern Oregon region. This project will increase efficiency and capacity of the resilient response MFR is able to provide.




Cascadia Scenario Impact Zones

- Cascadia_Subduction Zone
- Eastern
- Valley
- Coastal
- Tsunami

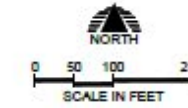
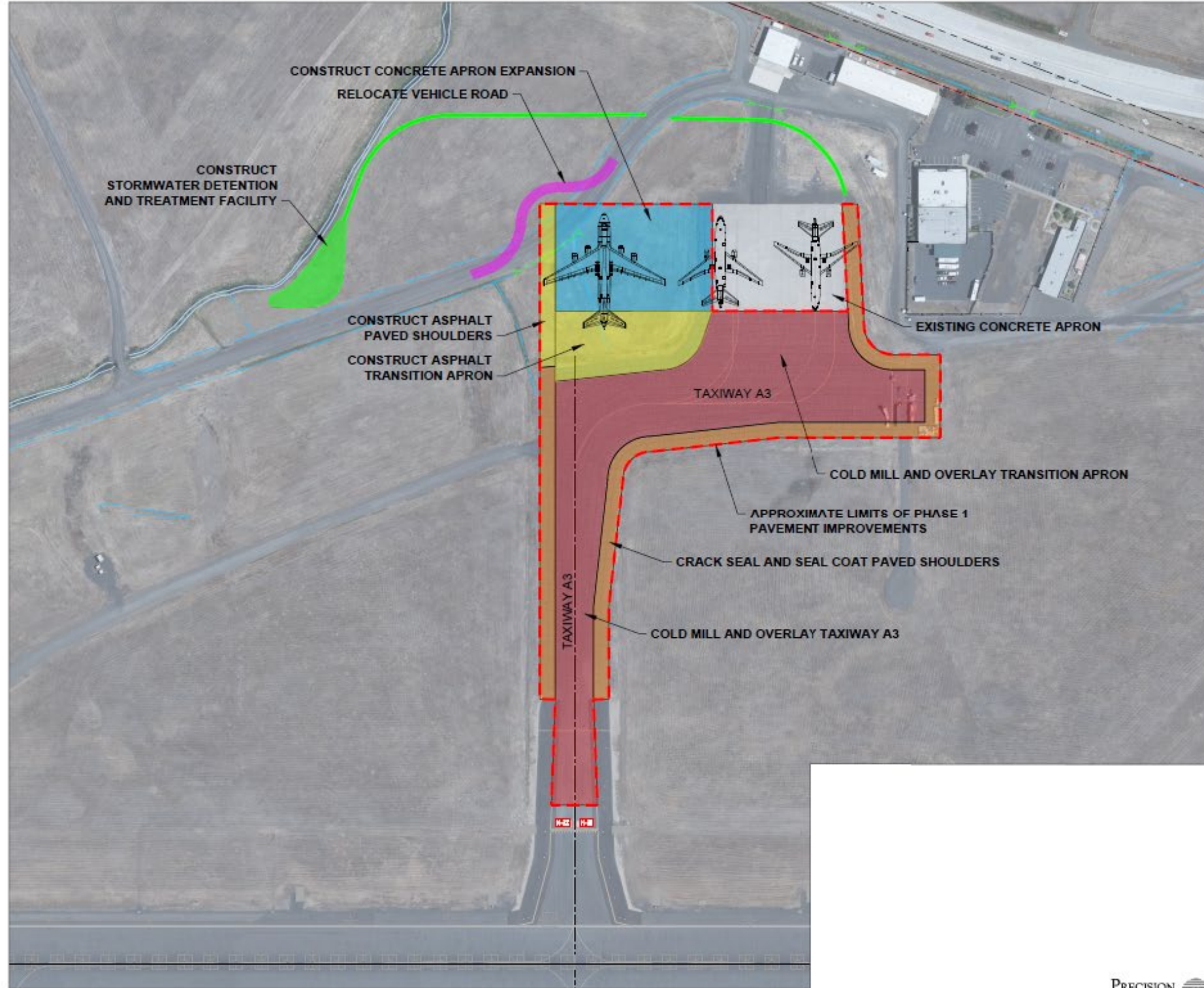
Effective Catastrophe Response

This project directly affects Oregon's ability to respond in the aftermath of a Cascadia subduction zone earthquake event.

The additional heavy-duty ramp space will allow for additional large fixed-wing aircraft to serve Oregon from other parts of the country and even the world.

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ESTIMATED PROJECT COST	
PHASE 1:	\$6,120,000

PRELIMINARY REVIEW
NOT FOR CONSTRUCTION
 10/05/2021

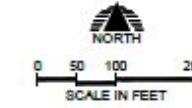
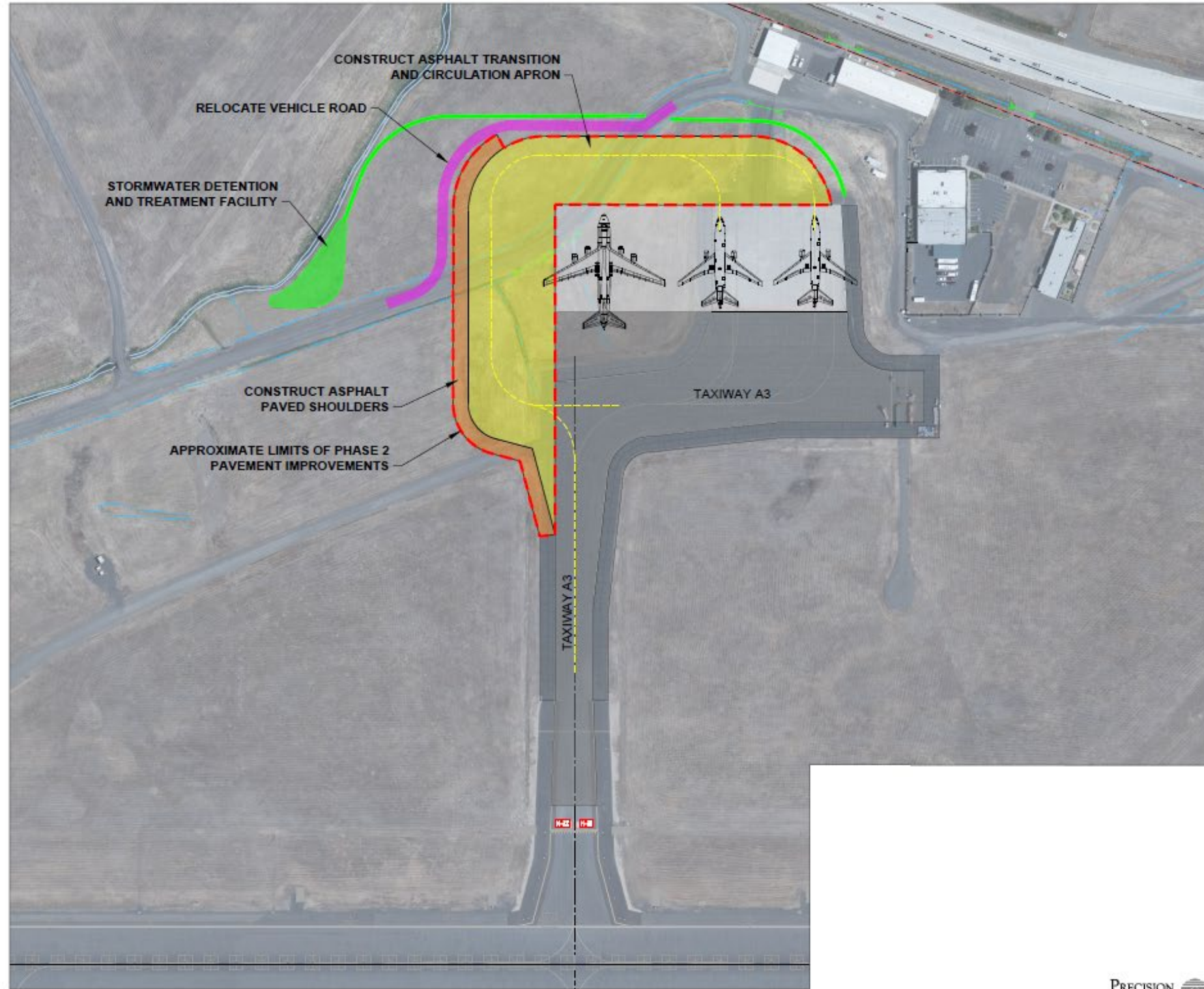
ROGUE VALLEY INTERNATIONAL - MEDFORD
 CONNECT OR 2021 APPLICATION

EAST APRON IMPROVEMENTS
PHASE 1 CONCEPTUAL PLAN



EXHIBIT 1

OCT 2021



ESTIMATED PROJECT COST	
PHASE 1:	\$6,120,000
PHASE 2:	\$5,930,000
TOTAL	\$12,050,000

PRELIMINARY REVIEW
NOT FOR CONSTRUCTION
10/05/2021

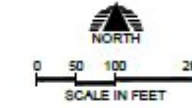
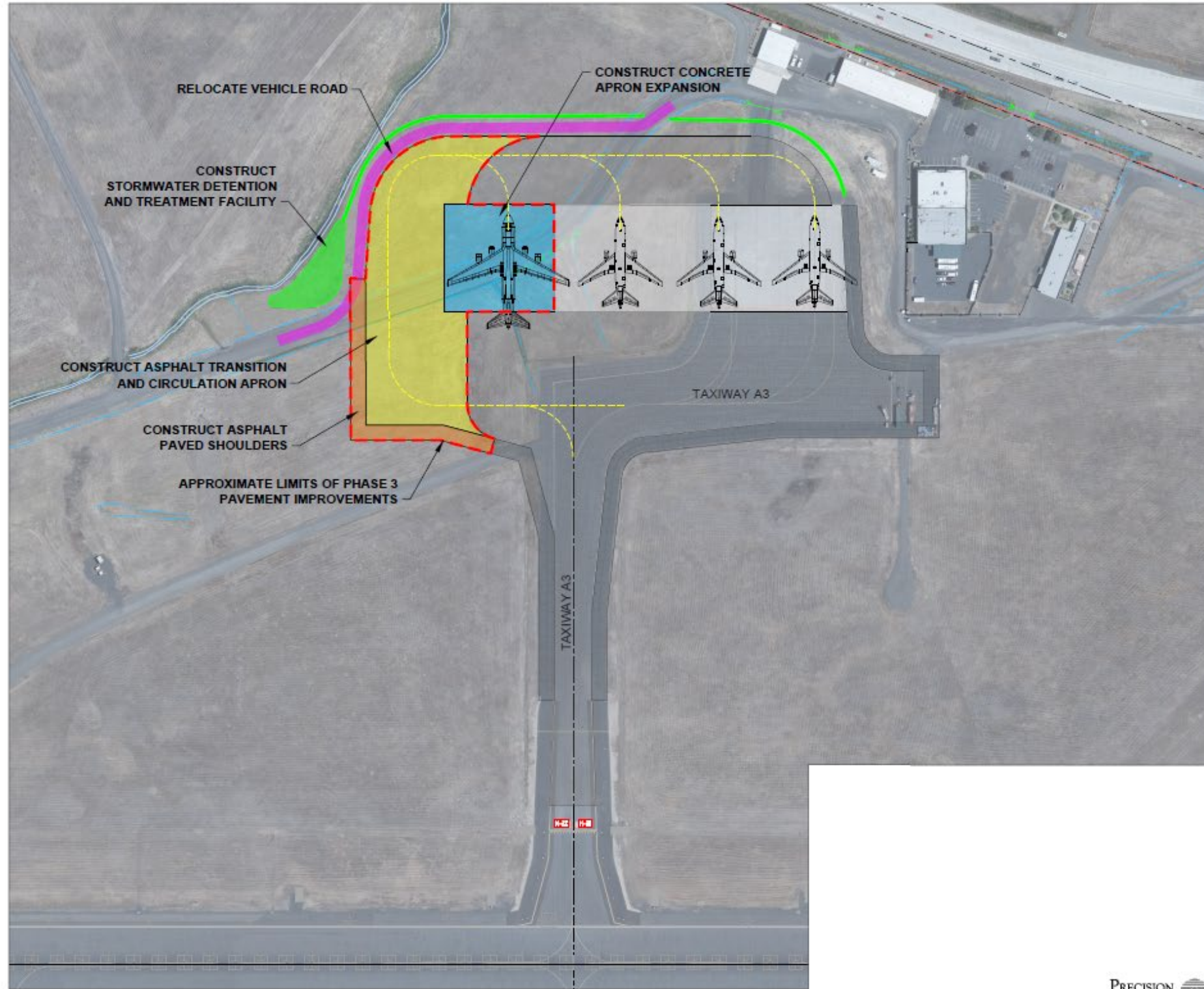
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 CONNECT OR 2021 APPLICATION

EAST APRON IMPROVEMENTS
PHASE 2 CONCEPTUAL PLAN



EXHIBIT 2

OCT 2021



ESTIMATED PROJECT COST	
PHASE 1:	\$6,120,000
PHASE 2:	\$5,930,000
PHASE 3:	\$4,240,000
TOTAL	\$16,290,000

**PRELIMINARY REVIEW
 NOT FOR CONSTRUCTION
 10/05/2021**

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 CONNECT OR 2021 APPLICATION

**EAST APRON IMPROVEMENTS
 PHASE 3 CONCEPTUAL PLAN**



EXHIBIT 3

OCT 2021



AN-225 Taxi to East Apron



AN-225 Cargo Transfer at East Apron



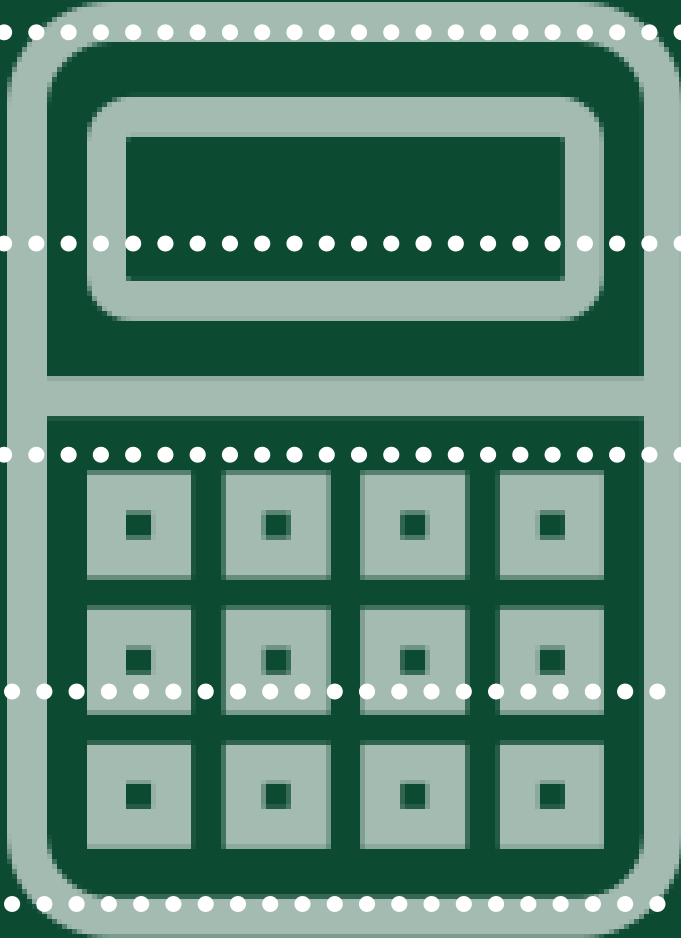
C-5 Cargo Transfer on East Apron



C-5 Parking on East Apron



Project Costs




Permits and other approvals	\$35,000.00
Design and Engineering	\$476,000.00
Design and Engineering Contract Administration	\$20,000.00
Construction	\$10,175,000.00
Construction Contract Administration	\$635,000.00
Miscellaneous	\$325,000.00
Contingency	\$329,000.00

Total Cost: \$12,050,000.00



Project Funding



Grant Request	\$2,500,000.00
FAA Entitlement Funds (2023)	\$3,416,871.00
US Forestry Service Waterline Project	\$160,000.00
Airport Funds	\$2,556,258.00
FAA Entitlement Funds (2026)	\$3,416,871.00

Total Funding: \$12,050,000.00



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Economic Benefits

More efficient travel and commerce throughout the region

Safe, multi-modal access for all residents and businesses

Faster response to wildfires in the area support the economy

4,711 estimated number of long-term jobs created or retained

Increases system capacity, relieves bottlenecks, improves geometrics



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Let's stay in touch

Do not hesitate to ask us further
about the project here:

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