

General Project Information: 2022 General Aviation Apron Expansion Phase I

Jackson County
COAR Application 2022

Application Year: 2022
COAR-2022-MFR-00023

Applicant

Organization Name

Jackson County

Contact Person *

Amber Judd

Address

1000 Terminal Loop Parkway
Suite 201

Contact Person Title *

Director of Finance & Administration

City

Medford

State

Oregon

Zip Code

97504

Phone Number

(541) 776-7222

Email

juddaj@jacksoncounty.org

Project Name and Location

Project Name *

2022 General Aviation Apron Expansion Phase I

Project Location *

Rogue Valley International-Medford Airport

ODOT Region:

Region 3

County tax parcel identification number(s): *

37 2W 01D TL 100

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Rogue Valley
International-Medford

Airport Category: *

Category 1a

NPIAS or Non-NPIAS: *

NPIAS

Project Overview

Select the type of project being proposed: *

Program Implementation

Select the category of project for which you are requesting funding: *

Assistance with FAA AIP grant match

Project Start Date:

11/2/2021

Project End Date:

10/31/2022

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Project Summary *

Provide a brief summary of the project in the space provided below:

Construct Taxiway C connecting existing Taxiway C1 and Taxiway B. Construct new apron pavement adjacent to Taxiway C to support future hangar construction. Install associated airfield lighting and signage. Relocate existing Automated Surface Observing System (ASOS) and construct new infrastructure for relocated ASOS. Extend utilities to project site. Relocate storm drain and install underdrain.

Project Purpose and Description *

Provide a purpose and description of the project in the space provided below:

The purpose of this project is to alleviate current aircraft parking congestion and accommodate future phases of expansion. The Airport Master Plan identifies the forecast based aircraft at MFR to grow from 199 in 2018 to 253 in 2040. MFR is attempting to keep up with demand for development. The Airport is seeing an uptick in mobilization of personal property assets from California to Oregon. Currently MFR has a waiting list of 16 individuals, nine of which are not currently on the airport and seven of which want hangar upgrades. This does not include the majority of hangar vacancy inquires who call to inquire but do not have the luxury of waiting for a hangar to become available. The project will develop 10 acres for aviation use creating over 4 acres of revenue generating land.

Clearly define the proposed project in each of the following areas:

• **Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? *** Yes No

• **Does the project modernize the airport by exceeding state or federal minimum standards as stated in the current Oregon Aviation Plan and identified by the Federal Aviation Administration Advisory Circulars or other regulations? *** Yes No

• **Does the project prevent future deficiencies and preserve the existing facilities? *** ✓ Yes No
MFR currently has a waiting list of 16 individuals for hangar space. This project will build the infrastructure to allow for development of the hangars. The FAA accepted Master Plan shows the based aircraft to increase by 27% through 2040. This anticipated growth has potential to increase the hangar wait list or prevent tenants from basing their aircraft at MFR.

• **Does the project increase the financial self-sufficiency of the airport? *** ✓ Yes No
The Airport provides access to all businesses in the region and is key to the economic vitality and health of the region. The project will provide the infrastructure necessary to build hangars thus increasing tax revenue, fuel sales, and the economic self-sufficiency of the airport. Phase I of the project will support up to nine (9) new hangars and Phase II is anticipated to add an additional twenty-two (22) hangars for a total of thirty-one (31). The project will develop 11 acres of the airport with approximately 4 acres of revenue generating area.

• **Does the project have local support? *** ✓ Yes No
Yes. The Airport continues to enjoy tremendous support from the County Commissioners, surrounding cities, the Chamber of Commerce, our FBOs, local businesses and other partners throughout the region.

Project Documentation: 2022 General Aviation Apron Expansion Phase I

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Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 9/1/2021

Anticipated Date of Completion: 11/19/2021

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable Environmental assessment (EA) review type:

If 'Other' is selected, please describe the type of NEPA review in the provided field below.

Note any required permits, date issued or expected issue date, completion status, and required status. Permits may include, but are not limited to: right-of-way permits, land acquisition permits, building permits, etc. Click the "SAVE" button to add additional rows.

Permit Type	Date Issued	Completion Status	Required Status

Statewide Impact: 2022 General Aviation Apron Expansion Phase I

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Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor? If yes, provide a short explanation. * Yes No

The infrastructure built with this project will support new hangar facilities which will allow Oregon business owners to travel more freely throughout the state.

Does the proposed project result in an economic benefit to the state? If yes, provide a short explanation. * Yes No

The economic benefit to the state is the addition of based aircraft within the state, resulting in increased tax revenue. Additionally, the project creates jobs, both locally and externally, which will help generate revenue through local and state taxes.

Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system? If yes, provide a short explanation. * Yes No

Is the proposed project ready for construction or implementation? * Yes No

Design of the project is anticipated to be completed in spring 2022 to receive a 2022 FAA discretionary grant. The project is listed on MFR's CIP letter and is planned for 2022 construction.

Does the project have any unique construction-readiness, project implementation issues, or possible delays? * Yes No

Design of the project is anticipated to be completed in spring 2022 to receive a 2022 FAA discretionary grant. The project is listed on MFR's CIP letter and is planned for 2022 construction.

Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No

The useful life expectancy of the newly constructed pavement will be a minimum of 20 years.

Budget: 2022 General Aviation Apron Expansion Phase I

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Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects	\$5,416,871.00	94 %
FAA AIP Grant Match Requirement from Sponsor	\$316,124.00	6 %
Total Project Cost	\$5,732,995.00	100 %

Non-Federally Funded Projects *

Total Project Cost

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

	Percent of Project Cost
Minimum Program Match Requirement:	50%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$5,416,871.00	6/1/2022
Sponsor Funds	\$166,124.00	6/1/2021
Total Match Funds:	\$5,582,995.00	97 %

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	\$150,000.00	3 %

Project Budget Summary		
Total applicant matching funds:	\$5,582,995.00	97 %
Funding request to ODA:	\$150,000.00	3 %
Total Project Cost:	\$5,732,995.00	100 %

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.

Yes No

* In accordance with **OAR 738-124-0045(3)(b)** "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."

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Please describe those pre-agreement expenditures.

Related Document Uploads

Description	Upload
Project Sketch	https://odae-grants.com/_Upload/14374_1101011-MFRScopingExhibit-GAApronExpansion.pdf

Miscellaneous Uploads: 2022 General Aviation Apron Expansion Phase I

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File Repository

CIP Letter

[14380_1101013-OR-2021-5Year
CIPMemoMedford\(MFR\).pdf](#)

Person:Amber Judd
Date:9/15/2021

Final Report

(You must upload your Final Report prior to closeout)

[Click here to generate the Final Report form](#)

Upload

Internal Review Sheet

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Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
Project Category	Assistance with FAA AIP grant match	15
Is there an existence of Airport Zoning?	Yes	5
MINIMUM Match Percentage:	50 %	50
Total applicant matching funds:	\$5,582,995.00 / 97 %	47
Funding Request to ODA:	\$150,000.00 / 3 %	
Total Project Cost	\$5,732,995.00 / 100 %	

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?

Staff Entry	Review Score
1	5

The infrastructure built with this project will support new hangar facilities which will allow Oregon business owners to travel more freely throughout the state.

Does the proposed project result in an economic benefit to the state?

Staff Entry	Review Score
1	5

The economic benefit to the state is the addition of based aircraft within the state, resulting in increased tax revenue. Additionally, the project creates jobs, both locally and externally, which will help generate revenue through local and state taxes.

Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?

Staff Entry	Review Score
0	0

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

Design of the project is anticipated to be completed in spring 2022 to receive a 2022 FAA discretionary grant. The project is listed on MFR's CIP letter and is planned for 2022 construction.

Does the project have any unique construction-readiness, project implementation issues, or possible delays?

Staff Entry	Review Score
1	-10

Design of the project is anticipated to be completed in spring 2022 to receive a 2022 FAA discretionary grant. The project is listed on MFR's CIP letter and is planned for 2022 construction.

Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?

Staff Entry	Review Score
1	5

The useful life expectancy of the newly constructed pavement will be a minimum of 20 years.

Does the project eliminate current deficiencies listed in the current OAP?

Staff Entry	Review Score
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0	0

Does the project modernize the airport by exceeding state or federal minimum standards as stated in the current Oregon Aviation Plan and identified by the Federal Aviation Administration Advisory Circulars or other regulations?

Staff Entry	Review Score
0	0

Does the project prevent future deficiencies and preserve the existing facilities?

Staff Entry	Review Score
1	5

MFR currently has a waiting list of 16 individuals for hangar space. This project will build the infrastructure to allow for development of the hangars. The FAA accepted Master Plan shows the based aircraft to increase by 27% through 2040. This anticipated growth has potential to increase the hangar wait list or prevent tenants from basing their aircraft at MFR.

Does this project increase the financial self-sufficiency of the airport?

Staff Entry	Review Score
1	5

The Airport provides access to all businesses in the region and is key to the economic vitality and health of the region. The project will provide the infrastructure necessary to build hangars thus increasing tax revenue, fuel sales, and the economic self-sufficiency of the airport. Phase I of the project will support up to nine (9) new hangars and Phase II is anticipated to add an additional twenty-two (22) hangars for a total of thirty-one (31). The project will develop 11 acres of the airport with approximately 4 acres of revenue generating area.

Does the project have local support?

Staff Entry	Review Score
1	5

Yes. The Airport continues to enjoy tremendous support from the County Commissioners, surrounding cities, the Chamber of Commerce, our FBOs, local businesses and other partners throughout the region.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
152		152		