



# ROGUE VALLEY International MEDFORD AIRPORT

**Rogue Valley International-  
Medford Airport**

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December 19, 2025

**State Aviation Board  
Oregon Department of Aviation**

**SUBJECT: REQUEST APPROVAL TO REVISE COAR-2025-00003  
ROGUE VALLEY INTERNATIONAL-MEDFORD AIRPORT**

Dear Board Members,

Jackson County respectfully requests approval to revise the COAR-2025-00003 grant application from Corporate Apron Rehabilitation, Taxilane Reconstruction and RON Apron to RON Apron Improvements.

During the application process MFR had initially planned to design and construct the Corporate Apron and RON Apron projects as one cohesive project. The two aprons are geographically adjacent to each other and were planned as an FAA funded project. During initial design efforts, it became evident that construction of the corporate apron was going to be delayed to the following year due to issues with the new AIP grant language and Jackson County's inability to execute a grant in 2025.

MFR has a strong need for additional parking space adjacent to the terminal apron. The RON aircraft parking is at capacity and requests from airlines for RON availability have become a regular occurrence. The RON apron project is also an enabling project for the upcoming terminal expansion project, making it imperative to construct as soon as possible. MFR made the difficult decision to separate the two projects, advance the RON through the design process, and fund construction of the RON Apron project with airport revenue (outside of an AIP grant). This change obviously affects our COAR-2025-00003 grant. We are requesting that the 2025 COAR grant reflect only the RON apron project, and request that it be funded as a Priority 2 (resiliency project with no federal funding).

Associated with the change, answers to the application sections are provided below:

**Project Summary:** Construct New RON Apron by reconfiguring some existing Apron pavement and expanding new pavement into an adjacent unpaved area.

**Project purpose and description:** Project will provide additional parking space for up to four narrow-body commercial jet aircraft. Overnight storage for commercial aircraft has become 100% occupied and the new space will allow MFR to accommodate multiple requests from the airlines for RON parking availability. In addition, the project improvements will provide essential commercial aircraft parking space when the existing apron is under construction during the upcoming terminal expansion project proposed at MFR.

**Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan?** As identified in Table 5-40: Facilities 6 of the OAP. MFR is deficient in the apron storage objective. Additional RON parking spaces will boost MFR's ability to keep up with airline demand and provide more destination options for travelers coming through the airport. MFR is a feeder airport to hub airports.

**Does the project prevent future deficiencies and preserve the existing facilities?** Portions of MFR's RON apron are preserved with rehabilitation and reconstruction efforts. At the end of the project, it is anticipated that the pavements will be able to serve in their existing capacity for another 10 to 20 years.

**Does the project increase the financial self-sufficiency of the airport?** The project provides more opportunity for commercial airlines to utilize MFR Passenger terminal. MFR's financial stability relies heavily on the passengers boarding commercial aircraft.

**Does the project have local support?** 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.

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?  
The project provides an opportunity for additional RON parking, which increases flight availability and/or destinations for business travelers coming through MFR's terminal. More flight options result in more competition, lower ticket prices, and easier access to desired business destinations.

Does the proposed project result in an economic benefit to the state? The project provides an opportunity for the airlines to offer more flight options to the traveling public. Increased flight options bring an increase in travelers to the region for business and recreation. Employees needed to support increased business activity will increase the tax base bringing more economic benefit to the state. Recreational travel supports the tourism industry which brings more revenue into the state.

Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system? MFR is a feeder to large hub airports. The general travel routine is for passengers to start their day flying from MFR to make connecting flights at larger hubs or end their day coming back into MFR. These travel patterns result in a high demand for overnight storage of aircraft. When MFR is not able to accommodate overnight parking, airlines adjust their schedules which limit their ability to have aircraft staged for the first or last flights of the day. Air transportation is measurably improved when aircraft storage and staging is able to meet the needs of the travelling public.

Is proposed project ready for construction or implementation within six months of grant execution? Project design is complete and contractor is ready to proceed. Once spring 2026 weather begins to cooperate, construction activities will begin.

Does the project have any unique construction-readiness, project implementation issues, or possible delays? Due to completion of our stormwater facility in 2021, the existing and additional impervious areas have already been consulted with NMFS, hence will not be subject to their excessive review timeline. Due to this unique advantage, MFR was able to complete the environmental approval proves in November 2025.

Does the proposed project have a useful life expectancy that offers maximum benefit to the state? RON apron and any reconstructed pavement sections will have 20-year life expectancy. Rehabilitated areas are expected to extend their life by a minimum of 10 years.

Please describe those pre-agreement expenditures. Design and environmental have already been completed. Consultant costs are not included in the project budget as it is for construction only.

Our COAR-2026-0036 application was submitted for the Corporate Apron project with anticipation that the grant description revision for COAR-2025-00003 would be accepted by the board. We do not intend to apply two grant agreements on the same project scope. If this revision is not accepted, then we will not execute our 2026 grant, assuming it scores high enough for award.

Given the circumstances described above, we respectfully request approval to revise our grant application to reflect this necessary adjustment. We appreciate your consideration and look forward to your response. Please let us know if any additional information is required.

Here is a breakdown of funding between the original and revised project:

	Original Project	Revised Project
FAA Funds	\$10,787,395	\$0
ODAV COAR Funds	\$150,000	\$150,000
Sponsor Funds	\$3,062,605	\$3,384,654
<b>Total Project Cost</b>	<b>\$14,000,000</b>	<b>\$3,534,654</b>

Sincerely,  
**JACKSON COUNTY**



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