



## Connect Oregon 10 Project Grant Application

To ensure you have current program information, sign up for the [Connect Oregon electronic mailing list](#).

The *Draft Grant Agreement* and *Frequently Asked Questions* are available on the [Connect Oregon website](#).

You must complete all required fields and upload required documentation for your application to be eligible to compete.

You can save your progress via the 'Save' button in the lower right corner of the page and revisit this form as you go.

**Applications must be received by 5:00 pm on Friday, March 27, 2026.**

**Application ID**  
Region 3 Aviation

### 1. Applicant information

*Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity. The authorized representative is someone who is authorized to make decisions and sign a funding agreement with ODOT should your project be chosen for funding.*

**Entity/Organization/Company Name**  
Jackson County/Rogue Valley International-Medford Airport

**Address**  
1000 Terminal Loop Parkway, Suite 201, Medford, Oregon 97504

**Website address**  
<http://jacksoncountyor.gov>

**Contact person name**  
Amber Judd

**Contact person title**

Airport Director

**Email**

juddaj@jacksoncountyor.gov

**Phone**

(541) 776-7222

**Authorized representative name, if different from the applicant contact**

Amber Judd

**Authorized representative title**

Airport Director

**Phone**

(541) 776-7222

**Email**

juddaj@jacksoncountyor.gov

## 2. Entity type

**Entity type**

Public

**Business registry number**

**We recommend saving your application now.** Click the save button to do so.

## 3. Project name and location

*The project name should be brief, and clearly describe the project. The name you provide will be used in summary reports and other published materials. The project location should include county and state, and if applicable, the city where the project is physically located. Provide GPS coordinates (latitude and longitude).*

**Project name**

MFR Terminal Expansion - Phase 1

**Check this box if the project address is the same as the address listed above.**

Yes

**Project address (same as previously entered)**

1000 Terminal Loop Parkway, Suite 201, Medford,  
Oregon 97504

**Project address, (or nearest street intersection or landmark)****Latitude (degrees and decimal)**

42.36879

**Longitude (degrees and decimal)**

-122.87428

*To find the latitude and longitude, you can use Google Maps or other mapping service. Within Google Maps, you can right-click on the location of the project, select "What's here?", to get the address and the coordinates.*

*For example, the State Capitol Building's coordinates are 44.938422, -123.030740, thus 44.938422 goes into the Latitude box, and -123.030740 goes into the Longitude box.*

**4. Mode**  
Aviation

**5. Connect Oregon region**  
Region 3

#### **6. Brief summary of project**

MFR Terminal Expansion - Phase 1 will expand the existing terminal to solve existing capacity deficiencies, reduce stress on the building and systems, increase accessibility, improve efficiency, and accommodate future growth.

#### **7. Project purpose and description**

Since the terminal was built in 2009, our passenger numbers have almost doubled. In 2009 we had less than 600,000 passengers and in 2025 we served 1.1 million people. 2026 numbers are already 6% higher than last year. This rapid growth has put tremendous strain on the facility and its various systems, as it was not designed to accommodate the number of passengers nor the size of aircraft that utilize and serve the airport today. In 2023-24 the airport completed a concept and budget report (CBR) that looked at current service levels as well as forecasted growth. That plan identified several deficiencies in our existing facility to meet existing demand, primarily post-security space and the need for two baggage carousels both outbound and inbound, with no room for growth. Not only does the existing facility fail to meet existing demand, the CBR projects passenger counts to double by 2042.

Phase 1 of the project includes a new post-security concourse, 6 passenger boarding bridges, improved and accessible restrooms and security egress doors, a new bag claim area and inbound baggage system, replacing our existing outbound make-up device and installing a second device, and adding more concession space and other amenities for passengers. Phase 1 has independent utility and will relieve the most pressing constraints.

Future phases will include additional ticket counter and airline office space, as well as an expansion of the TSA checkpoint to add a 4th screening lane and update the interior of the existing facility. This work will be completed as funding becomes available.

The Airport's positive economic impact on Southern Oregon is tremendous, and this expansion serves as the catalyst for sustained economic development throughout the region. The economic impact of MFR, directly and indirectly, is estimated at over \$327 million annually. When you include the impact of tourists visiting the region via commercial air service or general aviation visitors, that impact increases to more than \$576 million. When you consider the economic impacts of airport construction projects, the total annual impact is estimated to be \$605 million. (This information was taken from a 2016 Oregon Department of Aviation study in the Oregon Aviation Plan v6.0 pulled from the ODAV website. As this study is now 10 years old, it is very likely that the economic impacts are significantly greater today.)

The Southern Oregon region and the entire state benefit from a safe, reliable and efficient airport. This project supports the people who live and work here by connecting them with people, places, and opportunities. It supports local businesses by enabling growth, providing vital connectivity to the world, and helps them attract employees with the skills they need.

#### **8. Useful life (years)**

40 per the Federal Aviation Administration (FAA) AIP Handbook, as well as the American Society of Civil Engineers 2021 Infrastructure Report Card. The building itself may have a longer useful life, but it's systems will require updates.

#### **9. Project schedule**

Answer whether milestones above have been met; fill in projected start and completion dates. For planning purposes, we anticipate executing funding agreements within 3 months of projects being awarded by the

Oregon Transportation Commission. Funding agreements are anticipated to be executed in Summer 2022, with construction needing to begin within one year from agreement execution, and be completed within three years of execution. Project schedule should demonstrate how the project will meet this requirement. Milestones 4 and 5 should reflect the dates the plans are ready and a construction contract is awarded for the first construction contract to complete the project.

- Scoping and planning means the development of the project size and scope, determination of operational requirements, and required public comment periods.
- Right-of-way and land acquisition means the process of securing land for the project site, including purchases, leases, eminent domain/condemnation, and the acquisition of required easements.
- Permits means the process of securing any required permits, approvals, or permission from any local, state, or federal agency.
- Final plans/bidding engineering documents means the development of any structural or operational documents required to advertise and build the project.
- Construction contract award means the securing of a contract to build, install, or otherwise prepare the project for operations or use.
- Project completion means construction or installation is complete and the project is ready for operation or use.

<b>Milestone 1: Scoping and planning</b>	<b>Has the milestone been met?</b> Yes	<b>Projected start date of milestone work</b> 9/1/2023	<b>Projected milestone completion date</b> 9/30/2024
<b>Milestone 2: Right of way and land acquisition</b>	<b>Has the milestone been met?</b> Yes	<b>Projected start date of milestone work</b>	<b>Projected milestone completion date</b>
<b>Milestone 3: Permits</b>	<b>Has the milestone been met?</b> No	<b>Projected start date of milestone work</b> 8/13/2027	<b>Projected milestone completion date</b> 11/12/2027
<b>Milestone 4: Final plans/bidding engineering documents</b>	<b>Has the milestone been met?</b> No	<b>Projected start date of milestone work</b> 3/30/2026	<b>Projected milestone completion date</b> 12/17/2027
<b>Milestone 5: Construction contract award</b>	<b>Has the milestone been met?</b> No	<b>Projected start date of milestone work</b> 2/4/2026	<b>Projected milestone completion date</b> 6/26/2026
<b>Milestone 6: Project completion</b>	<b>Has the milestone been met?</b> No	<b>Projected start date of milestone work</b> 8/13/2027	<b>Projected milestone completion date</b> 8/29/2029
<b>10. Will the project's construction schedule be constrained by environmental considerations (bird-nesting, fish-spawning seasons, temperature or weather)?</b> No	<b>If yes, then please explain and provide limitation dates</b>		

**11. Who was responsible for determining the project schedule and what is their level of expertise? (i.e. city or consulting engineer, construction project manager, city staff, etc.)**

Tom Hall - Project Controls Consultant, brings 33 years of experience in developing and managing project schedules from both contractor and consultant perspectives, with integrated expertise in construction cost estimating to ensure accurate and achievable timelines.

Geoff Chevlin – Project Architect - 36 years of experience delivering complex projects—from concept through closeout—including aviation and terminal expansions, with strong design and technical expertise.

## **12. Project property control**

*Property used for a Connect Oregon project must be committed for such use for 20 years following construction. If the property is not yet secured, describe the steps and timeline to complete the transaction(s). Note: All property transactions must be completed 60 days prior to OTC final selection of projects.*

**Identify the method of control for project property**

Wholly or partially owned by applicant

**Provide the steps and timeline to complete the acquisition or lease transactions:**

**13. Describe any project risks or barriers to being ready for construction and your plan to address the risks/barriers**

A key risk to construction readiness and schedule delivery is the uncertainty in permitting durations, which may vary based on agency workload and project complexity. Permitting is likely to be a critical path item. To mitigate this risk, the project will pursue a phased permitting approach, allowing early work packages (e.g., site preparation and utilities) to proceed while later design elements are finalized. The team will also engage permitting agencies early, hold pre-application meetings, and track comments closely to reduce review cycles. Schedule contingencies will be included to account for delays.

The Construction Manager/General Contractor (CM/GC) is engaged early—during the schematic design phase—to review design, constructability, cost, and schedule. This early collaboration helps improve project quality, permitting process and allows construction risks to be identified and mitigated proactively.

**14. Describe your public and stakeholder engagement process efforts**

Our public and stakeholder engagement process is integrated early and continuously throughout the planning and design phases. It started with our Master Plan and the public input and open house held, continued throughout the Terminal Area Plan and development of our CBR with stakeholder meetings and another public open house.

During design, we engaged with terminal tenants and airline partners by presenting initial design concepts and incorporating their operational feedback. We also distributed surveys to airport staff and other terminal tenant staff to capture a broad range of input and ensure their requirements were reflected in the design.

In addition, we conducted coordination meetings with concession stakeholders to understand their needs and preferences, helping inform the future layout and functionality of the terminal expansion. This collaborative approach ensures that the design aligns with the priorities of all key stakeholders and will continue throughout the project.

## **15. Public body approvals and permits**

Identify all public body approvals and permits needed to complete the project; indicate the status of each approval/permit. Add approvals/permits as needed. Below are descriptions of some possible approvals/permits that projects are subject to. Other potentially required permits may involve wetlands,

material sources, fish passage, airport clearance, railroad clearance, waterways and other federal, state and/or local requirements. All permits needed for construction must be secured within nine months following execution of a grant funding agreement.

- The National Environmental Policy Act (NEPA) applies whenever a proposed activity or action:
  - is proposed on federal lands;
  - requires passage across federal lands;
  - is to be funded – either entirely or in part – by the federal government; or
  - affects the air or water quality that is regulated by federal law.

When any one of these four conditions are present, the federal agency with the greatest expertise, regulatory authority, and capacity to manage the NEPA process for the proposed project becomes the lead agency for that project.

These actions are defined at [40 CFR 1508.1](#). The environmental review under NEPA can involve three different levels of analysis:

1. [Categorical Exclusion determination \(CATEX\)](#)
  2. [Environmental Assessment/Finding of No Significant Impact \(EA/FONSI\)](#)
  3. [Environmental Impact Statement \(EIS\)](#)
- Identify if in-water work permits are required for the project. More information can be found at the following website: <https://www.oregon.gov/dsl/ww/pages/permits.aspx>
  - Identify if United States Army Corps of Engineers (USACE) permits are required for the project. More information can be found at the following website: <https://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/Obtain-a-Permit/>
  - Coordination with Native American tribal representatives is often required prior to construction. Projects located along or crossing borders may require coordination with jurisdictions and/or state agencies in bordering states.

## Complete the following:

<b>NEPA Categorical Exclusion (CE)</b>	<b>Status</b> Completed	<b>Expected completion date</b> 1/3/2025
<b>NEPA Environmental Assessment (EA)</b>	<b>Status</b> Not applicable	<b>Expected completion date</b>
<b>Environmental Impact Statement (EIS)</b>	<b>Status</b> Not applicable	<b>Expected completion date</b>
<b>In-water work permit</b>	<b>Status</b>	<b>Expected completion date</b>

Not applicable

<b>Army Corps of Engineers permit</b>	<b>Status</b>	<b>Expected completion date</b>
	Not applicable	

<b>Coordination of project approval with any Native American tribe or another state</b>	<b>Status</b>	<b>Expected completion date</b>
	Not applicable	

## Any additional specific permits or approvals needed

<b>Specific permit or approval needed</b>	<b>Status</b>	<b>Expected completion date</b>
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## 16. Planning and land use

*Demonstrate the project’s compliance with land use documents identified below or describe how you will achieve compliance. Add any additional planning/land use efforts that are not listed. A limited land use decision must be complete within six months of the execution of a grant funding agreement. If the use is not permitted outright and/or requires a land use decision to be a legally allowable use on the site, the land use decision must be complete 60 days prior to the OTC’s final action to select projects.*

- *A Transportation System Plan (TSP) is a plan for one or more transportation facilities planned, developed, operated, and maintained in a coordinated manner to supply continuity of movement among modes, and within and between geographic and jurisdictional areas.*
- *Comprehensive Plan means a generalized, coordinated land use map and policy statement of the governing body of a local government that interrelates all functional and natural systems and activities relating to the use of lands, including but not limited to sewer and water systems, transportation systems, educational facilities, recreational facilities, and natural resources and air and water quality management programs.*
- *A Regional Transportation Plan (RTP) is a 20-year plan prepared by a Metropolitan Planning Organization (MPO) that identifies needed transportation projects and funding sources.*
- *A zoning amendment is a formal changing of the land use, which requires approval and adoption by the pertinent local government.*
- *A Goal Exception is a decision to exclude certain land from the requirements of one or more applicable statewide goals. (See our [list of Statewide Planning Goals](#))*

<b>Identified in adopted transportation system plan (TSP)</b>	<b>Status</b>	<b>Expected completion date</b>
	Not applicable	

<b>Identified in adopted local comprehensive plan</b>	<b>Status</b>	<b>Expected completion date</b>
	Not applicable	

<b>Identified in adopted regional transportation plan</b>	<b>Status</b>	<b>Expected completion date</b>
	Not applicable	

(RTP)

<b>Requires amendment to local zoning to change the use of the property</b>	<b>Status</b> Not applicable	<b>Expected completion date</b>
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<b>Goal exception (if required by state planning goals)</b>	<b>Status</b> Not applicable	<b>Expected completion date</b>
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<b>Identified in public or corporate planning document</b>	<b>Status</b> Completed	<b>Expected completion date</b>
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## Any additional planning or land use efforts not specified above

Planing/land use effort	Status	Expected completion date
FAA Airport Master Plan and Airport Layout Plan	Completed	
MFR TERMINAL EXPANSION CONCEPT AND BUDGET REPORT	Completed	

**17. Planning/land use narrative**  
NA

### 18. Project budget

As the Connect Oregon program is intended to support Oregon's economy, we would generally encourage grant recipients to contract out the work to the private sector. While grant recipients may need to perform some specialized work in-house, please confirm your plans with the Connect Oregon program office following grant award. Private sector recipients should review the sample grant agreement clarifying what is not allowed around "related parties." No additional Connect Oregon funds will be available; grant recipients who are awarded funds will be responsible for any additional project costs and will be held to completing the scope of work in their funding agreement.

**The Connect Oregon program is a reimbursement program. Grant recipients will be required to pay its consultants/contractors/vendors prior to seeking reimbursement from the Connect Oregon program.**

**18a. Budgeted amount: land acquisition**  
\$0.00

**18b. Budgeted amount: permits, other public body approvals (application preparation/fees)**  
\$0.00

**18c. Budgeted amount: design/engineering**  
\$14,400,000.00

**18d. Budgeted amount: design/engineering contract administration**  
\$0.00

**18e. Budgeted amount: construction**  
\$90,000,000.00

**18f. Budgeted amount: construction contract administration**  
\$0.00

**18g. Budgeted amount: miscellaneous**  
\$10,000,000.00

**Subtotal**  
\$114,400,000.00

**Contingency**  
\$5,600,000.00

**Total project cost**  
\$120,000,000.00

**19. Who was responsible for determining the project budget and what is their level of expertise?**

- LEIBOWITZ & HORTON - Airport Financial Management Consultants
- Tom Hall - Project Controls Consultant - 33 years of experience in construction estimating, with contractor and consulting expertise, delivering accurate cost estimates across all project phases aligned with scope, schedule, and market conditions.
- Vistara Construction Services - Cost estimating consultant - Provides cost estimating services throughout the design process.

**20. Grant request/matching funds requirement**

Enter the grant request; the total project cost will come from question 18 above. The applicant match and match percentage will calculate automatically. An applicant must provide at least 30% of the project's funding or 50% for Class I railroads.

The amount of matching funds an applicant makes available is used in scoring your application. Should an applicant be chosen for funding, the commitment of matching funds shown in the application may not be reduced through the life of the project.

**Total project cost**  
\$120,000,000.00

**Grant request**  
\$5,000,000.00

**Applicant match (dollars)**  
\$115,000,000.00

**Applicant match (percent)**  
95.83%

**21. Please identify each source of matching funds you will use for the project**

Source	Amount	Date Available
AIP/AIG Grants	\$15,000,000.00	8/1/2028
AIP Grant	\$3,000,000.00	8/1/2029
Passenger Facility Charges (PFCs)	\$5,000,000.00	8/1/2027
Bonds	\$40,000,000.00	7/1/2027
Airport Funds	\$52,000,000.00	7/1/2027

**Economic Benefits**

**22. How does the project reduce transportation costs for Oregon businesses or improve access to**

### **jobs and sources of labor?**

This project provides direct benefits to Oregon businesses by reducing travel time, improving reliability, and expanding access to regional and national labor markets. As the only regional airport in Southern Oregon, MFR is a critical transportation asset for business travel, medical services, tourism, and workforce mobility.

The project addresses existing capacity constraints, reducing delays and congestion that increase travel time and cost for businesses. More efficient terminal operations allow airlines to maintain and expand service, improving schedule reliability and connectivity to major West Coast markets which leads to lower airfares.

During the past decade, Southern Oregon experienced approx. 25% growth in direct travel spend, generating millions in regional economic impact. This project ensures MFR can continue to support this demand while improving access to skilled labor and specialized services essential to employers, strengthening economic competitiveness and growth.

### **23. What are the specific economic benefits to this state that will result from this project?**

The Airport provides access to all businesses in the region, and its continued safe operation is key to the economic vitality and health of the entire area. The number of long-term, non-construction jobs created or retained as a direct result of the project is approx. 5,000. (The number is based on the number of state jobs shown in the Oregon Aviation Plan v6.0, with annual increases of 3%.)

Per the Oregon Department of Aviation 2025 Annual Report, the aviation industry's economic benefit to the state is \$29B and MFR is a large contributor. As a center of economic activity, tourists arriving via MFR contribute a great deal to the state economy, providing direct jobs and payroll benefits as well as sales/output.

This project will provide hundreds of millions of dollars in economic benefit to the state through increased and retained jobs, payroll impacts, project sales/spending, local business retention & growth both during the project and continuing after it's completion.

Without a modern and efficient commercial service airport in the region that is able to handle the expected growth, Southern Oregon will lose the ability to attract or retain vital businesses and a skilled workforce, and tourism will greatly decrease.

### **24. Describe how the project provides a critical link connecting elements of Oregon's transportation system, and how it will measurably improve utilization and efficiency of the transportation system.**

The expansion strengthens a critical link between Southern Oregon and the state's multimodal transportation system by improving air service connectivity to major West Coast hubs. The project enhances the existing aviation link by increasing terminal capacity, gate availability, and baggage processing efficiency, reducing congestion and delays. This improves utilization of commercial air travel and its integration with roadway, transit, rental car, and freight systems serving the Rogue Valley.

### **25. How does the project improve Oregon's transportation system efficiency and/or utilization?**

- Increases system capacity
- Relieves a bottleneck or congestion point
- Removes an existing barrier
- Reduces traffic or use conflicts
- Implements technology

### **Explain:**

The airport is currently operating at or near max capacity. The project improves Oregon's transportation

system efficiency and utilization by addressing terminal capacity constraints that limit passenger processing and airline operations. The project increases system capacity through expanded gates, larger holdrooms, additional concessions, and a larger baggage handling system, relieving congestion in the terminal facility.

The project will also provide the necessary space and equipment for all types of aircraft to operate efficiently at the airport. This increases our ability to attract new and/or additional air service thereby increasing our seat capacity and ability to serve additional passengers.

These improvements enhance the efficiency of commercial aviation in southern Oregon and strengthen the airport's role within the statewide transportation network

**Explain:**

The existing terminal often exceeds maximum capacity during peak travel times. This causes extreme congestion and limits movement throughout the terminal. Every area in the terminal and airside, including ticketing, the screening checkpoint & recomposure, holdrooms, restrooms, circulation corridors, baggage claim, rental car counters, retail and restaurant space, airline ground handling and baggage operations areas are congested leading to substandard service for employees and the public.

Phase 1 relieves many bottlenecks and congestion points by expanding holdrooms, recomposure and circulation space; adding restrooms, a mother's room & pet relief area, and additional concession options; providing a larger baggage claim area with two carousels for both in- and out-bound baggage; and improving aircraft parking and access to the terminal via boarding bridges. These enhancements improve passenger flow and reduce overcrowding.

**Explain:**

**Explain:**

The terminal expansion isn't just about more space, but also accessible space. The design of the building is focused on accessible restrooms, boarding bridges, mother's rooms, pet facilities, security egress exit lanes, accessible ramp instead of escalators, and additional options for concessions that reduce current restrictions for all passengers.

The overall passenger experience will be enhanced by removing the physical restrictions present in the existing terminal due to the space constraints and aging equipment, as well as improving the passenger flow and available amenities throughout the airport.

**Explain:**

Conflict currently exists when long queueing lines overlap into adjacent space, which cuts off or limits access to those spaces. This happens throughout the airport, impacting ticketing, TSA, aircraft boarding, rental cars and concessionaires, airline operations, our restrooms and baggage claim. Providing the appropriate space for each is a major part of our project.

The addition and improvement of gates is anticipated to attract new airlines and new routes with existing airlines resulting in incremental affordable options for passengers. At the same time, the expanded space and amenities will reduce overcrowding and provide efficiency in airport operations for the airport, our tenants and stakeholders, and the passengers who utilize MFR.

**Explain:**

**Explain:**

Implementation of modern terminal technologies are found throughout the project. Appropriately sized in-line baggage systems improve throughput, reliability, and utilization of existing air service. Modern security exit lanes will allow the removal of our current revolving doors, improving accessible, efficient movement of all types of passengers from the secure area out to the public area and baggage claim. New passenger boarding bridges allow for safe, comfortable, and accessible access between the terminal and aircraft. New, modern public address system will replace the outdated and malfunctioning existing system, which is currently causing operational issues.

**Explain:**

## Additional Questions

**26. a) How is success measured for this project (include methodology for calculation)?**

Success is measured by increased annual seat capacity and passenger numbers. Seat capacity is determined by the available seats offered for sale by the airlines each quarter.

Passengers numbers are reported by every airline each month.

Outbound baggage is measured by " LF of Effective Make-Up Frontage". Success is achieved when available make up cart presentation meets or exceeds calculated peak demand without cart overflow.

Inbound baggage is measured by LF of Passenger Claim Frontage.

**b) What is the existing measurement today?**

2025 Seat Capacity was 52,202. 2025 Passenger Total was 1,100,027. Outbound baggage 130 LF existing. Inbound baggage 96 LF existing.

**c) What is the anticipated measurement when the project is fully operational?**

We anticipate a 3-4% increase in both capacity and passenger numbers once the project is complete. Outbound baggage 260 LF anticipated. Inbound baggage 240 LF anticipated.

**27. Does the project improve an existing transportation connection or add a new connection to an industrial oremployment center?**

Yes

**If yes, check all that apply.**

The project improves an existing connection

**28. This project improves or creates access to:**

Industrial center

Employment center

This project provides access to a site certified as 'Project Ready' by the Oregon Business Development Department.

**Name of the Industrial Center**

Portland, Oregon

**Name of the employment center**

Rogue Workforce Center; Oregon Employment Department

**Name of the certified "Project Ready" site**

White City, Oregon

**29. Does the project improve safety?**

Yes

**Explain. Please note the number and type of incidents (fatal accident, injury accident, property-damage accident, crime, or other) within a specified timeframe.**

Although our airline partners don't keep stats on the numbers, they all

agree that the current configuration of our baggage handling system presents several operational and safety concerns. Limited space restricts movement for both vehicles and personnel. Baggage accumulates quickly, resulting in overcrowding and congestion which leads to collisions, near-misses and ergonomic injuries.

**30. Does the project serve one or more of Oregon's Statewide Business Clusters? Check all that apply.**

- Agriculture
- Food Processing
- Forestry and Wood Products
- Tourism
- Aviation
- Manufacturing
- Education Services and Technology
- Athletic & Outdoor
- Electric Vehicles and Sustainable Transportation
- Energy Efficiency
- Creative Industries

**Provide detail on the Business Clusters served.**

Harry and David, wineries (more than 150), Amy's Kitchen, Lillie Belle Artisan Chocolates, Rogue Creamery, Boise Cascade, Timber Products, Oregon Shakespear Festival, Britt Festival, Mt. Ashland Ski, Hellgate Jetboat Excursion, Lithia Motors, Care Stream, Kingsley Air Force Base, Work Sharp, NIC Industries, Cascade Fire, Masterbrand Cabinets, Playcraft Systems, Southern Oregon University, Rogue Community College, Oregon Institute of Technology, Asante, Providence, Rogue X, Lithia Driveway Fields

**31. Does this project benefit the Oregon economy by generating a net increase in or retention of long-term jobs (beyond short-term construction jobs) and/or increasing private investment in Oregon?**

Yes

## Untitled

- a) Number of long-term (non-construction) jobs created or retained as a direct result of the project: 5000
- b. Average annual wage of long-term (non-construction) jobs created or retained: 65000

**c. List up to 5 businesses that will verify job creation/retention or new private investment:**

Business Name	Name of contact person	Contact Person Phone
Jackson County	Amber Judd	(541) 776-7222

**d. What is the increase by these businesses in Oregon as a result of this project?**

Rogue Valley International-Medford Airport will invest \$455,000 in seven additional employees to operate and maintain the expanded facility. The amount of additional add cannot be determined as airport concessionaires are determined by a competitive bidding/proposal process which has yet to be completed.

### **Commitment Letter Acknowledgement**

Required for a yes answer. Commitment letters must be uploaded in section 35 and submitted with application. These letters must be from businesses or organizations stating their intention to operate in Oregon and detailing: the number of jobs created or retained over a specific period of time as a result of this project, and/or the amount of additional private investment that the entity would make in Oregon over a specified period of time as a direct result of this project.

### **e) Explain**

Rogue Valley International-Medford Airport intends to add at least seven additional employees to the 55 we currently have to support the operation and maintenance of the expanded terminal. We anticipate additional job creation and retention throughout the airport by our airline partners, existing and expected concessionaires, TSA, and the many business sectors that benefit from the Airport.

**32. Is the project located within 10 miles of a site Please explain for mining or processing aggregate that is allowed under ORS 215.213 (2)(d) or 215.283 (2)(b) on land that is zoned exclusive farm use? This is not common.**

No

## **33. Additional Considerations**

Briefly describe any expected project benefits or impacts in the outcome areas below. The examples and questions listed below are intended to help identify benefits and impacts, but are not meant to be exhaustive. Consider each topic below and describe the expected project benefit and/or other impacts identified, along with considerations and conclusions made regarding how to improve possible benefits and reduce possible impacts. Include benefits or impacts the proposed project may have on related aspects of the [Strategic Action Plan](#) (SAP). As climate and equity are central themes of the SAP, responses to these items are required, even if the impacts are minimal.

### **a) How does this project impact equity considerations?**

Improved accessibility for all Oregonians through upgraded restrooms, boarding bridges, and universal ADA design strategies. Enhancements support populations with equitable circulation, ramps in place of escalators, and replacement of outdated revolving doors with more accessible exit lanes. Creates long-term jobs directly and indirectly for all populations through expanded concessions opportunities, new air service option, and increased local business growth.

### **b) How does the project impact climate mitigation, adaptation and sustainability considerations?\***

The terminal expansion supports climate mitigation and sustainability through the use of efficient HVAC and LED lighting, reducing energy use and emissions. Passive design elements—such as high-performance envelope, exterior shading device, and daylighting—lower heating, cooling and electrical loads. Integrated resilient measures include wildfire smoke filtration, full terminal backup power, and seismic design. Enhanced indoor air quality, and sustainable materials further improve performance.

## **34. Maintenance and Operations**

**What is the source/are the sources of funds for the continued maintenance and operation of the project for the useful life of the project?**

The Medford Airport generates sufficient annual revenue to fund the maintenance and operation of this project through airline rates and charges, parking fees, concessions, leases, advertising, etc... The completed project will have additional concession space, as well as leasable office and storage space to generate additional revenues.

**What is the status of these funds?**

Secured (available now)  
Budgeted (committed for future)

**Describe the steps remaining to commit maintenance and operations funding for the useful life of the project?**

Future budget approval for additional FTE necessary to operate and maintain the expanded facility.

**Have you had previous Connect Oregon grant awards?**

Yes

**Which cycle(s)?**

Connect Oregon I  
Connect Oregon II  
Connect Oregon III  
Connect Oregon IV  
Connect Oregon V  
Connect Oregon VI  
Connect Oregon 8  
Connect Oregon 9

**What was the total award?**

\$14,941,169.00

**35. Documentation**

**Property Ownership, land lease/control**

3. ALP-260225.pdf

**Letters of support**

Letter of Support for Airport Expansion - Asante.pdf  
SORED I Support Letter.pdf

**Secretary of State Business ID**

**Site Plans, if available**

Attachment G - Preliminary Concept Design Drawings.pdf

**Planning/Permitting Documents**

12.Terminal Area Plan-260225.pdf  
MFR Terminal Expansion CatEx Final-Signed.pdf

**Commitment Letters**

Commitment Letter\_Airport Job Creation.pdf

**Miscellaneous**

**36. Authorizations and Signatures**

**Please read and check all boxes**

By checking this box, I certify that above-mentioned Applicant Organization supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Connect Oregon funds. I further certify that matching funds are available or will be available for the proposed project no later than 60 days prior to the Oregon Transportation Commission’s final action on grant awards, anticipated to be in September or November 2024. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project.

By checking this box, I certify that all of the content of this application is true to the best of my knowledge and that I have read the Sample Draft Agreement and will sign the Agreement if selected. I understand that non-compliance with the agreement and program may result in a cancelled project and return of grant funds.

By checking this box, I certify that per Oregon Administrative Rule (OAR) 731-035-0050(2)(b), as a condition of Connect Oregon program eligibility, applicants must be current on all state and local taxes,

fees and assessments where applicable. Inasmuch, as an authorized representative, I declare, that MY ORGANIZATION, is to the best of the undersigned(s) knowledge, current on all Oregon state and local taxes, fees and assessments. As a continuing requirement to remain eligible, I understand that MY ORGANIZATION will remain current on all Oregon state and local taxes, fees and assessments and failure to comply with this rule may result in corrective action up to and including a determination of ineligibility for Connect Oregon funding. I further understand that Connect Oregon funds may be withdrawn should it be determined that this certification was signed falsely or in error, or that MY ORGANIZATION has become delinquent in its state and local tax, fee or assessment obligation.

**Signature of authorized representative**

A handwritten signature in black ink that reads "Amber Judd". The signature is written in a cursive, flowing style.

***The Connect Oregon program is a reimbursement program. Grant recipients will be required to pay its consultants/contractors/vendors prior to seeking reimbursement from the Connect Oregon program.***

Statute:

(c)(A) "Transportation project" means a project or undertaking for rail, marine or aviation capital infrastructure, including bridges, or a project that facilitates the transportation of materials, animals or people.

(B) A transportation project does not include costs associated with operating expenses.

(3) In selecting transportation projects, the commission shall consider:

(a) Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor;

(b) Whether a proposed transportation project results in an economic benefit to this state;

(c) Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system;

(d) How much of the cost of a proposed transportation project can be borne by the applicant for the grant from any source other than the Connect Oregon Fund;

(e) Whether a proposed transportation project is ready for construction;

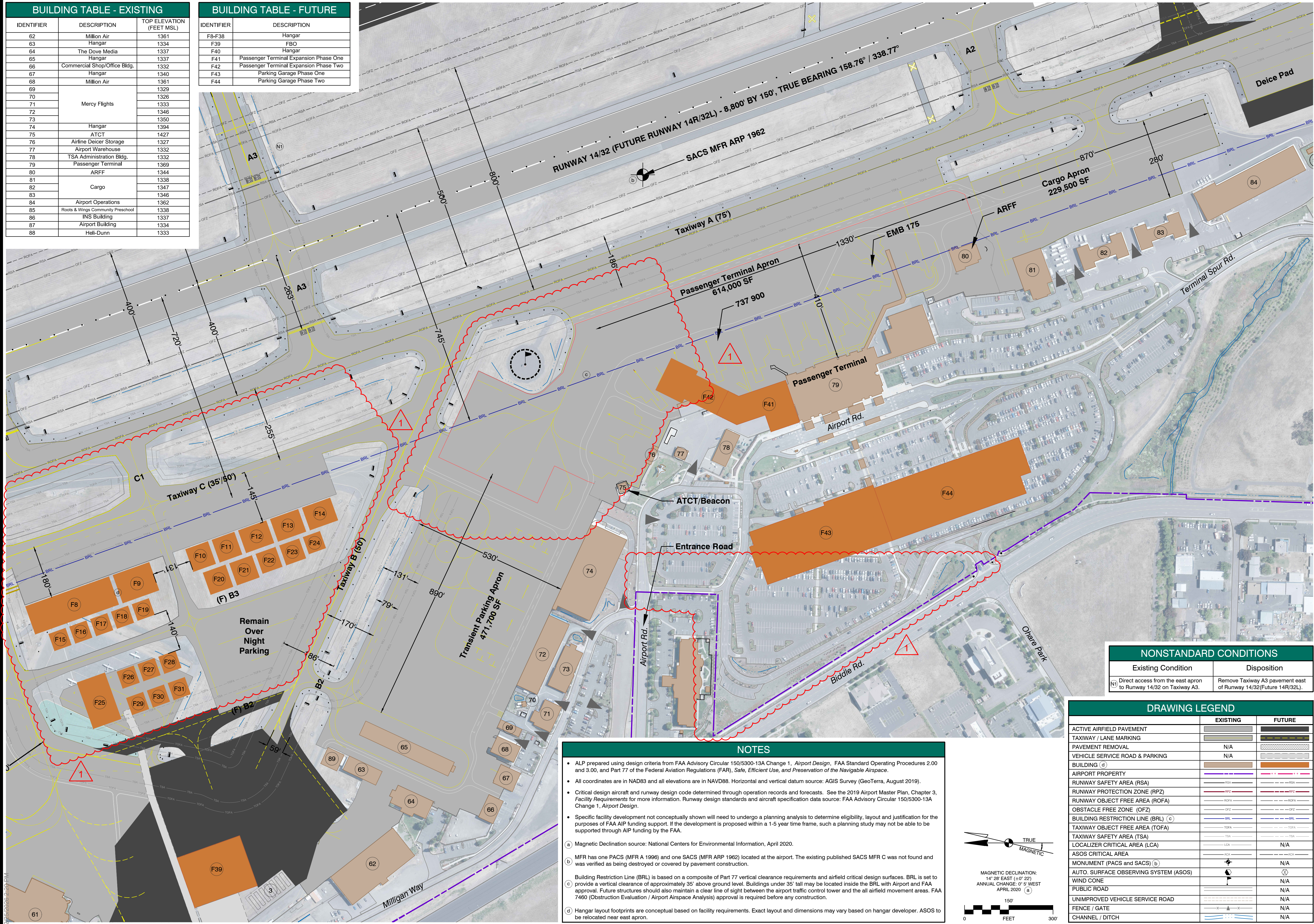
(f) Whether a proposed transportation project has a useful life expectancy that offers maximum benefit to the state; and

(g) Whether a proposed transportation project is located near operations conducted for mining aggregate or processing aggregate as described in ORS 215.213 (Uses permitted in exclusive farm use zones in counties that adopted marginal lands system prior to 1993) (2)(d) or 215.283 (Uses permitted in exclusive farm use zones in nonmarginal lands counties) (2)(b).



BUILDING TABLE - EXISTING		
IDENTIFIER	DESCRIPTION	TOP ELEVATION (FEET MSL)
62	Million Air	1361
63	Hangar	1334
64	The Dove Media	1337
65	Hangar	1337
66	Commercial Shop/Office Bldg.	1332
67	Hangar	1340
68	Million Air	1361
69		1329
70		1326
71	Mercury Flights	1333
72		1346
73		1360
74	Hangar	1394
75	ATCT	1427
76	Airline Deicer Storage	1327
77	Airport Warehouse	1332
78	TSA Administration Bldg.	1332
79	Passenger Terminal	1369
80	ARFF	1344
81		1338
82	Cargo	1347
83		1346
84	Airport Operations	1362
85	Roots & Wings Community Preschool	1338
86	INS Building	1337
87	Airport Building	1334
88	Heli-Dunn	1333

BUILDING TABLE - FUTURE	
IDENTIFIER	DESCRIPTION
F8-F38	Hangar
F39	FBO
F40	Hangar
F41	Passenger Terminal Expansion Phase One
F42	Passenger Terminal Expansion Phase Two
F43	Parking Garage Phase One
F44	Parking Garage Phase Two



**Mead & Hunt**  
 Mead and Hunt, Inc.  
 9800 NE Cascades Parkway,  
 Suite 100  
 Portland, OR 97220  
 phone: 503-548-1494  
 meadhunt.com

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47154. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

**ROGUE VALLEY INTERNATIONAL -  
 MEDFORD AIRPORT  
 AIRPORT LAYOUT PLAN**  
 Jackson County Airport Authority  
 1000 Terminal Loop Parkway  
 Medford, Oregon 97504

NONSTANDARD CONDITIONS	
Existing Condition	Disposition
(N) Direct access from the east apron to Runway 14/32 on Taxiway A3.	Remove Taxiway A3 pavement east of Runway 14/32(Future 14R/32L).

DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
TAXIWAY / LANE MARKING		
PAVEMENT REMOVAL	N/A	
VEHICLE SERVICE ROAD & PARKING	N/A	
BUILDING (d)		
AIRPORT PROPERTY		
RUNWAY SAFETY AREA (RSA)		
RUNWAY PROTECTION ZONE (RPZ)		
RUNWAY OBJECT FREE AREA (ROFA)		
OBSTACLE FREE ZONE (OFZ)		
BUILDING RESTRICTION LINE (BRL) (c)		
TAXIWAY OBJECT FREE AREA (TOFA)		
TAXIWAY SAFETY AREA (TSA)		
LOCALIZER CRITICAL AREA (LCA)		N/A
ASOS CRITICAL AREA		
MONUMENT (PACS and SACS) (b)		N/A
AUTO. SURFACE OBSERVING SYSTEM (ASOS)		
WIND CONE		N/A
PUBLIC ROAD		N/A
UNIMPROVED VEHICLE SERVICE ROAD		N/A
FENCE / GATE		N/A
CHANNEL / DITCH		N/A

**NOTES**

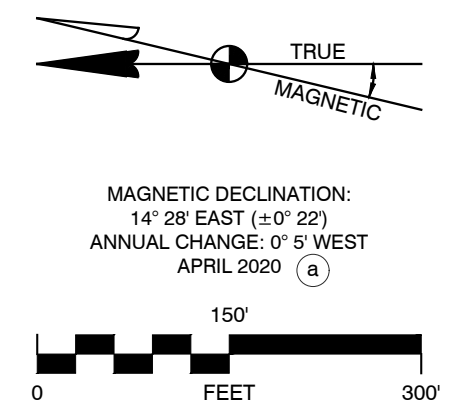
- ALP prepared using design criteria from FAA Advisory Circular 150/5300-13A Change 1, *Airport Design*, FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), *Safe, Efficient Use, and Preservation of the Navigable Airspace*.
- All coordinates are in NAD83 and all elevations are in NAVD88. Horizontal and vertical datum source: AGIS Survey (GeoTerra, August 2019).
- Critical design aircraft and runway design code determined through operation records and forecasts. See the 2019 Airport Master Plan, Chapter 3, *Facility Requirements* for more information. Runway design standards and aircraft specification data source: FAA Advisory Circular 150/5300-13A Change 1, *Airport Design*.
- Specific facility development not conceptually shown will need to undergo a planning analysis to determine eligibility, layout and justification for the purposes of FAA AIP funding support. If the development is proposed within a 1-5 year time frame, such a planning study may not be able to be supported through AIP funding by the FAA.

(a) Magnetic Declination source: National Centers for Environmental Information, April 2020.

(b) MFR has one PACS (MFR A 1996) and one SACS (MFR ARP 1962) located at the airport. The existing published SACS MFR C was not found and was verified as being destroyed or covered by pavement construction.

(c) Building Restriction Line (BRL) is based on a composite of Part 77 vertical clearance requirements and airfield critical design surfaces. BRL is set to provide a vertical clearance of approximately 35' above ground level. Buildings under 35' tall may be located inside the BRL with Airport and FAA approval. Future structures should also maintain a clear line of sight between the airport traffic control tower and the all airfield movement areas. FAA 7460 (Obstruction Evaluation / Airport Airspace Analysis) approval is required before any construction.

(d) Hangar layout footprints are conceptual based on facility requirements. Exact layout and dimensions may vary based on hangar developer. ASOS to be relocated near east apron.



DATE	BY	REVISIONS
2/25/25	JGL	1 AS-BUILT/ALP UPDATE

MBH NO.: 1013400-181031.01  
 DATE: NOVEMBER 2021  
 DESIGNED BY: MH  
 DRAWN BY: TE, DR  
 CHECKED BY: BM  
 DO NOT SCALE DRAWINGS

SHEET CONTENTS

**TERMINAL AREA PLAN**

SHEET NO.

**12 of 18**

NOT FOR CONSTRUCTION

P:\R\1000-CLIENT\0400CAD\DWG\ALP\2025 AS-BUILT\CAD FILES\MFR ALP LAYOUT.PLAN.DWG

# JACKSON COUNTY AVIATION AUTHORITY MFR AIRPORT TERMINAL EXPANSION

ADDENDUM 1 - 03/05/2026

ATTACHMENT G - PRELIMINARY CONCEPT DESIGN DOCUMENTS

NOT FOR CONSTRUCTION

02/04/2026

AEC PROJECT NUMBER  
20247010001

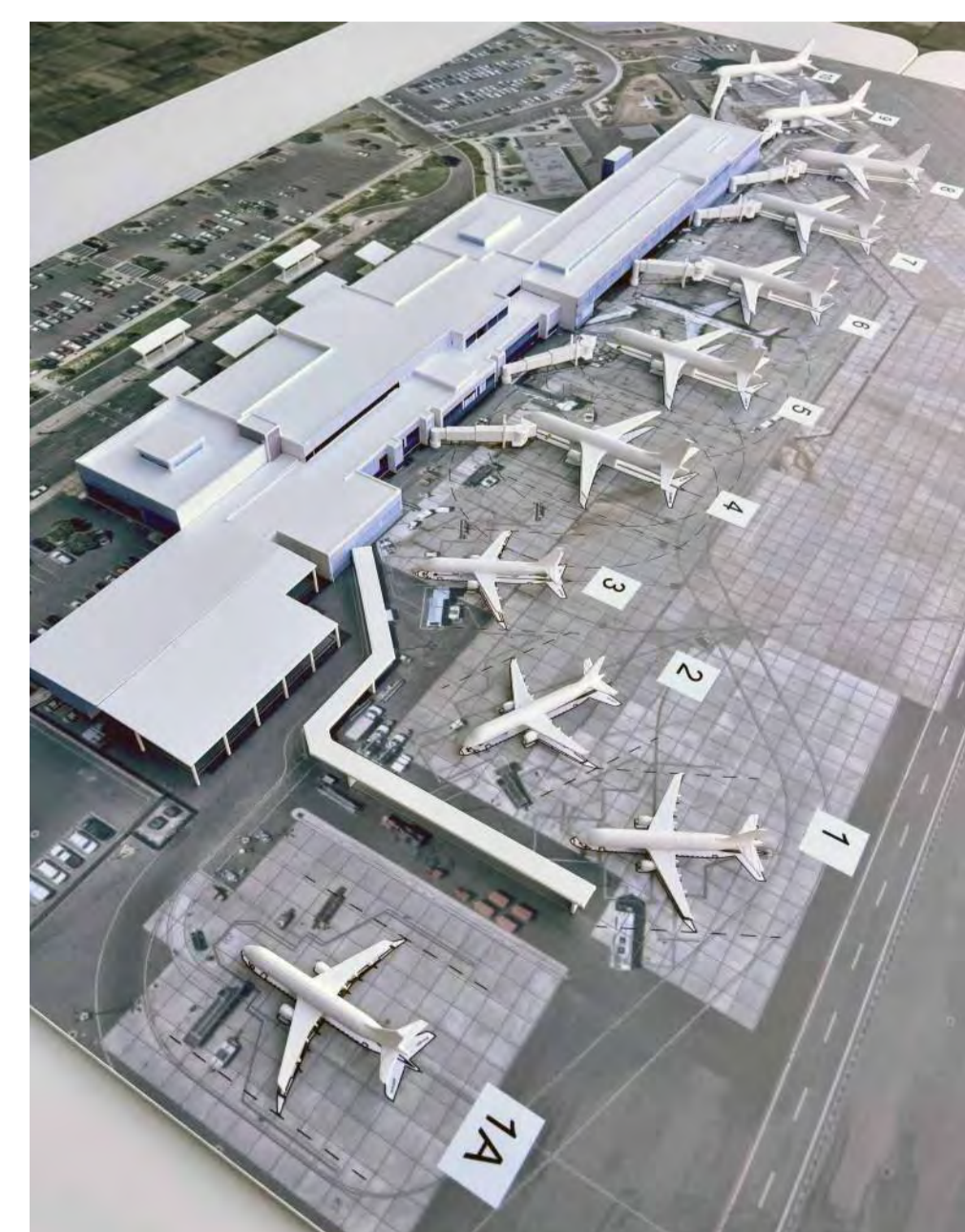
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1000 TERMINAL LOOP PARKWAY, SUITE 201  
MEDFORD, OREGON 97504



RS&H Oregon  
Architects - Engineers - Planners, P.C.  
4582 S. Ulster St., Suite 1100  
Denver, CO 80237  
303-469-9700  
www.rsandh.com  
Oregon Registration No. 0871AF



CONCEPT SHEET INDEX	
SHEET NUMBER	SHEET NAME
00 GENERAL	
G000	COVER SHEET
02 CIVIL	
C100	PHASE 1 - CONCEPT SITE PLAN
07 ARCHITECTURAL	
A100	MFR MASTER PHASING PLAN
A102	NEW FIRST LVL CONCEPT PLAN WITH EXISTING FIRST LVL
A103	NEW CONCOURSE LVL CONCEPT PLAN WITH EXISTING FIRST LVL

NOT ISSUED FOR  
CONSTRUCTION

3/2/2026 2:31:16 PM C:\Users\mianz\AppData\Local\Autodesk\Revit\2026\CollaborationCache\WRU287KVP25CLW59151c74da9-8250-4457-a06c-17eeff381180\02c10a-89b-4cdf-b01-66c59bdc42e.rvt

**REVISIONS**

NO.	DESCRIPTION	DATE
1	CMGC RFQ Addendum 1	3/5/2026

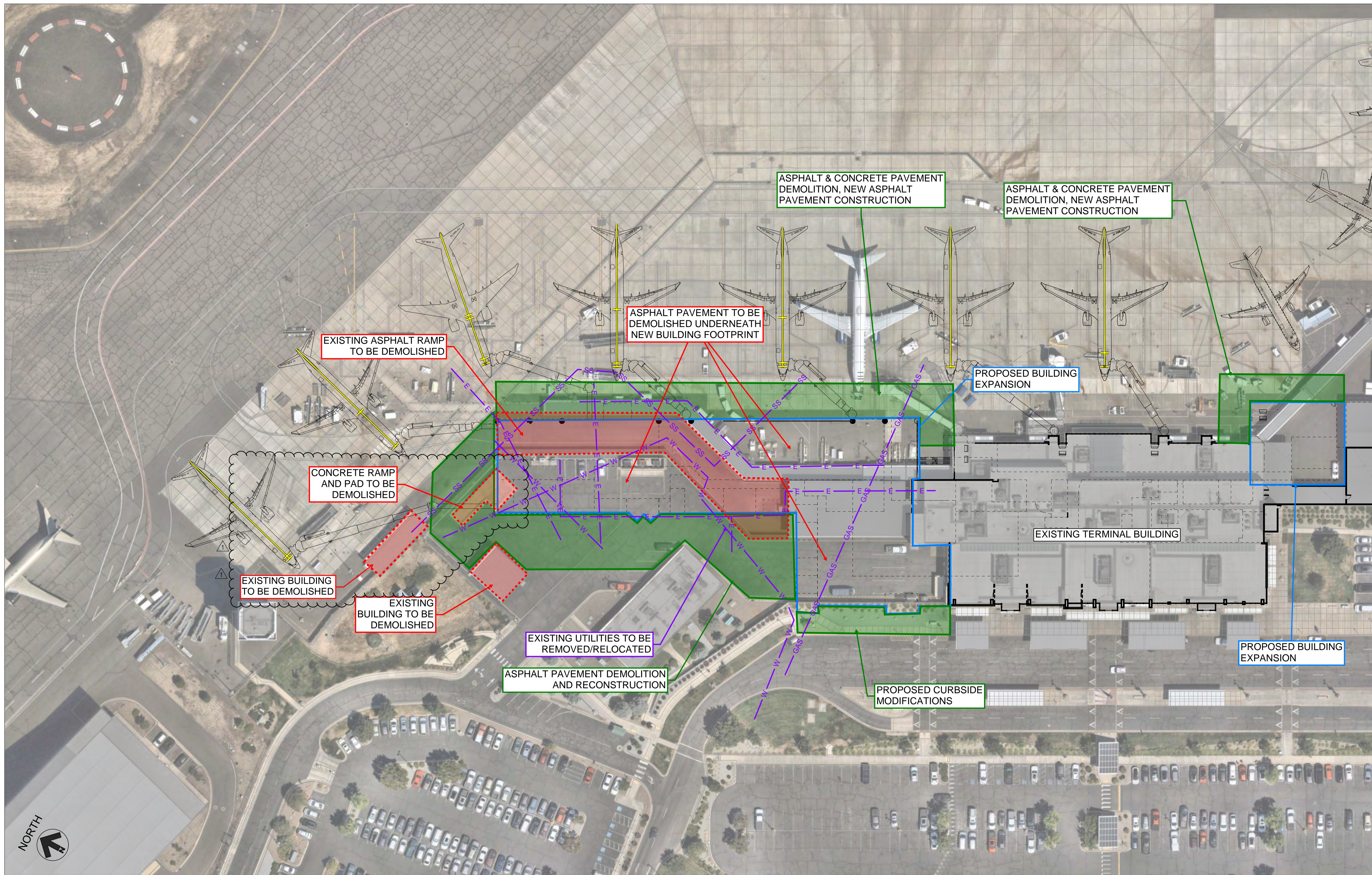
DATE ISSUED: 02/04/2026  
REVIEWED BY: Checker  
DRAWN BY: Author  
DESIGNED BY: Designer  
PROJECT NUMBER:  
20247010001  
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SEAL:

SHEET TITLE:  
**PHASE 1 - CONCEPT  
SITE PLAN**

SHEET ID:  
**C100**

PROJECT STATUS:  
NOT FOR CONSTRUCTION



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**REVISIONS**

NO.	DESCRIPTION	DATE
1	CMGC RFQ Addendum 1	3/5/2026

DATE ISSUED: 02/04/2026  
REVIEWED BY: Checker  
DRAWN BY: Author  
DESIGNED BY: Designer  
PROJECT NUMBER: 20247010001  
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SEAL:

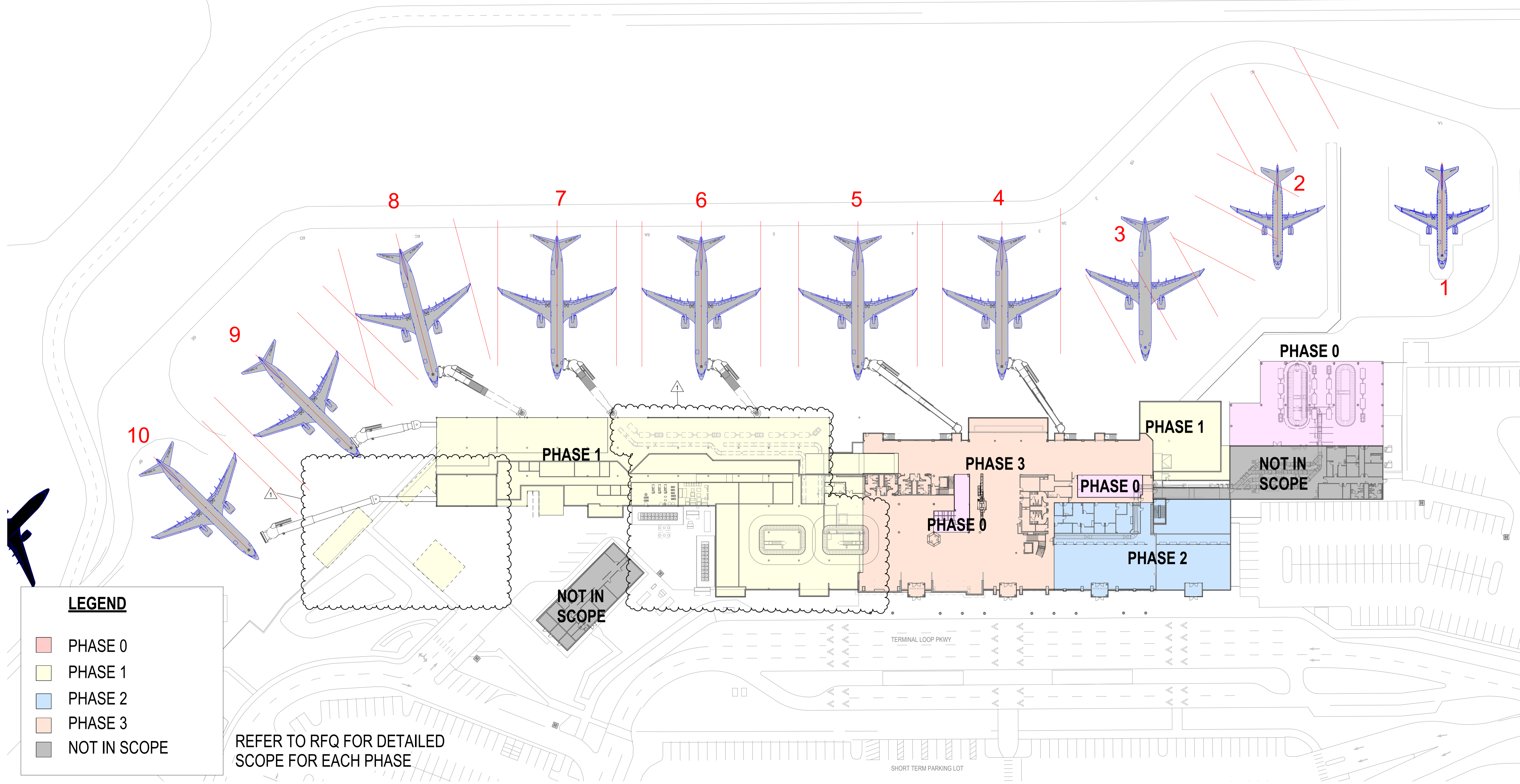
SHEET TITLE:  
**MFR MASTER  
PHASING PLAN**

SHEET ID:

**A100**

PROJECT STATUS:  
NOT FOR CONSTRUCTION

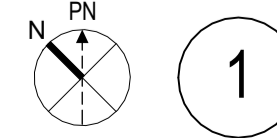
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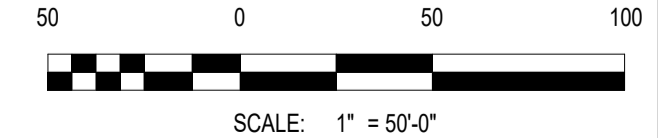
**LEGEND**

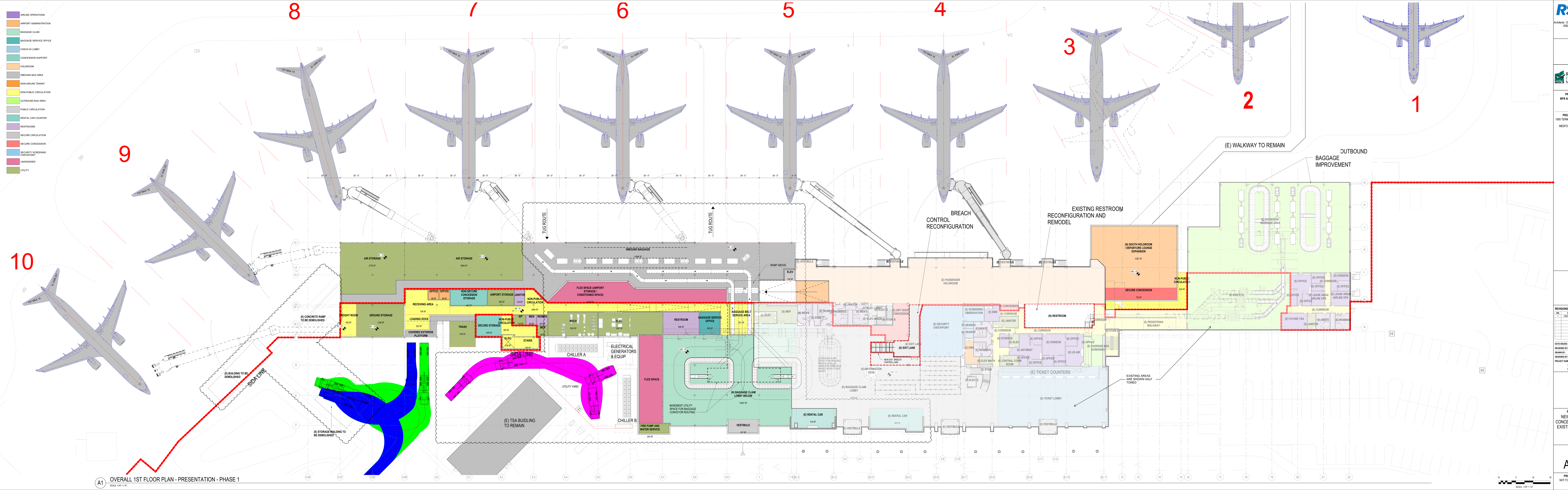
- PHASE 0
- PHASE 1
- PHASE 2
- PHASE 3
- NOT IN SCOPE

REFER TO RFQ FOR DETAILED  
SCOPE FOR EACH PHASE



**1** MFR MASTER PHASING PLAN  
SCALE: 1" = 50'-0"





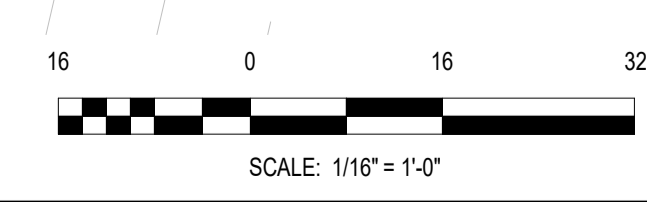
- AIRLINE OPERATIONS
- AIRPORT ADMINISTRATION
- BAGGAGE CLAIM
- BAGGAGE SERVICE OFFICE
- CHECK-IN LOBBY
- CONCESSION SUPPORT
- HOLDROOM
- INBOUND BAG AREA
- NON-AIRLINE TENANT
- NON-PUBLIC CIRCULATION
- OUTBOUND BAG AREA
- PUBLIC CIRCULATION
- RENTAL CAR COUNTER
- RESTROOMS
- SECURE CIRCULATION
- SECURE CONCESSION
- SECURITY SCREENING CHECKPOINT
- UNASSIGNED
- UTILITY

**A1** OVERALL 1ST FLOOR PLAN - PRESENTATION - PHASE 1  
SCALE: 1/8" = 1'-0"

**REVISIONS**

NO.	DESCRIPTION	DATE
1	CMDC: RFP Addendum 1	3/5/2025

DATE ISSUED: 03/04/2025  
 REVIEWED BY: Checker  
 DRAWN BY: Author  
 DESIGNED BY: Designer  
 PROJECT NUMBER: 20247010001  
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# ROGUE VALLEY *International* Medford Airport

**Rogue Valley International-  
Medford-Airport**

**Amber Judd**  
*Airport Director*

1000 Terminal Loop Pkwy, Ste 201  
Medford, OR 97504  
Phone: 541-776-7222  
Fax: 541-776-7223  
juddaj@JacksonCountyOR.gov

[www.jacksoncountyor.gov](http://www.jacksoncountyor.gov)

Date: March 27, 2026

ConnectOregon 10 Review Committee  
Attn: John Boren  
Oregon Department of Transportation  
355 Capitol Street NE, MS 11  
Salem, OR. 97301-3871 USA

Re: Commitment Letter for Connect Oregon 10 Project Grant Application – Terminal Expansion, Phase 1

Dear Mr. Boren,

Rogue Valley International-Medford Airport (RVI-M) has a tremendous impact on the local economy as well as the entire state of Oregon. It enhances local business access and connectivity to regional and global markets and provides an essential gateway for tourists coming to enjoy Southern Oregon's many attractions. The terminal expansion at RVI-M will enable the airport to provide continued value to the community and state as demand increases over the next 20 years. The existing terminal and equipment reach, and often exceed, maximum capacity during peak times. Not only will the expansion provide the space to accommodate increased demand, but it will also provide accessible facilities with new restrooms, boarding bridges, mother's room, and pet relief areas. The terminal will be enhanced with additional concessions space providing more options for passengers, creating new jobs, and generating revenue. The expanded space and amenities will provide vital transportation options for business travel and tourism.

While there are many benefits from the terminal expansion, Jackson County intends to hire an additional seven employees to support the expanded space at an average annual wage of \$65,000. Projected new headcount includes one Facility Maintenance Manager position, three Custodial positions, and three Maintenance positions. This is the minimum amount of additional headcount needed to keep the growing airport clean and safe for passengers.

In addition to the positions necessary for Jackson County to operate and maintain the terminal, further job creation is expected from the added retail and restaurant concession areas and from the anticipated airline ground handling needs. While it's difficult to say with certainty what the final job count will be, the increased connectivity to major cities and hubs resulting from the terminal expansion will generate business growth and tourism in the area and throughout the state.

Sincerely,

*Amber Judd*

Amber Judd, Airport Director

March 18, 2026

Amber Judd, Airport Director  
Rogue Valley International–Medford Airport (MFR)  
1000 Terminal Loop Parkway, Suite 201  
Medford, OR 97504

**Re: Letter of Support for Rogue Valley International–Medford Airport Terminal Expansion**

Dear Ms. Judd:

I write on behalf of Asante, the largest employer in Southern Oregon and a regional health system serving nine counties across Southern Oregon and Northern California. Asante provides care to more than 600,000 people and operates the region’s only Level II trauma center and Level III neonatal intensive care unit.

We strongly support the Rogue Valley International – Medford Airport terminal expansion project and the MFR’s application for funding through the Oregon Department of Transportation’s Connect Oregon program. The post-security hold room at MFR has reached capacity, and addressing this constraint is critical to keeping pace with growing passenger demand and ensuring continued access to the region.

For Asante, MFR is vital to support access to jobs and labor. Asante recruits highly skilled clinicians, specialists and executive leadership from across the Pacific Northwest and beyond. Having a vibrant, conveniently-located airport with modern amenities is a factor for recruits and their families when evaluating Southern Oregon as a place to live and work. Without timely expansion, limitations in airport capacity could hinder our ability to attract and retain the workforce necessary to meet the region’s healthcare needs.

Beyond Asante’s direct needs, the terminal expansion provides clear economic benefits for the Rogue Valley. MFR serves as a gateway for visitors and businesses and plays a central role in sustaining regional economic activity. Continued investment in airport infrastructure ensures that Southern Oregon remains competitive, accessible and resilient as demand grows.

**Asante**

2650 Siskiyou Blvd, Medford, OR 97504

We commend the airport for advancing this project - expanding the terminal will improve accessibility and passenger experience while supporting long-term regional growth.

Asante strongly supports the MFR terminal expansion and encourages favorable consideration of the airport's Connect Oregon funding application.

Sincerely,

A handwritten signature in black ink that reads "Kristen Roy". The signature is written in a cursive, flowing style.

**Kristen Roy**

SVP & Chief Public Affairs Officer and General Counsel

Asante

2650 Siskiyou Blvd

Medford, OR 97504

April 3, 2026

John Boren  
Connect Oregon Grant Program  
Oregon Department of Transportation

Sent Via Email: [john.boren@odot.oregon.gov](mailto:john.boren@odot.oregon.gov)

Re: **Rogue Valley International-Medford Airport (MFR) Connect Oregon Grant Support**

Dear Mr. Boren:

On behalf of the Port of Portland, I would like to share our support for the Rogue Valley International-Medford Airport (MFR) Connect Oregon grant request.

Like airports across the state, MFR is looking to update its facilities, grow capacity, and increase accessibility. Regional airports like MFR feed demand into Portland International Airport (PDX), and conversely the growth and success of PDX means more travelers through our regional airports as well, so we applaud Jackson County's desire to improve the travel experience for Oregonians and visitors alike.

Oregon's aviation system is designed to function as an integrated network and state aviation policy explicitly treats large hub and regional airports as interdependent parts of a single statewide system, not competitors. The Oregon Aviation Plan emphasizes preserving investment across all public-use airports to maintain access, emergency readiness, and economic connectivity statewide. MFR provides nonstop service to PDX and other western hubs, serving as the primary air access point for Southern Oregon. Passengers from Jackson, Josephine, and surrounding counties frequently rely on MFR-to-PDX connections for national and international travel.

And just as PDX is an economic driver, MFR also has a positive economic impact on Southern Oregon, and this expansion has the potential to be the catalyst for sustained economic development throughout the region. Oregon's aviation system supports hundreds of thousands of jobs and tens of billions in economic activity, with impacts generated by both PDX and regional commercial service airports. The Southern Oregon region and the entire state benefit from a safe, reliable, and efficient airport. This project supports the people who live and work here by connecting them with people, places, and opportunities. It supports local businesses by enabling growth, providing vital connectivity to the world, and helps them attract employees with the skills they need.

PDX also wants to call out the MFR role in supporting wildfire response and emergency aviation in Southern Oregon and Northern California – improvements to efficiencies at their airport help more than just travel – they help with statewide resiliency.

Please consider our support of the project request for the aviation funds available through Connect Oregon.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dan Pippenger".

Dan Pippenger  
Chief Aviation Officer