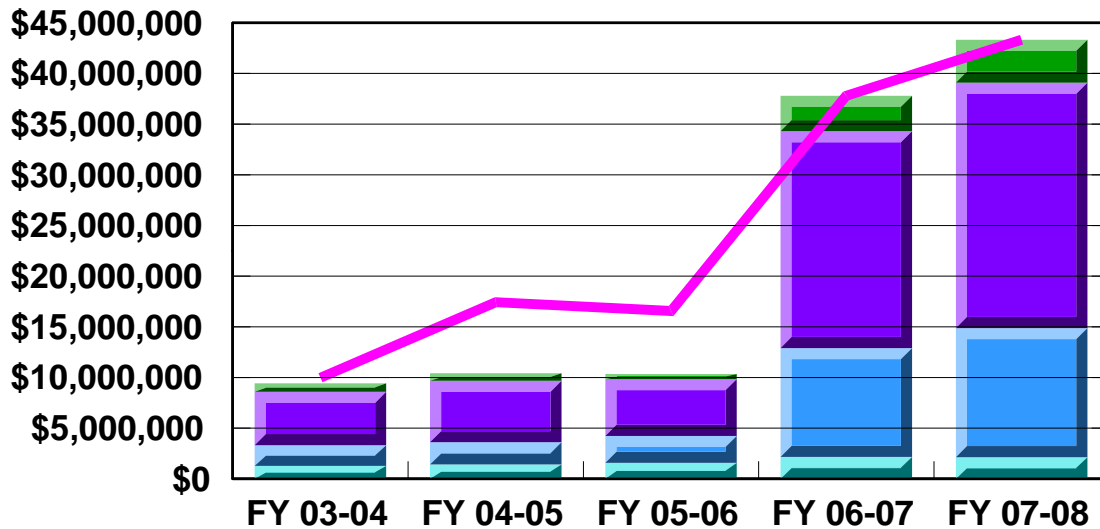


# AIRPORT

## 2003-04 to 2007-08



■ PERSONNEL   
 ■ MATERIALS   
 ■ CAPITAL   
 ■ OTHER   
 — TOTAL REV

	FY 03-04	FY 04-05	FY 05-06	FY 06-07	FY 07-08
PERSONNEL	\$1,284,650	\$1,411,644	\$1,580,831	\$2,156,981	\$2,131,110
MATERIALS	\$2,033,523	\$2,193,186	\$2,644,463	\$10,743,628	\$12,742,322
CAPITAL	\$5,263,502	\$6,067,223	\$5,615,696	\$21,403,881	\$24,208,928
OTHER	\$847,149	\$735,000	\$500,000	\$3,501,926	\$4,249,447
<b>TOTAL EXP</b>	<b>\$9,428,824</b>	<b>\$10,407,053</b>	<b>\$10,340,990</b>	<b>\$37,806,416</b>	<b>\$43,331,807</b>
<b>TOTAL REV</b>	<b>\$9,978,853</b>	<b>\$17,419,496</b>	<b>\$16,553,512</b>	<b>\$37,806,416</b>	<b>\$43,331,807</b>
<b>FULL-TIME EQUIVALENTS</b>	<b>34.75</b>	<b>35.75</b>	<b>37.75</b>	<b>38.75</b>	<b>38.75</b>

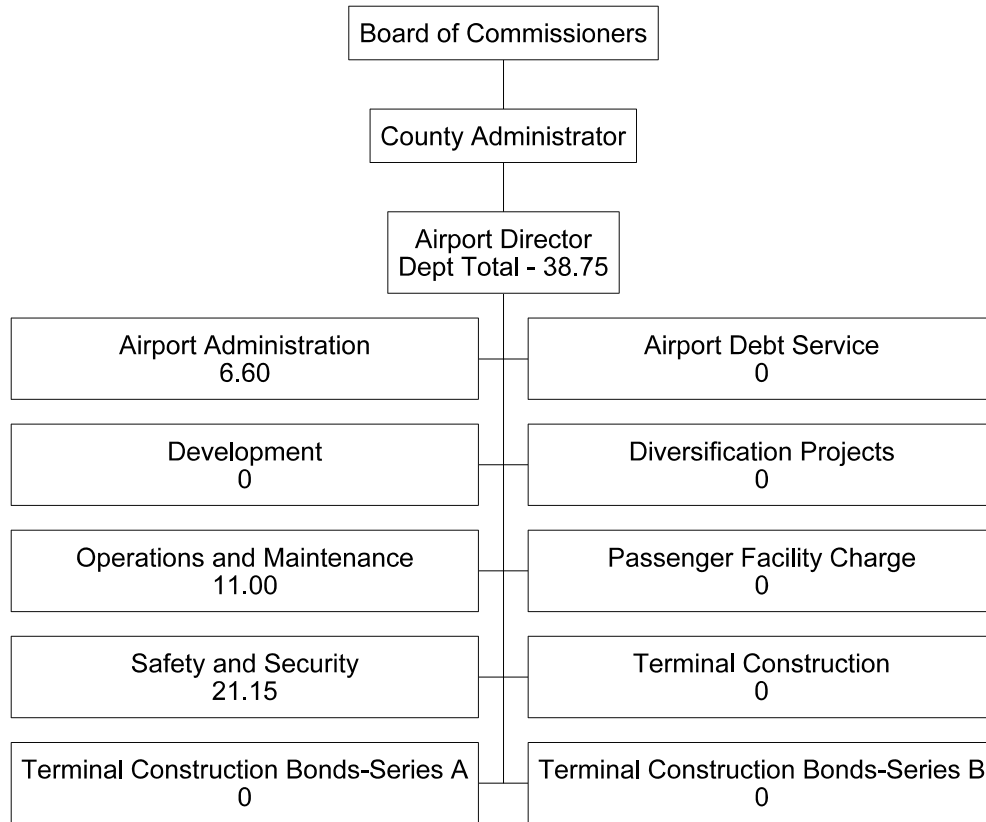
Numbers for FY 03-04 through FY 05-06 are actual revenues and expenditures. FY 06-07 represents the revised budget and FY 07-08 is the adopted budget. For an explanation of the differences between the actual expenditures and budgets, see the Differences Between "Actual" and "Budgeted" Numbers located in the Budget Summary section of this document on page 24.

The increase in this budget is related to the construction of a new terminal building. There are no changes in the number of FTEs.



# Airport

## Organization Chart



All employees are reported as full-time equivalents.

# Airport

## Highlights and Challenges

### Department Summary

**Purpose Statement:** To provide the best air service possible for this size community.

#### Major Issues and Service Level Goals for Fiscal Year 2007-2008

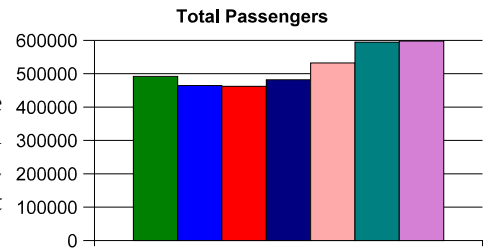
- Finding new sources of revenue to continually provide required air service.
- Maintaining current air service of daily flights to various destinations.
- Construction of the Terminal Project - Phase II.
- Construction of a new control tower.
- Construction of the *ConnectOregon* projects.

#### Major Issues and Service Level Accomplishments for Prior Year

- Met all new Federal security requirements on time.
- Maintained Airport certification.
- Completed Airport security programs.
- Awarded a \$4,766,400 *ConnectOregon* grant for multi-modal improvements.
- Completed Terminal Project - Phase I construction.
- Completed design and solicited bids for the Terminal Project - Phase II.
- Allegiant Air began service to Las Vegas.

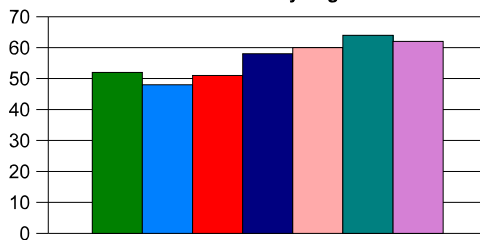
#### Benchmark

Maintain the scheduled daily flights at the Rogue Valley International-Medford Airport. By maintaining the daily flights, customers will continue to have the best possible air service.



- FY 2000-2001
- FY 2001-2002
- FY 2002-2003
- FY 2003-2004
- FY 2004-2005
- FY 2005-2006
- FY 2006-2007

**Scheduled Daily Flights**



- FY 2000-2001
- FY 2001-2002
- FY 2002-2003
- FY 2003-2004
- FY 2004-2005
- FY 2005-2006
- FY 2006-2007

Current service includes direct flights to Denver, Eugene, Las Vegas, Los Angeles, Phoenix, Portland, Salt Lake City, San Francisco, and Seattle.



# Airport Administration

## Program Purpose

The Airport Administration Program is responsible for providing administration of Airport properties and recommends capital improvements on the Airport's 1,000+ acres. The program is responsible for writing Airport contracts and processing them through the County and overseeing contractual compliance. This program handles all of the Airport revenues. The Airport Administration Program is helping to meet County goals: (8) Provide and maintain multiple transportation systems; and (11) Maintain public records to provide financial, historical, and statistical information.

## Program Information

The Airport Administration Program provides the following services:

- **Property Leasing**

Strategic objective: Increase the percentage of available land that is leased. This is achieved by advertising properties and offering reasonable rates to tenants.

<i>Outcome(s)</i>	FY 2005-2006 Actual	FY 2006-2007 Budgeted	FY 2006-2007 Expected	FY 2007-2008 Projected
Percentage of land available for aviation purposes that is actually leased at the Airport	21%	21%	22%	22%

The chart above shows how much of the leasable airfield property is actually leased. Interest in airfield property is high, and several lease options are in the works.

- **Annual Rental Rate Increases**

Strategic objective: To have a means in place to annually increase rental rates so as to remain competitive in the market place and to treat all like tenants the same.

<i>Outcome(s)</i>	FY 2005-2006 Actual	FY 2006-2007 Budgeted	FY 2006-2007 Expected	FY 2007-2008 Projected
Annual CPI increase	2.7%	2.0%	3.4%	3.0%

The Airport increases its land lease rental rates each March 1 by the current CPI. This allows the rates to stay current with property values. By utilizing this schedule, the Airport has a standardized way of increasing rental rates across the board, utilizing a published document which prevents disagreement about the increased rates.

# Airport Administration

- **Revenue Enhancement/Development**

Strategic objective: To find new ways to obtain revenues to allow the Airport to remain competitive in the market for our airlines and other tenants, while remaining a self-supporting enterprise fund.

<i>Outcome(s)</i>	FY 2005-2006 Actual	FY 2006-2007 Budgeted	FY 2006-2007 Expected	FY 2007-2008 Projected
Expected operational revenues	\$5,139,257	\$4,708,984	\$5,313,284	\$5,607,734

The Airport continues to generate new revenues for the operational side of the Airport through rates and charges. Revenues show an increase this year as a result of obtaining guaranteed minimum amounts from the car rental agencies, leasing additional properties, and a review of airline rates and charges.

**Significant Issues in the Year Ahead**

The most significant issues in the upcoming year will be the various construction projects: Terminal - Phase II, a new control tower, and ConnectOregon. Terminal - Phase I was completed in Spring 2007, and the Phase II bid solicitation occurred in April 2007. Staff will provide additional support services during the construction process.

**Financial Condition**

This program is funded 100 percent through Airport rates and charges. The Airport is currently in a good financial state.



# Airport Administration

Program: 010101	2003-2004 Actual	2004-2005 Actual	2005-2006 Actual	2006-2007 Revised	2007-2008 Adopted
<b>REVENUES</b>					
State/Local Gov't	\$21,197	\$44,067	\$21,471	\$12,000	\$20,000
Federal Gov't	\$174,182	\$188,620	\$182,333	\$207,979	\$223,134
Fees & Charges	\$4,344,044	\$4,748,601	\$5,139,247	\$4,708,984	\$5,607,734
Other	\$62,305	\$6,436,306	\$5,176,896	\$100,000	\$100,000
<b>Total</b>	<b>\$4,601,728</b>	<b>\$11,417,594</b>	<b>\$10,519,947</b>	<b>\$5,028,963</b>	<b>\$5,950,868</b>
<b>EXPENDITURES</b>					
Personal Services	\$394,154	\$387,380	\$405,545	\$484,803	\$472,470
Materials & Services	\$725,199	\$869,282	\$984,203	\$1,210,286	\$1,101,006
Capital Outlay	\$0	\$0	\$0	(\$2,000)	\$15,000
Other	\$20,000	\$0	\$0	\$8,500	\$0
<b>Total</b>	<b>\$1,139,353</b>	<b>\$1,256,662</b>	<b>\$1,389,748</b>	<b>\$1,701,589</b>	<b>\$1,588,476</b>
<b>Full-Time Equivalent</b>	<b>6.60</b>	<b>6.60</b>	<b>6.60</b>	<b>6.60</b>	<b>6.60</b>



## *Airport Debt Service*

### *Program Purpose*

The Debt Service Fund Program provides repayment of bonds that will be issued for the design and building of the new Airport terminal as well as associated land improvements. The Debt Service Fund Program is helping to meet County goals: (5) Work to enhance the natural and man-made attractiveness of the area; and (12) Plan for the future.

### *Program Information*

The Debt Service Fund Program coordinates in the following areas:

- **Bond Repayment**

Strategic objective: To generate enough money to make the required bond payments. This money will be generated by the passenger facility charge program (Fund 503).

The Airport currently receives \$4.50 per enplaned passenger. This revenue source will be transferred to the Debt Service Fund Program to repay the bond obligations.

#### **Significant Issues in the Year Ahead**

The most significant issue we will face this year is setting up the debt service fund, making the appropriate entries, and working out the repayment schedule. This will be accomplished by regular meetings with the appropriate personnel and consultants.

### *Financial Condition*

This program will be 100 percent funded by the passenger facility charge program except for a one-time transfer from Fund 500 to help with cash flow. The debt service schedule will be available when the bonds are issued.

## Airport Debt Service

Program: 010201	2003-2004 Actual	2004-2005 Actual	2005-2006 Actual	2006-2007 Revised	2007-2008 Adopted
<b>REVENUES</b>					
State/Local Gov't	\$0	\$0	\$0	\$0	\$0
Federal Gov't	\$0	\$0	\$0	\$0	\$0
Fees & Charges	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$1,435,000	\$1,888,890
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,435,000</b>	<b>\$1,888,890</b>
<b>EXPENDITURES</b>					
Personal Services	\$0	\$0	\$0	\$0	\$0
Materials & Services	\$0	\$0	\$0	\$0	\$0
Capital Outlay	\$0	\$0	\$0	\$0	\$0
Other	\$290,000	\$0	\$0	\$1,435,000	\$1,888,890
<b>Total</b>	<b>\$290,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,435,000</b>	<b>\$1,888,890</b>
<b>Full-Time Equivalent</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

# Development

## Program Purpose

The Development Program is responsible for the coordination and the development of the Airport to enhance both air carrier service and general aviation at Rogue Valley International- Medford Airport. The Development Program is helping to meet County goals: (5) Work to enhance the natural and man-made attractiveness of the area; (8) Provide and maintain multiple transportation systems; and (12) Plan for the future.

## Program Information

The Development Program coordinates the following areas:

- **Capital Improvements**

Strategic objective: Maintain current capital improvement program (CIP) that is on file with the FAA.

<i>Outcome(s)</i>	FY 2005-2006 Actual	FY 2006-2007 Budgeted	FY 2006-2007 Expected	FY 2007-2008 Projected
Number of years on CIP	10	10	10	10

The Airport continues to update its CIP with the Federal Aviation Administration (FAA) to maintain an appropriate number of future year's projects to remain eligible for Federal funding. The FAA prefers to see a CIP that extends between 5-10 years. Each year we meet with the FAA to update our list and look at potential funding sources and Federal grants to cover the costs of such projects. By doing this, the County has been in a positive position to receive discretionary grant funds from the FAA to complete approved projects.

- **Federal Grants**

Strategic objective: Comply with FAA grant eligibility requirements while pursuing available and appropriate Federal grants.

<i>Outcome(s)</i>	FY 2005-2006 Actual	FY 2006-2007 Budgeted	FY 2006-2007 Expected	FY 2007-2008 Projected
Number of active Federal grants included in budget	1	2	2	4

The Airport currently has two Federal grants open with the FAA:

1. AIP 27 - \$5,189,791: This grant was issued for Phase I of the Terminal Construction project. After the completion of Phase I in March 2006, remaining grant dollars were approved for use in Phase II.

# Development

2. AIP 28 - \$2,115,859: This grant was issued for construction of the new terminal building. Grant proceeds for AIP 28 will be tracked through the Terminal Construction Fund

A grant application for AIP 29 (\$5,347,146), and AIP 30 (\$439,000) is planned for submission in June 2007. AIP 29 will provide continued funding for the terminal project, and AIP 30 will be used to acquire a new Airport Rescue and Fire Fighting truck.

### Significant Issues in the Year Ahead

The most significant issue in the coming year is the continuation of the above-mentioned Federal project, completing it on time, under-budget, and without disruption to air services. This will be accomplished with regular meetings involving the tenants keeping them abreast of the changes and construction schedules and laying out routes for passengers and aircraft to travel.

### Financial Condition

This program is funded by State and Federal Aviation Administration grants and customer facility charges. There is a requirement of a 5 percent local match towards Federal grant projects, which is met through the Passenger Facility Charge Program.

Program: 010105	2003-2004 Actual	2004-2005 Actual	2005-2006 Actual	2006-2007 Revised	2007-2008 Adopted
<b>REVENUES</b>					
State/Local Gov't	\$0	\$0	\$14,000	\$4,776,400	\$2,814,000
Federal Gov't	\$3,962,237	\$2,662,165	\$1,181,033	\$0	\$2,139,000
Fees & Charges	\$0	\$0	\$0	\$416,000	\$490,000
Other	\$290,000	\$0	\$0	\$4,550,203	\$4,308,091
<b>Total</b>	<b>\$4,252,237</b>	<b>\$2,662,165</b>	<b>\$1,195,033</b>	<b>\$9,742,603</b>	<b>\$9,751,091</b>
<b>EXPENDITURES</b>					
Personal Services	\$0	\$117	(\$2)	\$0	\$0
Materials & Services	\$0	\$780	\$12,992	\$895,227	\$3,439,984
Capital Outlay	\$4,550,614	\$4,742,960	\$3,583,024	\$7,842,400	\$5,689,000
Other	\$75,000	\$735,000	\$500,000	\$973,426	\$1,416,112
<b>Total</b>	<b>\$4,625,614</b>	<b>\$5,478,857</b>	<b>\$4,096,014</b>	<b>\$9,711,053</b>	<b>\$10,545,096</b>
<b>Full-Time Equivalent</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>



# Diversification Projects

**Program Purpose**

The Airport Diversification Program is responsible for promoting special programs to allow for diversification of Airport-owned property. The Federal Aviation Administration challenges Airports to remain diversified to maintain a constant cash flow. The diversification program is helping to meet County goal: (8) Provide and maintain multiple transportation systems.

**Program Information**

The Diversification Program provides the following services:

- **Property Leasing**

Strategic objective: Increase the percentage of non-aviation land that is leased. This is achieved by advertising properties and offering reasonable rates to its tenants.

<i>Outcome(s)</i>	FY 2005-2006 Actual	FY 2006-2007 Budgeted	FY 2006-2007 Expected	FY 2007-2008 Projected
Percentage of land available for non-aviation related purposes actually leased at the Airport	28%	28%	28%	29%

The Airport has approximately 200 acres of land located outside the fence that is appropriate for non-aviation related activities. Income produced from these properties provide revenue stream diversification. Current land leases include: Butler Truck, 2.6 acres; BG&I, 1.4 acres; Skypark Development, 47 acres; Crater Lake Ventures, 3.3 acres. In addition, the Airport has options pending for other parcels.

**Significant Issues in the Year Ahead**

There are no significant issues expected in this program.

**Financial Condition**

This program is funded 100 percent through rental rates and charges. There are very minimal costs to the Airport in this program, other than the cost of irrigation rights and some utilities on various properties.



## *Diversification Projects*

Program: 010104	2003-2004 Actual	2004-2005 Actual	2005-2006 Actual	2006-2007 Revised	2007-2008 Adopted
<b>REVENUES</b>					
State/Local Gov't	\$0	\$0	\$0	\$0	\$0
Federal Gov't	\$0	\$0	\$0	\$0	\$0
Fees & Charges	\$51,959	\$65,092	\$60,482	\$71,871	\$78,762
Other	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$51,959</b>	<b>\$65,092</b>	<b>\$60,482</b>	<b>\$71,871</b>	<b>\$78,762</b>
<b>EXPENDITURES</b>					
Personal Services	\$0	\$0	\$0	\$0	\$0
Materials & Services	\$15,428	\$4,881	\$777	\$2,770	\$3,682
Capital Outlay	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$15,428</b>	<b>\$4,881</b>	<b>\$777</b>	<b>\$2,770</b>	<b>\$3,682</b>
<b>Full-Time Equivalent</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>



# Operations and Maintenance

## Program Purpose

The Operations and Maintenance Program proactively ensures a safe and efficient commercial air transportation service by maintaining runway and taxiway systems and apron areas that accommodate the landing and take off of aircraft. This program coordinates and supervises all operational and maintenance activities of the Airport. The Operations and Maintenance Program is helping to meet County goals: (1) Protect the health, safety, and well-being of all citizens; and (5) Work to enhance the natural and man-made attractiveness of the area.

## Program Information

The Operations and Maintenance Program provides the following services:

- **Proactive Airfield Repairs, Maintenance and Construction**

Strategic objective: Maintain an average cost per enplaned passenger for operation and maintenance of the airfield. This is achieved by being proactive to needed repairs and maintenance.

<i>Outcome(s)</i>	FY 2005-2006 Actual	FY 2006-2007 Budgeted	FY 2006-2007 Expected	FY 2007-2008 Projected
Cost per enplaned passenger	\$6.76	\$6.60	\$7.27	\$6.89

The cost per enplaned passenger is utilized as a means to measure whether the Airport is marketable to airlines and tenants. The upward trend is a result of pressure due to rising inflation and Federal requirements. Ways to reduce operating costs include looking at new technology, larger equipment, and remaining proactive rather than reactive. The Airport strives to meet all of the Federal requirements in the most cost-effective manner.

- **Maintain Airport Certification**

Strategic objective: Maintain the airfield per Federal regulations in order to the pass the Airport FAR 139 Certification Inspection and retain our air carrier operating certificate. This is achieved by knowing the regulations and staying on top of the requirements, while looking for cost effectiveness.

<i>Outcome(s)</i>	FY 2005-2006 Actual	FY 2006-2007 Budgeted	FY 2006-2007 Actual	FY 2007-2008 Projected
Noted airfield discrepancies	0	0	4	0

As a result of the diligent efforts of the Operations and Maintenance Department, the Airport again successfully passed its annual FAA certification inspection in July 2006. Although the Airport received four



# Operations and Maintenance

minor discrepancies out of 122 inspection elements this past year, the FAA also commended the Airport on its continued efforts in making the Airport safe for the flying public.

### Significant Issues in the Year Ahead

Work will begin on Phase II of the terminal project as well as beginning construction of a new air traffic control tower this fiscal year. During this time, the Airport will continue to be challenged in maintaining a safe environment as well as minimizing the inconvenience to employees and the public. This will be accomplished by continuous communication with the tower, airlines, contractors, engineers, and other Airport tenants.

### Financial Condition

This program is funded 100 percent through Airport rates and charges. The Operations and Maintenance Department continually strives to find better ways to do things to save the County money.

Program: 010103	2003-2004 Actual	2004-2005 Actual	2005-2006 Actual	2006-2007 Revised	2007-2008 Adopted
<b>REVENUES</b>					
State/Local Gov't	\$0	\$0	\$0	\$0	\$0
Federal Gov't	\$0	\$0	\$0	\$0	\$0
Fees & Charges	\$7,680	\$0	\$0	\$0	\$0
Other	\$0	\$6	\$0	\$0	\$0
<b>Total</b>	<b>\$7,680</b>	<b>\$6</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>EXPENDITURES</b>					
Personal Services	\$419,238	\$454,978	\$511,156	\$691,206	\$678,247
Materials & Services	\$603,741	\$634,198	\$653,592	\$771,261	\$844,123
Capital Outlay	\$96,203	\$99,775	\$100,365	\$156,500	\$234,300
Other	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$1,119,182</b>	<b>\$1,188,951</b>	<b>\$1,265,113</b>	<b>\$1,618,967</b>	<b>\$1,756,670</b>
<b>Full-Time Equivalent</b>	<b>8.00</b>	<b>9.00</b>	<b>10.00</b>	<b>11.00</b>	<b>11.00</b>



# Passenger Facility Charge

## *Program Purpose*

The Passenger Facility Charge (PFC) was established by Federal legislation 49 USC SS 40117 to allow airports to meet money match requirements of Federal grants for aviation related capital improvement. Through this program the Airport receives \$4.50 for each enplaned passenger. Expenditures of these funds must be approved by the Federal Aviation Administration (FAA). The Passenger Facility Charge Program is helping to meet County goal: (8) Provide and maintain multiple transportation systems.

## *Program Information*

The Passenger Facility Charge Program provides the following services:

- **Financially Complete, Federally-Approved Projects**

Strategic objective: To maintain an appropriate number of years of approval to collect passenger facility charges to complete Federally approved projects and to use as a local match to Federal grants.

<i>Outcome(s)</i>	FY 2005-2006 Actual	FY 2006-2007 Budgeted	FY 2006-2007 Expected	FY 2007-2008 Projected
Number of collection year approvals	21	20	20	20

The FAA previously approved collections of PFCs for the proposed revenue match required for the new terminal building. As match requirements are funded, the number of approval years will decrease. As eligible projects are further identified, additional years of approved collection may increase.

### **Significant Issues in the Year Ahead**

The most significant issue is to maintain 100 percent accountability of the funds and prepare and file all reports as required. The Airport has a calendar in place to avoid missed reporting.

## *Financial Condition*

This program is self funded. All approved projects come with an approval to collect passenger facility charges to pay for the project. The program is currently collecting monies for future approved projects.



## Passenger Facility Charge

Program: 010301	2003-2004 Actual	2004-2005 Actual	2005-2006 Actual	2006-2007 Revised	2007-2008 Adopted
<b>REVENUES</b>					
State/Local Gov't	\$0	\$0	\$0	\$0	\$0
Federal Gov't	\$0	\$0	\$0	\$0	\$0
Fees & Charges	\$944,947	\$1,095,620	\$1,084,086	\$1,215,000	\$1,345,050
Other	\$25,297	\$1,366,609	\$1,890,376	\$2,947,173	\$3,400,000
<b>Total</b>	<b>\$970,244</b>	<b>\$2,462,229</b>	<b>\$2,974,462</b>	<b>\$4,162,173</b>	<b>\$4,745,050</b>
<b>EXPENDITURES</b>					
Personal Services	\$0	\$0	\$0	\$0	\$0
Materials & Services	\$50,046	\$0	\$0	\$2,357,921	\$2,917,123
Capital Outlay	\$540,254	\$647,627	\$308,518	\$719,252	\$883,482
Other	\$0	\$0	\$0	\$1,085,000	\$944,445
<b>Total</b>	<b>\$590,300</b>	<b>\$647,627</b>	<b>\$308,518</b>	<b>\$4,162,173</b>	<b>\$4,745,050</b>
<b>Full-Time Equivalent</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>



# Safety and Security

## *Program Purpose*

This program is responsible for providing and maintaining the security and safety of the Airport by meeting all Federal, State, and County requirements. Federal requirements specifically include the ability to pass all security inspections. The program is helping to meet County goal: (1) Protect the health, safety, and well-being of all citizens.

## *Program Information*

The Airport Security and Safety Program provides the following services:

- **Security**

Strategic objective: Compliance with all Transportation Security Administrations (TSA) regulations and security guidelines; producing a safe environment for air travel; maintaining life safety, incident stabilization, and property conservation to the Airport community and its consumers.

The program will continue to adapt to the challenges of air travel through new technologies and appropriate training.

- **Airport Rescue and Fire Fighting**

Strategic objective: To maintain a well trained and motivated rescue team equipped and prepared to handle all Airport safety and security concerns.

Airport fire fighting services are necessary for all commercial airports. A three-year contract with Pro-Tec Fire Services, Inc., provides the utmost in safety and security of passengers, aircraft, and structures.

### **Significant Issues in the Year Ahead**

The year ahead will bring many challenges with the construction of a new multi-million dollar terminal, a new control tower, and the ConnectOregon projects. The Security and Safety Program is committed to meet all established standards and procedures while remaining pro-active with the ever-changing Federal and State regulations.

## *Financial Condition*

This program is funded 100 percent through Airport rates and charges.



## Safety and Security

Program: 010102	2003-2004 Actual	2004-2005 Actual	2005-2006 Actual	2006-2007 Revised	2007-2008 Adopted
<b>REVENUES</b>					
State/Local Gov't	\$0	\$0	(\$143)	\$0	\$0
Federal Gov't	\$0	\$0	\$0	\$0	\$0
Fees & Charges	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$143)</b>	<b>\$0</b>	<b>\$0</b>
<b>EXPENDITURES</b>					
Personal Services	\$471,203	\$569,130	\$664,091	\$980,972	\$980,393
Materials & Services	\$609,874	\$650,372	\$660,207	\$781,086	\$894,404
Capital Outlay	\$0	\$0	\$0	\$47,000	\$12,000
Other	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$1,081,077</b>	<b>\$1,219,502</b>	<b>\$1,324,298</b>	<b>\$1,809,058</b>	<b>\$1,886,797</b>
<b>Full-Time Equivalent</b>	<b>20.15</b>	<b>20.15</b>	<b>21.15</b>	<b>21.15</b>	<b>21.15</b>



# Terminal Construction

## *Program Purpose*

The Terminal Construction Program will be used to track the revenues and expenditures of the Airport terminal project not supported by bonds. These revenues will be from Federal grants, as well as general Airport rates and charges. The program includes the design and construction of the new Airport terminal, as well as associated land improvements. The Terminal Construction Program is helping to meet County goals: (5) Work to enhance the natural and man-made attractiveness of the area; and (12) Plan for the future.

## *Program Information*

The Terminal Construction Program coordinates in the following areas:

- **Capital Improvements**

Strategic objective: To design and build a new terminal at the Rogue Valley International-Medford Airport through various funding sources. This construction will also be done in association with the Terminal Construction Bonds Program.

The Airport will continue to update its financial plans to streamline the cost of the construction of the Airport terminal. This project will be completed over the next couple of years.

An application (AIP 29) will be submitted to the Federal Aviation Administration for Phase II of the Terminal Construction project.

### **Significant Issues in the Year Ahead**

The most significant issue we will face this year is the coordination required to accurately charge the projects to the correct programs. This will be accomplished by establishing reviews and having regular meetings with all persons involved.

## *Financial Condition*

This program will be 100 percent funded by Federal grants and Airport rates and charges.



## Terminal Construction

Program: 010501	2003-2004 Actual	2004-2005 Actual	2005-2006 Actual	2006-2007 Revised	2007-2008 Adopted
<b>REVENUES</b>					
State/Local Gov't	\$0	\$0	\$0	\$0	\$0
Federal Gov't	\$0	\$0	\$1,115,144	\$9,865,806	\$6,847,146
Fees & Charges	\$0	\$0	\$0	\$0	\$0
Other	\$74,992	\$786,906	\$679,672	\$500,000	\$300,000
<b>Total</b>	<b>\$74,992</b>	<b>\$786,906</b>	<b>\$1,794,816</b>	<b>\$10,365,806</b>	<b>\$7,147,146</b>
<b>EXPENDITURES</b>					
Personal Services	\$0	\$0	\$0	\$0	\$0
Materials & Services	\$24,565	\$33,620	\$332,627	\$2,725,077	\$1,542,000
Capital Outlay	\$0	\$576,849	\$1,623,782	\$7,640,729	\$5,605,146
Other	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$24,565</b>	<b>\$610,469</b>	<b>\$1,956,409</b>	<b>\$10,365,806</b>	<b>\$7,147,146</b>
<b>Full-Time Equivalent</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

## Terminal Construction Bonds - Series A

### *Program Purpose*

The Terminal Construction Bonds-Series A Program will be used to track revenues and expenditures of Airport revenue government purpose bonds for the construction of the new Airport terminal and associated land improvements. This program is helping to meet County goals: (5) Work to enhance the natural and man-made attractiveness of the area; and (12) Plan for the future.

### *Program Information*

The Terminal Construction Bonds-Series A Program coordinates in the following areas:

- **Capital Improvements**

Strategic objective: Maintain enough funds through revenue bonds to pay for the associated phases of the new Airport terminal. This construction will also be done in association with the Terminal Construction Program.

The Airport will continue to update its financial plans to streamline the cost of the construction of the Airport terminal. This project will be completed over the next couple of years.

#### **Significant Issues in the Year Ahead**

The most significant issues we will face this year are setting up the program and then accurately charging the projects to the correct programs. This will be accomplished by establishing reviews and having regular meetings with all persons involved.

### *Financial Condition*

This program will be funded 100 percent by a revenue bond which will be guaranteed by the Passenger Facility Charge Program.



## Terminal Construction Bonds - Series A

Program: 010402	2003-2004 Actual	2004-2005 Actual	2005-2006 Actual	2006-2007 Revised	2007-2008 Adopted
<b>REVENUES</b>					
State/Local Gov't	\$0	\$0	\$0	\$0	\$0
Federal Gov't	\$0	\$0	\$0	\$0	\$0
Fees & Charges	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$7,000,000	\$5,790,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000,000</b>	<b>\$5,790,000</b>
<b>EXPENDITURES</b>					
Personal Services	\$0	\$0	\$0	\$0	\$0
Materials & Services	\$0	\$0	\$0	\$2,000,000	\$1,000,000
Capital Outlay	\$0	\$0	\$0	\$5,000,000	\$4,790,000
Other	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000,000</b>	<b>\$5,790,000</b>
<b>Full-Time Equivalent</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>



## Terminal Construction Bonds - Series B

### *Program Purpose*

The Terminal Construction Bonds-Series B Program will be used to track revenues and expenditures of Airport revenue private activity bonds for the construction of the new Airport terminal and associated land improvements. This program is helping to meet County goals: (5) Work to enhance the natural and man-made attractiveness of the area; and (12) Plan for the future.

### *Program Information*

The Terminal Construction Bonds-Series B Program coordinates in the following areas:

- **Capital Improvements**

Strategic objective: Maintain enough funds through revenue bonds to pay for the associated phases of the new Airport terminal. This construction will also be done in association with the Terminal Construction Program.

The Airport will continue to update its financial plans to streamline the cost of the construction of the Airport terminal. This project will be completed over the next couple of years.

#### **Significant Issues in the Year Ahead**

The most significant issues we will face this year are setting up the program and then accurately charging the projects to the correct programs. This will be accomplished by establishing reviews and having regular meetings with all persons involved.

### *Financial Condition*

This program will be funded 100 percent by a revenue bond which will be guaranteed by the Passenger Facility Charge Program.



## Terminal Construction Bonds - Series B

Program: 010403	2003-2004 Actual	2004-2005 Actual	2005-2006 Actual	2006-2007 Revised	2007-2008 Adopted
<b>REVENUES</b>					
State/Local Gov't	\$0	\$0	\$0	\$0	\$0
Federal Gov't	\$0	\$0	\$0	\$0	\$0
Fees & Charges	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$7,980,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,980,000</b>
<b>EXPENDITURES</b>					
Personal Services	\$0	\$0	\$0	\$0	\$0
Materials & Services	\$0	\$0	\$0	\$0	\$1,000,000
Capital Outlay	\$0	\$0	\$0	\$0	\$6,980,000
Other	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,980,000</b>
<b>Full-Time Equivalent</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

