



CITY COUNCIL
May 7, 2024
Council Chambers • 411 SW 9th Street

**COUNCIL
MEMBERS**

Ed Fitch
Mayor

Cat Zwicker
Council President

Tobias Colvin
Councilor

Clifford Evelyn
Councilor

John Nielsen
Councilor

Kathryn Osborne
Councilor

Shannon Wedding
Councilor

MAY 7, 2024

SPECIAL MEETING AGENDA

6:00 PM

I. CALL TO ORDER / ESTABLISH A QUORUM

II. CONSENT AGENDA

- A. Minutes of February 27, 2024, Council Meeting
- B. Minutes of March 12, 2024, Council Meeting
- C. Dallas-Ft. Worth Direct Air Service Contract to American Airlines, not to exceed \$1,000,000

III. PRESENTATIONS

- A. Emergency Preparedness: How the City Prepares for Significant Disasters and Cascadia/Fire Safety and Fireworks
- B. Review and Discuss Draft Transportation System Development Charge Methodology
- C. Being Water Wise and Water Conscience: What Residents can do Right Now

IV. ACTION ITEMS

- A. Eastside Arterial Project Progressive Design-Build Contract Award to Knife River Corporation, Project #TR2403; \$4,552,791
- B. Contract Award to Deschutes Construction Corporation for the Reconstruction of the WWII Hangar Apron (Project #AP2204-000) and Terminal Loop Expansion (Project #AP2203-000) in the amount of \$362,971.69
- C. Early Equipment Acquisition for the Airport Terminal Building Expansion Project not to exceed \$16,000,000.

V. NEW BUSINESS

VI. ADJOURN

Regular Council meetings are broadcast live on COTV11 – BendBroadband Channel 11 beginning at 6:00 p.m. on the 2nd and 4th Tuesdays of each month. Rebroadcasts are scheduled for the non-meeting Tuesdays at 6:00 p.m.

The City of Redmond encourages all citizens to participate in its programs and activities. This meeting location is accessible to people with disabilities. Requests for accommodation may include sign language interpreter service, assistive listening devices, materials in an alternate format or any other accommodation. If any accommodations are needed, please contact the ADA Coordinator at 541-504-3036 or access@redmondoregon.gov. Requests should be made as soon as possible, but at least 3 business days prior to the scheduled meeting.

The City of Redmond does not discriminate on the basis of disability status in the admission or access to, or treatment, or employment in, its programs or activities

REGULAR CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD FEBRUARY 27, 2024, IN COUNCIL CHAMBERS.

COUNCIL MEMBERS PRESENT: Tobias Colvin – Clifford Evelyn – Ed Fitch – John Nielsen – Kathryn Osborne – Shannon Wedding – Cat Zwicker

STAFF PRESENT: City Manager Keith Witcosky – Deputy City Manager/Chief Financial Officer Jason Neff – City Attorney Keith Leitz – Deputy City Recorder Kayla Duddy – Police Chief Devin Lewis – Public Works Director/City Engineer Jessica MacClanahan – Finance Director James Wood – Senior Financial Accountant Katie Stratton – Homelessness Prevention and Response Coordinator Natalie Lantz – Client Systems Administrator Tyler Roppe – Budget Analyst Herlinda Corn – Economic Development/Urban Renewal Program Project Manager Chuck Arnold – Urban Renewal Program Analyst Meghan Gassner – Housing Program Analyst Linda Cline – Parks & Facilities Division Manager Dusty Hood

MEDIA PRESENT: None

EXECUTIVE SESSION

- A. Litigation – ORS 192.660(2)(h) authorizes executive session "to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed."**
- B. Labor Negotiations – ORS 192.660(2)(d) authorizes executive sessions "to conduct deliberations with persons designated by the governing body to carry on labor negotiations."**

Mayor Fitch convened the Council into Executive Session at 5:27 p.m. in accordance with ORS 192.660(2)(h) authorizing executive sessions "to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed" and ORS 192.660(2)(d) authorizing executive sessions to conduct deliberations with persons designated by the governing body to carry on labor negotiations.

Mayor Fitch adjourned the Executive Session ended at 5:40 p.m.

Mayor Fitch called the regular meeting to order at 5:59 pm. A quorum was established. There were no motions as a result of Executive Session.

BLESSING

Reiki Practitioner Denise English from The Sacred Lotus led the blessing.

PLEDGE OF ALLEGIANCE

Councilor Zwicker led the Pledge of Allegiance.

CITY ANNOUNCEMENTS

A. Written Comments from Councilor Evelyn

There were no announcements from the Council.

COMMENTS FROM CITIZENS AT THE MEETING

A. Written Comments from Jay Patrick

Redmond resident Eve Ponder discussed preserving the high desert landscape.

Redmond resident Jay Patrick suggested separating the Charter Amendment ballot titles for voting.

Redmond resident Donna Abelein discussed Diversity, Equity, and Inclusion and discrimination against the white race.

CONSENT AGENDA

- A. Minutes of January 23, 2024, Council Meeting**
- B. Approval to bind a Builder's Risk Insurance Policy on behalf of the City for construction of the new Public Safety Facility: \$253,352.98**

Councilor Wedding moved, seconded by Councilor Zwicker, to approve the Consent Agenda, motion passed. (Colvin-yes, Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

PRESENTATIONS

A. City of Redmond and Urban Renewal Fiscal Year 2022/2023 Financial Audit Results

Finance Director James Wood and Dickey and Tremper, LLP Auditor Rob Tremper presented the Annual Financial Audit Report for the Fiscal Year ending June 30, 2023, highlighting audit limitations, requirements, process, Annual Comprehensive Financial Report components, and auditor findings.

B. Village Squire Redevelopment Update

Urban Renewal Program Manager Chuck Arnold provided an update on the Village Squire redevelopment project explaining that the developer's intention is to convert the property into market-rate and workforce housing.

C. Downtown Ice Rink Update

Mr. Arnold and Parks & Facilities Division Manager Dusty Hood discussed the condition of the downtown ice rink and explained it will take \$12,000 to \$15,000 in repairs to get it operational with no assurance of how long the repairs would last. Mr. Arnold noted that Urban Renewal staff have started looking at the cost to replace the ice rink.

Councilor Evelyn would like to see multi-purpose uses taken into consideration. Council asked for more information and various options.

BID AWARDS / BID REJECTIONS

A. Cinder Hollow Neighborhood Project Master Developer Contract Award to Rooted Homes and authorize negotiation of a Disposition and Development Agreement

Housing Program Analyst Linda Cline requested approval of a contract with RootedHomes for the Cinder Hollow Neighborhood Project Master Developer. The City received one response to a formal Request for Qualifications. After evaluation by staff and the Housing and Community Development Committee (HCDC), HCDC recommends awarding the contract to RootedHomes.

RootedHomes Executive Director Jackie Keogh provided a high-level overview of their organization and past projects. Ms. Cline shared details on efforts to obtain grants for infrastructure.

Councilor Zwicker moved, seconded by Councilor Nielsen, to award the Cinder Hollow project Master Development Request for Qualifications to RootedHomes and authorize the City Manager to enter into a Development and Disposition Agreement consistent with the requirements imposed by the Housing and Urban Development Community Development Block Grant Program, motion passed. (Colvin-yes, Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

ACTION ITEMS

- A. Resolution #2024-04: A resolution of the City of Redmond approving a property tax exemption for VBT Redmond Landing LP as authorized by Oregon Revised Statute 307.515 to 307.535 and City Council Ordinance 95-05.**

Ms. Cline requested approval to grant a 20-year property tax exemption to VBT Redmond Landing LP for the development of qualified affordable rental housing called Redmond Landing. The affordable housing development would keep the rents affordable at 60percent Area Median Income or less for residents. The exemption requires approval from 51 percent of the taxing districts with the City representing 26 percent. If the exemption is granted, VBT Redmond Landing LP will seek approval from the Redmond School District which represents approximately 37 percent.

Councilor Nielsen moved, seconded by Councilor Colvin, to adopt Resolution #2024-04 approving VBT Redmond Landing's tax-exempt request of the City and if adopted by at least 51 percent of the taxing districts, authorize the City Manager to enter into a tax-exempt agreement with the developer to ensure the property is maintained in decent, safe, and sanitary conditions for the occupants, motion passed. (Colvin-yes, Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

- B. Resolution #2024-05: A resolution of the City of Redmond referring to the voters of Redmond a ballot measure proposing City Charter Amendments related to Council and Mayoral term limits, adopting ballot titles, and authorizing related matters.**

Councilor Colvin moved, seconded by Councilor Zwicker, to adopt Resolution #2024-05, submitting to voters a ballot measure to amend the Redmond City Charter as it relates to term limits for Council and term length for Mayor.

After discussion, the Council concurred with splitting Sections 8 and 9 into two ballot titles.

Councilors Colvin and Zwicker affirmed they amended the motion to reflect splitting the ballot titles into two, one for the term length of the Mayor and one for the term limits for Council.

Motion passed. (Colvin-yes, Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

- C. Resolution #2024-06: A resolution of the City of Redmond referring to the voters of Redmond a ballot measure proposing City Charter Amendments related to Council qualifications, adopting ballot titles, and authorizing related matters.**

Councilor Zwicker moved, seconded by Councilor Evelyn, to adopt Resolution #2024-06, submitting to voters a ballot measure to amend the Redmond City Charter as it relates to qualifications to hold elective office, motion passed. (Colvin-yes, Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

- D. Eastside Arterial Project Memorandum of Understanding between the Oregon Department of Transportation and the City of Redmond**

Public Works Director/City Engineer Jessica MacClanahan requested approval to enter into a Memorandum of Understanding between the Oregon Department of Transportation and the City of Redmond as a first step for the Eastside Arterial project. Ms. MacClanahan described the project, funding, and the importance of bringing it forward at this time.

Councilor Osborne moved, seconded by Councilor Colvin, to enter into a Memorandum of Understanding with the Oregon Department of Transportation for the Eastside Arterial project,

motion passed. (Colvin-yes, Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

There were no additional comments from citizens.

CITY MANAGER COMMENTS

City Manager Keith Witcosky reported on the City's legislative short session request of \$3 million for the Northpoint Vista Project, the Airport grant award of \$7 million from the Federal Infrastructure Bill which will go towards the Terminal Expansion Project; the Airport is also applying for a \$10 million Connect Oregon grant. In addition, he reported on the City's Congressionally Directed Spending request for the Cinder Hollow infrastructure, and RootedHomes and Housing Works Congressionally Directed Spending request for the Antler Avenue project.

COUNCIL COMMENTS

Councilor Colvin provided updates from the Juniper Golf Committee, Urban Area Planning Commission, and Tourism Committee meetings. He shared that the FairWell Festival announced their concert line-up for the summer.

Councilor Wedding provided updates from the Parks Committee meeting.

Councilor Nielsen acknowledged staff's work on the audit and commended Mr. Wood, and his team.

MAYOR'S COMMENTS

Mayor Fitch discussed the meaning of diversity and equity. He encouraged all sectors of the community to participate with the City's committees/commissions and the City Council.

There being no further business, the meeting was adjourned at 7:00 pm.

Prepared by ABC Transcription Services
Reviewed by Kayla Duddy, Deputy City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 7th day of May 2024.

Ed Fitch, Mayor

ATTEST:

Kelly Morse, City Recorder

REGULAR CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD MARCH 12, 2024, IN COUNCIL CHAMBERS.

COUNCIL MEMBERS PRESENT: Tobias Colvin – Clifford Evelyn – Ed Fitch – John Nielsen – Kathryn Osborne – Shannon Wedding – Cat Zwicker

STAFF PRESENT: City Manager Keith Witcosky – Deputy City Manager John Roberts – Deputy City Manager/Chief Financial Officer Jason Neff – City Attorney Keith Leitz – City Recorder Kelly Morse – Police Sergeant April Huey – Public Works Director/City Engineer Jessica MacClanahan – Communications Director Heather Cassaro – Network Administrator Christian Armatas – Housing Program Analyst Linda Cline

MEDIA PRESENT: None

Mayor Fitch called the meeting to order at 6:00 pm. A quorum was established.

BLESSING

Chuck Gustafson, Desert Song, led the blessing.

PLEDGE OF ALLEGIANCE

Mayor Fitch led the Pledge of Allegiance.

CITY ANNOUNCEMENTS

Mayor Fitch stated the announcements from the City would be made during Council Comments.

COMMENTS FROM CITIZENS AT THE MEETING

A. Written Comments from Steve Carchidi

Redmond resident Donna Abelein spoke about diversity, equity, inclusiveness (DEI) and her belief that an interruption during public comment at the March 28, 2023, Council meeting and the raccoon incident were set-ups.

Redmond resident Kayla Boyd advocated for cannabis sales in Redmond and spoke about the working poor and keeping Measure 110 intact.

Redmond resident Sarah Long urged regulation and standardization of housing and building numbers for new buildings and developments.

Redmond resident Stephen Schaffer encouraged everyone to keep streets safe by obeying traffic laws, asking about more traffic cameras and radar enforcement.

CONSENT AGENDA

A. American Red Cross Month

American Red Cross' Central and Eastern Oregon Chapter Executive Director Morgan Schmidt read the proclamation declaring March 2024 as American Red Cross Month.

American Red Cross Disaster Action Team (DAT) member Jerry Fletcher shared how proud he is of the Council for how they've handled Redmond's growth. In addition, he thanked the Council for giving people a place to park their trailers. Mr. Fletcher announced that the DAT participates in a home fire campaign and will install fire alarms for free. DAT member John Grassley spoke about how rewarding it is to be able to provide emergency services to those who are experiencing the worst day of their lives.

Councilor Zwicker moved, seconded by Councilor Wedding, to approve the Consent Agenda, motion passed. (Colvin-yes, Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

PRESENTATIONS

A. Citywide Camera System Upgrade Project Update

Network Administrator Christian Armatas presented an update of the citywide security camera project by highlighting the need for the system, the fiscal impact, and future locations of interest.

ACTION ITEMS

A. Northpoint Vista Mixed-Income Neighborhood: Authorize the disposition and development of two initial parcels for affordable housing.

Housing Program Analyst Linda Cline and Deputy City Manager John Roberts provided an update on the Northpoint Vista mixed-income neighborhood project and requested authorization of the disposition and development of two initial parcels for the site.

Questions from the Council were addressed with input from deChase Miksis Partner Mark Miksis.

Councilor Nielsen moved, seconded by Councilor Wedding, to authorize the City Manager to execute the necessary agreements for the disposition and development of two affordable housing parcels at Northpoint Vista with deChase Miksis and Edlen & Co and their nonprofit partners, motion passed. (Colvin-yes, Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

RootedHomes' Deputy Director Karl Dinkelspiel addressed the layers of funding, including public subsidy, needed for the ownership project and the rental project with Housing Works.

B. Resolution #2024-08: A resolution modifying the Greater Redmond Area Enterprise Zone Agreement to Incorporate the statutorily required School Support Fee.

Redmond Economic Development, Inc. Director Steve Curley requested approval of Resolution #2024-08 which modifies the Greater Redmond Area Enterprise Zone to include a school fee on extended abatements in Years Four and Five of an enterprise zone exemption.

Questions from the Council were addressed.

Councilor Colvin moved, seconded by Councilor Osborne, to adopt Resolution #2024-08, motion passed. (Colvin-yes, Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

There were no additional comments from citizens.

CITY MANAGER COMMENTS

City Manager Keith Witcosky reported that Central Oregon Cities Organization Lobbyist Doug Riggs will attend the Council meeting on March 26 to give a recap of the recently concluded legislative session. One of the two houses recently purchased by the City for the Yew Avenue roundabout expansion will be use on March 13, 2024, for law enforcement training.

COUNCIL COMMENTS

Councilor Nielsen provided a follow-up on Republic Services' January and February service reports. He reported on the Airport's Connect Oregon application for a \$10 million grant and shared data on the Airport's continued growth.

DRAFT

Councilor Zwicker thanked staff and the development team for their work on Northpoint Vista. She spoke of her excitement about the work of Senators Jeff Merkley and Ron Wyden and Representative Lori Chavez-Deremer in helping obtain \$1.25 million for the Wetlands Complex. Councilor Zwicker noted Republic Services is making strides even if she was still not 100 percent satisfied with their service.

Councilor Evelyn read a statement regarding the hateful commentary the citizens of Redmond and the Council have endured on a monthly basis for the past 14 half months. He opined these comments have done nothing to address the real-life challenges of Redmond's citizens.

Councilor Wedding thanked Councilor Evelyn for his statement. She spoke regarding the annual \$1,000 Anderson Perry scholarship which is awarded to any Redmond high school seniors looking to be an engineer.

Councilor Osborne reported the Redmond Panthers girls' basketball team placed fifth at the state tournament noting it was their highest finish for girls in school history; the boys' team placed sixth. She congratulated all the elementary school participants at the recent Battle of the Books and thanked the staff and volunteers from the Red Cross.

Councilor Colvin thanked Councilor Evelyn for his comments. He expressed appreciation for all the Council, Mayor Fitch, and staff, noting the amount of funds the City has received during this legislative session and the last session is amazing. The Request for Proposal for the City's tourism funds was posted.

MAYOR'S COMMENTS

- A. Budget Committee - Appointment of Kayelyn Simms as the Youth Ex-Officio, term expiring December 31, 2024**
- B. Redmond Commission for Art in Public Places - Appointment of Ann Lindsey, term expiring December 31, 2025.**

Councilor Wedding moved, seconded by Councilor Osborne, to appoint Kayelyn Simms as the Budget Committee's Youth Ex-Officio, term expiring December 31, 2024.

Councilor Nielsen moved, seconded by Councilor Evelyn, to appoint Ann Lindsey to the Redmond Commission for Art in Public Places, term expiring December 31, 2025.

Motions passed. (Colvin-yes, Evelyn-yes, Fitch-yes, Nielsen-yes, Osborne-yes, Wedding-yes, Zwicker-yes)

Mayor Fitch stated the \$1.8 million request for construction of 21st Street for CORE3 did not pass the special legislative session. He explained that rather than focusing on conspiracy theories, the Council spends 99 percent of their time focusing on major projects around town and water challenges with Water Resources Department.

There being no further business, the meeting was adjourned at 7:22 pm.

Prepared by ABC Transcription Services
Reviewed by Kelly Morse, City Recorder

APPROVED by the City Council and SIGNED by the Mayor this 7th day of May 2024.

Ed Fitch, Mayor

ATTEST:

Kelly Morse, City Recorder



CITY OF REDMOND

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FAX: 541.548.0706
info@redmondoregon.gov
redmondoregon.gov

STAFF REPORT

DATE: May 7, 2024
TO: City Council
THROUGH: Keith Witcosky, City Manager
FROM: Zachary Bass, Airport Director
SUBJECT: Dallas-Ft. Worth Direct Air Service Contract to American Airlines, not to exceed \$1,000,000

Report in Brief:

This item requests City Council approve a two-season service contract, in an amount not to exceed \$1,000,000, between the City of Redmond (City) and American Airlines (AA) to offset any potential revenue gap for AA for the Dallas-Ft Worth direct, nonstop air service. The contract term is from May 2024 - May 2026.

Background:

In March 2021, the Redmond Municipal Airport (Airport) applied for the U.S. Department of Transportation (DOT) Small Community Air Service Development Program (SCASDP), which included multiple letters of support from local businesses, community partners, and elected officials.

The grant program is designed to help small communities address air service and airfare challenges by reducing the financial risk carriers may face on new routes, such as the Redmond - Dallas-Ft. Worth route, which began May 6, 2024. The Airport has specifically targeted acquiring daily, nonstop service to Dallas-Ft. Worth International Airport (DFW), pursuing American Airlines to help both business and leisure travelers reach a desired destination.

The revenue guarantee section of the SCASDP grant consists of \$1,000,000, as follows:

- DOT SCASDP Funding: \$800,000
- Local Contributions: \$200,000

The City and the Airport worked with the Central Oregon Air Service Team (COAST) to secure this route. COAST consists of the Redmond Chamber of Commerce, Economic Development for Central Oregon, and Central Oregon Visitors Association (COVA). COAST has a long history of partnering with the Airport to improve air service choices for the region. Other successes over the past two decades include leveraging SCASDP grants for service to Salt Lake City (2003), Los Angeles (2012), and Phoenix (2015).

Discussion:

As the grant sponsor, the revenue guarantee expenditures related to daily, nonstop service to DFW are required to flow through the City, with sufficient documentation, to qualify to receive up to \$800,000, to be reimbursed from DOT as part of SCASDP, along with \$200,000 in local contributions from COVA.

Fiscal Impact:

This service contract directs a qualifying amount, not to exceed \$1 million, in federal grant and local contribution resources. These are pass through resources, rather than direct City resources.

The sources of funds are:

- Federal Grant (SCASDP): \$800,000
- Local Contribution (COVA): \$200,000

American Airlines was designated as the air-carrier during the grant application. The procurement was made through Redmond City Code Section 2.406, ORS 279A.180 & Federal Code 2 CFR 200.320(c)(2).

Alternative Courses of Action:

1. Approve the service contract with American Airlines.
2. Do not approve the service contract with American Airlines
3. Take no action and request more information

Recommendation / Suggested Motion:

"I move to award a service contract with American Airlines for the Dallas-Ft. Worth direct, nonstop air service, not to exceed \$1,000,000 in revenue guarantees, and authorize the City Manager to sign the contract."

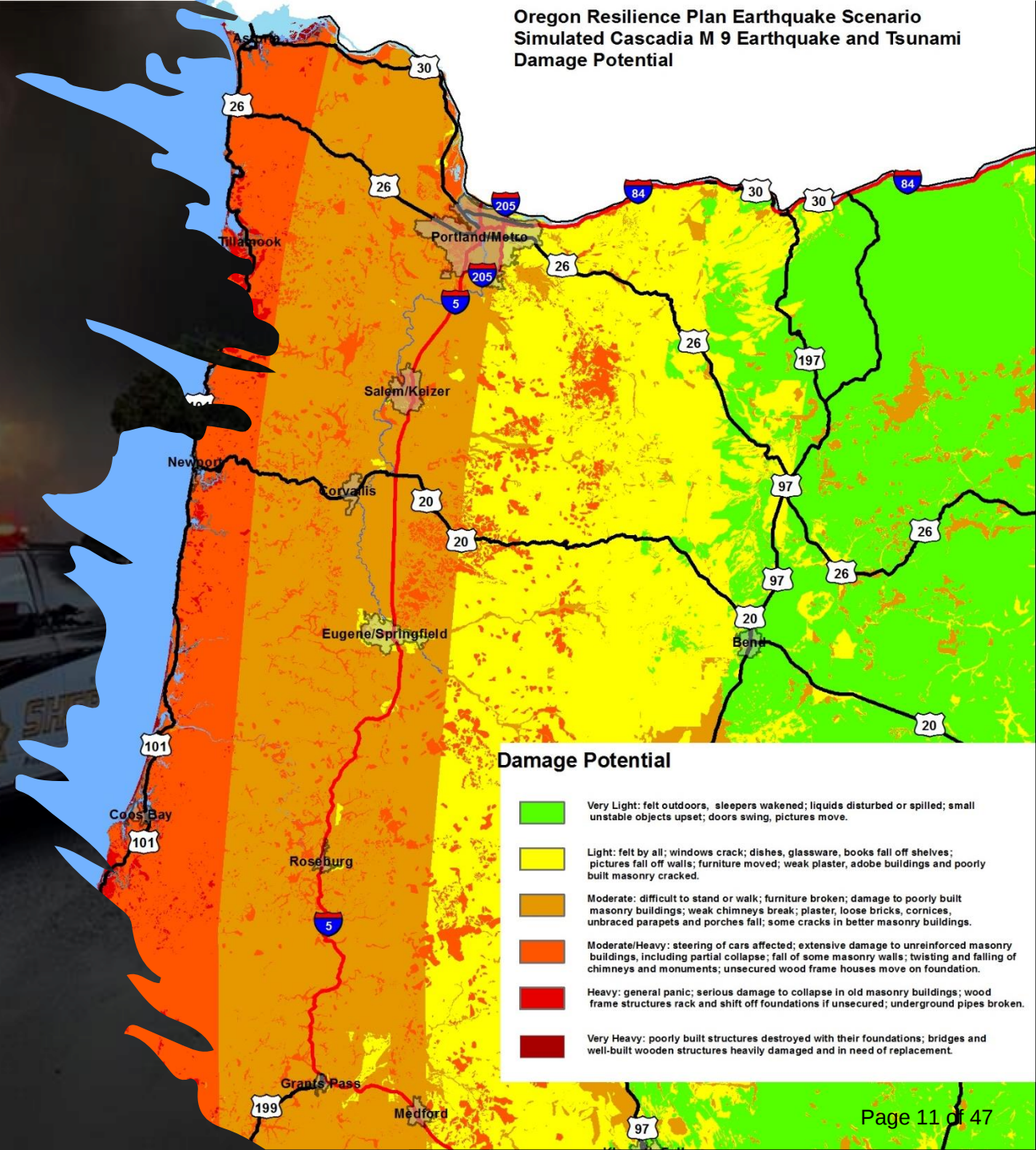
DISASTER PREPAREDNESS REDMOND CITY COUNCIL MAY 7, 2024

CHIEF RYAN HERRERA
REDMOND FIRE & RESCUE

SGT. NATHAN GARIBAY
DESCHUTES COUNTY SHERIFF'S OFFICE
EMERGENCY MANAGEMENT



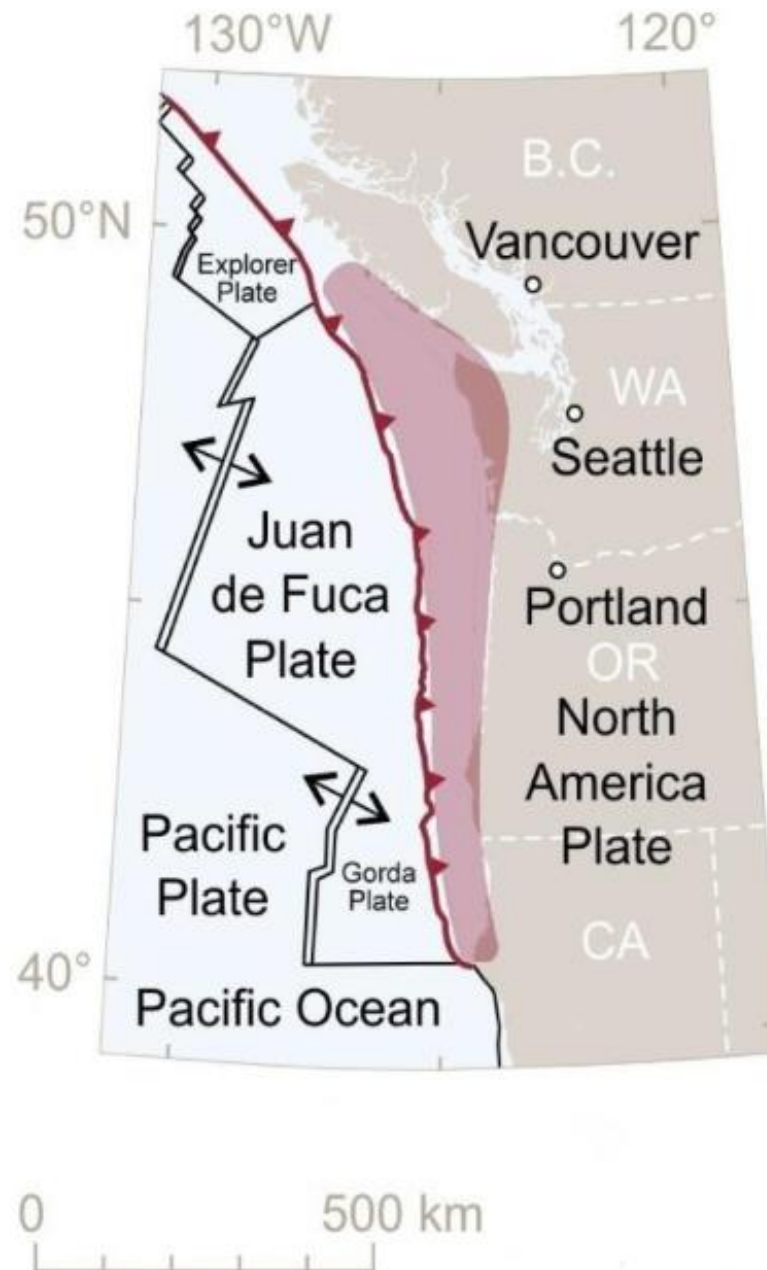
Oregon Resilience Plan Earthquake Scenario
Simulated Cascadia M 9 Earthquake and Tsunami
Damage Potential



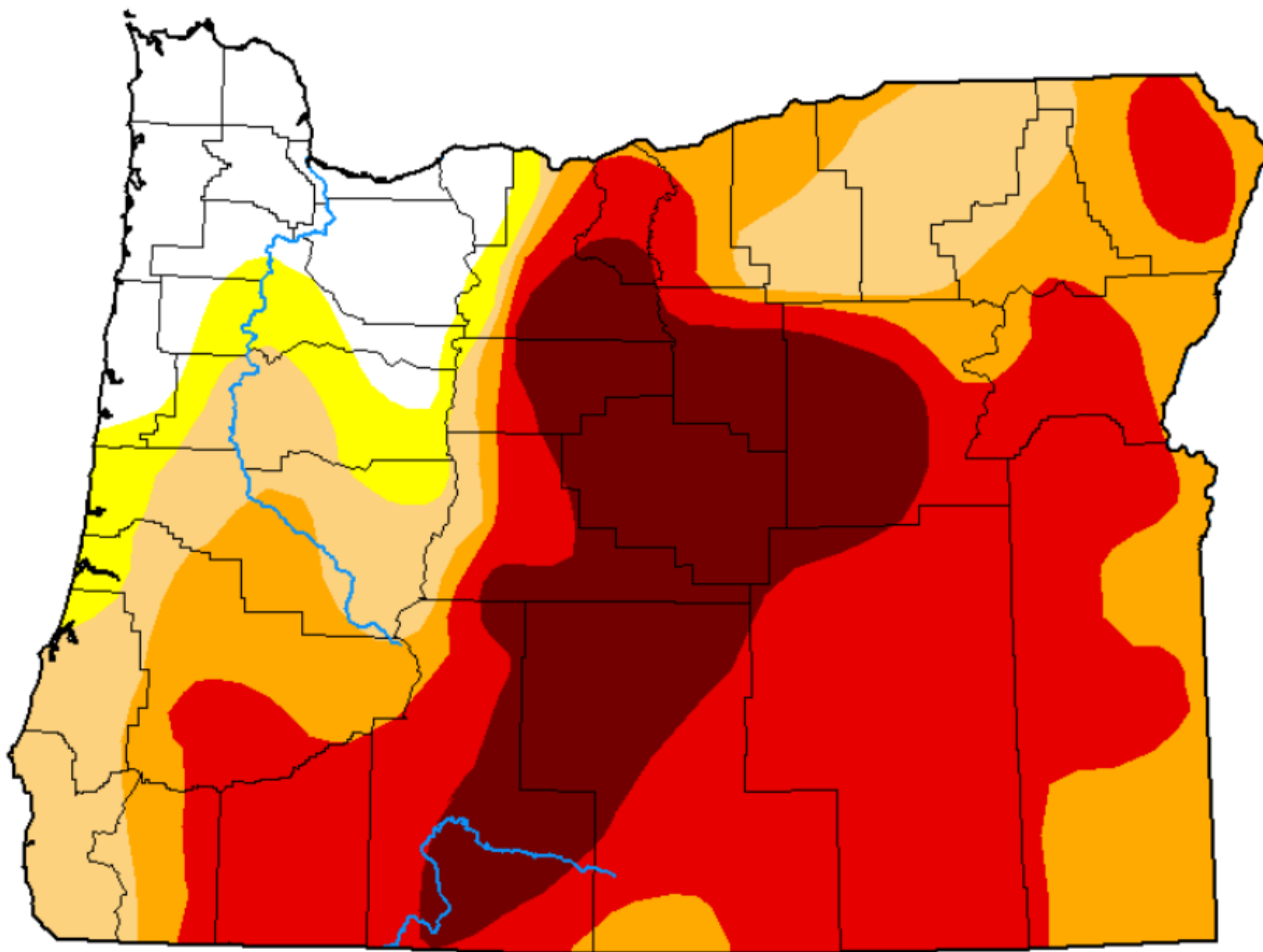
Damage Potential

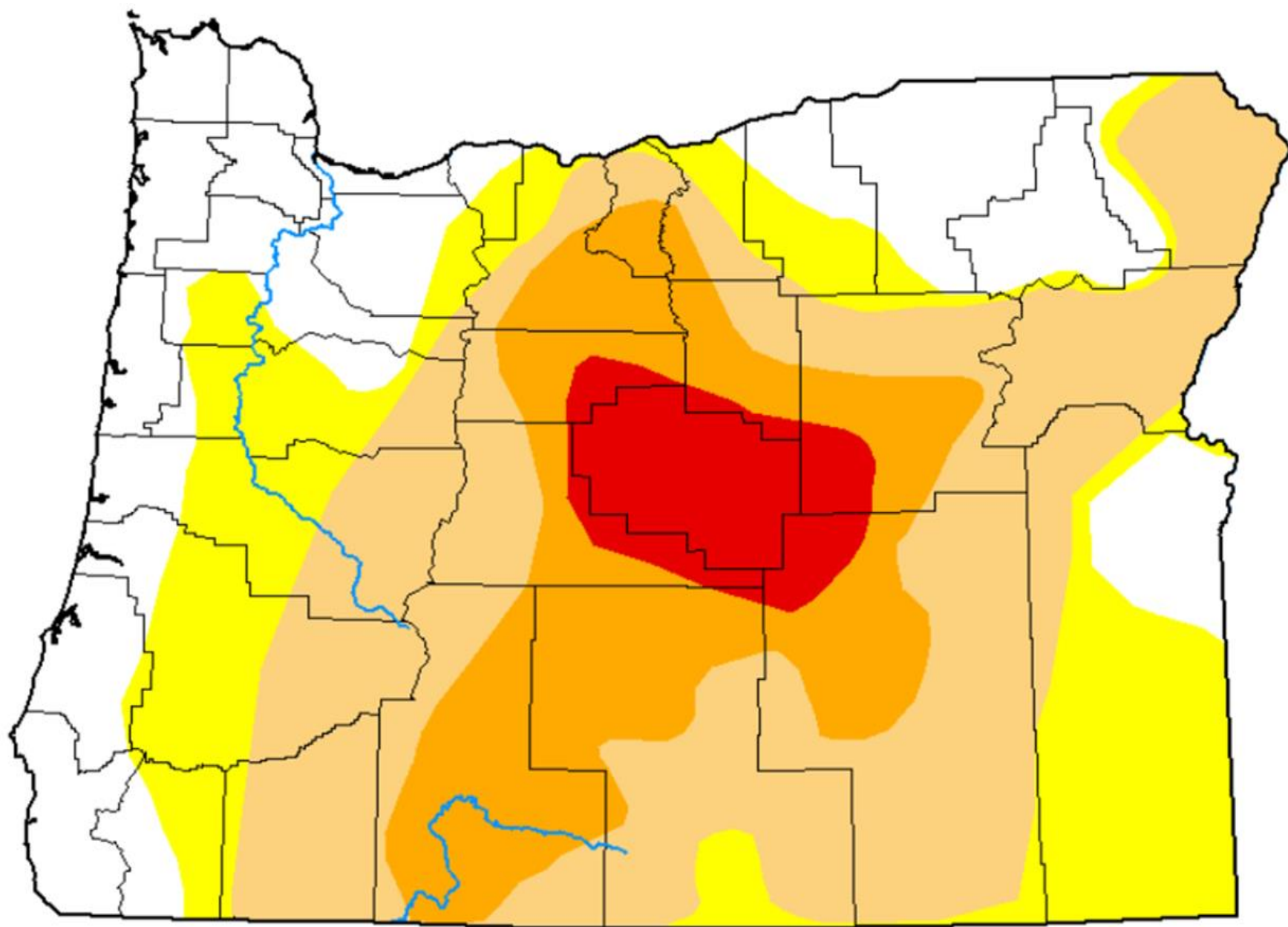
- Very Light:** felt outdoors; sleepers awakened; liquids disturbed or spilled; small unstable objects upset; doors swing; pictures move.
- Light:** felt by all; windows crack; dishes, glassware, books fall off shelves; pictures fall off walls; furniture moved; weak plaster, adobe buildings and poorly built masonry cracked.
- Moderate:** difficult to stand or walk; furniture broken; damage to poorly built masonry buildings; weak chimneys break; plaster, loose bricks, cornices, unbraced parapets and porches fall; some cracks in better masonry buildings.
- Moderate/Heavy:** steering of cars affected; extensive damage to unreinforced masonry buildings, including partial collapse; fall of some masonry walls; twisting and falling of chimneys and monuments; unsecured wood frame houses move on foundation.
- Heavy:** general panic; serious damage to collapse in old masonry buildings; wood frame structures rack and shift off foundations if unsecured; underground pipes broken.
- Very Heavy:** poorly built structures destroyed with their foundations; bridges and well-built wooden structures heavily damaged and in need of replacement.

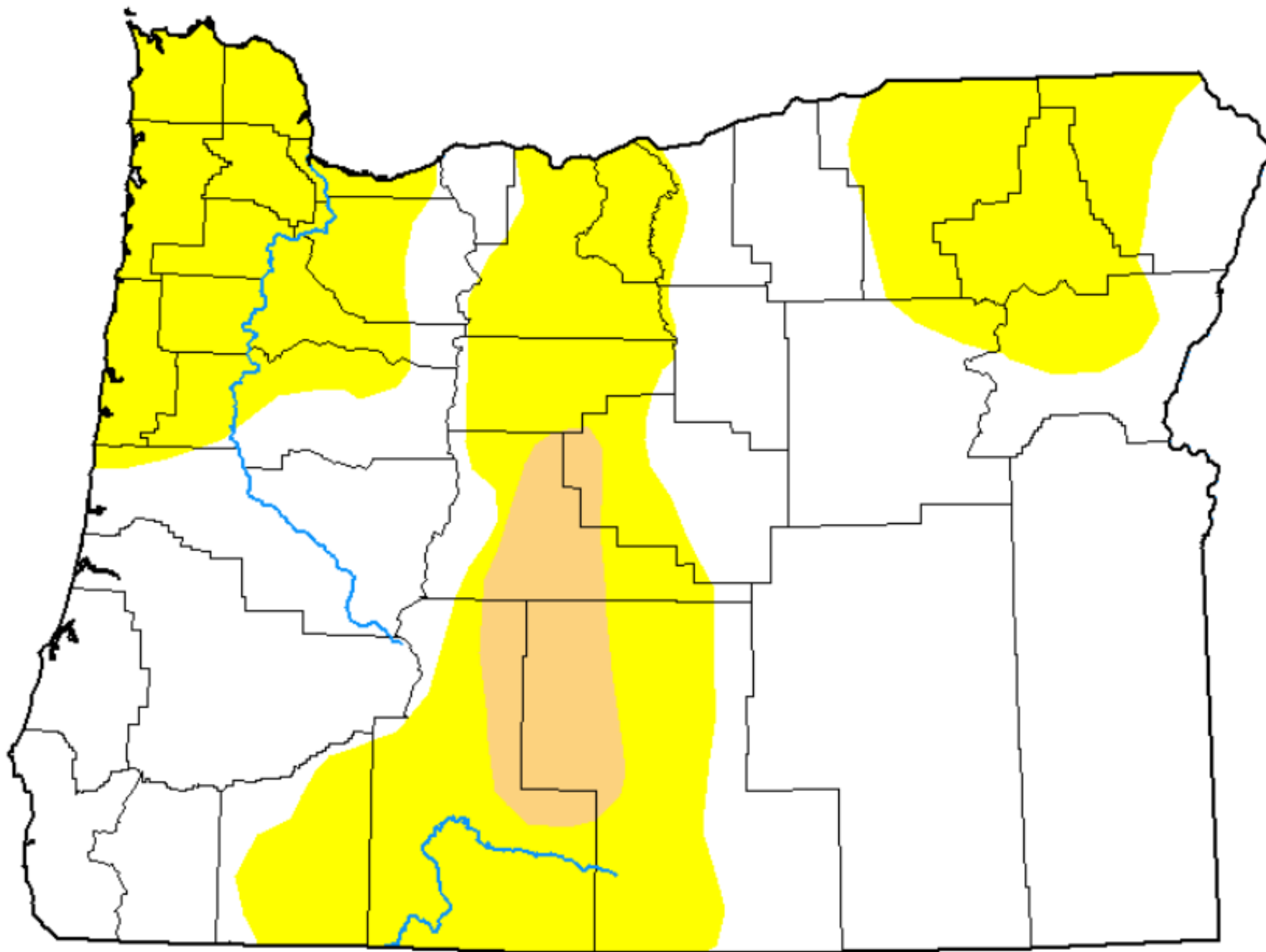
2021 NHMP Hazards Ranking	
Winter Storm	1
Wildfire	2
Windstorm	3
Drought	4
Volcano	5
Earthquake (Cascadia)	6
Flood	7
Earthquake (Crustal)	8
Landslide	9



-  The stuck, or 'locked' part of the interface between the North American and subducting plates - the fault that breaks in great earthquakes.
-  The seaward edge of the subduction zone, where the subducting plates begin their descent beneath the North American Plate.
-  Spreading ridges where plates separate and injected magma forms new oceanic crust.
-  Vertical faults oriented so plates move parallel to one another.





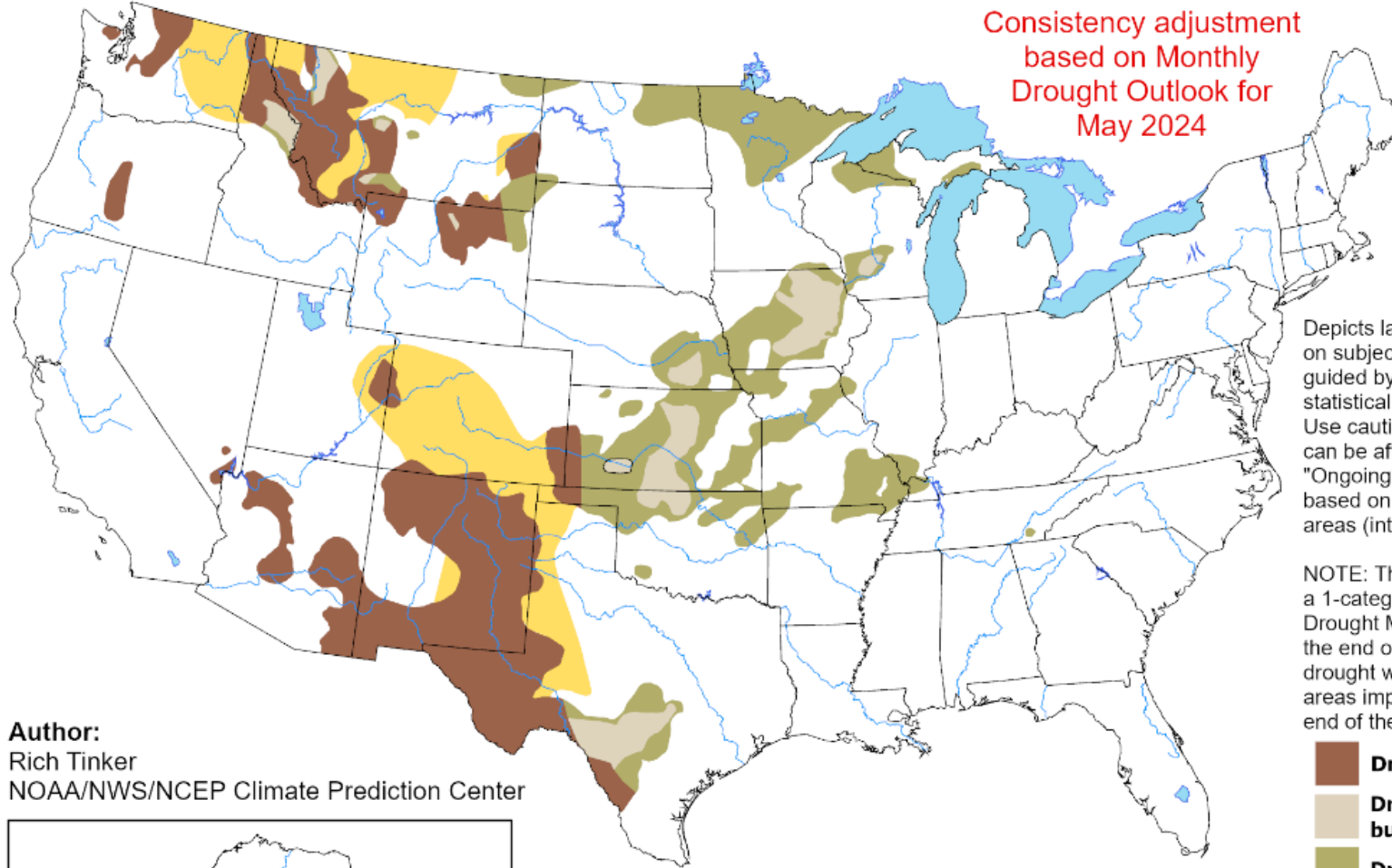


U.S. Seasonal Drought Outlook

Drought Tendency During the Valid Period

Valid for May 1 - July 31, 2024
Released April 30, 2024

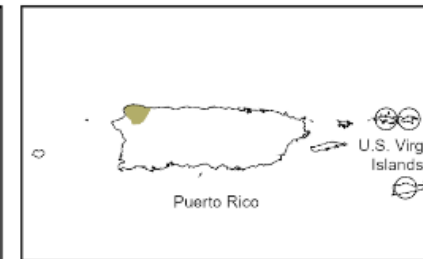
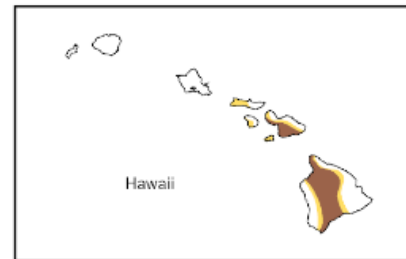
Consistency adjustment
based on Monthly
Drought Outlook for
May 2024



Depicts large-scale trends based on subjectively derived probabilities guided by short- and long-range statistical and dynamical forecasts. Use caution for applications that can be affected by short lived events. "Ongoing" drought areas are based on the U.S. Drought Monitor areas (intensities of D1 to D4).

NOTE: The tan areas imply at least a 1-category improvement in the Drought Monitor intensity levels by the end of the period, although drought will remain. The green areas imply drought removal by the end of the period (D0 or none).

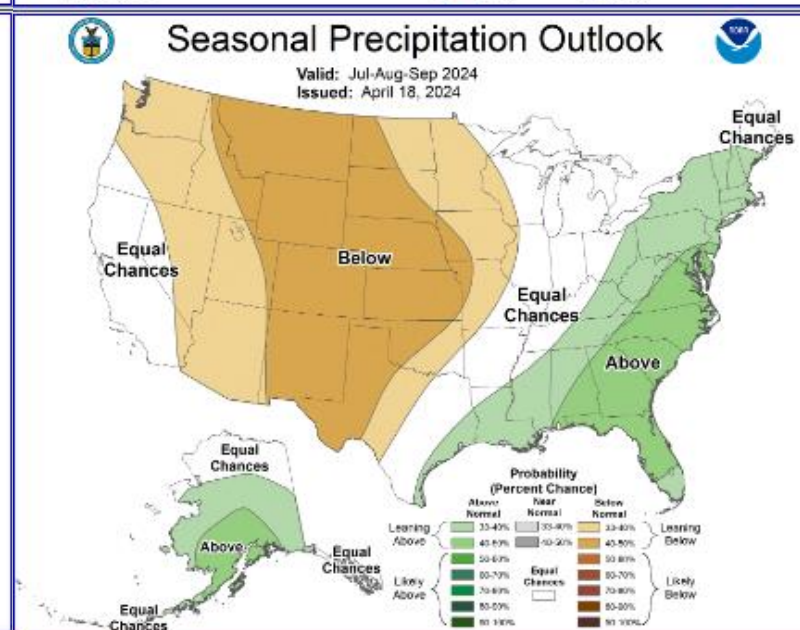
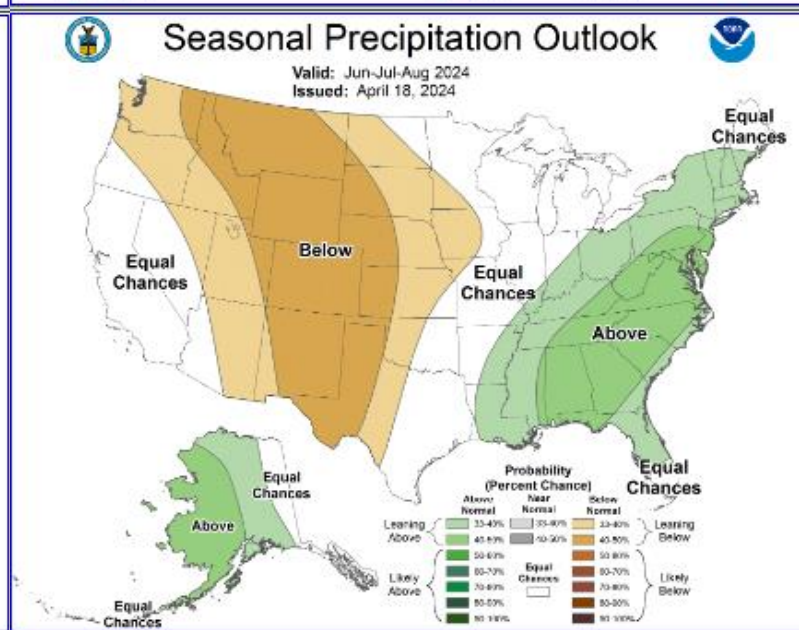
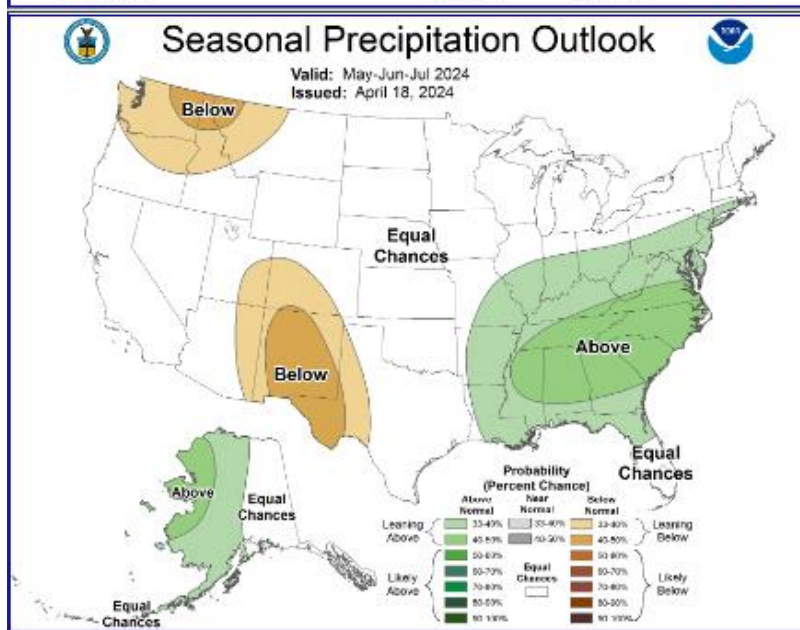
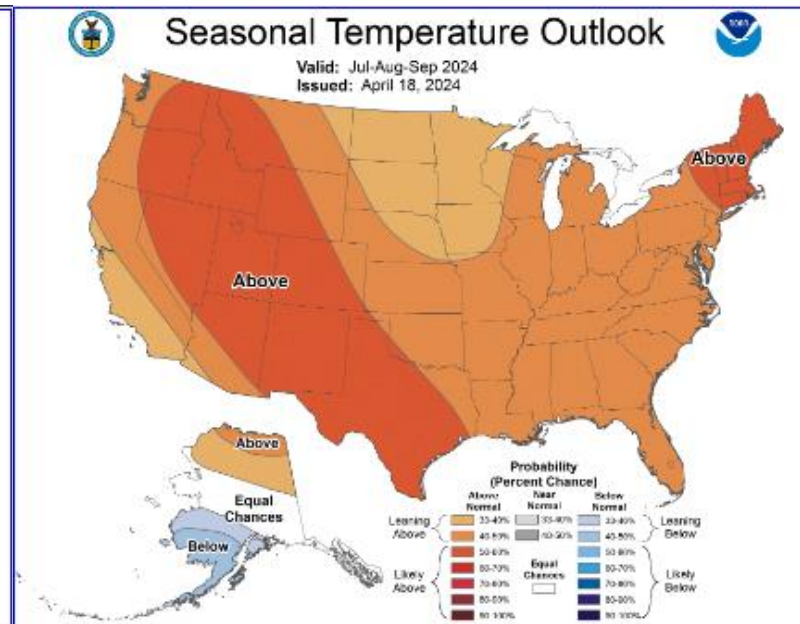
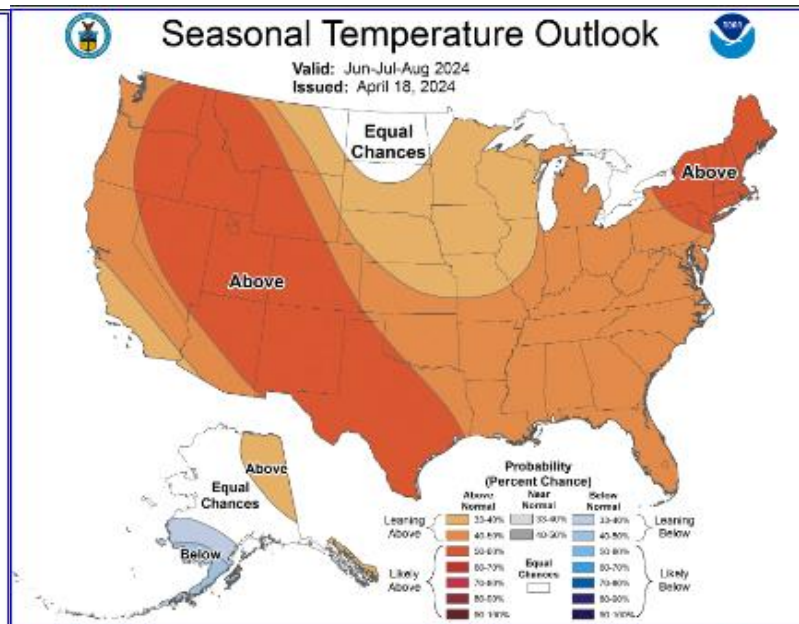
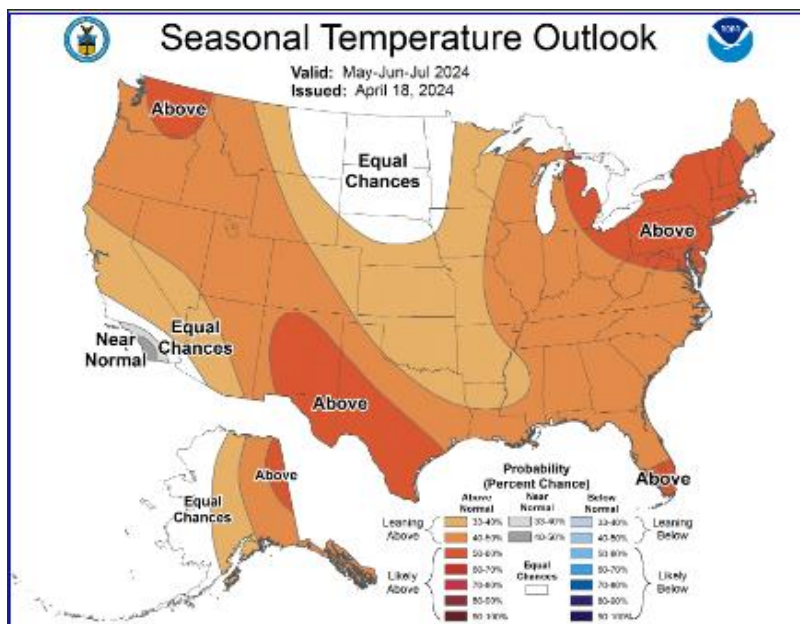
Author:
Rich Tinker
NOAA/NWS/NCEP Climate Prediction Center



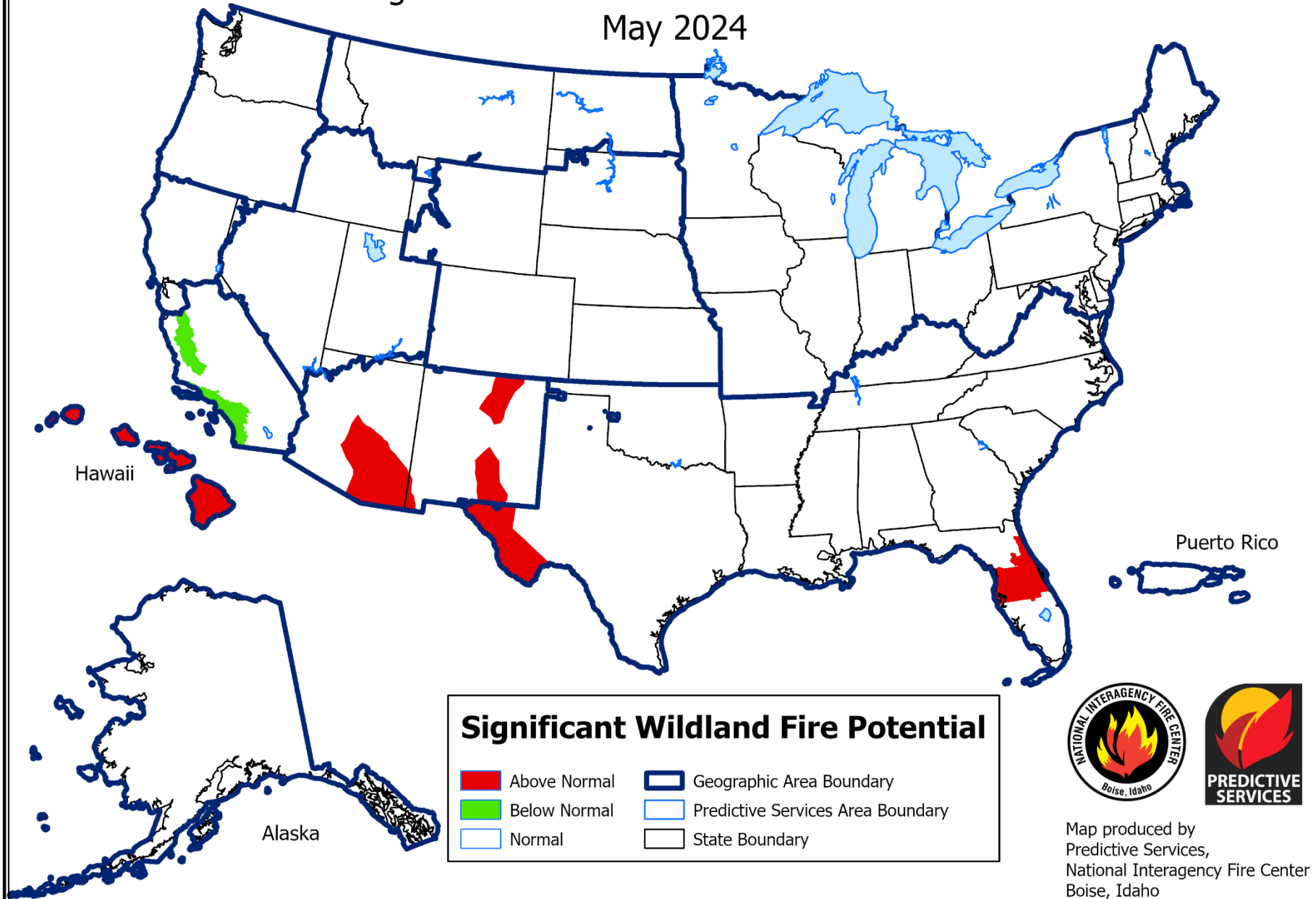
-  **Drought persists**
-  **Drought remains, but improves**
-  **Drought removal likely**
-  **Drought development likely**
-  **No drought**



<https://go.usa.gov/3eZ73>



Significant Wildland Fire Potential Outlook May 2024



Above normal significant wildland fire potential indicates a greater than usual likelihood that significant wildland fires will occur.
Significant wildland fires should be expected at typical times and intervals during normal significant wildland fire potential conditions.
Significant wildland fires are still possible but less likely than usual during forecasted below normal periods.



Map produced by
Predictive Services,
National Interagency Fire Center
Boise, Idaho
Issued May 1, 2024
Next issuance June 1, 2024

Significant Wildland Fire Potential Outlook

June 2024

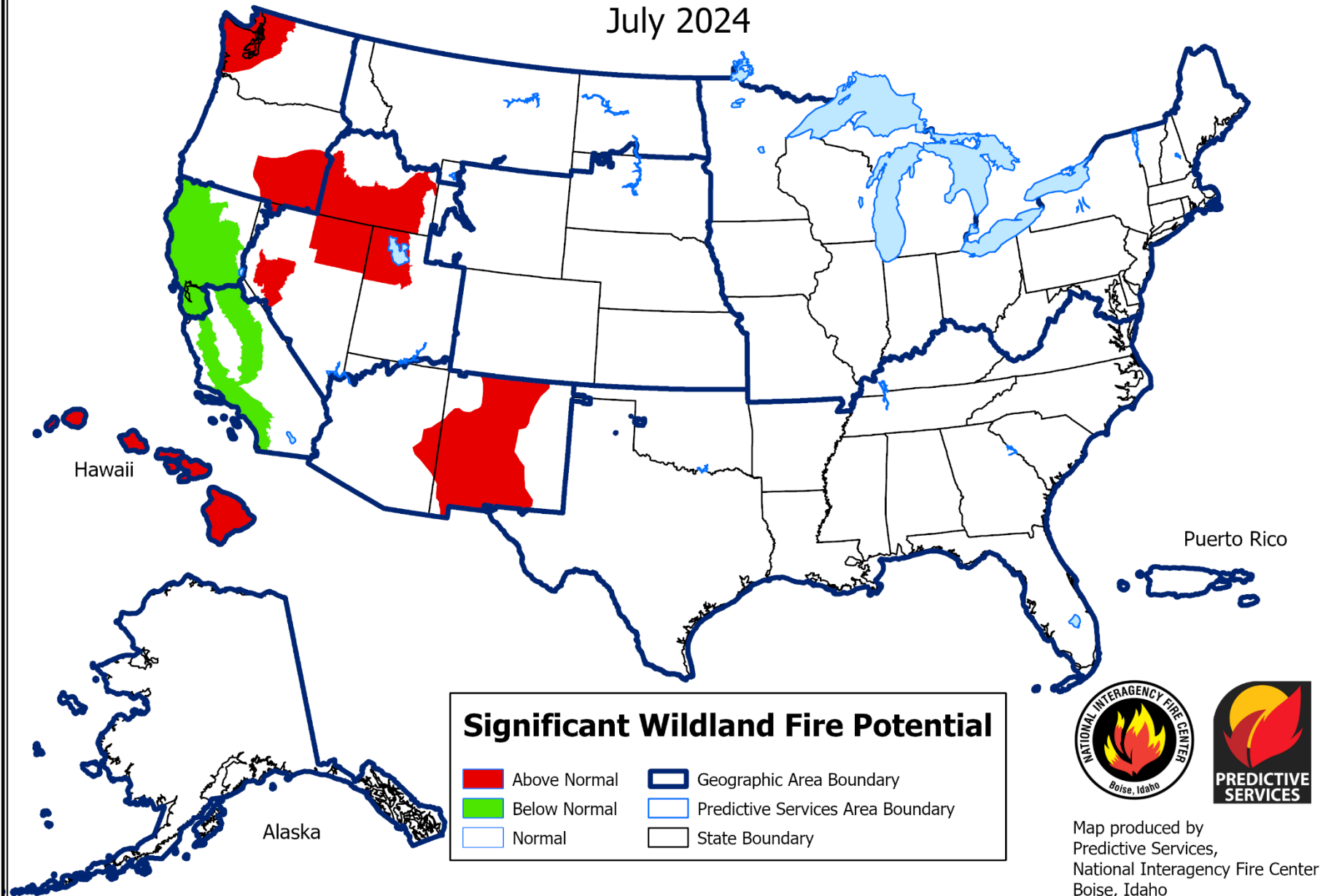


Above normal significant wildland fire potential indicates a greater than usual likelihood that significant wildland fires will occur.
Significant wildland fires should be expected at typical times and intervals during normal significant wildland fire potential conditions.
Significant wildland fires are still possible but less likely than usual during forecasted below normal periods.



Map produced by
Predictive Services,
National Interagency Fire Center
Boise, Idaho
Issued May 1, 2024
Next issuance June 1, 2024

Significant Wildland Fire Potential Outlook July 2024

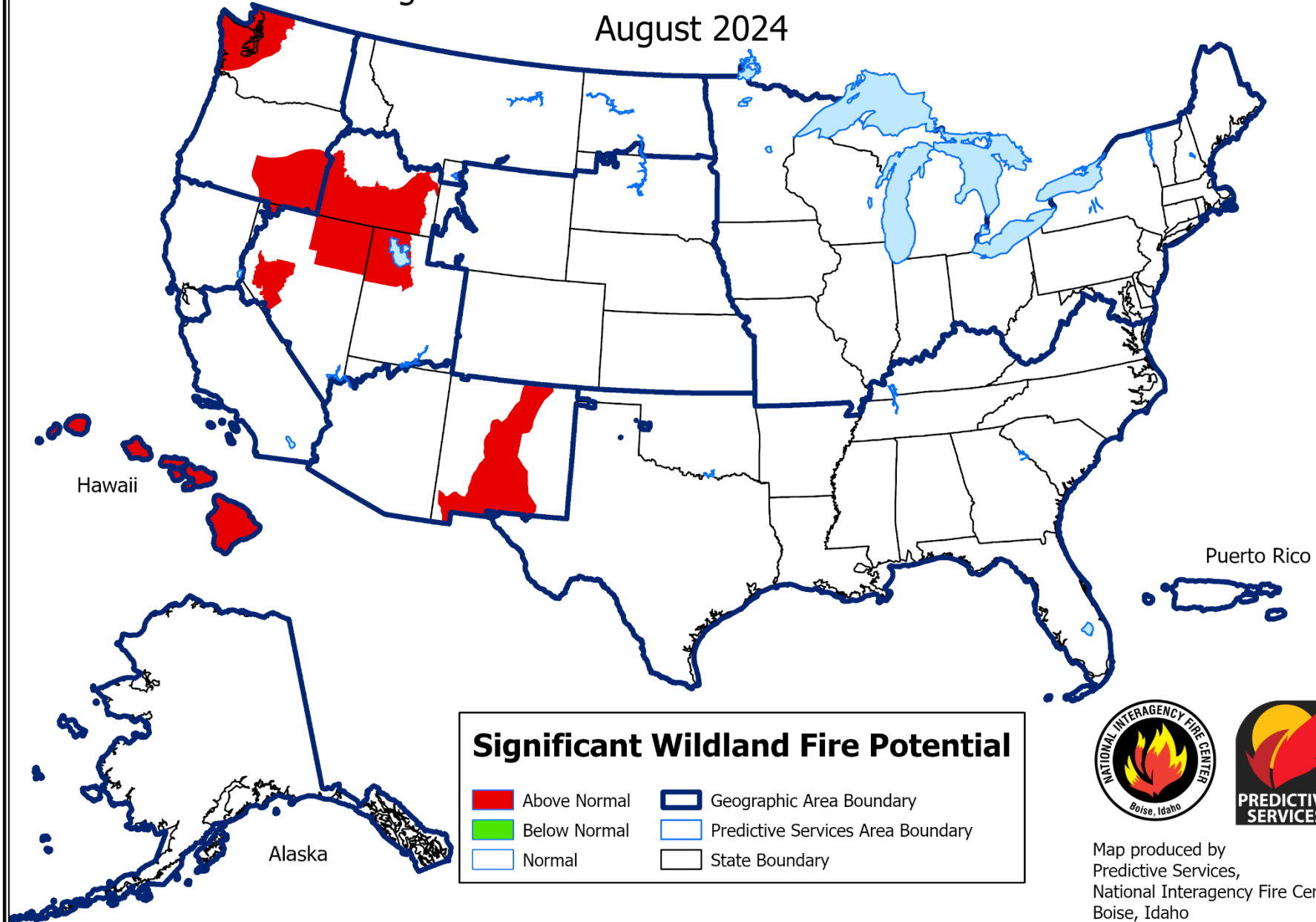


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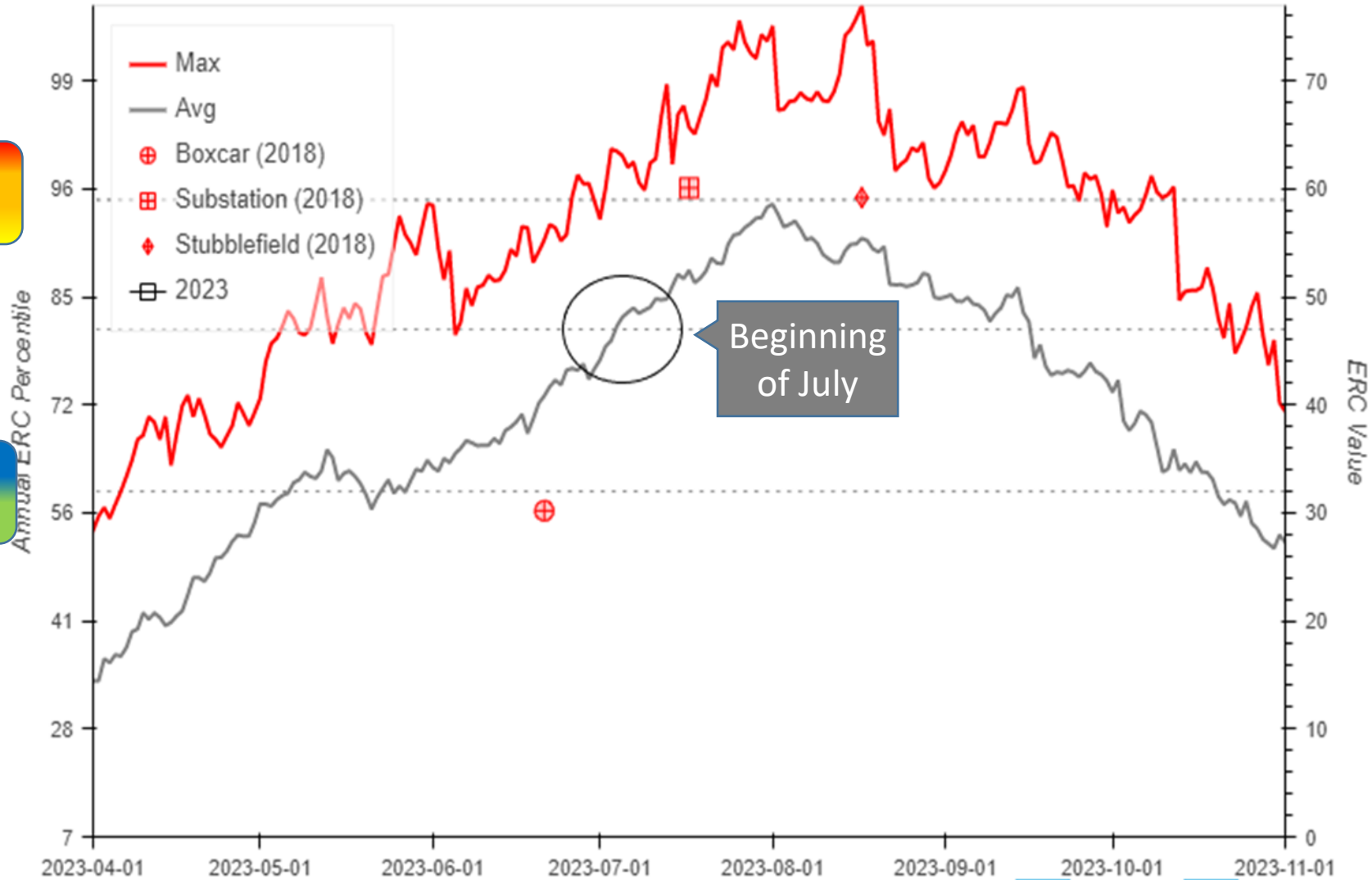
Significant Wildland Fire Potential Outlook August 2024



Map produced by
Predictive Services,
National Interagency Fire Center
Boise, Idaho
Issued May 1, 2024
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Energy Release Component



ERC 59
High->Very High/Extreme

ERC 32
Low->Moderate

ERC 47
Moderate->High

Adjective Rating

A public information component of the NFDRS specific to the rating of fire danger. Adjective ratings are: low(L), moderate(M), high(H), and extreme(E).



ILLEGAL FIREWORKS IN OREGON

Illegal: Any firework that flies into the air, explodes, or behaves in an uncontrollable and unpredictable manner.

Warning label may say:
"Shoots Flaming Balls."

KEEP IT LEGAL, KEEP IT SAFE



Oregon Laws Violated:
ORS 480.120 Violation

Charged:
Class B Misdemeanor



LEGAL FIREWORKS IN OREGON

KEEP IT LEGAL, KEEP IT SAFE

Includes:

- Novelty Device
- Wheel
- Flitter Sparkler
- Fountains
- Smoke Device
- Ground Spinner



OR-Alert





Resources

deschutesalerts.org

oralert.gov

sheriff.deschutes.org/divisions/special-services/emergency-management

oregon.gov/oem/hazardsprep/Pages/2-Weeks-Ready

ready.gov



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STAFF REPORT

DATE: May 7, 2024
TO: City Council
THROUGH: Keith Witcosky, City Manager
Jason Neff, Deputy City Manager/Chief Financial Officer
FROM: Jessica MacClanahan, Public Works Director/City Engineer
SUBJECT: Review and Discuss Draft Transportation System Development Charge Methodology

Report in Brief:

This item requests City Council review the draft Transportation System Development Charge methodology and provide guidance to staff to finalize the methodology for public outreach.

Background:

The authority to collect System Development Charges (SDCs) is based on Oregon Revised Statute 223.297-316. The intent behind the collection of SDCs is to have “growth pay for growth.” SDCs are used to fund Infrastructure Capital Projects required to accommodate the growth of Redmond. SDCs cannot be used for maintenance items.

The City has not updated its Transportation System Development Charge (SDC) methodology since 2008. In that time, the population has grown from approximately 24,000 to nearly 40,000. This growth has required substantial planning efforts, including a new Transportation System Plan (TSP) adopted in 2020, which is aimed at assuring transportation infrastructure is sufficient to meet the demands of the population. Based on the new projects identified in the TSP, it is recommended by staff to adjust the SDC rate accordingly.

Staff is actively working with FCS Group to develop a draft Transportation SDC Update Report which will provide detailed information on the SDC projects, costs, eligibility, and other details about the methodology.

The proposed SDC methodology will incorporate the needed transportation infrastructure capital investments to serve the growing number of residents, services, and businesses within the City of Redmond. The FCS Group and staff will continue to refine the methodology to reflect nuanced items such as reimbursement proportions for various projects, outside funding sources, and other items that impact the actual SDC rate. The simple theory behind how the SDC rate is calculated is to divide the cost of the needed infrastructure investments by the number of new PM Peak Vehicle Trips projected in the same time period.

On May 7, 2024, staff are seeking Council direction on what range of SDC increases are acceptable before more formal stakeholder outreach occurs. This report contemplates a range from \$9,000 - \$15,000. Once the range is set, staff will meet with stakeholders, including Redmond Economic Development Inc. and the Central Oregon Builders Association to inform them about the process and their opportunity for input at both the staff and Council level. The intent is to conduct outreach in May and June 2024 and seek Council authorization in September 2024.

An important item to understand is how the SDC rate is built upon the Improvement Fee Cost Basis and the Reimbursement Cost Basis for the SDC rate. The Improvement Fee Cost Basis is the sum of all the costs of needed projects to serve future growth. The Reimbursement Cost Basis is the value of the existing capacity in existing transportation infrastructure that has been built and will serve future growth. The Reimbursement Cost portion of the SDC reimburses the City for oversized infrastructure that has already been built and benefits future users.

Per state law, prior to the setting of any official increase to the SDC, there is a 90-day notice required for the City Council hearing to consider the change to the methodology. State law further requires the Transportation SDC Update report to be available for review 30-days into the required 90-day notice period. The expectation is that this notice will be made mid-summer 2024.

Discussion:

The current transportation SDC is \$5,160 per PM Peak Trip. If the SDC fee were established and escalated per guidance at the time of adoption in 2008, today's SDC rate would be approximately \$9,200, however this did not occur due to previous Council direction based on economic and community factors at the time.

Staff understands that the Council is interested in potentially adopting an SDC rate that is appropriate for our community and current economy. The FCS Group and City staff evaluated a range of SDC options from approximately \$9,000 to \$15,000 for the Council's consideration.

The approximate \$9,000 SDC fee includes the 5-year CIP projects and other critical projects.

The approximate \$11,000 and \$13,000 fees include the 5-year CIP projects and other critical projects, plus some high-priority projects due to recent private developments.

The approximate \$15,000 fee includes the 5-year CIP projects and other critical projects, plus all high-priority projects that private development projects will benefit from.

The fees from \$9,000 through \$15,000 omit many other projects identified in the TSP. These projects will remain unfunded, unless funding is obtained through another mechanism.

The current 5-year CIP program, if implemented with the current adopted SDC rate of \$5,160, will be unfunded by a total of approximately \$14.9M. This funding gap would require certain projects be eliminated from the 5-year CIP, including the SW Helmholtz Way/Obsidian Avenue Roundabout, SW Helmholtz Way/Wickiup Avenue Roundabout, the NW Maple Avenue/19th Street signal, corridor improvements on NW Maple Avenue from NW 19th Street to NW 27th Street, and the Airport Way/SE Salmon Avenue Roundabout.

The discussion at the worksession should evaluate perspectives of all parties to determine:

- What rate is acceptable by the Council and our community?
- How does the SDC rate adopted affect capital projects planned?
- How does the SDC rate adopted affect private development projects?

The proposed order of events for the worksession is:

- Staff presents the purpose and context of the topic.
- Staff presents key elements of the draft methodology.
- Questions from Council.
- Directions on next steps from City Council, with the goal of selecting an SDC range for public outreach.

Fiscal Impact:

The Fiscal Year 2024/2025 budget that was approved by the Budget Committee reflected the current SDC rate of \$5,160. This rate and its associated revenue is insufficient to support the projected 5-year Capital Improvement Program (CIP). The CIP adopted by the Council in January 2024 was known to have funding gaps that would need to be made up with alternative resources (such as the rental car tax and an increased SDCs).

Alternative Courses of Action:

1. Identify an SDC increase range for staff to use for stakeholder outreach.
2. Take no action and request more information for review at a future work session.

Recommendation / Suggested Motion:

No formal motion requested. Would like the Council to identify a range for upcoming outreach.



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STAFF REPORT

DATE: May 7, 2024
TO: City Council
THROUGH: Keith Witcosky, City Manager
Jason Neff, Deputy City Manager/Chief Financial Officer
Jessica MacClanahan, Public Works Director/City Engineer
FROM: Jake Sherman, Principal Engineer
SUBJECT: Eastside Arterial Project Progressive Design-Build Contract Award to Knife River Corporation, Project #TR2403; \$4,552,791

Report in Brief:

This item requests City Council approve a \$4,552,791.00, Progressive Design-Build contract with Knife River Corporation to initiate the design and construction of the Eastside Arterial Project.

Background:

The Eastside Arterial is a significant component of the City's Capital Improvement Program to increase mobility and safety in Redmond. The City is well-positioned to complete this project within the 5-year planning horizon utilizing available funding resources and a Progressive Design-Build (PDB) delivery method.

Benefits include an alternate route to Highway 97 and improved access to east Highway 126 (OR126), relieving congestion, and increasing traffic safety in our community. The project also creates access to industrial and commercial land for economic development in the region.

The project has three primary segments:

- **Segment 1 (NE Hemlock Avenue to OR126):** 5,400 feet of Minor Arterial Street improvements on NE 9th Street including new pavement, turn lanes, bike lanes, sidewalk, and subsurface utility improvements.
- **Segment 2 (OR126 and a portion of 9th Street Extension):** 2,100 feet of new Minor Arterial roadway with pavement, turn lanes, bike lanes, sidewalks, one new roundabout at the intersection of Oregon Highway (OR) 126 and 9th Street, and subsurface utility installation and/or improvements.
- **Segment 3 (Veterans Way / Airport Way and a portion of 9th Street Extension):** 2,000 feet of new Minor Arterial roadway with pavement, turn lanes, bike lanes, sidewalks, one new roundabout at the intersections of Veterans Way and Airport Way with the new 9th Street extension, and subsurface utility installation and/or improvements.

On August 22, 2023, staff presented the concept of PDB and the estimated budget for the Eastside Arterial project. At that time, Council directed staff to proceed with preparing findings for an exemption from competitive bidding for formal Council action.

On October 24, 2023, the City Council approved an exemption from competitive bidding allowing the use of the PDB procurement method. This method is well-matched to this project given its scope, schedule, and complexity. Utilizing this method, the City will enter into an initial contract for Preconstruction (Design) Services, followed by a series of Guaranteed Maximum Price (GMP) contract amendments for discrete construction packages.

Discussion:

On January 16, 2024, the City issued a Request for Proposals for qualified and experienced design-build teams for the design and construction of the Eastside Arterial Project.

On February 28, 2024, the City received seven (7) complete and competitive proposals from the list of firms provided below. A Selection Review Committee of five City staff evaluated the proposals using the following criteria: Design-Builder Profile, Experience and Performance, Project Personnel, and Project Approach. Teams were also evaluated on a price proposal based on an estimated total Design-Build contract amount of \$25 million.

On March 12, 2024, the Selection Review Committee selected the top three (3) scoring teams for interviews, which were held on March 19, 2024.

Following the interviews, the subsequent final scoring decision and Notice of Intent to Award was issued on March 19, 2024, to the Knife River / Parametrix Design-Build team as the highest scoring proposer.

1. Knife River Corporation / Parametrix
2. K&E Excavating, inc, / DOWL
3. Marcum & Sons, LLC / Century West
4. Taylor Northwest, LLC / Anderson Perry
5. Sundt Construction, Inc. / KPFF
6. Tapani, Inc. / AKS Engineering & Forestry
7. Kiewit Infrastructure West Co.

The presented contract for approval includes the following scope items:

- Alternatives Analysis to optimize size and alignment of the 9th Street extension and roundabouts located at Airport Way/Veterans Way and 9th Street / OR 126.
- Alternatives Analysis for appropriate underground utility extensions consistent with adopted or in-process infrastructure master plans.
- Refined Traffic Analysis for the entire project area, including considerations for in-process developments and overall traffic patterns in the nearby vicinity.
- 100% design documents for the entire project.
- At the City's option, provide a GMP for construction of any of the segments identified above. Future GMPs to be presented to Council in the form of a contract amendment.

The PDB Agreement is structured to allow contract flexibility to continue design and/or construction services as determined to be in the best interest of the City. Construction is estimated to begin in early 2025.

Fiscal Impact:

This project is included in the 5-Year Capital Improvement Program under the Eastside Arterial Project (TR2403) with the following funding breakdown:

Fund	5-Year CIP Estimate
Transportation Funds	\$16.3M
Rental Car Tax	\$6.7M
General Fund "One-Time"	\$4.0M
Water Funds	\$3.8M
Wastewater Funds	\$2.6M
TOTAL	\$33.4M

Pre-Construction (Design) Services will be completed with a Not-to-Exceed amount of \$4,552,791.00, as summarized in the table below.

Task	Fee
Project Management	\$455,238
Survey & Mapping	\$335,566
Geotechnical Investigations & Analysis	\$278,679
Traffic Analysis	\$38,084
Public Outreach / Involvement	\$104,223
Right of Way and Real Property Acquisition	\$240,860
FAA / NEPA Permitting	\$115,949
Utility Coordination	\$156,546
Conceptual Plans & Alternative Analysis	\$203,911
Segment 1 Design	\$527,971
Segment 2 Design	\$924,822
Segment 3 Design	\$1,016,797
Design Contingency	\$154,146
TOTAL	\$4,552,791

The procurement was made through Redmond City Code Section 2.406 & ORS 279C.335(2).

Alternative Courses of Action:

1. Authorize the City Manager to sign a contract with Knife River Corporation.
2. Do not authorize the contract.
3. Request additional information.

Recommendation / Suggested Motion:

"I move to award a Progressive Design-Build contract with Knife River Corporation to initiate the design and construction of the Eastside Arterial Project in the amount of \$4,552,791.00 and authorize the City Manager to sign the contract."



EASTSIDE ARTERIAL PROJECT

PROGRESSIVE DESIGN-BUILD CONTRACT AWARD: \$4,552,791
(PRECONSTRUCTION SERVICES)

REDMOND CITY COUNCIL

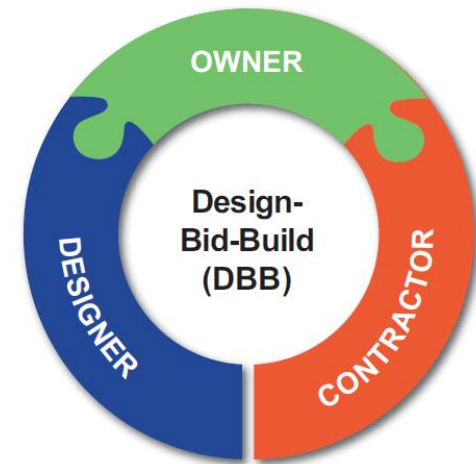
MAY 7, 2024



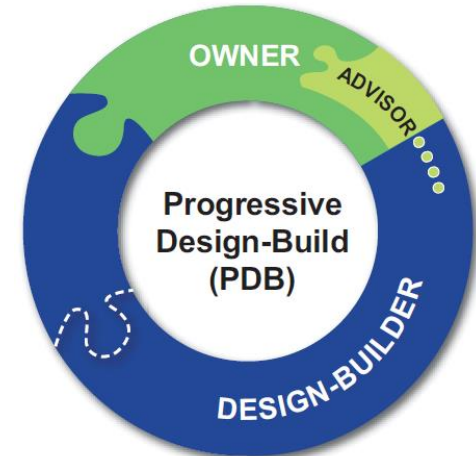
PROGRESSIVE DESIGN-BUILD

BENEFITS:

- SINGLE CONTRACT
- ACCELERATED SCHEDULE
- SEQUENCING OF PROJECT DELIVERY
- COST TRANSPARENCY
- COLLABORATION
- MITIGATING RISK
- EARLY ENGAGEMENT



VS





PROJECT SCOPE

SEGMENT 1

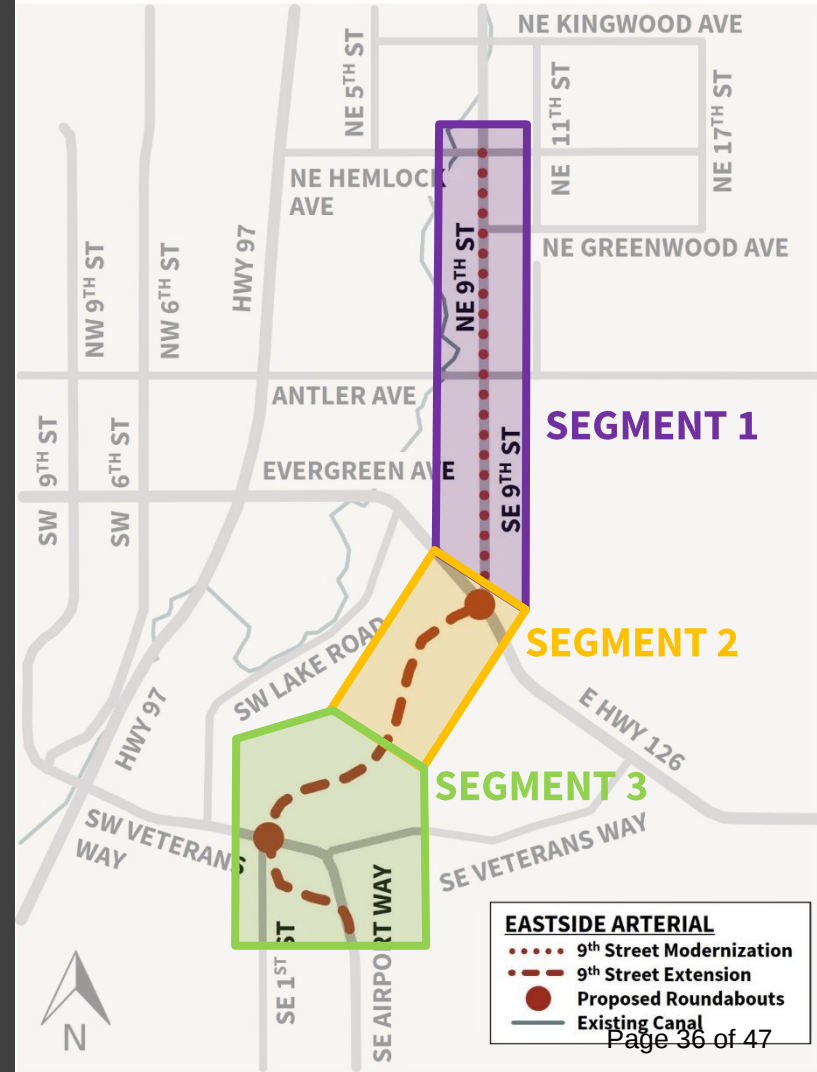
- 9TH STREET MODERNIZATION

SEGMENT 2

- OR126 ROUNDABOUT AND 9TH STREET EXTENSION

SEGMENT 3

- VETERANS WAY / AIRPORT WAY / 9TH STREET ROUNDABOUT AND EXTENSION





PROJECT TEAM

PROCUREMENT OF PROJECT TEAM

JAN. 16, 2024 – RFP POSTED

FEB. 28, 2024 – 7 PROPOSALS RECEIVED

MAR. 12, 2024 – TOP 3 TEAMS SELECTED FOR
INTERVIEWS*

MAR. 19, 2024 – NOTICE OF INTENT TO AWARD ISSUED
TO HIGHEST SCORING TEAM*

MAY 7, 2024 – CITY COUNCIL AUTHORIZATION

*SELECTED BASED ON QUALIFICATIONS AND PRICING



CITY OF REDMOND

JAKE SHERMAN, PRINCIPAL ENGINEER

JESSICA MACCLANAHAN, CITY ENGINEER

DESIGN-BUILDER

KNIFE RIVER CORPORATION

PRIMARY CONSULTANT

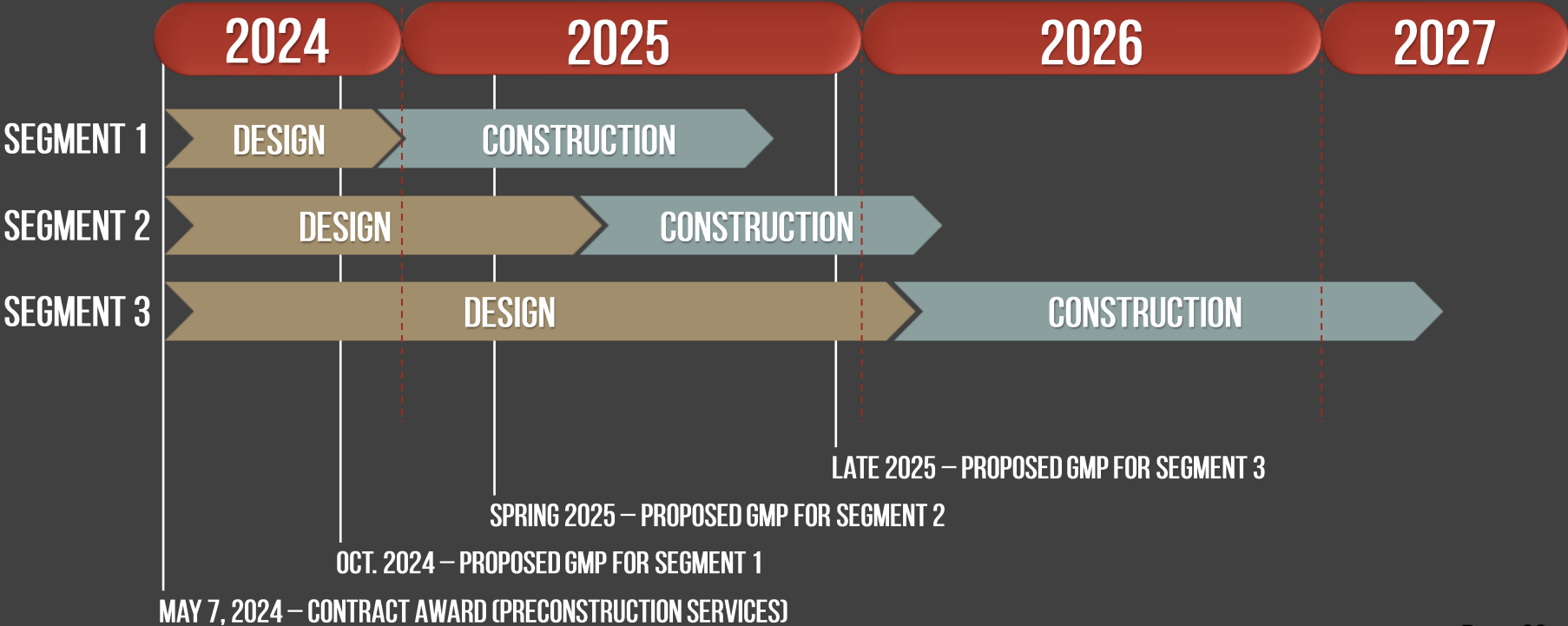
PARAMETRIX

PRIMARY SUB-CONSULTANT

KITTELSON & ASSOCIATES



PROPOSED PROJECT SCHEDULE

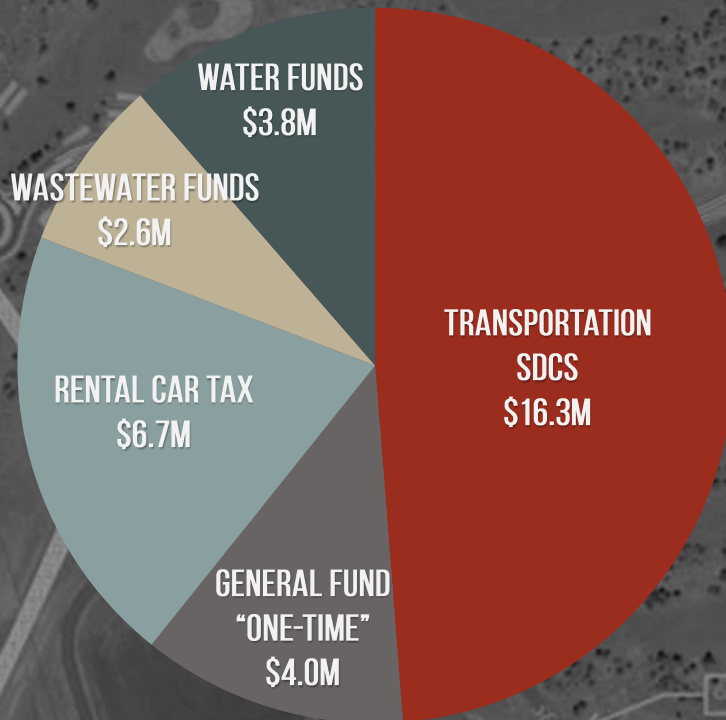




PROJECT BUDGET

ESTABLISHED FUNDING
IDENTIFIED OVER
NEXT 5 YEARS:

\$33
MILLION



INITIAL CONTRACT WITH
KNIFE RIVER FOR PRE-
CONSTRUCTION SERVICES:

\$4,552,791



QUESTIONS



CITY OF REDMOND

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STAFF REPORT

DATE: May 7, 2024
TO: City Council
THROUGH: Keith Witcosky, City Manager
Jason Neff, Deputy City Manager/Chief Financial Officer
FROM: Zachary Bass, Airport Director
SUBJECT: Contract Award to Deschutes Construction Corporation for the Reconstruction of the WWII Hangar Apron (Project #AP2204-000) and Terminal Loop Expansion (Project #AP2203-000) in the amount of \$362,971.69

Report in Brief:

This item seeks City Council authorization for the Redmond Municipal Airport (Airport) to enter into a contract with Deschutes Construction Corporation for reconstruction of the WWII Hangar Apron and Terminal Loop Road Expansion construction contract in the amount of \$362,971.69.

Background:

Due to the increase in aircraft size and frequency, vehicular traffic at the Airport has seen extensive growth, creating pinch points on the terminal loop road, primarily near the parking lot entrance and exit lanes.

Terminal Loop Road Expansion:

This has led to congestion in front of the terminal, particularly during peak arrival/departure times. The expansion of the Terminal Loop Road will help decrease this congestion. The project schedule and construction times will be managed to avoid the need for detours and delays during peak traffic periods.

WWI Hangar Apron:

The contract scope also includes the reconstruction of the WWII Hanger Apron, which is part of the Northside Fixed Base Operator. As a component of the ground lease agreement with Skyservice (formerly Leading Edge), the City of Redmond has agreed to invest in improvements to the WWII Hanger ramp area by replacing the existing concrete ramp which is beginning to deteriorate. This reconstruction project fulfills the City Investment Requirements as part of this lease.

The City advertised both the WWII Hanger Apron Reconstruction and Terminal Loop Road Expansion as one project to minimize the financial impact.

Discussion:

On March 1, 2024, the City issued an Invitation to Bid to select a qualified firm to provide services for construction on both the WWII Hanger Apron Reconstruction and Terminal Loop Road Expansion. The bids were reviewed on March 14, 2024, with three firms submitting proposals. Of these three bids, only one bid was under the engineer's estimate of \$560,504.00, while the other two came in above.

The bids were as follows:

Deschutes Construction Corp.	K&E Excavating, Inc.	JAL Construction, Inc.
\$362,971.69	\$572,612.00	\$602,617.00

The anticipated project schedule is below:

- Construction bid award: May 7, 2024
- Notice to proceed with construction: May 2024
- Completion of the construction: July 2024

Fiscal Impact:

The fiscal impact of this contract is \$362,971.69, with the project funded entirely through local Airport funds. The Fiscal Year 2023/2024 budget included \$541,200 for the combination of both projects. The procurement was made through Redmond City Code Section 2.406 & ORS 279C.335.

Alternative Courses of Action:

1. Authorize the City to award a construction contract to Deschutes County Construction
2. Do not authorize the contract.
3. Take no action and request more information

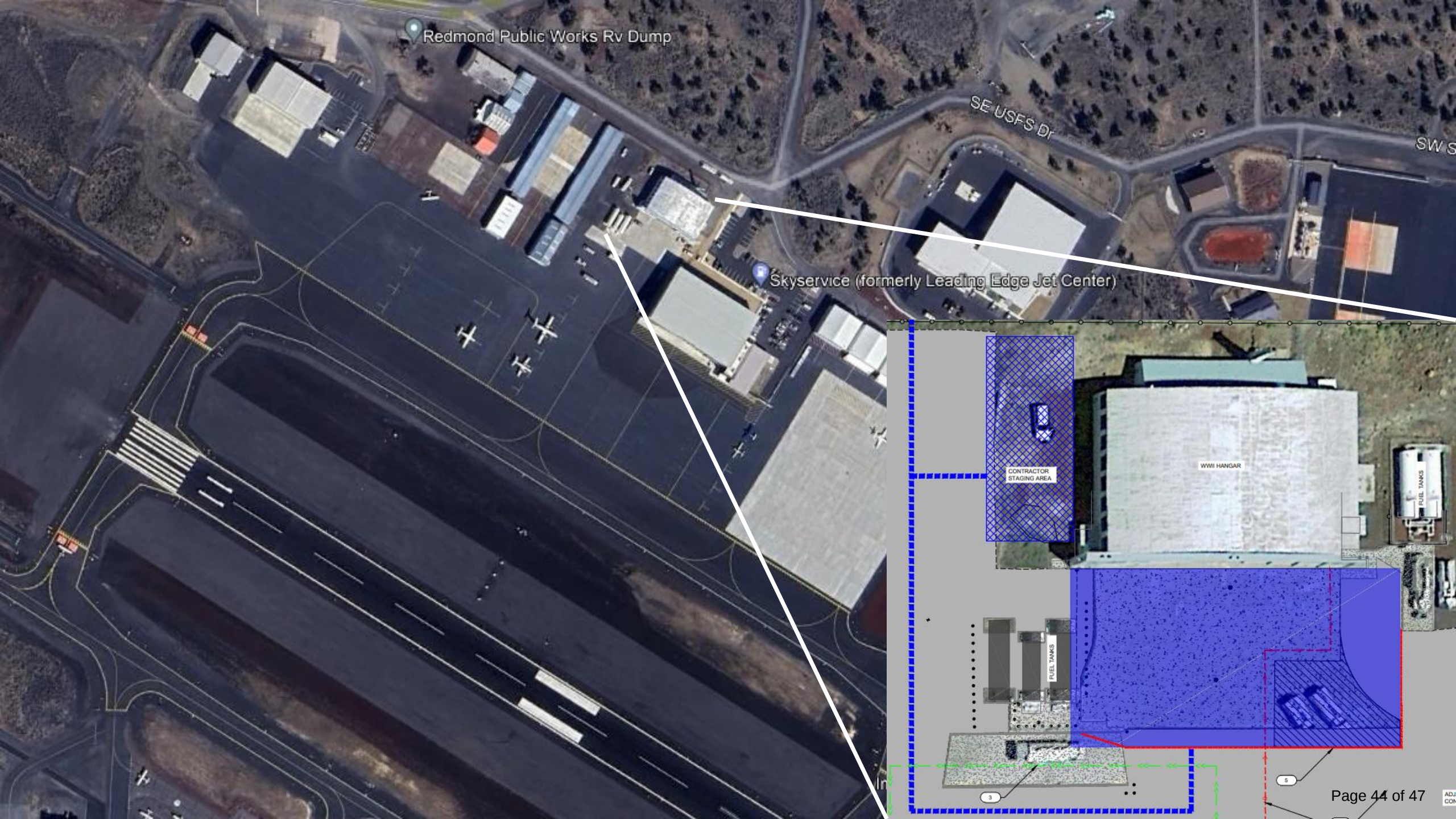
Recommendation / Suggested Motion:

"I move to award a contract to Deschutes County Construction for the reconstruction of the WWII Hanger Apron and Terminal Loop Road Expansion in the amount of \$362,971.69, and authorize the City Manager to sign the contract."



RDM LOOP ROAD AND HANGAR APRON IMPROVEMENTS CONTRACT: DESCHUTES CONSTRUCTION \$362,971.69

COUNCIL MEETING: MAY 7, 2024



Redmond Public Works Rv Dump

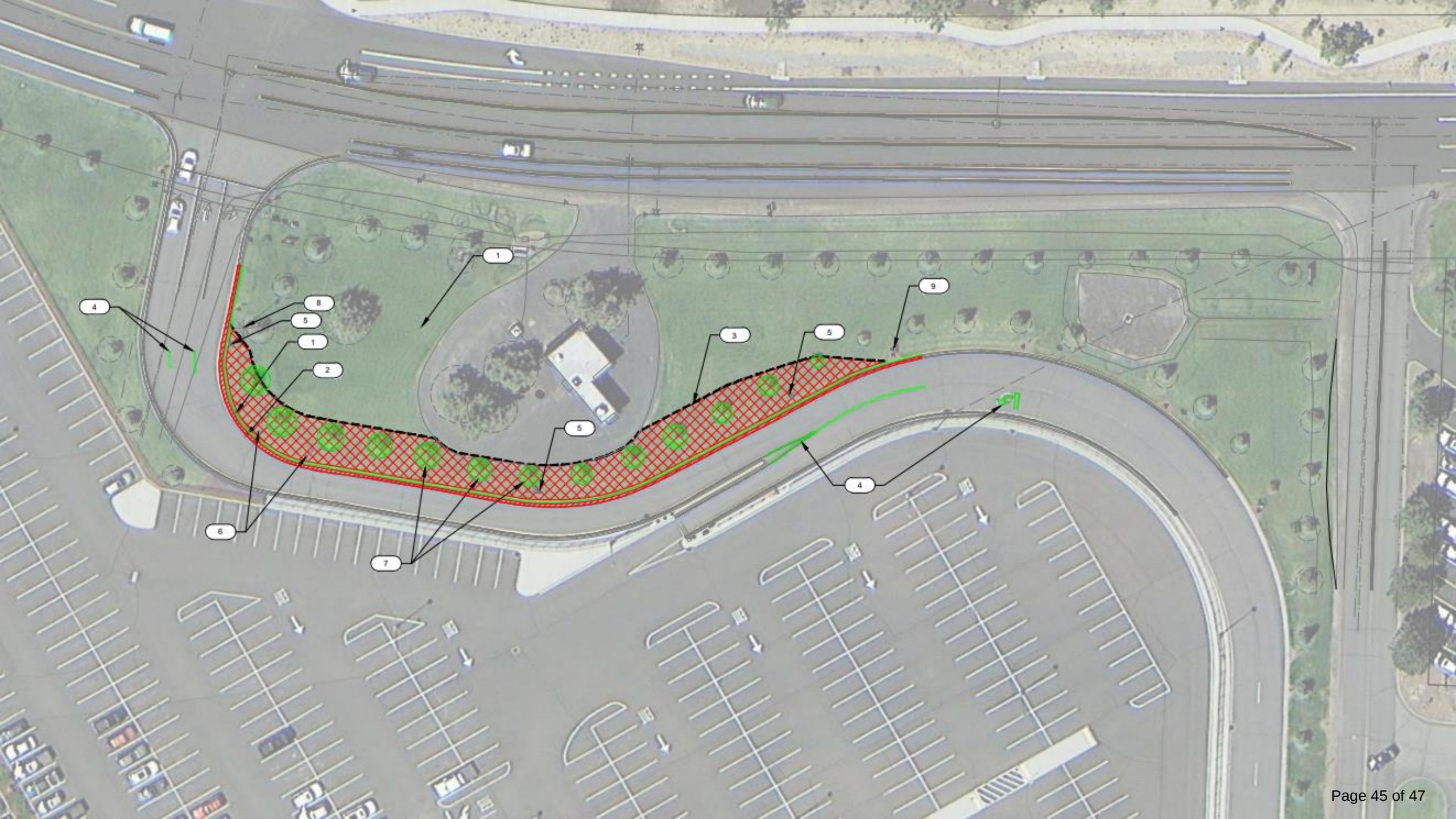
SE USFS Dr

Skyservice (formerly Leading Edge Jet Center)

CONTRACTOR STAGING AREA

WWII HANGAR

FUEL TANKS





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STAFF REPORT

DATE: May 7, 2024
TO: City Council
THROUGH: Keith Witcosky, City Manager
FROM: Zachary Bass, Airport Director
SUBJECT: Early Equipment Acquisition for the Airport Terminal Building Expansion Project not to exceed \$16,000,000.

Report in Brief:

This item requests City Council authorization for the Redmond Municipal Airport (Airport) to enter into a contract for early acquisition of equipment for the Terminal Building Expansion Project, not to exceed \$16,000,000.

Background:

Over the past five years, the Airport has experienced the annual passenger count increase from 500,000 to 1.2 million, with the forecast projecting the Airport to reach 1.7 million passengers by 2036. The current terminal building is no longer adequate to accommodate this increase and the Airport has been planning a terminal expansion for the last several years. The planned expansion will nearly double the size of the terminal, increase the passenger flow, safety, and new business opportunities.

Discussion:

Through the Construction Manager/General Contractor alternative delivery process of design and construction of the Terminal Building Expansion, construction normally begins once there is a final, agreed upon Guaranteed Maximum Price.

However, given the lead time needed for certain equipment, staff is seeking advance approval for early procurement and site-development for the Terminal Building Expansion Project. This action will also align with the Airport's \$170 million project price cap from available funding.

This Early Work Package, known as Bid Package #01, will be split into four separately bid work categories, made up of (1) site electrical conduit installation, (2) passenger boarding bridges, (3) elevators and escalators, and (4) outbound baggage makeup units. The Airport will require up to, not to exceed, \$16,000,000 for Bid Package #01.

Fiscal Impact:

For the early acquisition of equipment, the fiscal impact will be in the amount, not to exceed, \$16,000,000, based on quotes for each work category as part of Bid Package #01. These resources are available and will be within the \$170 million project budget, with up to \$11 million of Bid Package #01 paid through federal funds. The procurement was made through Redmond City Code Section 2.406 & ORS 279C.335.

Bid Package #01 Estimate

Elevators & Escalators	\$1.5m
Boarding Bridges (5)	\$6m - \$8m
Boarding Bridges Additional Alternative (2)	\$2m - \$2.5m
Electrical Conduit Work	\$500k
Baggage Handling System	\$700k
Indirect Costs	\$2m
Total Bid Package #01	\$12.7m - \$15.2m

Alternative Courses of Action:

1. Approve recommended early equipment acquisition, not to exceed \$16,000,000.
2. Do not approve recommended early equipment acquisition.
3. Take no action and request more information.

Recommendation / Suggested Motion:

"I move to approve the early equipment acquisition as part of Bid Package #01 for the Terminal Building Expansion Project, not to exceed \$16,000,000."