



CITY OF REDMOND

CITY HALL
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REDMOND, OR 97756
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info@redmondoregon.gov
redmondoregon.gov

CITY COUNCIL

November 12, 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

NOVEMBER 12, 2024

EXECUTIVE SESSION AGENDA

5:30 PM

I. EXECUTIVE SESSION

Oregon Law permits public bodies to meet in executive session to discuss specific matters which are not open to the public. Final actions or decisions on these matters will be made during regular session.

- A. Litigation – ORS 192.660(2)(h) authorizes 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.”

Under the provisions of the Oregon Public Meetings Law, the proceedings of this executive session are for background information only for media attending and not for publication or broadcast.

NOVEMBER 12, 2024

REGULAR MEETING AGENDA

6:00 PM

I. CALL TO ORDER / ESTABLISH A QUORUM

II. BLESSING - Rick Russel, Mountain View Fellowship

III. PLEDGE OF ALLEGIANCE

IV. CITY ANNOUNCEMENTS

V. CONSENT AGENDA

- A. Minutes of September 16, 2024, Council Workshop

VI. PRESENTATIONS

- A. Fireworks Discussion and Initiation of Public Comment (informational only)
B. 1st Quarter Financial Report

VII. ACTION ITEMS

- A. Resolution #2024-27: A resolution adopting the City of Redmond Snow and Ice Control Plans for Public Works and Roberts Field - Redmond Municipal Airport.
- B. Resolution #2024-30: A resolution of the City of Redmond, Oregon, updating the Airport Customer Facility Charge Effective January 1, 2025. **Public comment will be taken per ORS 294.160.**
- C. Resolution #2024-29: A resolution of the City Council of the City of Redmond, Oregon, declaring official intent to reimburse certain expenditures from proceeds of tax-exempt obligations, and related matters.

VIII. COMMENTS FROM CITIZENS AT THE MEETING

Citizen comments are limited to three (3) minutes per person and will be accepted for a period of 30 minutes. Comments should be focused on City of Redmond business. Attendees are asked to refrain from interrupting, calling-out, or cheering during citizen comments.

IX. CITY MANAGER COMMENTS

X. COUNCIL COMMENTS

XI. MAYOR'S COMMENTS

XII. 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

Redmond City Council

September 16, 2024

Workshop Minutes

Executive Conference Room & Remote Video Conferencing

www.redmondoregon.gov/government/city-council

Present: Tobias Colvin, Clifford Evelyn, Ed Fitch, John Nielsen, Kathryn Osborne (virtual), Cat Zwicker

Excused: Shannon Wedding

Staff Present: City Manager Keith Witcosky, City Attorney Keith Leitz, City Recorder Kelly Morse, Finance Director James Wood, Public Works Director/City Engineer Jessica MacClanahan, Special Projects and Natural Resource Program Manager Maria Ramirez, Police Chief Devin Lewis, Budget Analyst Herlinda Corn, Urban Renewal Program Manager Chuck Arnold, Urban Renewal Program Analyst Meghan Gassner

Media Present: None

CALL TO ORDER

Mayor Fitch called the meeting to order at 3:00 pm.

PRESENTATIONS & DISCUSSIONS

A. Juniper Golf Course: Facilitated Discussion on the Juniper Golf Contract and Request for Proposal Expectations

Special Projects and Natural Resource Program Manager Maria Ramirez introduced golf industry consultants David Sams and Gene Krekorian noting they were recommended by the United States Golf Association.

Pro Forma Advisors David Sams and Gene Krekorian answered prepared questions about the City's golf course operator contract. They compared the CourseCo contract to other types of contracts, reported on what they have seen in golf course related Request for Proposals (RFP), but noted they have not seen a five-year contract where the course operator made a capital contribution of \$80,000. They further noted the majority of similar five-year contracts with extension options were extended. They recommended restructuring the incentive portion of the contract to some degree and performing a needs analysis of the property going forward for the next five years or so. They explained how Juniper Golf Course did not lend itself to leasing out the restaurant portion of the facility and addressed the pros and cons of doing an RFP.

Questions from the Council and Golf Committee Member Tom Majchrowski were addressed by the consultants with input from Juniper Golf General Manager Rob Malone.

The Council discussed Staff's next direction, noting concerns about the need for a better junior golf program and attracting youth golf, marketing of Juniper Golf Course and the restaurant, the relationship between CourseCo and the Golf Committee being too close, and deciding if Juniper would be a community course or a membership course.

Information was requested about how CourseCo performed in comparison to industry peers, as well as the percentage of Redmond residents that played the course daily.

The Council requested an opportunity to talk to CourseCo about their expectations in an informal meeting, which Golf Committee members should attend, with the understanding the discussion would be between the Council and CourseCo.

B. Downtown Ice Rink and a Family Entertainment Amenity: Status Report

Urban Renewal Program Manager Chuck Arnold noted the chiller unit at the existing ice rink has failed and sought the Council's input about investing in a new rink.

Urban Renewal Program Analyst Meghan Gassner presented examples of rinks in comparable communities, highlighting the size, scale, cost, uses, and amenities. Investment levels ranging from \$1 million to \$9 million and potential funding sources were shared. The Downtown Urban Renewal Advisory Committee has shown interest in and support of the rink being the catalytic family recreation one-time project that Urban Renewal would invest in.

Several Councilors liked the ribbon-type rink style, noting the convertible ribbon structure would fulfill community requests and the Council's goals for a family fun center while being a catalyst for attracting businesses and tourism. Lifespan of a rink and revenue options should be researched. Following further discussion of options and potential locations, the Council directed staff to look further into the medium to large category of rink to be located at the current police station site.

OTHER BUSINESS

There was no other business to discuss.

ADJOURNMENT

The meeting adjourned at 4:41 pm.

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

APPROVED by the City Council and SIGNED by the Mayor this 12th day of November 2024.

Ed Fitch, Mayor

ATTEST:

Kelly Morse, City Recorder



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STAFF REPORT

DATE: November 12, 2024
TO: City Council
THROUGH: Keith Witcosky, City Manager
FROM: Devin Lewis, Police Chief
SUBJECT: Fireworks Discussion and Initiation of Public Comment (informational only)

Report in Brief:

At this meeting City Council will begin to hear public testimony on whether to ban or not ban the private use of fireworks within Redmond city limits. Public comment will be open until Council makes a decision on the matter - tentatively scheduled for Tuesday, December 10, 2024.

Background:

In recent years, temporary bans have occurred on the private use of fireworks when the risk of wildfires was high. However, after one of the most prolific and dangerous fire seasons in history, City Council is now considering whether further restrictions are needed to ensure community safety and would like to hear from the community.

The Council will not be taking action at this meeting. Any decision to ban or not ban the private use of fireworks is expected to be made at the December 10, 2024, Council meeting.

Permitted uses, such as the annual fireworks show at the Deschutes County Fair & Expo Center, would not be impacted by this action.

Residents are encouraged to provide input beginning November 12, 2024. Testimony can be done in person or submitted via email to publictestimony@redmondoregon.gov. The comment period will extend until at least Tuesday, December 10, 2024.

Attached to this item is an example of the ordinance approved by the City of Bend in 2021. This is referenced as an example, rather than a template.

Discussion:

Presentations on public safety and fire activity from summer 2024 will be given by the Redmond Police Department and Redmond Fire and Rescue.

Fiscal Impact:

For purposes of background, fines associated with use of illegal fireworks in Redmond are currently a Class A civil infraction, which is set by the City's fee schedule at \$500.

The State maximum allowable fines for civil infractions are:

1. Class A civil infractions with a maximum civil penalty of \$2000.00.
2. Class B civil infractions with a maximum civil penalty of \$1000.00.
3. Class C civil infractions with a maximum civil penalty of \$500.00.
4. Class D civil infractions with a maximum civil penalty of \$250.00.
5. Class E civil infractions with a maximum civil penalty of \$100.00.
6. Class specific to offense civil infractions with a maximum civil penalty of \$2000.00.

Currently, the City's maximum allowable fines for civil infractions are:

1. Class A civil infractions with a maximum civil penalty of \$500.00.
2. Class B civil infractions with a maximum civil penalty of \$250.00.
3. Class C civil infractions with a maximum civil penalty of \$100.00.

If the City would like to increase the maximum fine for illegal or legal fireworks, there are two options. The City could increase the penalty for all Class A civil infractions to a maximum civil penalty of \$2000.00, which would affect all Class A civil infractions in the City Code. Or, the City could set a class specific offense for fireworks with a maximum civil penalty of \$2000.00.

Alternative Courses of Action:

No action occurring.

Recommendation / Suggested Motion:

NA

ORDINANCE NO. NS- 2424

AN ORDINANCE AMENDING BEND MUNICIPAL CODE SECTIONS 5.3.000 AND 5.50.030 TO PROHIBIT SALE AND USE OF FIREWORKS IN BEND

Recitals

- A. The Governor declared a drought for Deschutes County on June 8, 2021.
- B. In the summer of 2021, Oregon experienced a record-setting heat wave in late June.
- C. In response to excessive heat and extremely dry conditions, on June 28, 2021 the City Manager of the City of Bend declared an emergency that included a prohibition on the use of fireworks, with an exception for fireworks displays approved by the Bend Fire & Rescue Department and the Oregon State Fire Marshall. The Emergency Declaration and a subsequent extension through August 31, 2021 were ratified by the Bend City Council.
- D. Shortly after the City of Bend issued the June 28, 2021 Emergency Declaration, many other jurisdictions around Oregon followed and imposed temporary restrictions on fireworks, including several jurisdictions in Central Oregon.
- E. On June 30, 2021, the Governor declared a statewide wildfire emergency through Executive Order 21-17. The Order was to remain in effect until the earlier of November 1, 2021 or until the wildfire threat was significantly relieved or the fire season concluded, as determined by the Governor.
- F. The Deschutes National Forest fire danger was Extreme throughout the summer of 2021.
- G. The Bend Fire & Rescue Department recorded a significant reduction in fireworks related calls on the July 4th holiday compared to incident data from the last five years. The Bend Police Department also received fewer fireworks-related calls in the summer of 2021 compared to previous years.
- H. According to Bend Fire & Rescue, the drought conditions and the unseasonably high temperatures supported an extension of the Emergency Declaration in Bend to mitigate any negative impacts on the service demand of firefighting resources. The City's emergency declaration was subsequently extended.
- I. On August 17, 2021, the City issued a new emergency declaration restricting the use of fireworks within the City through December 1, 2021.
- J. Fireworks that have been legal under Oregon law have been permitted to be sold and used within the City of Bend, subject to regulation through Bend Municipal Code 5.30.000.

K. For many years, community members in Bend have expressed concern over the use of both legal and illegal fireworks within the city. Other community members have valued the ability to use fireworks, especially around the Fourth of July holiday. The City continued to receive input on the issue through the summer and autumn of 2021.

L. In Oregon, cities may have their own rules or ordinances regarding the manufacture, sale, use, and discharge of fireworks. Those rules or ordinances may be more restrictive than state law.

M. The City of Sisters, Bend's Central Oregon neighbor, is one example of a city that has taken a more restrictive approach. Since 1947, Sisters has prohibited the retail sale and use of fireworks that are otherwise legal under state law.

N. Community members have become increasingly concerned about the use of fireworks, particularly as it relates to fire risk, personal safety, impacts on veterans, and impacts on pets and other animals.

O. The City has acknowledged the impact of climate change on Bend and the surrounding area through its Community Climate Action Plan. It is anticipated that Central Oregon will experience hotter and drier summer seasons, which have the potential to increase the risk of drought and wildfire conditions.

P. According to the National Fire Protection Association, fireworks cause over 19,000 fires and require emergency room treatment for over 9,000 people in the United States each year.

Q. Annual reports published by the Oregon State Fire Marshal indicate fireworks as a cause of fire in Oregon.

R. The Bend Fire Marshal indicates that consumer fireworks pose an increased risk of fire.

S. Considering all of the above, the Bend City Council finds that the prohibiting the use and sale of fireworks has benefits to the community, including through less risk of fire in an increasingly dry environment, and less disruption to humans and animals. The Council also finds that allowing for permitted public displays can serve to recognize and continue the traditions associated with fireworks, especially around holidays such as the Fourth of July. The Council finds that, on balance, this approach is the best way to reconcile both the current concerns and the historical traditions around fireworks in Bend.

T. In order to achieve consistency and avoid confusion, this ordinance also eliminates an exception in the Municipal Code exempting legal fireworks from the code's noise limits. The Municipal Code already contains an exception from noise limits for certain public fireworks displays, which would remain exempt.

Based on these findings, THE CITY OF BEND ORDAINS AS FOLLOWS:

Section 1. Bend Municipal Code 5.3.000 and 5.50.030 are amended as shown on Exhibit A, attached. The amendment effectively repeals Bend Municipal Code 5.30.000 in its entirety and replaces it with the amended language.

Section 2. If any provision, section, phrase, or word of this ordinance or its application to any person or circumstance is held invalid, the invalidity does not affect other provisions that can be given effect without the invalid provision or application.

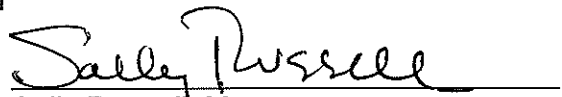
Section 3. All other provisions of the Bend Code remain unchanged and in full effect.

First Reading Date: October 6, 2021

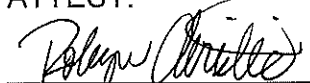
Second Reading and adopted by roll call vote on October 20, 2021.

YES: Mayor Sally Russell
Mayor Pro Tem Gena Goodman-Campbell
Councilor Barb Campbell
Councilor Melanie Kebler
Councilor Anthony Broadman
Councilor Megan Perkins
Councilor Rita Schenkelberg

NO: none


Sally Russell Mayor

ATTEST:


Robyn Christie, City Recorder

Approved as to form:

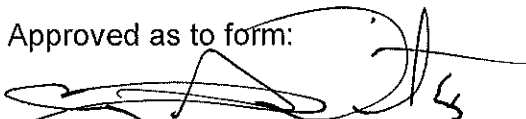

City Attorney's Office

EXHIBIT A

Bend Code
Chapter 5.30 FIRE REGULATIONS

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Chapter 5.30

FIRE REGULATIONS

Sections:

- 5.30.000 Fireworks.
5.30.005 Open Burning Prohibited.

5.30.000 Fireworks.

A. ~~The sale, offer for sale, possession, and use of fireworks shall conform to Oregon law, as supplemented by this chapter.~~ The sale, offer for sale, possession, and use of fireworks, other than exempt fireworks, is prohibited within the City of Bend.

B. ~~No person under the age of 18 may sell, keep, possess, use, or explode any fireworks within the City.~~ Fireworks displays that have been issued a State Fire Marshal General Fireworks Display Permit are exempt from the prohibitions of this chapter.

C. ~~No person shall sell or provide fireworks to a person under the age of 18 years.~~ The City may confiscate, destroy, remove, or have removed at the owner's expense all fireworks in violation of this section, when necessary for the preservation of public safety.

D. ~~The City may confiscate, destroy, remove, or have removed at the owner's expense all stocks of fireworks in violation of this section, when necessary for the preservation of the public safety.~~ "Fireworks," "fireworks display," and "exempt fireworks" have the meanings defined in ORS 480.111.

E. ~~Violation of this section is a Class A civil infraction for persons over the age of 18 and a Class C civil infraction for persons under the age of 18. [Ord. NS 2354, 2019; Ord. NS 2142, 2010]~~ Violation of this section is a Class A civil infraction.

Chapter 5.50

NOISE

Sections:

- 5.50.000 Noise Regulations.
- 5.50.005 Prohibition on Excessive Noises.
- 5.50.010 Sound Measurement.
- 5.50.015 Definitions.
- 5.50.020 Noise Limits.
- 5.50.025 Prohibited Noises.
- 5.50.030 Exceptions.
- 5.50.035 Permits.
- 5.50.040 Violation.

5.50.030 Exceptions.

The following shall not be considered violations of any provision of this chapter:

- A. Amplified or nonamplified sounds created by organized athletic or similar activities, when those activities are conducted on property generally used for that type of activity, such as stadiums, parks, schools, and athletic fields, between the hours of 7:00 a.m. and 10:00 p.m. If an event is scheduled so that it reasonably is expected to end by 10:00 p.m. but does not do so because of weather delay, overtime/extra innings or any other reason, the exception shall remain in effect through the end of the event.
- B. Sounds caused by emergency work or by the ordinary and accepted use of emergency equipment.
- C. Sounds caused by appropriate use of emergency warning devices and alarm systems for no more than 15 minutes or while the emergency remains in effect. All audible alarms shall automatically silence themselves after 15 minutes.
- D. Sounds regulated by Federal law, including, but not limited to, sounds caused by railroads, interstate motor carriers or aircraft.
- E. Sounds caused by regular vehicular traffic upon premises open to the public in compliance with State law. Regular vehicle traffic does not include a single vehicle that creates noise in excess of the standard set forth in this chapter.
- F. Sounds caused by air, electrical, or gas driven domestic tools, including lawn and construction tools, between the hours of 7:00 a.m. and 10:00 p.m.
- G. Sounds created by community events, such as parades, public fireworks displays, street fairs, and festivals between the hours of 7:00 a.m. and 10:00 p.m., but not including amplified sound generated from a fixed location.
- H. ~~Sounds made by legal fireworks on the Fourth of July holiday, between the hours of 7:00 a.m. and 11:00 p.m.~~
- I. Sounds made by City of Bend solid waste franchisees.
- J. Sounds made by the removal of snow or ice from public or private property.
- K. Sounds made by the cleaning of or routine maintenance of City streets by City employees or agents.
- L. Sounds made by the cleaning of commercial or industrial parking facilities or private roadways between the hours of 7:00 a.m. and 2:00 a.m. as long as the noise from the equipment does not exceed 65 dBA at 50 feet from the edge of the property being cleaned between 10:00 p.m. and 2:00 a.m.
- M. The cumulative volume of normal speech of a group of people.

EXHIBIT A

Bend Code
Chapter 5.50 NOISE

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N. Amplified or nonamplified sound generated at concerts at an outdoor amphitheater with a capacity of at least 5,000 people between the hours of 7:00 a.m. and 10:00 p.m.; provided, that concerts or outdoor entertainment events are a permitted land use on the property. [Ord. NS-2201, 2013; Ord. NS-2188, 2012; Ord. NS-2142, 2010]



City of Redmond - Financial Overview

1Q FY24/25

Key Financial Highlights

- * Year-to-date operating expenses at 25%, year-end projection = 99% (-\$441k City-wide, -\$98k GOF)
- * Health Insurance: No change to premiums in January (bgt +10%): \$306k savings relative to budget
- * Property Taxes: Assessed Value +5.6% (bgt, +6%) (\$21k less than budget)
- * General Operating Funds projected operating deficit ~ \$150k (~0.6% of operating expenses)
- * Wastewater: operating fund balance estimated to increase by \$935k in 24/25; preparing for proportional Redmond Wetlands Complex annual debt service estimated to be \$2.1m in 27/28.
- * Airport: passengers +6% YOY, fund balance estimated to increase by \$2m (w/ \$5m of CAPEX) in 24/25
- * Juniper Golf oper. net cash flow (NCF) was +\$152k in 1Q 24/25 compared to +\$102k in 1Q 22/23

Operating Financial Performance by Department (\$ in Millions)

General (GOF)

Expenditures / Budget:	24%			
Operating Revenues / Budget:	8%	* property taxes at 0%, lodging taxes -3% YOY		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ (3.749)	\$ (0.947)	\$ (0.725)	CNG Franchise Fee -\$153k
Sub-Fund Balance:	\$ 5.949	\$ 8.751	\$ 8.616	

Police (GOF)

Expenditures / Budget:	26%			
Operating Revenues / Budget:	27%			
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.206	\$ 0.254	\$ 0.260	
Sub-Fund Balance:	\$ 2.513	\$ 2.561	\$ 2.572	

Public Works

Transportation (GOF)

Expenditures / Budget:	22%			
Operating Revenues / Budget:	21%	* gas tax sharing at 15% of bgt. (projected at 101%)		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ (0.191)	\$ 0.006	\$ (0.275)	* personnel -\$215k (-11%)
Sub-Fund Balance:	\$ 1.056	\$ 1.253	\$ 0.746	

Parks & Facilities (GOF)

Expenditures / Budget:	28%			
Operating Revenues / Budget:	25%			
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ (0.129)	\$ (0.110)	\$ (0.193)	* personnel -\$25k (-1%)
Sub-Fund Balance:	\$ 0.593	\$ 0.613	\$ 0.537	

Water

Expenditures / Budget:	26%			
Operating Revenues / Budget:	38%			
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.970	\$ (0.404)	\$ (0.399)	* operating deficit ~ 6% of operating expenses
Sub-Fund Balance:	\$ 4.753	\$ 3.378	\$ 3.017	

Wastewater

Expenditures / Budget:	22%			
Operating Revenues / Budget:	25%			
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.356	\$ 0.935	\$ 0.697	* personnel -\$281k (-17%)
Sub-Fund Balance:	\$ 6.906	\$ 7.485	\$ 6.953	

Stormwater

Expenditures / Budget:	23%			
Operating Revenues / Budget:	25%			
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.010	\$ 0.032	\$ (0.060)	* personnel -\$87k (-16%)
Sub-Fund Balance:	\$ 0.387	\$ 0.408	\$ 0.258	

Engineering

Expenditures / Budget:	25%			
Operating Revenues / Budget:	31%			
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.099	\$ 0.174	\$ (0.160)	* personnel -\$71k (-4%)
Sub-Fund Balance:	\$ 0.545	\$ 0.620	\$ 0.213	

Key Statistics (\$ in Millions)

Property Tax (PT) Collections

FY24/25 (Current)	\$ -
FY24/25 (Projection)	\$ 14.023
FY24/25 (Budget)	\$ 14.044
FY23/24	\$ 13.295
FY22/23	\$ 12.547
FY21/22	\$ 11.760

Franchise Fees

FY24/25 (Current)	\$ 1.280
FY24/25 (Projection)	\$ 5.317
FY24/25 (Budget)	\$ 5.478
FY23/24	\$ 4.954
FY22/23	\$ 4.568
FY21/22	\$ 4.035

State Shared Revenues

FY24/25 (Current)	\$ 0.507
FY24/25 (Projection)	\$ 4.454
FY24/25 (Budget)	\$ 4.420
FY23/24	\$ 4.153
FY22/23	\$ 4.166
FY21/22	\$ 3.889

General Operating Fund (GOF) Balance

FY24/25 (Current)	\$ 11.218
FY24/25 (Projection)	\$ 14.032
FY24/25 (Budget)	\$ 12.813
FY23/24	\$ 15.095
FY22/23	\$ 12.258
FY21/22	\$ 11.771

Gen. Op. Fund (GOF) Balance Change

FY24/25 (Current)	\$ (3.877)
FY24/25 (Projection)	\$ (1.062)
FY24/25 (Budget)	\$ (1.304)
FY23/24	\$ 2.837
FY22/23	\$ 0.487
FY21/22	\$ 3.131

Water Sales

FY24/25 (Current)	\$ 3.215
FY24/25 (Projection)	\$ 8.457
FY24/25 (Budget)	\$ 8.457
FY23/24	\$ 7.763
FY22/23	\$ 7.290
FY21/22	\$ 6.907

Sewer Sales

FY24/25 (Current)	\$ 1.842
FY24/25 (Projection)	\$ 7.437
FY24/25 (Budget)	\$ 7.479
FY23/24	\$ 7.068
FY22/23	\$ 6.695
FY21/22	\$ 6.230

Finance/Budget Contact:

Jason Neff
541.923.7729
jason.neff@redmondoregon.gov

Operating Financial Performance by Department Cont. (\$ in Millions)

Airport

Expenditures / Budget:	20%	* debt service at 0%, operating expenses at 22%		
Operating Revenues / Budget:	26%	* YOY: passengers +6%, parking -2%		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 2.720	\$ 1.860	\$ 2.196	* terminal expansion -\$5m
Sub-Fund Balance:	\$ 39.219	\$ 38.321	\$ 37.575	

Community Development (CDD)

Operations (GOF)

Expenditures / Budget:	29%			
Operating Revenues / Budget:	34%	* business licenses at 2%, code enf. surcharge at 91%		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ (0.021)	\$ (0.211)	\$ (0.299)	* personnel -\$79k (-7%)
Sub-Fund Balance:	\$ 0.904	\$ 0.714	\$ 0.258	

Building

Expenditures / Budget:	23%			
Operating Revenues / Budget:	55%	* building revenues up 60% YOY		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.469	\$ 0.724	\$ (0.592)	* personnel -\$317k (-17%)
Sub-Fund Balance:	\$ 5.760	\$ 6.015	\$ 4.127	* 29 months of operating exp.

Current Planning

Expenditures / Budget:	26%			
Operating Revenues / Budget:	17%	* planning permit revenues down 70% YOY		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ (0.104)	\$ (0.199)	\$ (0.177)	
Sub-Fund Balance:	\$ 1.033	\$ 0.937	\$ 0.836	* 14 months of operating exp.

Long Range Planning (GOF)

Expenditures / Budget:	23%			
Operating Revenues / Budget:	28%			
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.007	\$ (0.055)	\$ (0.072)	
Sub-Fund Balance:	\$ 0.203	\$ 0.141	\$ 0.082	

Golf

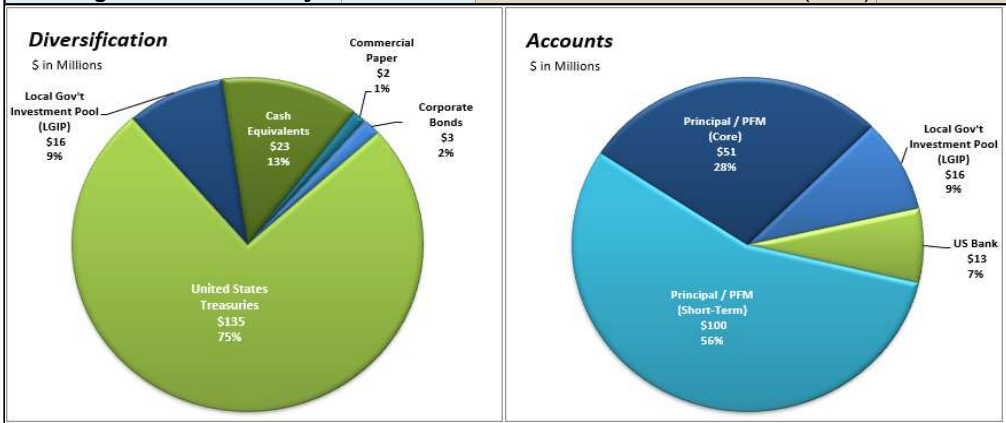
Expenditures / Budget:	25%			
Operating Revenues / Budget:	30%	* golf rounds at 36% of bgt., golf revenue +11% YOY		
	YTD	YE Proj.	YE Budget	
Sub-Fund Balance Change:	\$ 0.160	\$ 0.040	\$ 0.046	* oper. NCF: +\$152k (YTD)
Sub-Fund Balance:	\$ 0.251	\$ 0.131	\$ 0.193	* 18 days of operating exp.

Major Project Status (\$ in Millions)

Project	Phase	Funding	Spent	% Spent	Budget
Well 9	Construction	Fully Funded	\$ 2.0	26.9%	\$ 7.4
Eastside Arterial	Design	Fully Funded	\$ 0.5	1.5%	\$ 34.4
Redmond Wetlands Complex (RWC)	Design (100%)	Loan Pending	\$ 5.5	6.6%	\$ 83.0
Public Safety Facility (PSF)	Construction	Fully Funded	\$ 18.6	38.0%	\$ 49.0
Airport Terminal Expansion	Design (65%)	~ 50% Funded	\$ 7.9	4.4%	\$ 180.0

Cash & Investments Summary

Total Cash & Investments	\$179M	Yields	
Weighted Maturity	12 months	Principal / PFM Asset Mgmt.	
Weighted Credit Quality	AAA	Local Gov't. Investment Pool (LGIP)	
			5.0%



Key Statistics (Cont.)

Passenger Facility Charges (PFCs)

FY24/25 (Current)	\$ 0.589
FY24/25 (Projection)	\$ 2.441
FY24/25 (Budget)	\$ 2.431
FY23/24	\$ 2.247
FY22/23	\$ 2.062
FY21/22	\$ 1.958

Planning Permit Revenue

FY24/25 (Current)	\$ 0.042
FY24/25 (Projection)	\$ 0.382
FY24/25 (Budget)	\$ 0.384
FY23/24	\$ 0.640
FY22/23	\$ 0.315
FY21/22	\$ 0.550

System Development Charges (SDCs)

FY24/25 (Current)	\$ 5.170
FY24/25 (Projection)	\$ 12.788
FY24/25 (Budget)	\$ 6.260
FY23/24	\$ 6.702
FY22/23	\$ 7.493
FY21/22	\$ 9.475

SDCs per Single Family Dwelling (SFD)

Parks	\$ 6,494
Transportation	\$ 9,000
Water	\$ 5,808
Wastewater	\$ 5,211
TOTAL	\$ 26,513
% of Median SFD Price	5.4%

Expenditures (Excl. URA)

FY24/25 (Current)	\$ 45.6
FY24/25 (Budget)	\$ 259.2
FY23/24	\$ 133.0
FY22/23	\$ 110.8
FY21/22	\$ 110.8

Long-Term Debt (Excl. Gen. Oblig.)

FY24/25	\$ 73.8
FY23/24	\$ 75.1
FY22/23	\$ 80.0
FY21/22	\$ 77.0

Moody's Credit Rating

FFCO (7/22)	Aa2
-------------	-----

Assessed Value Growth (Gen. Levy)

FY24/25	5.6%
FY23/24	6.4%
FY22/23	7.0%
FY21/22	9.6%

Property Tax Base

Maximum Assessed	\$ 3,520
Real Mkt Value	\$ 8,327
MAV / RMV	42%

City/Citizen PT Rate / \$1,000

FY24/25	\$5.05 / \$20.15
FY23/24	\$5.05 / \$19.85
FY22/23	\$5.13 / \$19.16
FY21/22	\$4.41 / \$18.51



CITY OF REDMOND

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STAFF REPORT

DATE: November 12, 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: Anthony Ortgies, Street Operations Supervisor
SUBJECT: Resolution #2024-27: A resolution adopting the City of Redmond Snow and Ice Control Plans for Public Works and Roberts Field - Redmond Municipal Airport.

Report in Brief:

This item requests the City Council's approval of the Fiscal Year (FY) 2024-2025 Snow and Ice Control Plans administered by the City's Public Works Department (PW) and Redmond Municipal Airport (RDM). These plans are presented annually to the Council.

Background:

The Snow and Ice Control Plans (Plans) identify where and how the City will respond to winter weather events that result in an accumulation of snow and ice in the City limits. The purpose of the Plans is two-fold:

1. Provide PW and RDM with clear goals, objectives, priorities and operating procedures for our streets and the Airport in response to snow/ice events; and
2. Provide clear communication and set the response expectations of residents during weather events.

Discussion:

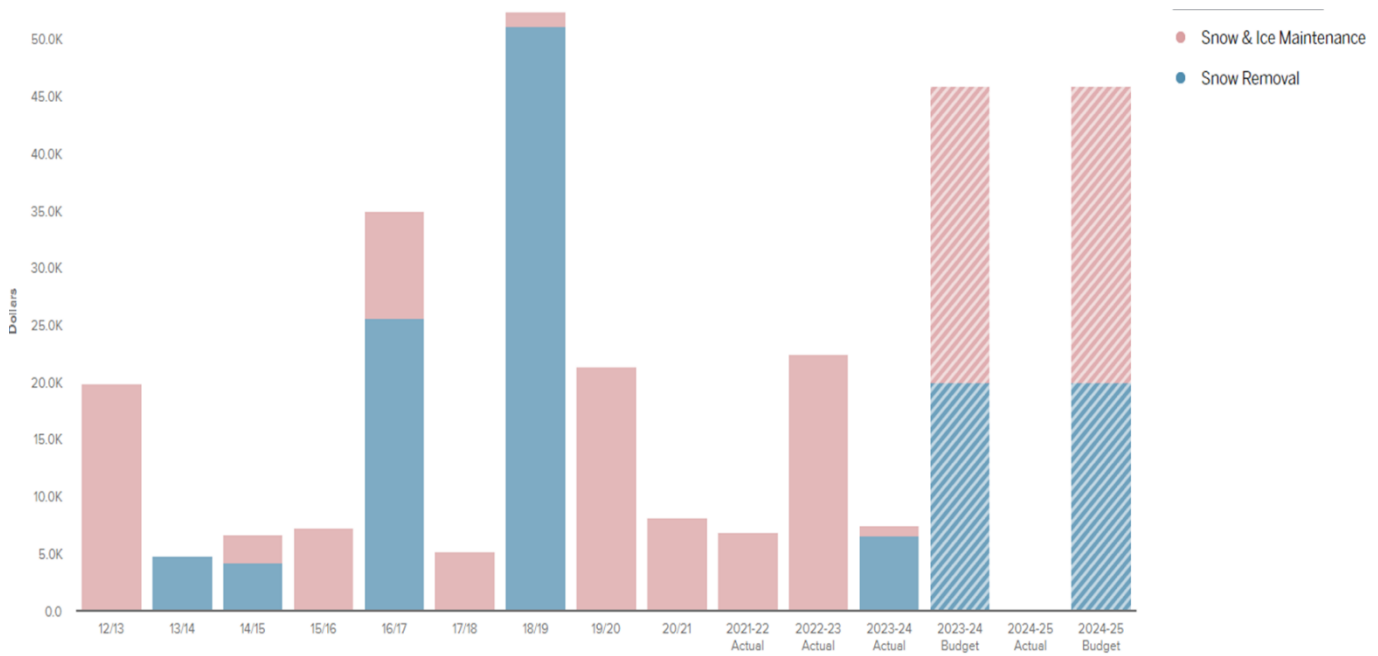
Both of the Plans goals include:

1. Within available budget, staffing and equipment resources, respond in a cost-effective manner appropriate to the anticipated accumulation levels of snow and ice on City property and right-of-way necessary to facilitate safe travel.
2. Prioritize and define the level of service provided by PW and RDM.
3. Allocate available resources (staffing, supplies and equipment).
4. Arrange supplemental resources during times of severe conditions through intergovernmental agreements and private service contracts.
5. Provide Discretionary Immunity – Oregon Revised Statutes (ORS) 30.265 Scope of liability of public body, officers, employees and agents: (6) Every public body and its officers, employees and agents acting within the scope of their employment or duties, or while operating a motor vehicle in a ride-sharing arrangement authorized under ORS 276.598, are immune from liability for: (c) Any claim based upon the performance of or the failure to exercise or perform a discretionary function or duty, whether or not the discretion is abused.

Fiscal Impact:

Approving the Plans have no fiscal impact. However, funding to carry out the services is included in the FY 2024-2025 budget for materials, personnel and equipment for snow and ice control operations.

The chart below shows Transportation Fund expenditures for sanding materials (snow and ice maintenance) and contracted snow removal over the past decade. The City experienced extreme weather conditions in FY 2016-2017 and FY 2018-2019. The FY 2024-2025 Budget includes \$46,000 for winter maintenance operations. The Transportation Fund has a budgeted contingency to address extreme weather.



Relative to RDM, one of the most significant costs related to snow and ice events is for deicing materials and equipment, which has averaged \$202,000 a year over the past five years (FY25 budget includes \$180,000). This year the five-year average is higher than the budgeted amount due to the purchase of a 4,000 gallon Deicer Truck in FY24 for \$460,000. The current five-year average is approximately \$111,000 with the removal of that one-time equipment purchase.

Alternative Courses of Action:

1. Adopt Resolution #2024-27.
2. Do not adopt Resolution #2024-27.
3. Request additional information.

Recommendation / Suggested Motion:

"I move to adopt Resolution #2024-27."

**CITY OF REDMOND
RESOLUTION NO. 2024-27**

A RESOLUTION ADOPTING THE CITY OF REDMOND SNOW AND ICE CONTROL PLANS FOR PUBLIC WORKS AND ROBERTS FIELD – REDMOND MUNICIPAL AIRPORT.

WHEREAS, the City of Redmond performs a discretionary function of snow and ice removal, and;

WHEREAS, City Departments have developed snow and ice mitigation plans based on historical use; and

WHEREAS, the Snow and Ice Control Plan for Roberts Field must be approved by the Federal Aviation Administration; and

WHEREAS, the City of Redmond has budgetary limitations for personnel, equipment and supplies; and

WHEREAS, Oregon Revised Statute 30.265 limits the scope of liability for public entities performing discretionary functions such as snow and ice removal.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REDMOND, OREGON, AS FOLLOWS:

Section 1. That the Snow and Ice Control Plans, are adopted pursuant to Resolution No. 2024-27, as set forth in Exhibits A and B, attached hereto and by this reference incorporated herein.

ADOPTED by the City Council and **SIGNED** by the Mayor this 12th day of November 2024.

Ed Fitch Mayor

ATTEST:

Kelly Morse, City Recorder



CITY OF REDMOND

2024-2025 SNOW & ICE CONTROL PLAN

City of Redmond Public Works Department
Transportation Operations Division
243 E. Antler Ave
Redmond, Oregon 97756
Phone: 541.504.2000
streets@redmondoregon.gov



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CITY OF REDMOND SNOW AND ICE CONTROL PLAN 2024-2025

OVERVIEW

The purpose of the Snow and Ice Control Plan (Plan) is to establish and communicate general policies and procedures that help make travel within the city limits as safe as possible and to minimize economic hardship during winter storm events.

In this Plan, city streets are classified into four categories:

- 1) Arterials
- 2) Collectors
- 3) Streets serving schools or emergency services, and
- 4) Streets serving residential neighborhoods

The arterials, collectors, school and emergency services streets receive sanding and plowing priority. This assures each residential area is near a plowed street and that emergency services can be provided. Snow and ice control operations are intended to provide prudent motorists with a reasonably safe travel surface. However, caution should be exercised when travelling plowed and sanded streets or deciding to travel on non-plowed or non-sanded residential streets.

During inclement weather, the Public Works Transportation Division strives to maintain the traffic flow in the city limits to as near normal driving conditions as possible in an expeditious and cost-effective manner.

The City's goals include:

1. Within available budget, staffing and equipment resources, respond in a cost-effective manner appropriate to the anticipated accumulation levels of snow and ice on city roads necessary to facilitate safe travel.
2. Assist Police, Fire and Emergency Medical Services in fulfilling their duties.
3. Provide safe and passable school bus routes to minimize school closures, and;
4. Reduce economic losses that may result from workers being unable to travel to their jobs.

STREET PRIORITY LEVELS

The city prioritizes streets for plowing and sanding operations based on traffic volume, public safety, and access to emergency facilities and schools.

General priorities during a storm event (which is defined as two inches and accumulating) are arterials and collectors with special attention to emergency service routes, school bus routes and public transit routes (see Attachment 1, Snow & Ice Priority Routes). Certain residential streets are included as a priority based on chronic icing problems such as at hills, curves or intersections that are likely to cause traffic accidents. These priority streets total approximately 115 lane miles depending on school schedule.

Non-priority residential streets will be addressed after the priority streets have been plowed and sanded. Initial plowing operations on residential streets will be limited to opening two lanes of

travel until all streets have been addressed. Once initial coverage across the city has been completed, plowing operations will continue with an intent of achieving curb to curb coverage. These residential streets total approximately 240 lane miles.

PROCEDURES

Transportation Operations staff will closely monitor upcoming weather forecasts to prepare equipment and personnel. Early morning and weekend road checks performed by staff will determine the need for sanding/plowing operations and the level of response.

Initial response to a snow event consists of tandem plowing operations on the wider priority routes, then assignment of the equipment to individual zones (see Attachment 2, Snow & Ice Maintenance Zones). Snow accumulation of six inches or greater may trigger activation of contracted snow plowing in residential streets allowing City crews to concentrate on the priority routes.

If parked vehicles, garbage containers, or other obstructions interfere with the safe and continuous operation of snow plowing equipment, the street will not receive plowing until the conditions are improved. Mailboxes damaged from lack of owner maintenance, snow load, or vandalism is not the responsibility of the City. Postal regulations ([Postal Operations Manual 632.14](#)) place responsibility on the resident to maintain the clear approach to the mailbox for delivery.

LEVELS OF RESPONSE

Factors considered when establishing response efforts include snowfall rate and accumulation, moisture content, temperature, wind velocity, time of day, workweek or weekend, and storm duration. Resources will be allocated to provide a cost-effective response appropriate to the weather conditions. The majority of operations typically consists of sanding with plowing occurring when snow levels reach two inches and accumulating.

Five levels of response are planned for as outlined below:

Level	Operation	Equipment
Level 1	Limited sanding	Two Trucks/sanders
Level 2	Full sanding	Seven Trucks/sanders
Level 3	Limited Plowing (less than full City/ higher elevations)	Six Trucks plows/sanders
Level 4	Full City plowing	Ten pieces of primary equipment, sustained operations
Level 5	Snow removal/clean-up (Downtown)	Snow Blower and dump trucks

OFF-STREET AREAS

Parking Lots

City-owned and managed parking lots will be plowed by Public Works. Parking lots will typically be plowed at four inches or more of accumulation. When required, the removal of snow piles will be accomplished by the Transportation Division or contracted services.

Sidewalks/Driveways

Snow and ice control on sidewalks adjacent to commercial properties are the responsibility of the adjoining property owner, occupant or person in charge of property per City Code [5.335, §6]. All driveways and sidewalks adjacent to privately owned properties are the responsibility of the owners. Snow removed from sidewalks and driveways should be retained on the properties to avoid blockage of the street drainage systems. Sidewalks under City responsibility (buildings, parking lots, parks) will be maintained by Public Works with high pedestrian use areas receiving priority.

STAFF SCHEDULING

The Transportation Division Manager (or designee) will allocate available personnel within Public Works to ensure sufficient operators for all primary snow plowing equipment during winter storm events. This includes splitting the Transportation Operations crew into two winter shifts providing weekday coverage from 5:00 a.m. to 10:30 p.m. This enables personnel to monitor roadway conditions ahead of active travel times.

For sustained operations a total of fourteen sander/plow operators, two mechanics, one lead operator, and one supervisor are needed per shift. Additionally, four people are needed to plow and sand the city parking lots and sidewalks. To achieve sustained 24-hour operations, two 12-hour shifts may be created by deploying staff from other Public Works Divisions. The Transportation Division Manager (or designee) will determine the need for activating contracted services to supplement snow plowing operations.

For Level 3 or Level 4 operations, two of the four mechanics may report after hours to the vehicle maintenance facility to repair equipment as needed. For sustained 24-hour operations, mechanics may split into two shifts to provide continuous coverage.

EQUIPMENT

Advance Inspection and Maintenance

The Transportation and Fleet Services Division (FSD) staff prepares vehicles and equipment in advance of the winter snow season. FSD inspects, tests and operates all equipment that will be utilized and performs any needed repairs. Transportation staff runs drills on setting up, mounting and loading equipment on the vehicles.

Training

Public Works personnel will receive training on equipment prior to the winter season to ensure replacement operators are available to staff all primary snow plowing equipment should vacancies occur during a storm event.

GPS Tracking Equipment

Transportation Operations has implemented tracking equipment on all primary snow plowing equipment as well as remote transmitters for contracted services to ensure coverage throughout the city during major events.

Available Equipment

Quantity	Equipment
3	* 10 Wheel, 10-12 Yard Dump Trucks w/Sander & Snowplow
3	* 6 Wheel, 5-7 Yard Dump Trucks w/Sander & Snowplow
4	* Utility Pick-up Trucks with V-Plow
1	* JD Motor Grader w/10 Foot Mboard
1	* JD Motor Grader w/12 Foot Mboard & Snow Wing
1	6 Wheel Truck w/Sander
2	Wheeled Loaders w/3 Yard Bucket
4	Backhoe Loaders w/1 ½ Yard Bucket
1	Trackless Wheeled Tractor w/60 Inch Snowblower, Plow & Broom Attachment
1	JD Lawn Tractor w/Plow & Snowblower
1	ATV 4 x 4 w/Plow
1	Polaris Ranger w/Plow
2	Skid Steer Loader

**Primary snow control equipment*

PUBLIC INFORMATION AND COMMUNICATION

Public Engagement

The website "RedmondStreets.com" serves as the main source of information regarding street conditions within the city. A media release ahead of the season's first storm will direct users to the site for general information about the City's snow and ice operations as well as for status updates during storm events. The City's main website and Facebook or Twitter pages will be additional sources of information.

Contacting the City

During any snow/ice event an increase in call volume from residents and property owners is expected. The most common calls are from residents reporting problems, inquiring on conditions or requesting timelines for when their street will be plowed. Residents can contact Public Works by phone at 541-504-2000 or by e-mail at streets@redmondoregon.gov. Equipment may be diverted from their scheduled route only when requested by an emergency service agency such as the Redmond Police Department or Redmond Fire & Rescue.

ADDITIONAL CONSIDERATIONS

Pre-Season Street Check

In advance of the winter season, Transportation staff will pre-drive plow routes to ensure plows and other heavy equipment have a clear path of travel. This may include trimming trees and marking/flagging curbs or obstructions that operators need to be aware of when there is snow cover.

Vehicle Parking

Residents can help with plowing operations by parking their vehicles in their driveway or other suitable location ahead of a predicted weather event. This will allow for quicker and more effective plowing operations curb to curb. Residential streets may not be plowed if parked vehicles, garbage containers, or other obstructions interfere with safe and continuous plowing operations. Equipment will return to plow after vehicles or obstructions are removed.

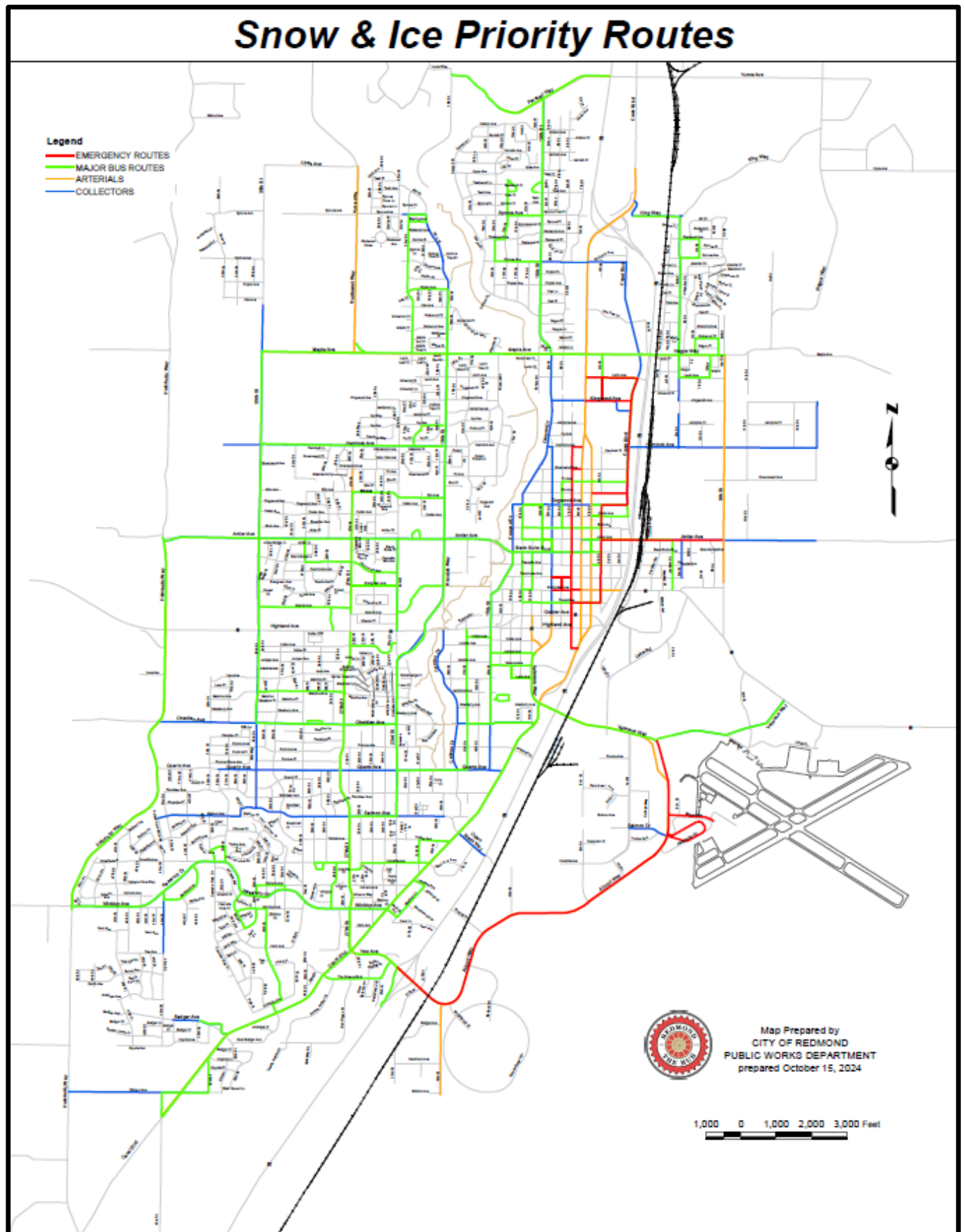
How You Can Help

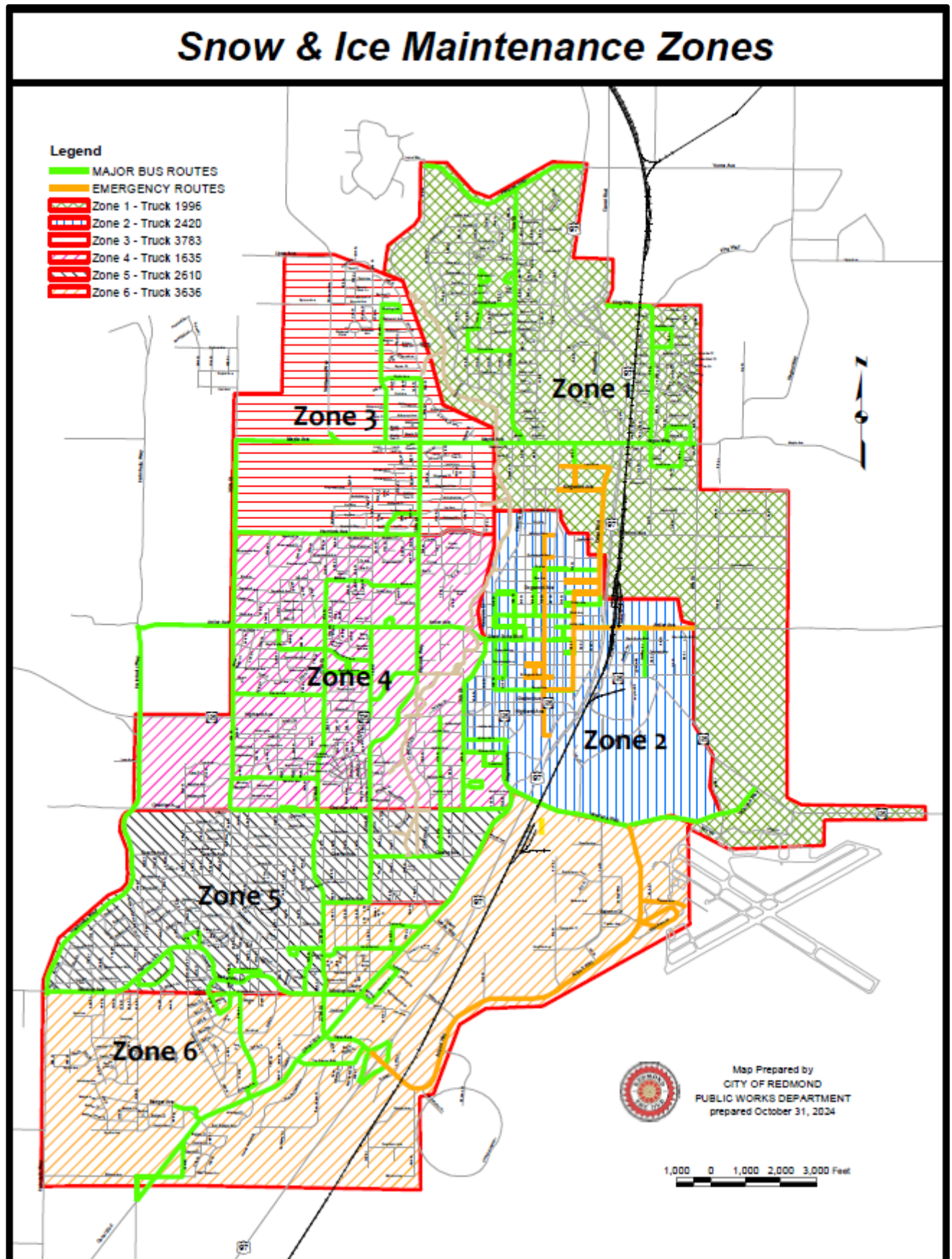
- Prepare your vehicle for Central Oregon's winter climate (traction tires or chains).
- In residential areas, leave room for plows to get through safely by parking off the streets.
- Be patient, every reasonable effort is being made to keep roadways open.

SUMMARY

The Snow and Ice Control Plan establishes general policies and procedures for the city's response to winter weather events within available resources. The overall goal is to make travel within the city as safe as possible and to minimize economic hardship during severe weather events. Specific streets and locations are prioritized according to traffic volume, public safety, and access to emergency facilities and schools. Keeping our city's streets clean and safe during the winter is a big job and it can't happen without the cooperation of all our residents and businesses.

ATTACHMENT 1: Snow & Ice Priority Routes Map





Chapter 1. Pre-Season Actions

1.1 Airport Preparation

a) Airport Management Meetings

The Airport Operations and Maintenance Supervisor will typically initiate a meeting the month of Sept/Oct timeframe to discuss equipment and material inventory, repair needs, staffing, budget, training, previous years issues, and any other topics associate with snow and ice control and its plan.

b) Personnel Training

All personnel with responsibilities within this plan receive annual, recurrent snow removal training. All training for airport personnel is conducted by Airport Operations and Maintenance Supervisor and Airport Operations and Maintenance Lead. Training records are maintained by Airport Operations and Maintenance Supervisor. Training will include but not be limited to surface condition assessment, friction testing equipment, Notam Manager, snow removal and deicing equipment operations and use.

c) Equipment Preparation

The airport's (2) Bowmonk AFM2 will be calibrated, updated and certified annually before the end of October of each year.

Thirty to sixty days prior to snow season Airport Operations and Maintenance Department in partnership with City of Redmond Vehicle Maintenance Department will Inspect and prepare each piece of airfield snow removal equipment. Required fluids, replacement parts, and snow removal equipment components will be inventoried and stockpiled.

1.2 Snow and Ice Control Committee (SICC) Meetings.

The Airport has developed a Snow and Ice Control Committee (SICC) to provide feedback and make recommendations to snow and ice removal operations and Snow and Ice Control Plan (SICP) updates at Redmond – Roberts Field. The SICC includes Airport Operations and Maintenance Manager, Airport Operations and Maintenance Supervisor, Airport Operations and Maintenance Lead, Air Traffic Manager and Air Carrier Managers.

Original Date Sept 1, 2016
Revision Date October 31st, 2022

FAA Approval



Exhibit #6

Chapter 2. Post-Event/Season Actions

2.1 Post Event.

After each snow event, airport management will/may host a meeting and invite (Air Traffic if applicable) to discuss any issues that have arisen from the event.

All members of the SICC will be encouraged to provide feedback to airport management before, during or following each snow event. After a significant event or a challenging operation, a separate SICC meeting will be held.

If applicable:

During the snow season, winter operations is an agenda item at tenant meetings, which are generally held monthly.

2.2 Post Season.

After each snow season a SICC meeting will be held, typically in March/April to review the snow season issues and recommendations for changes. The same topics as pre-season should be reviewed.

Airport Operations and Maintenance Department in partnership with City of Redmond Vehicle Maintenance Department will inspect and repair equipment as needed. Airport Operations and Maintenance Supervisor will ensure SICC is updated as needed.

Original Date Sept 1, 2016
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FAA Approval



Exhibit #8

Chapter 3. Snow Removal Action Criteria

3.1 Activating Snow Removal Personnel.

The following employees are trained as noted in 1.1 b

Name	Position	Phone #
Ben Wolfe	Operations/Maintenance Manager	541-410-9381
Mike Wilcox	Operations/Maintenance Supervisor	541-948-7216
Cody Sheets	Operations/Maintenance Specialist	541-699-2065
Justin Turpin	Operations/Maintenance Lead	541-749-0088
Eric Apling	Operations/Maintenance Worker	541-604-5812
Jon Hershey	Operations/Maintenance Worker	541-410-8034
Justin Davis	Operations/Maintenance Worker	541-604-0721
Craig Payne	Operations/Maintenance Worker	541-604-1966
Ernie Slavey	Operations/Maintenance Worker	541-419-3434
Sean Hoener	Operations/Maintenance Worker	541-604-0588
Duty Phone	Operations/Maintenance	541-504-3080

a) Weather Forecasting

- Duty Airport Operations and Maintenance Worker is responsible for monitor the current and/or forecast weather conditions.
- Local Meteorological and Internet based sites are sources used for weather forecasting.
- Redmond – Roberts Field does not have surface sensors.

b) Chain of Command

- Duty Airfield Operations and Maintenance Worker is responsible for the following.
- Monitoring airfield conditions
- Physically inspecting airfield
- Initiating a Snow Alert Callout by notifying shift Supervisor
- Specify Procedures for Callout and Notification of Personnel

When heavy snow fall is forecast. Employees will be assigned to A-team or B-Team and will work 12hr shifts. Employees will remain of assigned 12hr shift until storm subsides and priority areas are cleared and functional.

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Exhibit #10

c) Triggers for Initiating Snow Removal Operations

Snow removal operations will begin based on the following table. Table 5-2 for AC 150/5200-30D was used to determine Depths to initiate snow removal operations.

<u>Precipitation</u>	<u>Depth in Inches</u>
Slush	1/8
Wet Snow	1/8
Dry Snow	1/4 to 1/2
Ice or Freezing Rain	< 1/8

3.2 Personnel Responsible.

Airfield Operations and Maintenance

- Determine when snow removal or deicing operations shall begin, based on evaluation of existing field conditions along with present and forecasted weather.
- Monitor runway conditions. Determine the presence of snow, ice, or slush along with depths. (Reference Assessment Criteria Column of Runway Condition Assessment Matrix (RCAM) on Table 5-2 of AC 150/5200-30D page 5-7.)
- Determine the coefficient of friction (Mu) by use of a qualified friction tester. Vehicle Deceleration and Directional Control Observation along with Pilot Breaking Action Reports should be used to support generated Runway Condition Code (RCC).
- Disseminate airport information via Notam Manager when any hazard to aircraft operation exists or when conditions change. If Notam Manager is inoperable, airport information will be disseminated by calling 1-877-487-6867.
- Notify Redmond Tower of existing runway, taxiway, and apron conditions along with any hazard to aircraft operations that exists. Notify via land line at 541-548-2574 or on appropriate frequency.
- Maintain the effective operation of snow removal and ice control equipment. This includes the inspection, fueling, greasing, and cleaning of equipment to ensure equipment is ready for use.

Management

Original Date Sept 1, 2016
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FAA Approval



Exhibit #11

- Airfield operations management will be responsible for overseeing all of the responsibilities of Airfield and Maintenance and ensuring that a sufficient supply of fuel and deicing chemical will be kept on hand in the event of a prolonged storm occurs.

3.3 Snow Control Center (SCC).

The SCC is generally located in an Operations vehicle during a moderate to heavy snow event. The role of “Snow Boss” will be one of the following: Airport Operations and Maintenance Lead, Airport Operations and Maintenance Worker, Airport Operations and maintenance Supervisor or Airport Operations and Maintenance Manager.

At a minimum, the SCC will perform the following functions:

- Managing snow clearing operations.
- Serving as the prime source for initiating FICONS, Closures, Openings, etc.
- Informing ATCT, Air Carriers, Air Taxis, and other users of airport conditions.
- Issuing NOTAMs.

The SCC provides critical information to the drivers operating snow removal equipment. SCC duty is critical to ensuring that prompt removal of snow/ice is conducted, and that surface conditions are disseminated timely and accurately. Preplanning strategies, coordination of snow removal efforts and overall operational support is the primary function of the SCC.

3.4 Airfield Clearing Priorities.

Describe how the priorities are determined. A color-coded map may be included but should not substitute text.

a) Priority 1

- Runway 5-23
- Taxiway R1 and R2
- Taxiway Commercial Route
- Taxiway A2 and A3
- Terminal Apron
- Taxiway GA Route
- Terminal Ramp
- ARFF Access to Taxiway B

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FAA Approval



Exhibit #12

- Gate B-3 Operability (SRE) – Primary Mutual Aid Access Point
- NAVAIDS

b) Priority 2

- North Cargo Ramp
- GA Ramp
- Runway 11/29
- Taxiway B2 and C2
- Taxiways B and C East of 5/23
- Fuel Truck Access Road

c) Priority 3

- North City Hangars and Tie Downs
- Taxiway "D"
- South City Hangars
- Taxiways Z1, Z2, Z3, and Z4
- Taxi lane Z

3.5 Airfield Clearance Times.

RDM has more than 10,000 but less than 40,000 annual operations for a targeted clearance time of 1hr (Table 1-1).

Table 1-1. Clearance Times for Commercial Service Airports

<i>Annual Airplane Operations (includes cargo operations)</i>	<i>Clearance Time¹ (hour)</i>
<i>40,000 or more</i>	<i>½</i>
<i>10,000 – but less than 40,000</i>	<i>1</i>
<i>6,000 – but less than 10,000</i>	<i>1½</i>
<i>Less than 6,000</i>	<i>2</i>
<i>General: Commercial Service Airport means a public-use airport that the U.S. Secretary of Transportation determines has at least 2,500 passenger boardings each year and that receives scheduled passenger airplane service [reference Title 49 United States Code, Section 47102(7)].</i>	
<i>Footnote 1: These airports should have sufficient equipment to clear 1 inch (2.54 cm) of falling snow weighing up to 25 lb/ft³ (400 kg/m³) from Priority 1 areas within the recommended clearance times.</i>	

Original Date Sept 1, 2016
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FAA Approval



Exhibit #13

3.6 Snow Equipment List.

- Primary (1) 2018 BATTS 750-gallon Liquid Deicer mounted on 2007 Ford F-550
- Primary (2) 2020 MB-5 Multitask with 24' polyethylene plows, 22' rotary brooms, and high-speed multidirectional air blasts
- Primary (1) 2017 MB3 Sweeper with 20ft Broom
- Primary (1) 2014 Wausau SnoDozer 3131 with a JV 5000 high-capacity snow blower capable of moving 5000 tons per hour
- Primary (1) 2009 Tyler Ice. This Trailer carries 1500 gallons of liquid E-36 and sprays up to 75' wide. This is pulled by a 1974 Ford 8000 10-yard dump truck.
- Primary (1) 2021 Cat950M Front End Loader with 20' Pro-Tec snow pusher.
- Primary (1) 2000 Oshkosh model "P" series six wheel, all steer, all-wheel drive truck with a 12-yard dump body, equipped with a 5½ yard Epoke slide-in liquid and solid material sander box. The truck carries a 22' power reversible polyethylene airport plow.
- Secondary (1) 1995 Oshkosh model "HB" all-wheel drive, two diesel engine design chassis and a two-stage rotary snow blower and a Sweepster model S3100B 18' rotary broom. Primary function is snow blower
- Secondary (1) 2006 Cat 938 Front End Loader with 20' Pro-Tec snow pusher.
- One (1) 1976 Huber Grader, with a 12' reversible blade.
- One (1) 12' Pro-Tec snow pusher to attach to a front-end loader.
- One (1) 22' reversible ramp plow to attach to front end loader.
- Two (2) Bowmonk AFM2 Airfield Friction Meter Mark 3

3.7 Storage of Snow and Ice Control Equipment.

2021 Cat 950M Front End Loader – Stored inside/heated
2022 MB5 Multitasker (2) – Stored inside/heated

Original Date Sept 1, 2016
Revision Date October 31st, 2022

FAA Approval



Exhibit #14

2018 BATTs – stored inside/heated
2017 MB3 – stored inside/heated
2014 Wausau SnoDozer – stored inside/heated
2009 Tyler Ice/1974 Ford 8000 10 yard – stored inside/heated
2007 Ford F-550 deicing truck – stored inside/heated
2006 Cat Front End Loader – stored inside/heated
2000 Oshkosh Plow – stored inside/heated
1995 Oshkosh Blower – stored inside/heated
1984 Oshkosh broom – stored outside
1976 Huber Grader – stored outside

3.8 Definitions.

Airside Urea.

(Otherwise known as “Carbamide”) The approved specifications are SAE AMS 1431, Compound, Solid Runway and Taxiway Deicing/Anti-Icing, and MIL SPEC DOD-U-10866, Technical Urea. Agricultural grade urea that meets any of these specifications, called airside urea, is acceptable.

Approved Chemical.

A chemical, either solid or liquid, that meets a generic SAE or MIL specification.

Ash.

A grayish white to black solid residue of combustion normally originating from pulverized particulate matter ejected by volcanic eruption.

Compacted Snow.

Snow that has been compressed and consolidated into a solid form that resists further compression such that an airplane will remain on its surface without displacing any of it. If a chunk of compressed snow can be picked up by hand, it will hold together or can be broken into smaller chunks rather than falling away as individual snow particles.

Note: A layer of compacted snow over ice must be reported as compacted snow only.

Example: When operating on the surface, significant rutting or compaction will not occur. Compacted snow may include a mixture of snow and embedded ice; if it is more ice than compacted snow, then it should be reported as either ice or wet ice, as applicable.

Original Date Sept 1, 2016
Revision Date October 31st, 2022

FAA Approval



Exhibit #15

advisories on frequency CTAF (Common Traffic Advisory Frequency) 124.50 MHz (Redmond area traffic) and communicate with area traffic as needed.

The snow team will communicate amongst each other using two-way vehicle mounted or handheld Operation Radios. In order to minimize ambient noise disruption from vehicular noise, headsets are provided if needed.

b) Failed Radio Communication

If radio communications fail between the snow team or a single driver loses a radio signal on Operations Radios, cell phones may be used. During non-towered operations CTAF 124.50 MHz may be used for temporary communications between vehicle operators. If radio communication fails between Air Traffic Control and ground vehicle, cell phones may be use for temporary communication or Air Traffic Control may use Light Gun Signals to aid vehicles as they safely clear the movement area. Vehicles will not return to the field unless they possess a working radio.

c) Low Visibility and Whiteout Conditions

During low visibility, when continual visual contact cannot be made with Air Traffic Control or between snow removal equipment. Frequent "location updates" will be given. During whiteout conditions snow removal equipment will stop immediately until visibility is restored.

d) Driver Fatigue

Airport Operations and Maintenance employees will receive rest and meal periods during snow events. During prolonged snow events, employees will be divided into two teams. Each team will work 12 hours during a 24hr period.

Original Date Sept 1, 2016
Revision Date October 31st, 2022

FAA Approval



Exhibit #26

Chapter 5. Surface Assessment and Reporting

Conducting Surface Assessments:

Airport operations and Maintenance Department will remain aware and monitor all paved surface conditions in order to plan and carry out appropriate maintenance actions in accordance with the Snow and Ice Control plan. The airport strives to maintain a 'no worse than wet' surface condition.

The airport operator in complying with Part 139.339, at a minimum, will utilize the NOTAM system for collection, dissemination, and logs of airport information to air carriers, and other airport users.

The NOTAM System used to report conditions is NOTAM Manager.

Assessments of runways, taxiways, and aprons are conducted by means of visual and physical observation.

- Assessments are performed by Duty Airport Operations and Maintenance personnel when inclement weather is anticipated, weather event is underway, or there has been a change to surface conditions resulting from brooming, plowing or chemical treatment.
- Vehicles, Pilot Reports, and Decelerometers are used to assist in conducting assessments.

5.2 Applying the Runway Condition Assessment Matrix (RCAM).

a) Determining Runway Conditions

The type of contaminant present on surfaces will be determined by training and experience. A list of contaminants can be referenced from the Definitions section of current edition of AC 150/5200-30.

Original Date Sept 1, 2016
Revision Date October 31st, 2022

FAA Approval



Exhibit #27



2024/2025 SNOW & ICE CONTROL PLAN

CITY COUNCIL PRESENTATION

NOVEMBER 12, 2024



FORECAST

WINTER
2024/25

UNSEASONABLY,
COLDER AND STORMIER

SLIDE / 2

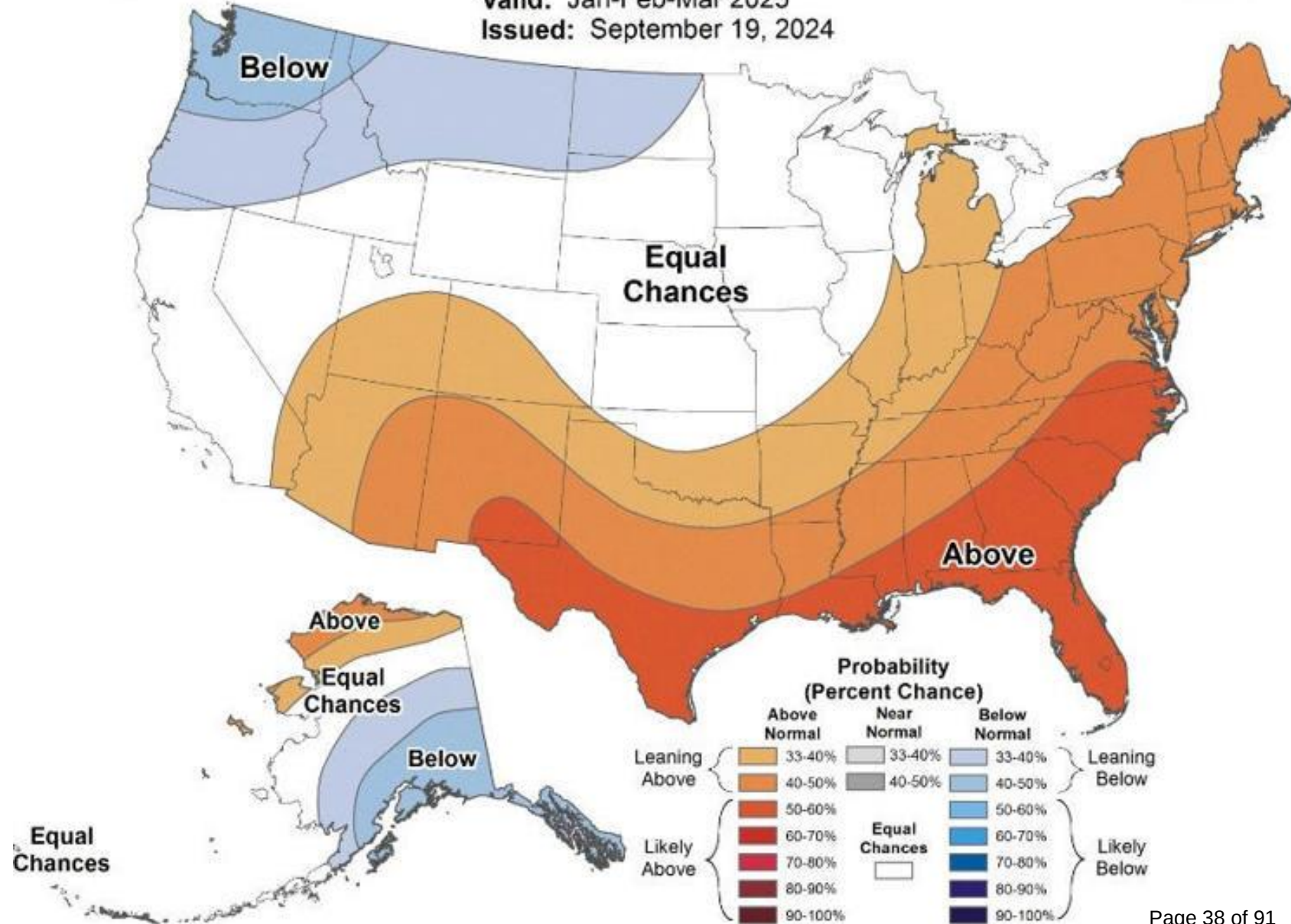


Seasonal Temperature Outlook



Valid: Jan-Feb-Mar 2025

Issued: September 19, 2024





EQUIPMENT

PRIMARY EQUIPMENT INCLUDES:

- SIX TRUCK MOUNTED SANDER PLOW VEHICLES
- TWO MOTOR GRADERS

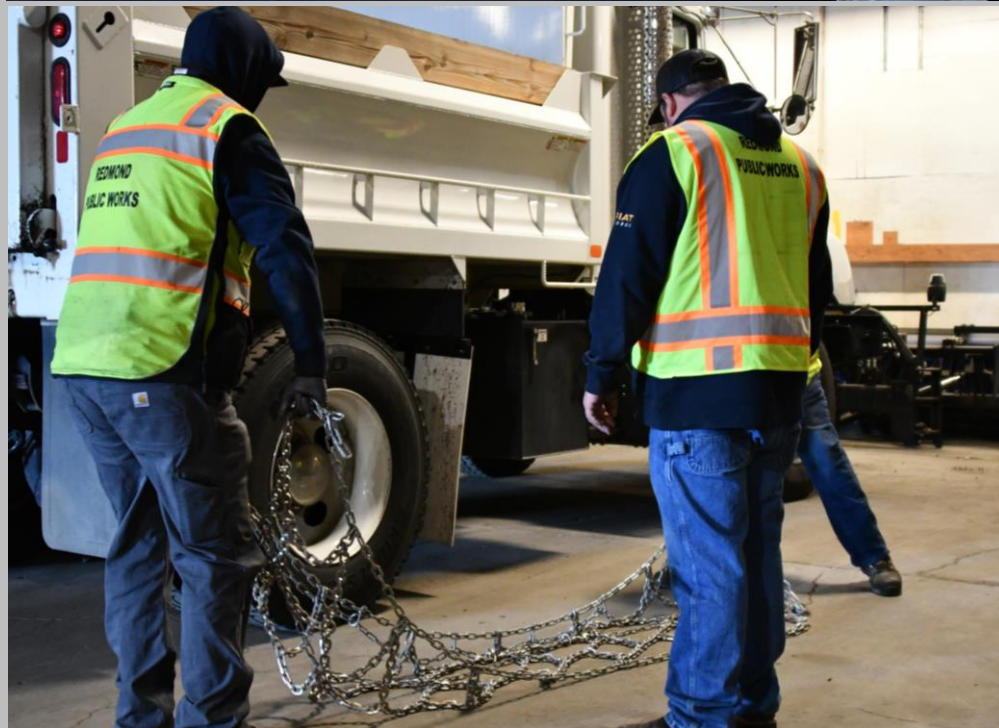




SIGNIFICANT WEATHER EVENTS RESPONSE

SLIDE / 4





PREPARING FOR WINTER

SLIDE / 5



PRIORITY ROUTES

- ARTERIALS/COLLECTORS
- EMERGENCY
- BUS ROUTES



LOCAL ROUTES

- RESIDENTIAL
- CUL-DE-SACS
- LIGHT INDUSTRIAL



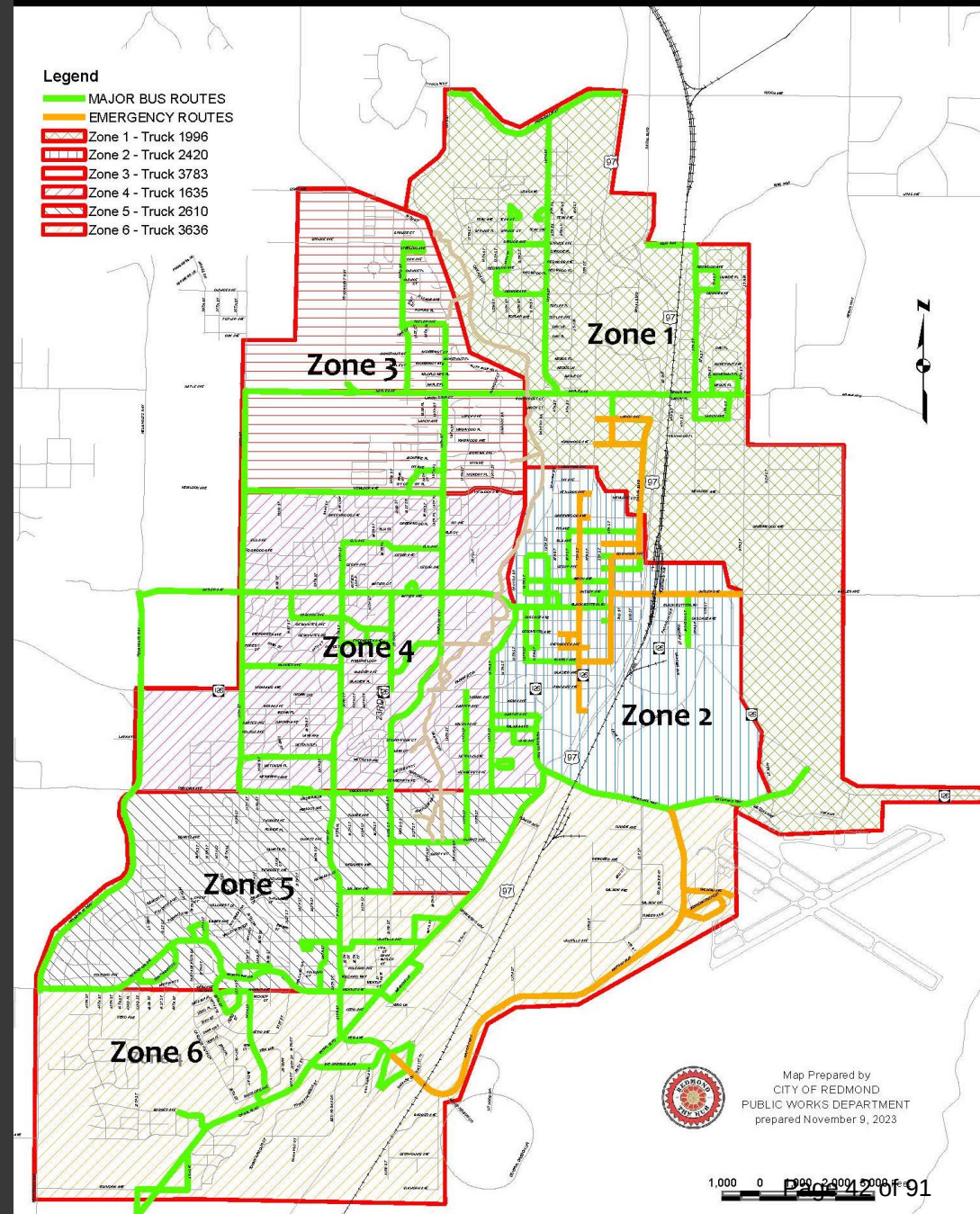
MAINTENANCE ZONES

- SIX ZONES
- ASSIGNED EQUIPMENT
- AND OPERATOR

STREET ROUTE & PRIORITY LEVEL

SLIDE / 6

Snow & Ice Maintenance Zones

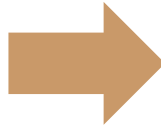




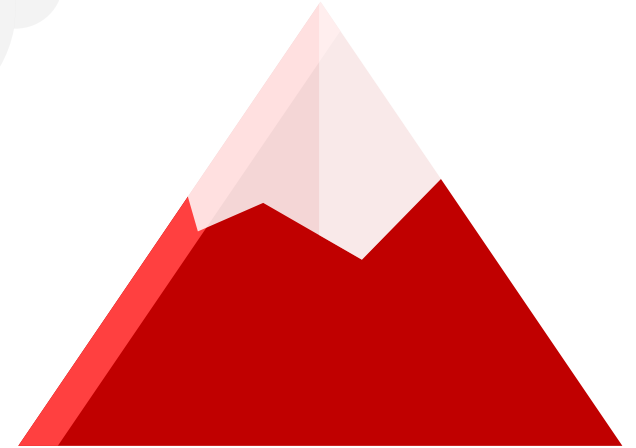
RESPONSE SCENARIOS



FREEZING CONDITIONS



MODERATE SNOW EVENT



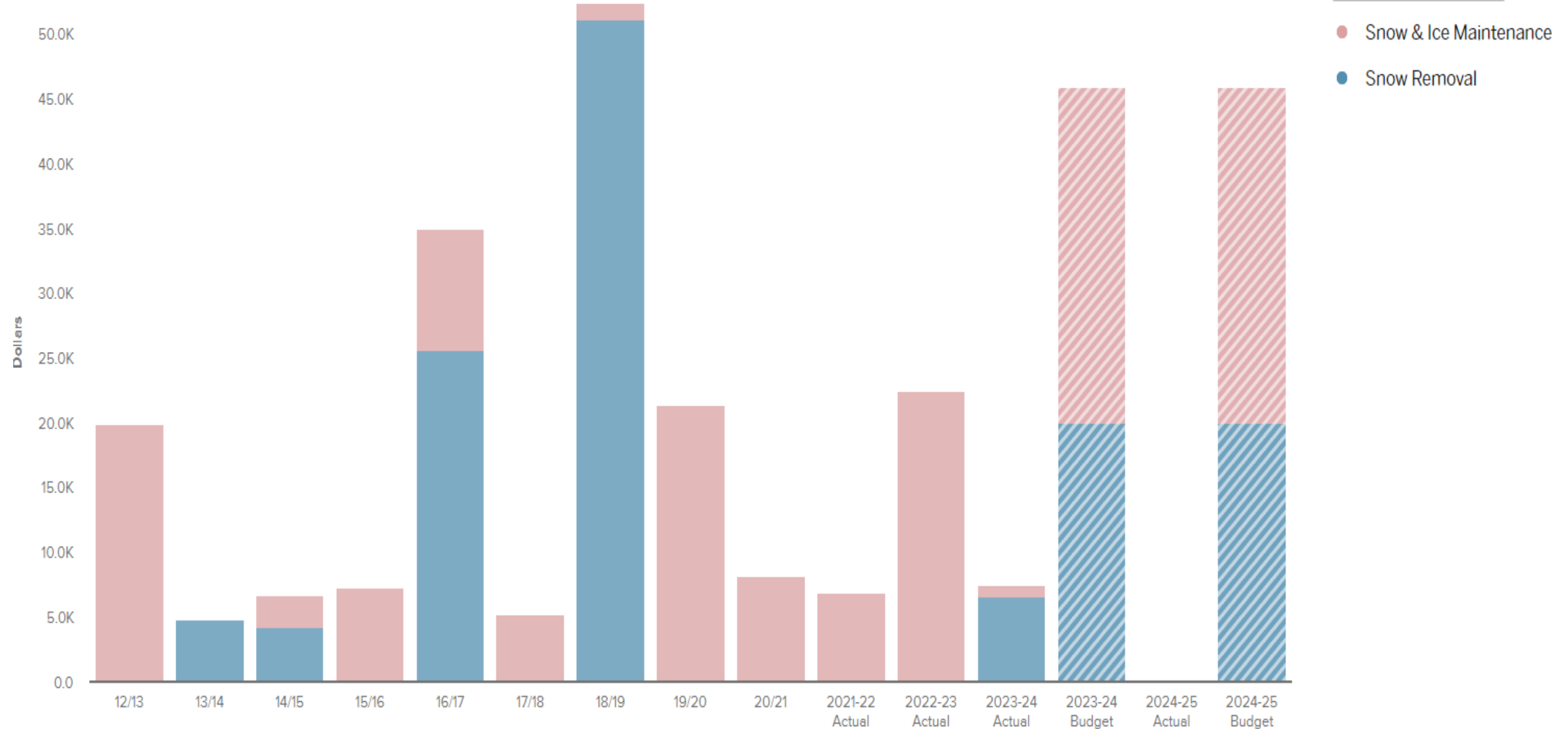
HEAVY SNOW, LONG DURATION





CITY SNOW REMOVAL/MAIN. COSTS: 2012/13 – 2023/24

12-YEAR AVG. : ~\$16,494/YEAR





PUBLIC COMMUNICATIONS

TOOLS USED TO KEEP PUBLIC INFORMED

CITY WEBSITE HOMEPAGE

REDMONDSTREETS.COM

GPS TRACKING

FACEBOOK POSTS

NEWSLETTER ARTICLES

PRESS RELEASES

STREETS@REDMONDOREGON.GOV

SLIDE / 9

 **City of Redmond, Oregon**
December 29, 2021 · 🌐

Limited Plowing Underway Due to Windblown Snow Drifts

Crews are moving to a Level 3 response to maintain city streets under current weather conditions. Level 3 means limited plowing of priority routes and high elevations.

The City of Redmond Transportation Division works hard to maintain the streets during conditions of snow and ice. To report problems, please use the following numbers:

Monday-Friday 7:00 am-4:00 pm - (541) 504-2000
After Hours/Weekends/Holidays - (541) 317-3472*
or email: streets@redmondoregon.gov



CITY SANDERS & PLOWS AT LEVEL 3

 Boost this

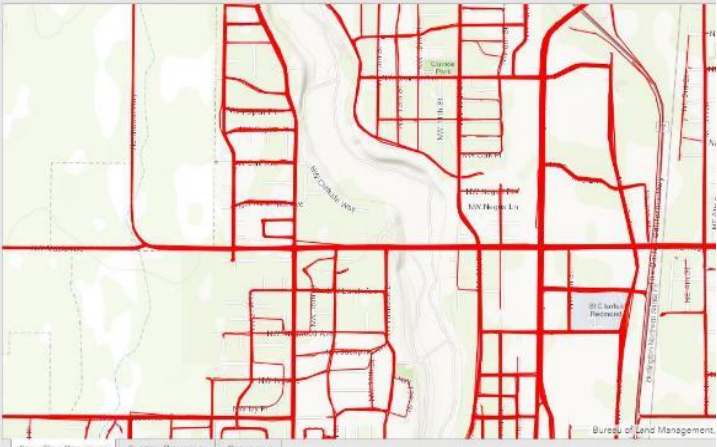
 50

City of Redmond Winter Maintenance Program

Snow and Ice Control Plan | Winter Maintenance Response Levels | Snow & Ice Priority Routes | Snow Control Tips For Residents | Sander and Plow Activities

Winter Maintenance Operations

- Today
- Yesterday
- This Week
- Last Week
- This Month
- Last Month
- This Winter
- Manual Selector
- None



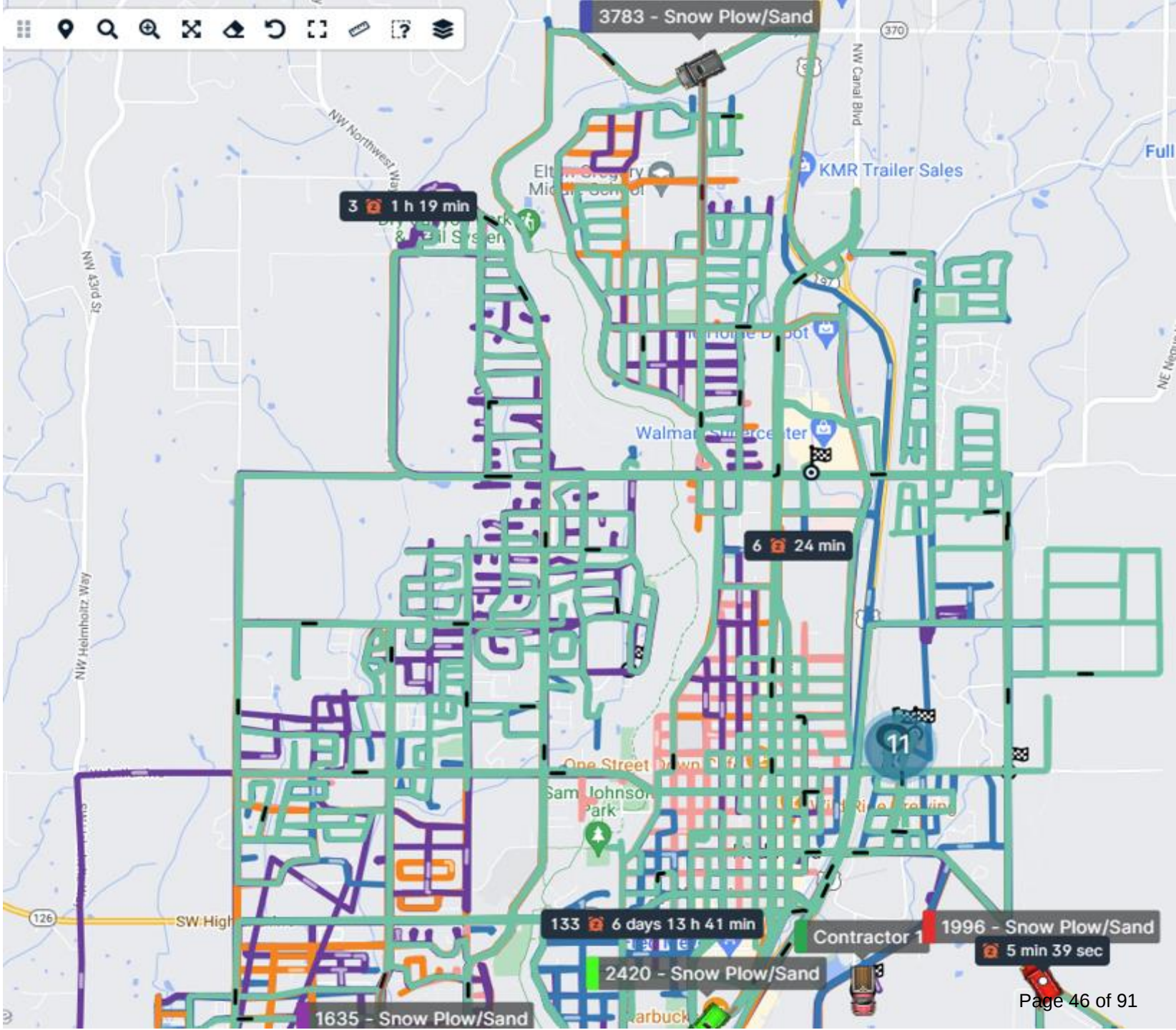
Snow Plow Operations | Sanding Operations | Contractors

Redmond, OR 97756

Now	Wed Oct 16	Thu Oct 17	Fri Oct 18	Sat Oct 19
55.4 °F	58 °F / 64 °F	54 °F / 56 °F	58 °F / 64 °F	54 °F / 68 °F
Humidity: 29%				
Dew Point: 22.8 °F				
Pressure: 1012.2				



WINTER STORM RESPONSE: LIGO AND COUNTRY





BEST WAY FOR RESIDENTS TO HELP BE PREPARED

SLIDE / 11



PARK OFF STREETS

In residential areas, leave room for plows to get through safely, and avoid parking on the street.

PLEASE BE PATIENT

The City will make every effort to keep roadways open and safe during winter weather events.

BECOME WINTER READY

Prepare your vehicle for Central Oregon's adverse climate with traction tires or carrying chains.

A large concrete dam with multiple curved buttresses. Water is cascading over the top crest, creating a massive splash of white water against a clear blue sky. A yellow excavator is visible on the top of the dam, near the water's edge.

Q & A ●



REDMOND MUNICIPAL AIRPORT (RDM)

SNOW AND ICE PLAN FOR WINTER 2024/2025

NOVEMBER 12, 2024
REDMOND CITY COUNCIL

NEW EQUIPMENT

4,000 GALLON LIQUID DE-ICE TRUCK

75' SPRAY BOOMS

**CAPABLE OF TREATING THE ENTIRE
RUNWAY IN LESS THAN 10 MINUTES**

SLIDE / 2



TRAINING

- **ALL PERSONNEL ARE TRAINED ANNUALLY ON EQUIPMENT, PROPER CHEMICAL USAGE, AND RECORD KEEPING**
- **ALL AIRFIELD OPERATIONS PERSONNEL RECEIVE ADDITIONAL REQUIRED ANNUAL FAA TRAINING ON NOTAM ISSUING, FRICTION TESTING, RUNWAY SURFACE CONDITION ASSESSMENT, AND RECORD KEEPING**



MINIMUM AIRFIELD STANDARDS AND CLEARANCE TIMES

DRY SNOW — NO MORE THAN 1/2"

WET SNOW — NO MORE THAN 1/8"

SLUSH — NO MORE THAN 1/8"

ICE — ANY AMOUNT

**REQUIRED CLEARANCE TIMES OF ALL
PRIORITY 1 AREAS IS 1 HOUR.**



PRIORITY 1 SURFACES

RUNWAY 5-23

TAXIWAY R1/R2

COMMERCIAL ROUTE

TAXIWAY A2/A3

GA ROUTE

TERMINAL RAMP

NAVAIDS

ARFF ACCESS

GATE B3





QUESTIONS?



CITY OF REDMOND

CITY HALL
411 SW 9th STREET
REDMOND, OR 97756
541.923.7710
FAX: 541.548.0706
info@redmondoregon.gov
redmondoregon.gov

STAFF REPORT

DATE: November 12, 2024
TO: City Council
THROUGH: Keith Witcosky, City Manager
Jason Neff, Deputy City Manager/Chief Financial Officer
FROM: Zachary Bass, Airport Director
SUBJECT: Resolution #2024-30: A resolution of the City of Redmond, Oregon, updating the Airport Customer Facility Charge Effective January 1, 2025. **Public comment will be taken per ORS 294.160.**

Report in Brief:

The Redmond Municipal Airport (Airport) is requesting City Council approve an increase to the current Airport Customer Facility Charge (CFC) daily rate from \$3.00 to \$5.00 and eliminate the seven-day cap.

Background:

On September 13, 2016, City Council approved an amendment (which took effect October 1, 2016) to City Code section 2.565 to establish a CFC. The amendment set a daily car rental surcharge of \$3.00, for up to seven consecutive days. This fee only applies to car rentals originating at RDM.

Section 2.565, further dedicated the resources from the CFC for construction of new and ancillary rental car facilities, services, and associated infrastructure for the airport rental car companies.

The CFC has not been increased since October 2016. The \$3.00 fee is among the lowest charge among comparable airports:

	2023 ENPLANEMENTS	CFC DAILY RATE	CFC DAY MAXIMUM
RENO	2,251,825	\$6.50	No Maximum
BOZEMAN	1,123,110	\$5.00	14-Day Maximum
TUCSON	1,925,546	\$4.50	2-Day Maximum
SPOKANE	2,002,283	\$3.75	No Maximum
EUGENE	841,919	\$4.00	No Maximum
REDMOND	558,804	\$3.00	7-Day Maximum
MEDFORD	478,121	\$3.00	No Maximum
TRI-CITIES	438,076	\$5.00	No Maximum
BELLINGHAM	311,234	\$3.50	14-Day Maximum

Discussion:

The Airport's Quick Turnaround Facility (QTA) project had an initial cost estimate (in 2020) of \$8.3M. This project was put on hold due to COVID-19 impacts that same year. Inflation has increased the estimated costs to \$13.2M. There is currently \$8.2M in available CFC funds for this project (\$6M from the 2019 QTA bond and \$2.2M in collected CFC), leaving a project funding gap of \$5M.

A way to close this funding gap, without decreasing the scope of the project, is to increase the fee to align with industry rates for airports within the region. Car Rental Agencies have been informed of the upcoming discussion and are in support.

	Current	Proposed
Daily CFC Rate	\$3.00	\$5.00
Daily Rate Cap	Seven Days	No cap

If more discussion is needed, the Council could choose to delay the decision until the November 26, 2024, Council meeting. This delay would not significantly impact the goals of this fee adjustment.

Fiscal Impact:

By increasing the rate to \$5.00 per day and eliminating the seven-day rental cap, staff estimates an additional \$400k in annual CFC revenue (15% of transactions exceed seven days). The increase adds approximately \$5M in debt capacity to be utilized for the QTA project. Making the adjustment now provides ample time to recognize the impact on revenue and integrate/convey the results for bonding purposes (i.e. City Council, rating agencies, underwriters, investors). The plan is to bond for the QTA in conjunction with the terminal expansion bond in summer 2025.

Alternative Courses of Action:

1. Adopt Resolution #2024-30
2. Do not adopt Resolution #2024-30
3. Request more information and postpone a decision until the November 26 Council meeting.

Recommendation / Suggested Motion:

"I move to adopt Resolution #2024-30"

**CITY OF REDMOND
RESOLUTION NO. #2024-30**

A RESOLUTION OF THE CITY OF REDMOND, OREGON, UPDATING THE AIRPORT CUSTOMER FACILITY CHARGE EFFECTIVE JANUARY 1, 2025.

WHEREAS, the City Council has previously authorized establishment of Airport Customer Facility Charge (CFC) for the City through amendment of City Code section 2.565 to establish a CFC; and

WHEREAS, City Code section 2.565, dedicates resources from the CFC for construction of new and ancillary rental car facilities, services, and associated infrastructure for the airport rental car companies (RAC); and

WHEREAS, in October 2016 the City set the CFC daily rental car surcharge of \$3.00 for up to seven consecutive days; and

WHEREAS, the Airport's Quick Turnaround Facility (QTA) project had an initial cost estimate of \$8.3M in 2019. The project was put on hold due to COVID-19 impacts that same year. Inflation has increased the estimated costs to \$13.3M, leaving a project funding gap of \$5M.

NOW, THEREFORE, THE REDMOND CITY COUNCIL RESOLVES AS FOLLOWS:

SECTION ONE. CHARGES ESTABLISHED: The Council hereby adopts as the increase to the current Airport Customer Facility Charge (CFC) daily rate from \$3.00 to \$5.00 and eliminates the seven-day cap.

SECTION TWO. FEE SCHEDULE CHANGES: Changes to the fee schedule for the adopted Customer Facility Charge is listed in Exhibit A, with an effective date of January 01, 2025.

SECTION THREE. EFFECTIVE DATE: The charges established pursuant to this Resolution shall become effective on January 01, 2025. Until that time, the charges previously established shall remain in effect.

ADOPTED by the Redmond City Council and **SIGNED** by the Mayor this 12th day of November 2024.

Ed Fitch, Mayor

ATTEST:

Kelly Morse, City Recorder

State of Oregon
County of Deschutes

This instrument was acknowledged before me this 12th day of November 2024 by Ed Fitch, Mayor.

Kelly Morse, City Recorder

My commission expires _____

**CITY OF REDMOND
EXHIBIT A
FEE SCHEDULE**

Effective ~~October 24, 2024~~ January 01, 2025

Item #	Department / Item Description	Effective October 24, 2024 Fee	Proposed Effective January 01, 2025 Fee	Unit
1	AIRPORT			
1.2	Customer Facility Charge (CFC) for Rental Car			
1.2.01	Each rental not exceeding seven (7) consecutive days Customer Facility Charge	\$ 3.00	\$ 5.00	per day
1.3	Landing Fees			
1.3.01	Landing Fees	\$ 3.36		per 1,000 lbs. landed weight (Part 125, 135, and 137)
1.4	Leases-Airside			
1.4.01	Aircraft Fuel	\$ 0.07		per gallon
1.4.02	Aircraft Tiedown	\$ 50.00		per month
1.4.03	Single	\$ 15.00		per night
1.4.04	Twin	\$ 25.00		per night
1.4.05	Helicopter	\$ 15.00		per night
1.4.06	Jet	\$ 35.00		per night
1.4.07	Assignment of Lease	\$ 500.00		each
1.5	Leases - Terminal			
1.5.01	Passenger Facility Charge (PFC)	\$ 4.50		per passenger
1.7	Parking			
1.7.01	Parking/Vehicle			
1.7.01.1	0-30 minutes	No Charge		
1.7.01.2	31-60 minutes	\$ 1.00		
1.7.01.3	Each additional hour	\$ 2.00		
1.7.01.4	Per day	\$ 24.00		
1.7.02	Insufficient Funds Late Fee	\$ 50.00		plus legal fees if not paid within 10 calendar days
1.7.03	Airport Parking Violations-See Bail Fees (Police Department Fees)	See Bail Fees (Item 7.10)		
1.7.04	Transient Airline Employees			
1.7.04.1	Per quarter	\$ 100.00		
1.7.04.2	Per year	\$ 325.00		
1.7.05	Transient Airline Employees Parking Card Replacement	\$ 25.00		each

The background of the slide is a photograph. The upper portion shows a large, snow-covered mountain peak under a clear blue sky. The lower portion shows an airport control tower with a green top and a brown base, situated in a flat, open area with some low-lying vegetation and a runway in the distance.

REDMOND MUNICIPAL AIRPORT (RDM) CUSTOMER FACILITY CHARGE (CFC) RATE INCREASE

**NOVEMBER 12, 2024
REDMOND CITY COUNCIL**



CUSTOMER FACILITY CHARGE (CFC)

SLIDE / 2

PURPOSE

Provides funding to Airports for capital and operating costs of rental car facilities.

CUSTOMER USE FEE

A Fee charged to rental car customers when they rent vehicles originating at an Airport.

REVENUE USES

- New Rental Car Facilities
- Remodel current facilities
- Parking/Overflow Lots
- Funding debt service for improvements

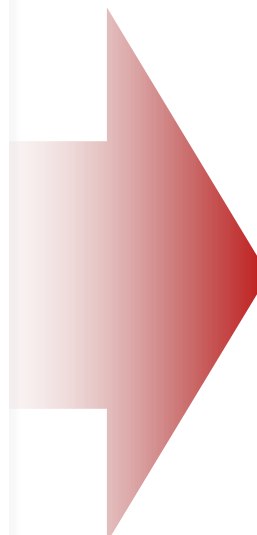




CFC RATE PROPOSAL

01 CURRENT RATE STRUCTURE

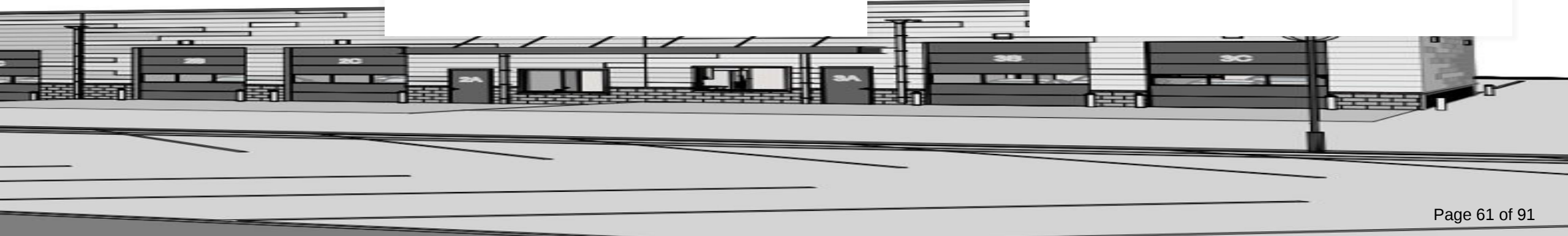
- IMPLEMENTED 2016
- \$3.00 PER DAY
- 7-DAY CAP



02 PROPOSED RATE STRUCTURE

- IMPLEMENT ON 1/1/2025
- \$5.00 PER DAY
- NO CAP

RENTAL CAR SUPPORTED



REGIONAL COMPARISONS



	2023 ENPLANEMENTS	CFC DAILY RATE	CFC DAY MAXIMUM
RENO	2,251,825	\$6.50	No Maximum
BOZEMAN	1,123,110	\$5.00	14-Day Maximum
TUCSON	1,925,546	\$4.50	2-Day Maximum
SPOKANE	2,002,283	\$3.75	No Maximum
EUGENE	841,919	\$4.00	No Maximum
REDMOND	558,804	\$3.00	7-Day Maximum
MEDFORD	478,121	\$3.00	No Maximum
TRI-CITIES	438,076	\$5.00	No Maximum
BELLINGHAM	311,234	\$3.50	14-Day Maximum

CUSTOMER IMPACT + \$10

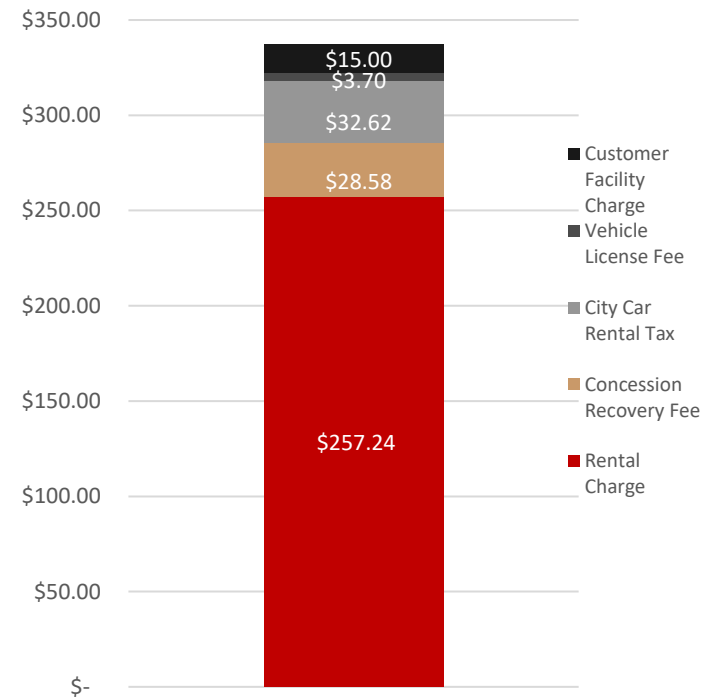
79K Annual Transactions

395K Rental Days

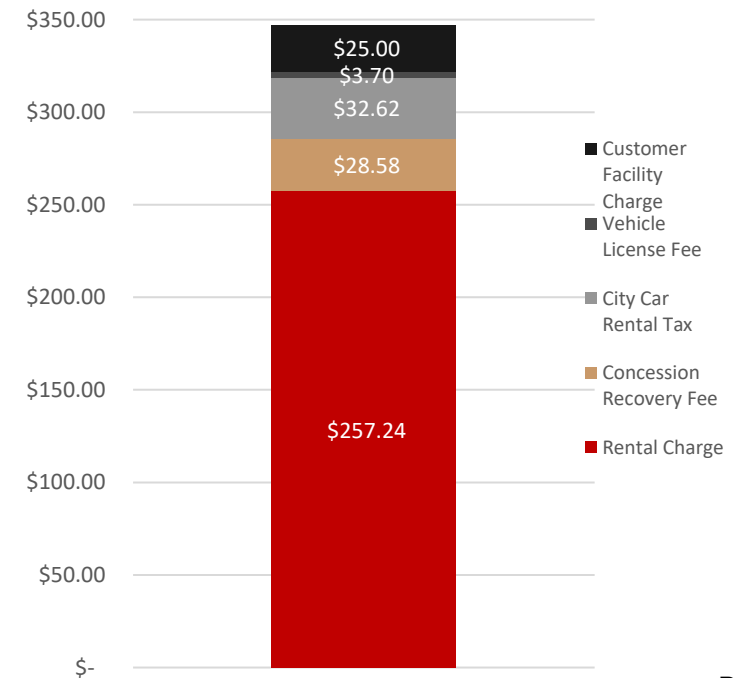
5-Day Rental Average



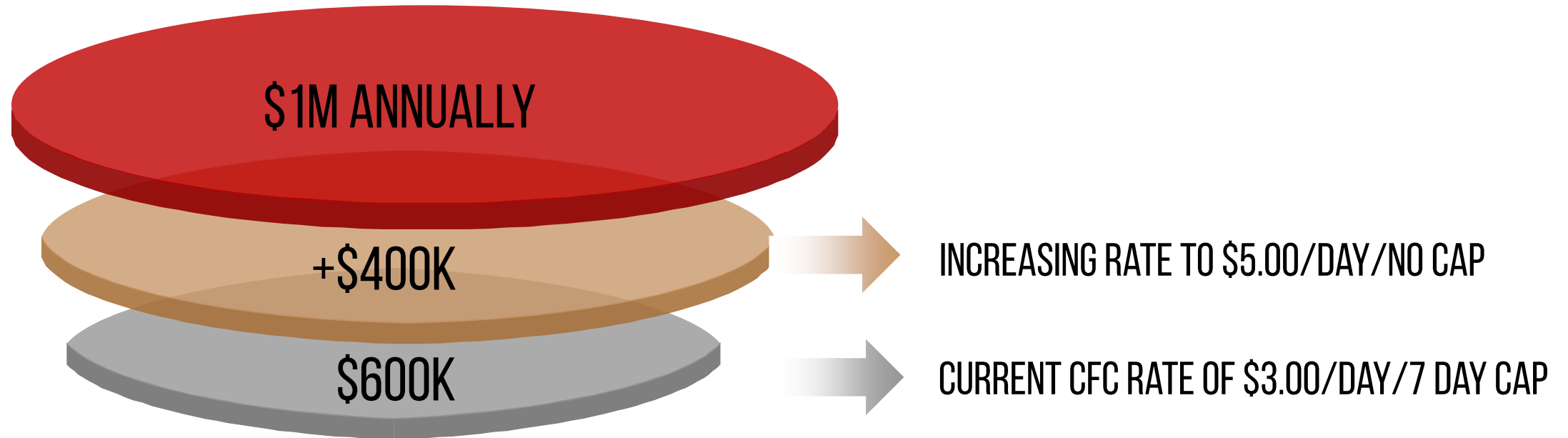
\$3 CFC RENTAL CUSTOMER COST
\$337



\$5 CFC RENTAL CUSTOMER COST
\$347



ANNUAL REVENUE IMPACT



WHY INCREASE?

QUICK TURNAROUND FACILITY (QTA)

SLIDE / 7

CURRENT OPERATIONS

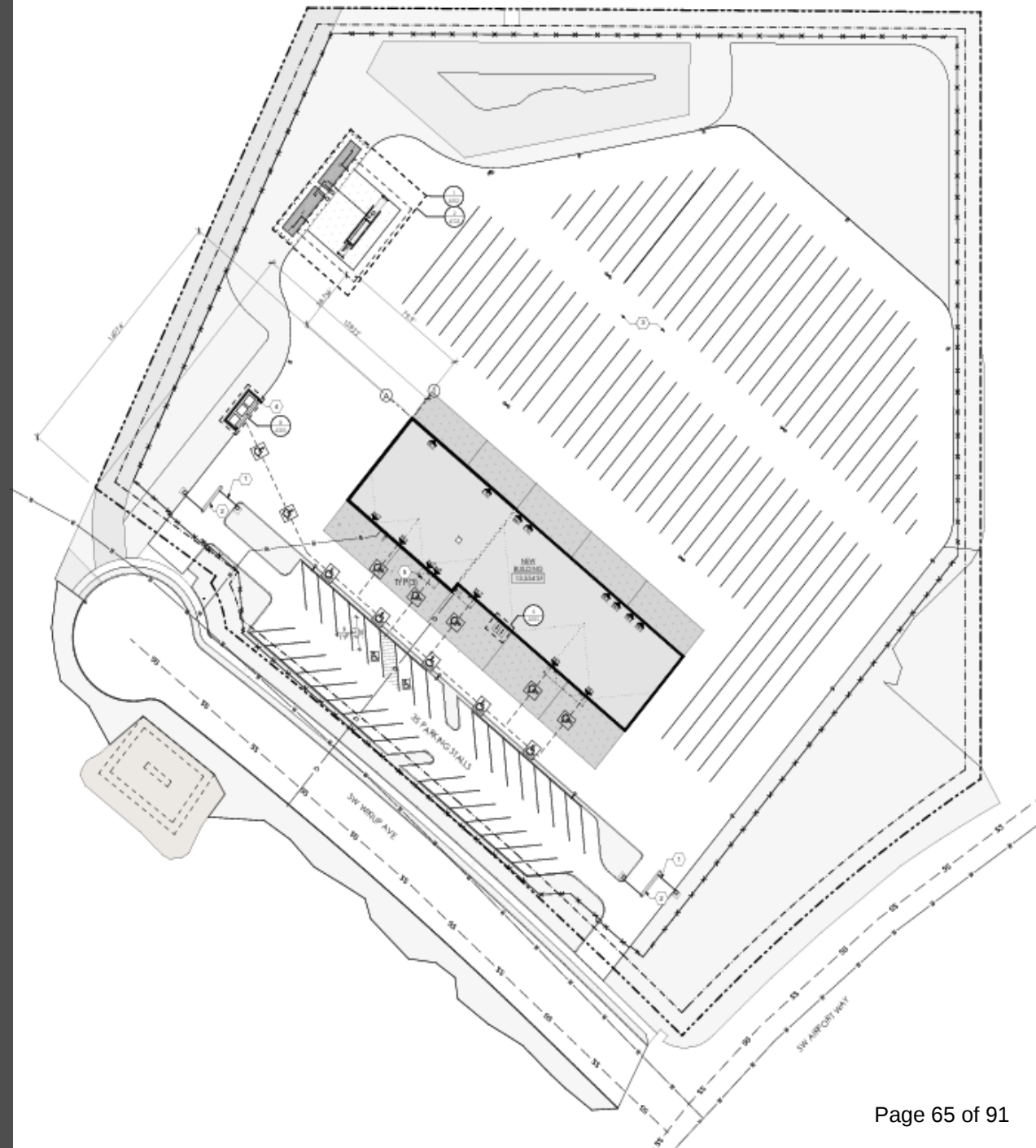
- 100K Vehicles on 97 or crossing East to West
- Multiple sites being used
- Overflow Lot in RPZ
- Inefficient/Expensive

NEW FACILITY

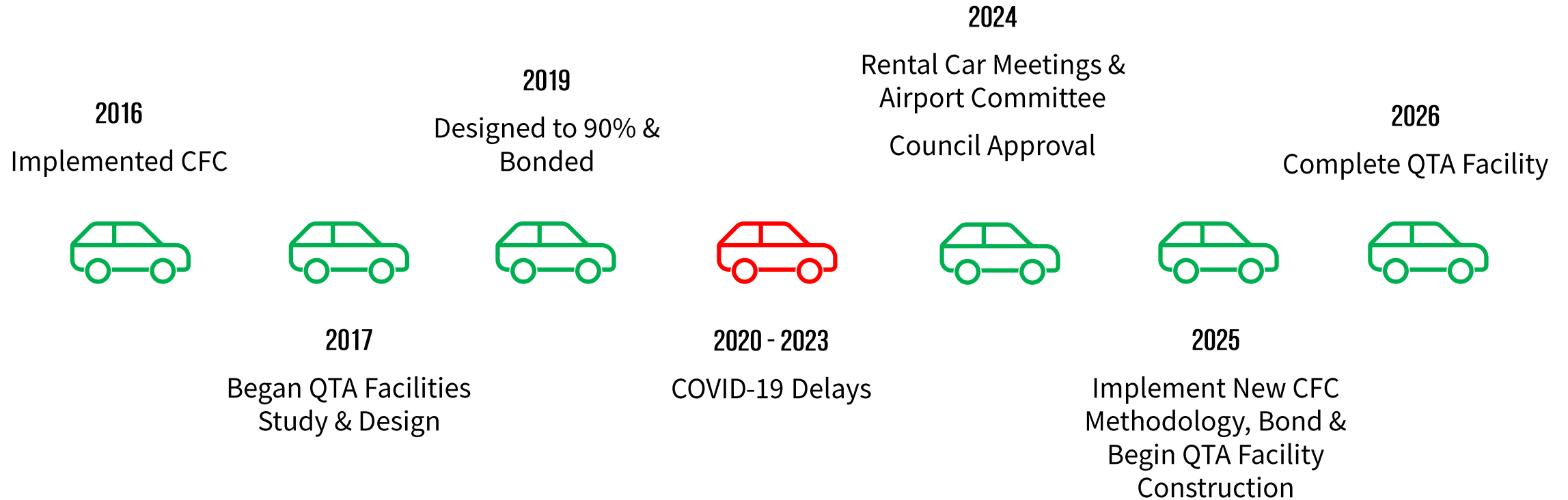
- Detail Bays
- Automatic Car Wash
- Fueling Stations
- Parking/Overflow Parking
- Employee Facilities

MANAGEMENT

- Airport Builds and Manages
- Ongoing Operations paid by Rental Car Agencies

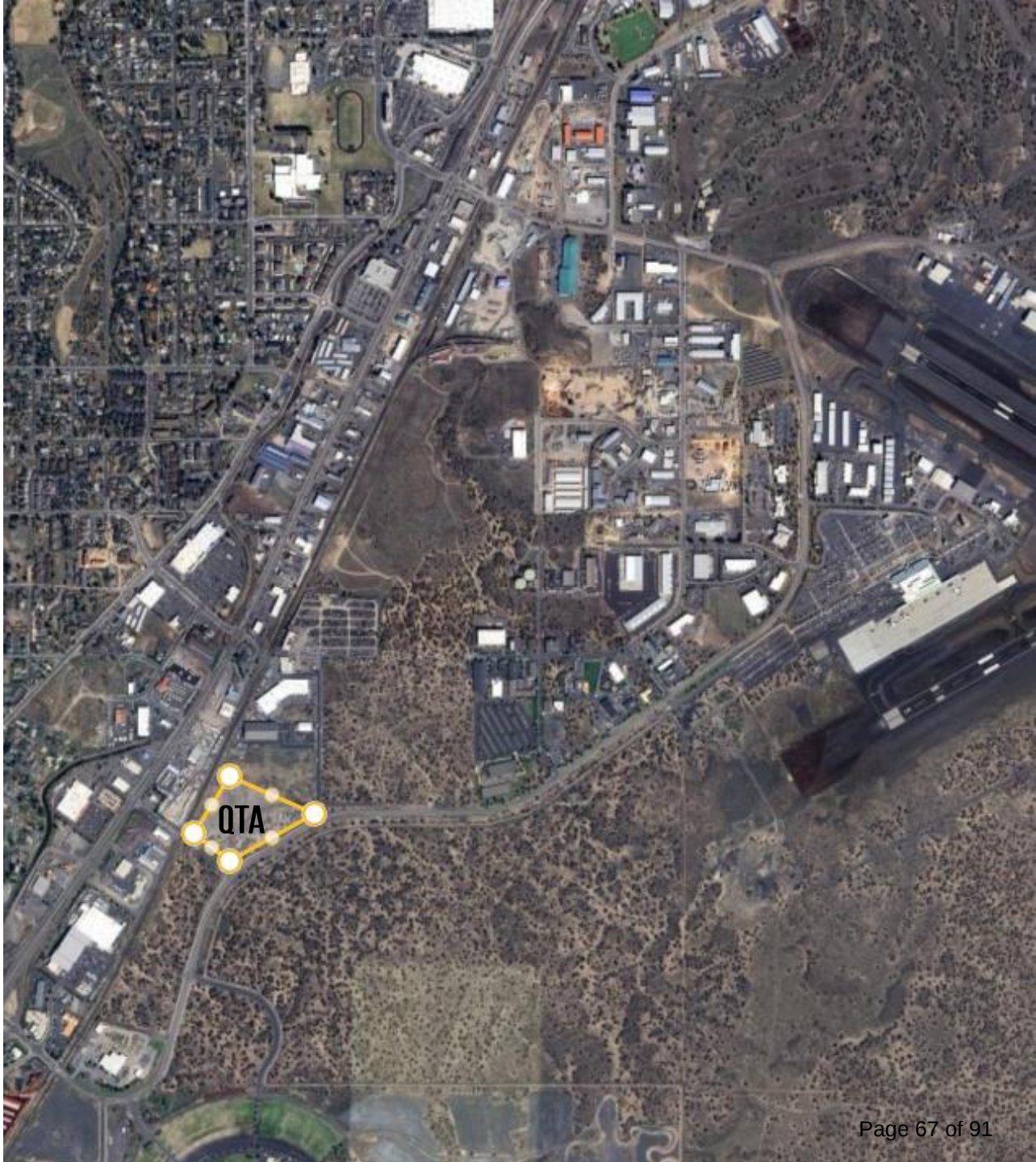


QTA TIMELINE

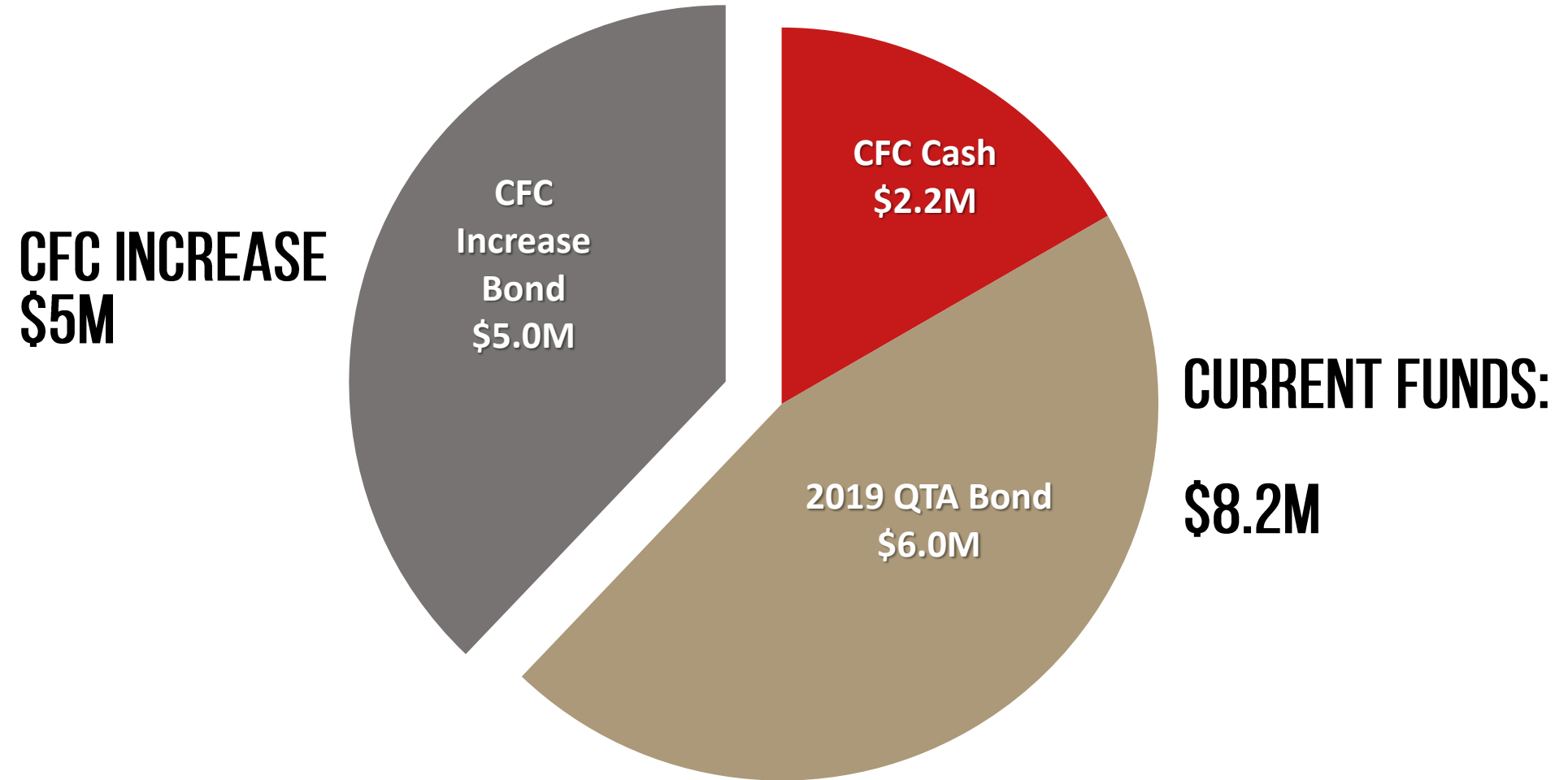


ESTIMATED QTA COST

EXPENSE	COST
Administrative	9,000
System Development Charge (City Fees)	185,834
Building Permit Fee	24,126
Construction	12,056,968
Utilities	90,000
Access Control & Security	200,000
Architecture/Engineering	600,000
Total Project Estimate	\$13,165,928



FUNDING STRATEGY



QUESTIONS?



CITY OF REDMOND

CITY HALL
411 SW 9th STREET
REDMOND, OR 97756
541.923.7710
FAX: 541.548.0706
info@redmondoregon.gov
redmondoregon.gov

STAFF REPORT

DATE: November 12, 2024
TO: City Council
THROUGH: Keith Witcosky, City Manager
FROM: Jason Neff, Deputy City Manager/Chief Financial Officer
SUBJECT: Resolution #2024-29: A resolution of the City Council of the City of Redmond, Oregon, declaring official intent to reimburse certain expenditures from proceeds of tax-exempt obligations, and related matters.

Report in Brief:

The City is planning to issue tax-exempt bonds (approximately \$90 million) in summer 2025 to pay for about half of the Airport Terminal Expansion Project. In order to be able to apply cost incurred before bond issuance to the bonds, a reimbursement resolution needs to be approved by the City Council.

Background:

The Airport Terminal Expansion Project is currently 65% designed. The total estimated cost of the project is \$180 million. Funding for the project is planned from the following sources:

Source	Amount
Federal Grants	\$ 45M
Connect Oregon Grant	\$ 10M
Airport Fund Cash	\$ 35M
Full Faith & Credit Bond	\$ 90M

The \$90 million bond, proposed to be backed by the City's Full Faith & Credit, is planned to be 100% paid by airport revenues. This is consistent with existing Full Faith & Credit debt issued for airport projects (i.e. Snow Removal Equipment Building, parking lot expansion, Central Oregon Inter-Agency Dispatch Center). The estimated annual debt service ("the mortgage") is estimated to be \$5 million. The Fiscal Year 2024/2025 budget shows a \$7 million operating surplus for the Airport Fund. Long-term financial forecasting and sensitivity analysis is ongoing and will be presented to the Council in spring 2025 along with an ordinance to issue the bond. The latest schedule for issuing the bond has the following milestones:

Reimbursement Resolution	November 2024
Select Bond Underwriter	January 2025
Council Ordinance for Bond Issuance	March 2025
Rating Agency Presentation / Call	June 2025
Bond Pricing / "Sell the Bonds"	July 2025
Closing	By August 2025

Discussion:

With bond issuance expected to be completed in summer 2025, the City would like to be able to recoup or reimburse ongoing project cost (i.e. design, long-lead procurement items) that are expected to occur up to the bond issuance.

Approving the reimbursement resolution does not constitute an approval of the bond issuance. That decision is expected to come to the Council in spring 2025.

Fiscal Impact:

Approval of the reimbursement resolution provides additional financial flexibility to the Airport and may provide additional investment earnings during the project.

Alternative Courses of Action:

1. Adopt Resolution #2024-29
2. Do Not adopt Resolution #2024-29
3. Take no action and request more information

Recommendation / Suggested Motion:

"I move to adopt Resolution #2024-29."

**CITY OF REDMOND
RESOLUTION NO. 2024-29**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDMOND, OREGON
DECLARING OFFICIAL INTENT TO REIMBURSE CERTAIN EXPENDITURES FROM
PROCEEDS OF TAX-EXEMPT OBLIGATIONS, AND RELATED MATTERS.**

WHEREAS, the City Council (the “Council”) of the City of Redmond, Oregon (the “City”) sat for the transaction of City business on November 12, 2024; and

WHEREAS, the City intends to issue tax-exempt obligations (the “Debt”) for the purpose of financing and refinancing the costs of design, acquisition, construction, improvement and equipping of, and additions, replacements expansions and/or improvements to, the Roberts Field-Redmond Municipal Airport and the acquisition of equipment and real or personal property necessary, useful or convenient thereto (collectively, the “Project”); and

WHEREAS, the City expects to incur capital expenditures (the “Reimbursement Expenditures”) in connection with costs related to the Project, prior to the issuance of the Debt; and

WHEREAS, the City reasonably expects that the Debt will be issued in an amount not to exceed \$90,000,000 and that certain of the proceeds of such Debt will be used to reimburse the Reimbursement Expenditures; and

WHEREAS, Section 1.150-2 of the Treasury Regulations (the “Treasury Regulations”) requires the City to declare its reasonable official intent to reimburse prior expenditures for the Project with proceeds of a subsequent borrowing.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF REDMOND, OREGON:

Section 1. Recitals. That the foregoing recitals are true and correct.

Section 2. Purpose of Resolution. That this resolution is adopted solely for purposes of establishing compliance with the requirements of Section 1.150-2 of the Treasury Regulations. This resolution does not bind the City to make any expenditure, incur any Debt, or proceed with the Project.

Section 3. Declaration of City. That the City hereby declares its official intent to reimburse itself with proceeds of the Debt for any of the Reimbursement Expenditures incurred by it prior to incurring such Debt.

Section 4. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption by the City Council.

ADOPTED by the Redmond City Council and **SIGNED** by the Mayor this 12th day of November 2024.

Ed Fitch, Mayor

ATTEST:

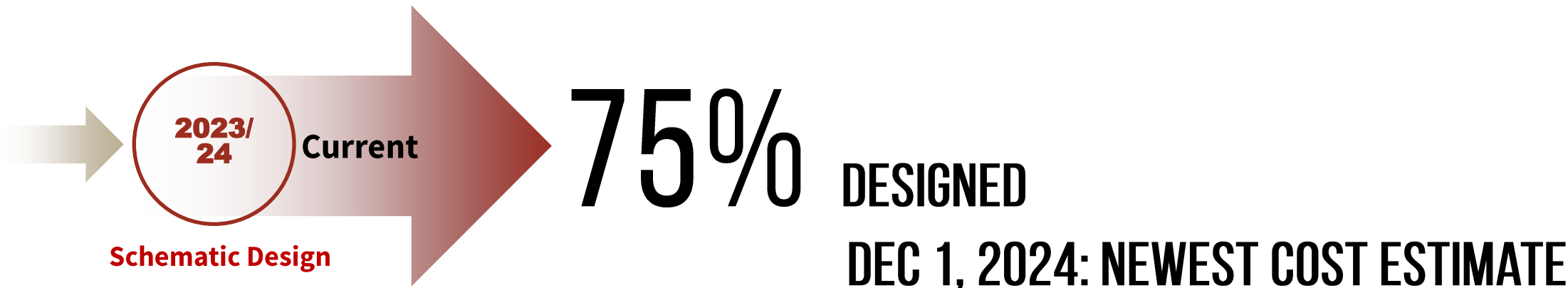
Kelly Morse, City Recorder



RDM TERMINAL EXPANSION

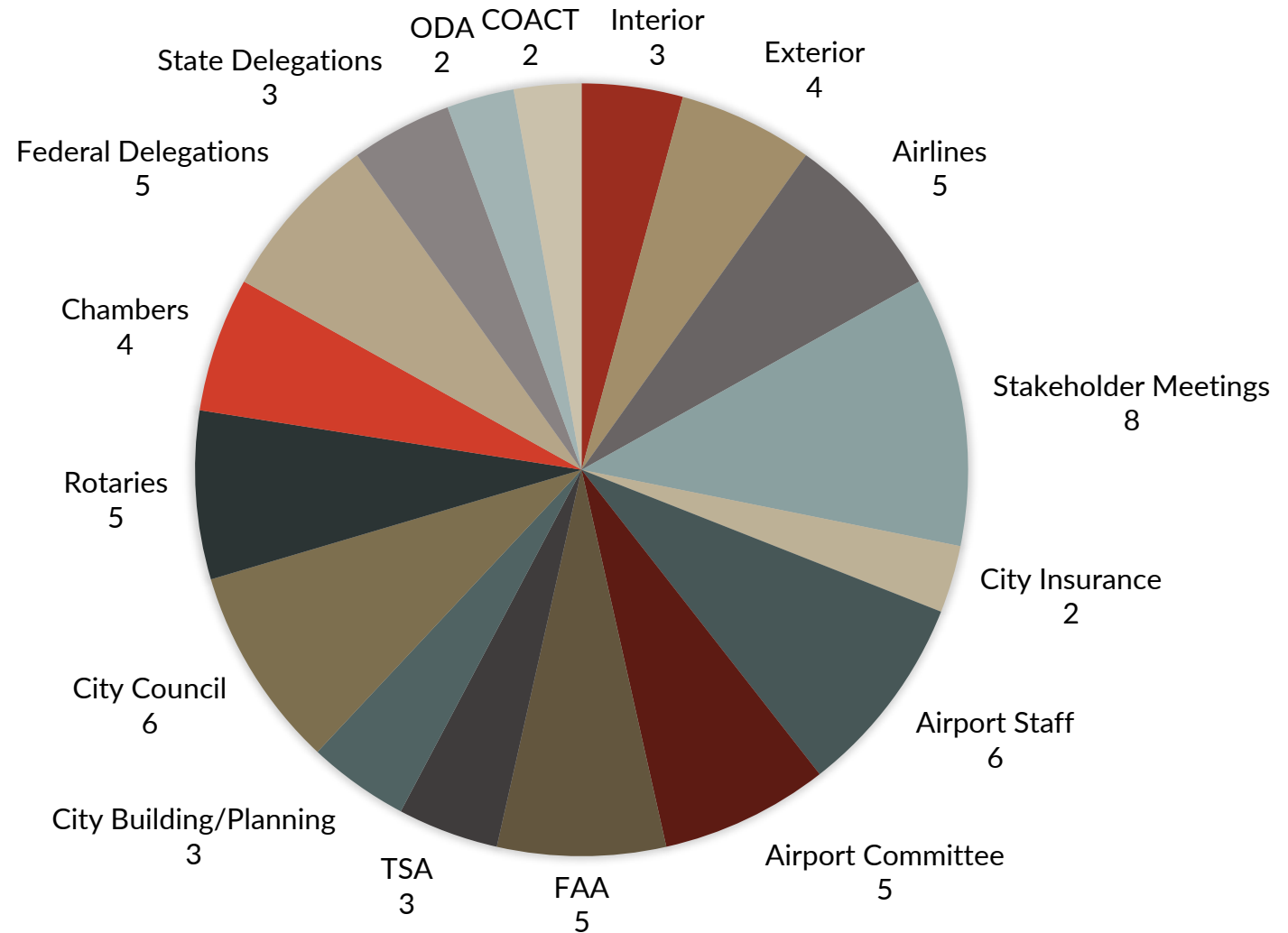
City Council Update
November 12, 2024

WHERE WE ARE

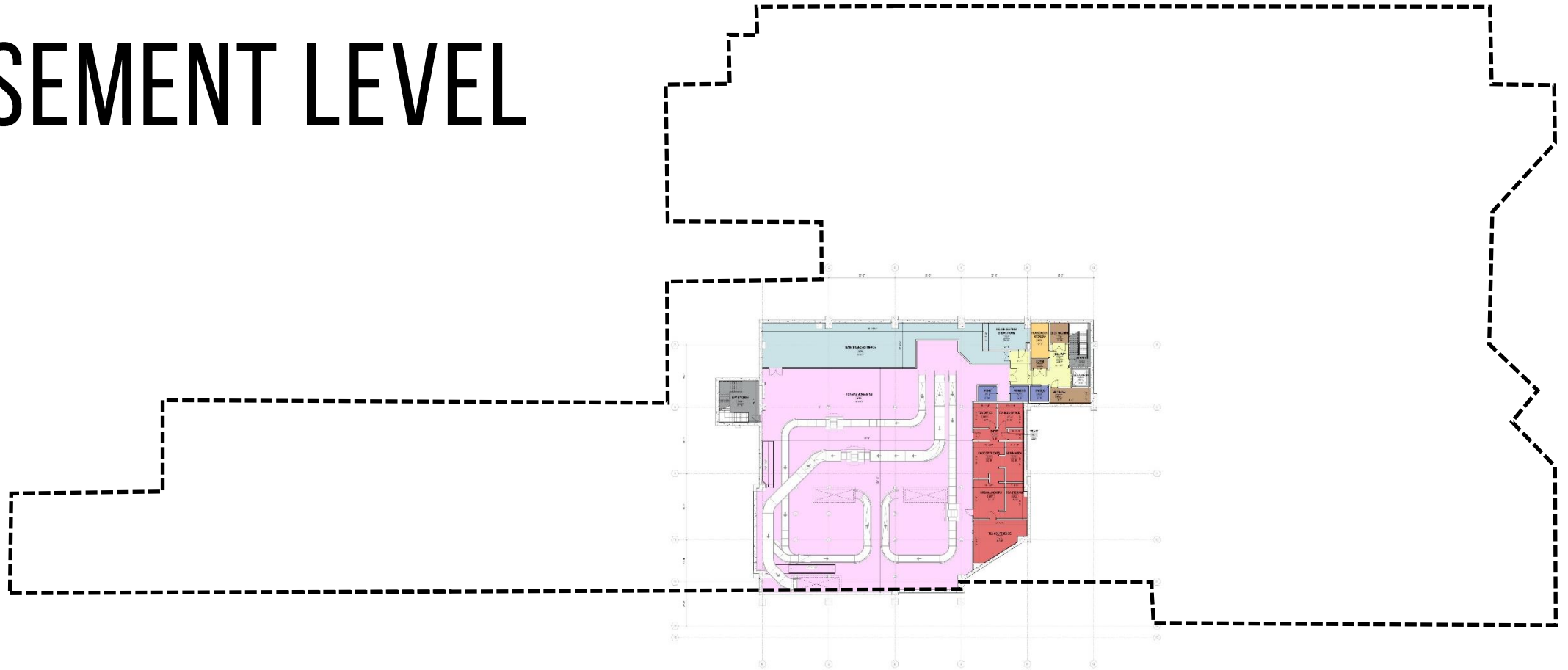




70+ SPECIALIZED MEETINGS



BASEMENT LEVEL

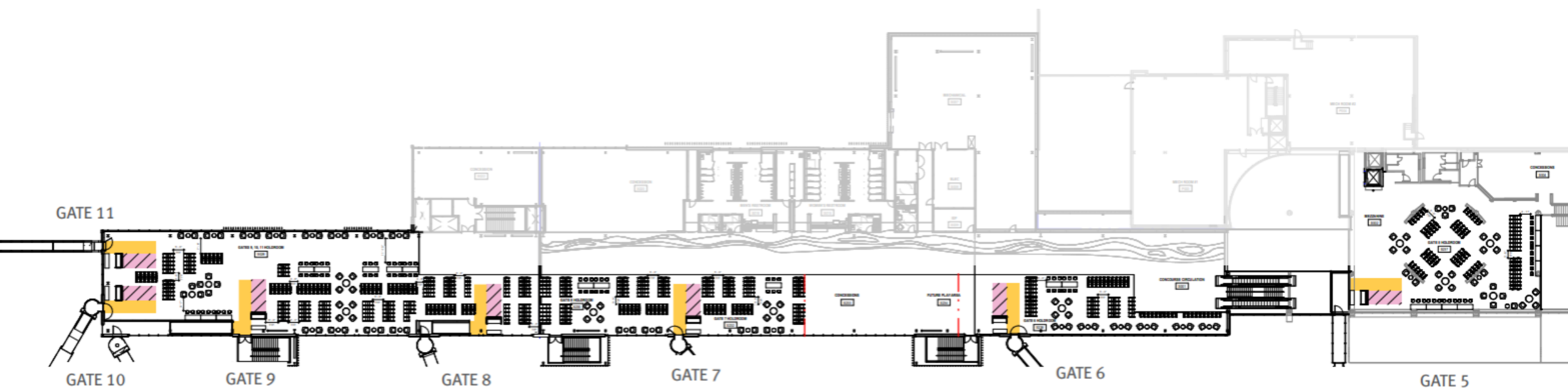


APRON LEVEL

MAIN ENTRANCE

AIRCRAFT RAMP

[illegible]



SEATING COUNTS BY AREA		
AREA	TARGET	PROPOSED
GATE 5	109	137
GATE 6	109	111
GATE 7-8	218	299
GATES 9-11	327	242
TOTAL	763	759









* LEED SILVER TARGET







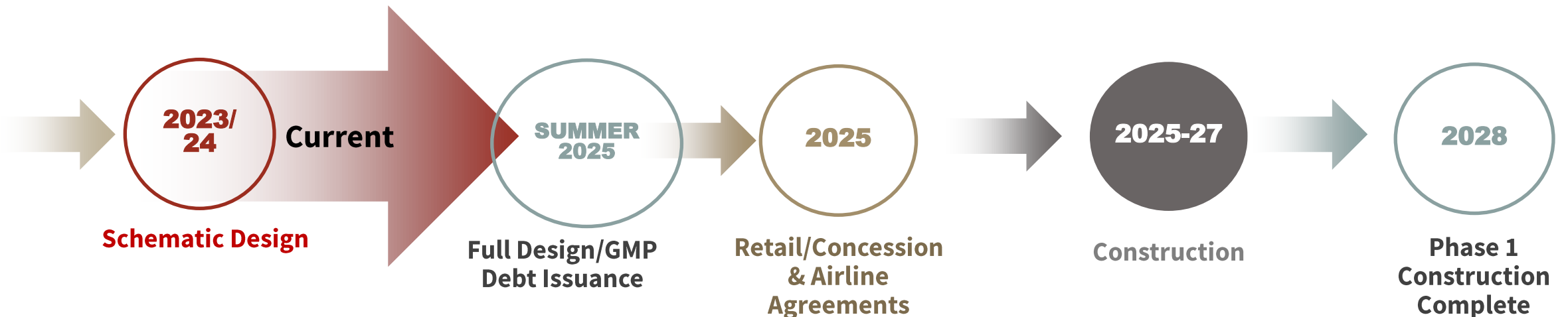




TERMINAL EXPANSION



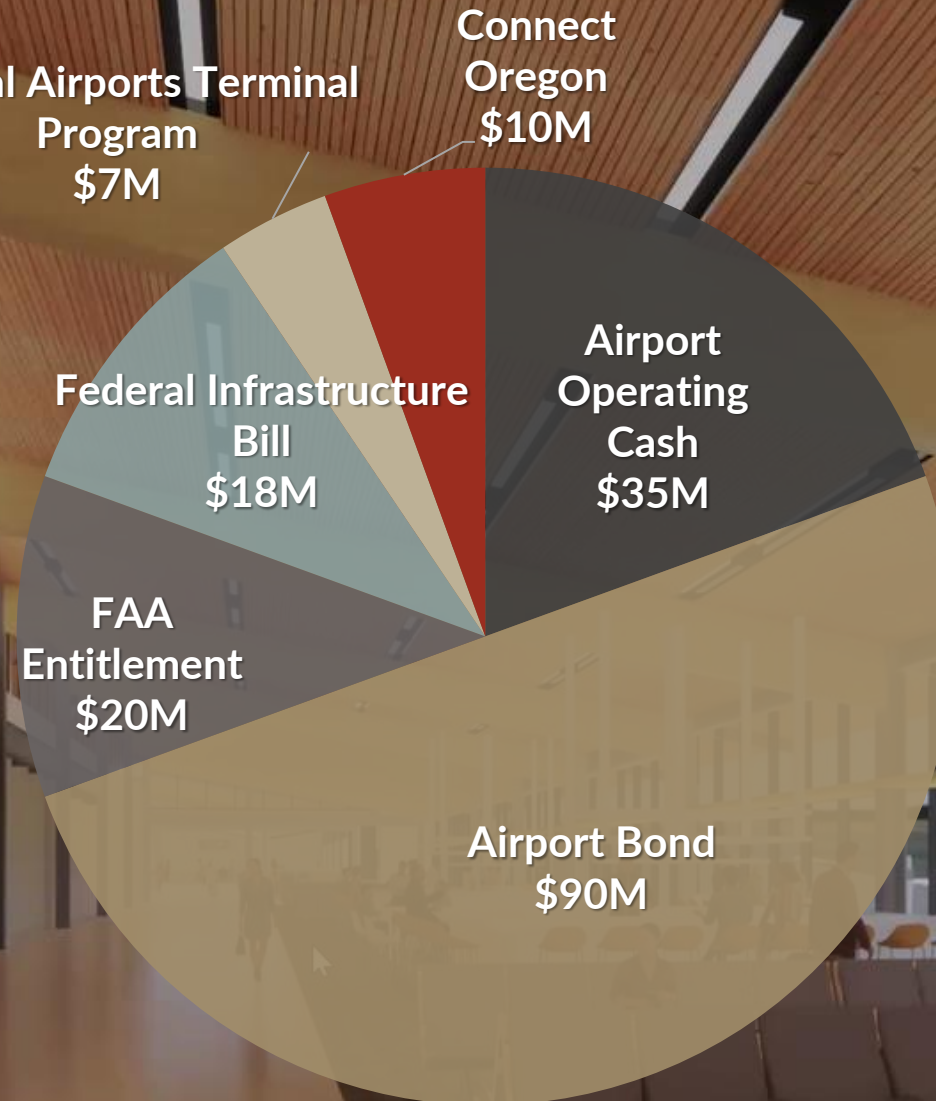
DESIGN AND CONSTRUCTION TIMELINE



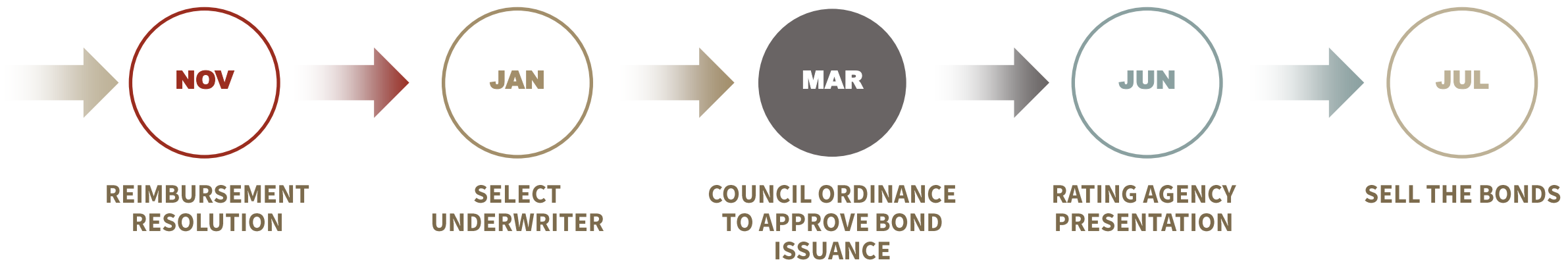
TERMINAL EXPANSION FUNDING

PROJECT ESTIMATE:

**\$180
MILLION**



BOND ISSUANCE SCHEDULE





QUESTIONS?
