



CITY OF REDMOND

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

CITY COUNCIL

December 16, 2025
Council Chambers • 411 SW 9th Street

COUNCIL MEMBERS

Ed Fitch
Mayor

Shannon Wedding
Council President

Clifford Evelyn
Councilor

John Nielsen
Councilor

Kathryn Osborne
Councilor

Jay Patrick
Councilor

Cat Zwicker
Councilor

DECEMBER 16, 2025

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. 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.”
- B. 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.”
- C. Real Property – ORS 192.660(2)(e) authorizes executive session “to conduct deliberations with persons designated by the governing body to negotiate real property transactions.”

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Meetings Law, the proceedings of this executive session are for background information only for media attending and not for publication or broadcast.

DECEMBER 16, 2025

REGULAR MEETING AGENDA

6:00 PM

I. CALL TO ORDER / ESTABLISH A QUORUM

II. BLESSING - Pastor Luke Cobray, Journey Church Redmond

III. PLEDGE OF ALLEGIANCE

IV. CITY ANNOUNCEMENTS

V. CONSENT AGENDA

- A. Cedar & Birch Improvements Project (TR2404) Change Order #3 with Taylor Northwest, LLC: \$18,395.97
- B. Amendment to City Manager Contract, effective January 1, 2026
- C. Standards and Specifications Design Directives for Turf in Right-of-Way Planter Strips and Alley Pavement Widths
- D. January 2026 Recognitions

VI. BID AWARDS / BID REJECTIONS

- A. Eastside Arterial Project Amendment #4 - Guaranteed Maximum Price (Phase 3) with Knife River Corporation, Project #TR2403; \$8,545,841.18

VII. PUBLIC HEARINGS

- A. Resolution #2025-23 - A resolution of the City of Redmond to make Budget Adjustments. (Fiscal Year 2025/2026 to General, Police, Transportation and Capital Projects Funds)

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



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STAFF REPORT

DATE: December 16, 2025
TO: City Council
THROUGH: Keith Witcosky, City Manager
Jason Neff, Deputy City Manager/Chief Financial Officer
Jessica MacClanahan, Public Works Director/City Engineer
Jake Sherman, Principal Engineer
FROM: Veronica Reinertson, Engineering Technician
SUBJECT: Cedar & Birch Improvements Project (TR2404) Change Order #3 with Taylor Northwest, LLC: \$18,395.97

Report in Brief:

This item requests the City Council authorize a change order with Taylor Northwest, LLC in the amount of \$18,395.97.

Background:

On April 8, 2025, City Council awarded a contract (2025-40) to Taylor Northwest, LLC in the amount of \$1,851,975.55 for construction of the NW Cedar & NW Birch Improvements Project (TR2404). The project scope includes replacement of aging steel water mains to improve resiliency of the City's water system as well as the installation and replacement of sidewalks and ADA ramps for better pedestrian accessibility.

Construction began in June 2025 and was completed by November 21, 2025.

Change Order #1 was for \$93,030.68 (this was within the City Manager's signing authority of \$100,000). The purpose of this change order was to rebuild the existing roadway section along NW Birch Street between NW 6th Street and NW 10th Street. In addition to pavement restoration, this initial Change Order also replaced an existing damaged storm drain.

Change Order #2 was for an amount of \$180,000.00 to rebuild the existing roadway sections along NW 9th Street between NW Cedar Avenue and NW Birch Avenue. Additionally, this change order included rebuilding the existing roadway section along NW Cedar Avenue between NW 10th Street and NW 6th Street. Lastly, this change order included additional modifications to driveways, catch basins, and ADA ramps to accommodate field conditions not identified during design.

Change Order #3 for an amount of \$18,395.97 is for the final reconciliation of quantities of materials based on actual construction.

Discussion:

Per City policy, change orders that exceed \$100,000 (City Manager signing limit) or are greater than 10% of the original contract require City Council approval. The third Change Order of \$18,395.97 is more than \$100,000 cumulatively and more than 10% of the original construction contract.

Several original bid quantities are being adjusted due to field optimizations while installing sidewalks, driveways, and curb and gutters.

These combined changes increased the total contract price from \$1,851,975.55 to \$2,143,402.20 (16% increase).

Fiscal Impact:

This project is included in the City's 5-Year Capital Improvement Program for a total of \$2,250,000, including \$1,675,000 in the Transportation Capital and \$575,000 in the Water Infrastructure Maintenance funds.

Change Order #3 in the amount of \$18,395.97 will be funded by the Transportation - SDC Reimbursement Sub-Fund.

Alternative Courses of Action:

1. Authorize the City Manager to sign Change Order #3.
2. Reject Change Order #3.
3. Request additional information.

Recommendation / Suggested Motion:

"I move to approve Change Order #3 to Contract #2025-40 (TR2404) with Taylor Northwest, LLC, in the amount of \$18,395.97 and authorize the City Manager to sign the change order."



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STAFF REPORT

DATE: December 16, 2025
TO: City Council
THROUGH:
FROM: Keith Leitz, City Attorney
SUBJECT: Amendment to City Manager Contract, effective January 1, 2026

Report in Brief:

This item requests the City Council to amend the City's contract with the City Manager. Importantly, this is an administrative amendment; the City Manager is continuing in his current position with no change to his current compensation.

Background:

The City Manager is retiring from the PERS system effective December 31, 2025. In order to effectuate this change, and to continue the City Manager's employment, the City needs to amend the contract, the City agreed to with the City Manager from July 1, 2025.

Discussion:

The City Manager was eligible to retire from PERS on December 31, 2023.

Fiscal Impact:

In PERS retired status, the City will no longer be required to pay PERS IAP on the City Manager's salary, and will save the 6% contribution.

Alternative Courses of Action:

1. Approve the amendment to the City Manager contract.
2. Do not approve the amendment to the City Manager contract.
3. Take no Action and Request more information.

Recommendation / Suggested Motion:

"I move to approve the amendment to the current contract with the City Manager, which will be effective January 1, 2026."



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STAFF REPORT

DATE: December 16, 2025
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: Standards and Specifications Design Directives for Turf in Right-of-Way Planter Strips and Alley Pavement Widths

Report in Brief:

This item modifies the 2024 City of Redmond Standards and Specifications in regards to turf in right-of-way planter strips and alley pavement widths.

Background:

In March 2024, the City Council approved Resolution #2024-10 adopting updated City of Redmond Public Works Standards and Specifications. The Resolution states that minor amendments to the Standards and Specifications may be approved by the City Engineer. Minor updates are common over the life of a document of this nature and are handled via Design Directives from the City Engineer. Once a Design Directive is issued, it becomes part of the overall Standards and Specifications.

Discussion:

The City Council has expressed interest in revising the Standards and Specifications to better reflect water conservation goals and access/egress for local alleyways. Discussion related to each topic is summarized below.

Planter strip landscaping: Water conservation is a goal of the City Council. The City has already updated the landscaping standards in the development code, which in part greatly reduced the amount of turf that is allowed when landscaping private property. The change was made to help reduce outdoor water use. The City Council has now directed staff to prohibit the planting of turf in planter strips – defined as the area between the back of the curb and front of the sidewalk and/or path that is horizontally separated from the curb. Because the planter strip is located in public right-of-way, it is the City of Redmond Standards and Specifications (CORSS) document that regulates the landscaping of these strips. That said, staff proposes adding language in the CORSS that prohibits the planting of turf in planter strips.

Alleys: The City Council has expressed a desire for adequately-sized residential alley widths for new developments. While both the Redmond Development Code and CORSS document define the minimum right-of-way width for alleys, the CORSS provides the design standards for alleys. The CORSS currently has listed a minimum of 16- and 20-foot pavement widths for residential alleys. Staff proposes eliminating the 16-foot pavement width option from the CORSS.

Fiscal Impact:

None.

Alternative Courses of Action:

- 1.) Request more information
- 2.) No further comment regarding the two Design Directives

Recommendation / Suggested Motion:

None.



CITY OF REDMOND
Engineering Department

243 East Antler Avenue, Suite 100
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STANDARDS AND SPECIFICATIONS DESIGN DIRECTIVE

Date Issued: December 17, 2025
Re: Prohibition of New Sod within Public Right of Way

PURPOSE

This document establishes landscaping requirements within public right of way. This standard will be effective immediately and incorporated into a future Standards & Specifications update.

BACKGROUND

The City of Redmond is currently exploring water conservation efforts as part of a larger Water Conservation Program. Development Code updates were recently established by Council to reduce unusable sod areas on private property within City limits. The Standards and Specifications do not currently state what type of landscaping is allowed within the public right of way, except for street trees. This update is intended to establish that new sod will be prohibited within landscape strips or medians within the public right of way.

REQUIREMENTS

New sod is prohibited to be installed within landscape strips or medians within the public right of way. The landscape strip is defined as an area between back of curb and front of sidewalk and/or path that is horizontally separated from the curb. See Figure 1. Sod is permitted to abut the back of sidewalk if it is an extension of landscaping from private property. See Figure 2.



Figure 1: Example of prohibited sod within the right of way.



Figure 2: Example of allowable sod within the public right of way.

Approved by: _____ Date: _____
Jessica MacClanahan, PE, Director of Public Works / City Engineer



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STANDARDS AND SPECIFICATIONS DESIGN DIRECTIVE

Date Issued: December 17, 2025

Re: Alley Widths

PURPOSE

This document establishes alley width requirements within the current City of Redmond Standards and Specifications, adopted March 2024. This standard will be effective immediately and incorporated into a future update.

BACKGROUND

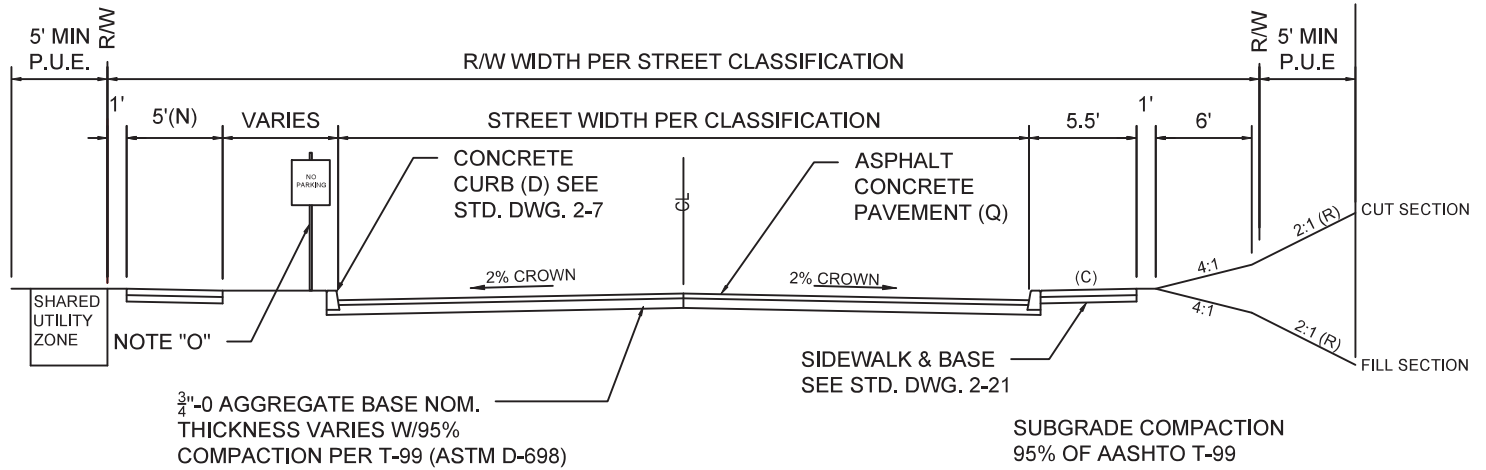
City Staff is bringing Development Code updates to Council to establish modified alley setback requirements. The adopted Standards and Specifications specify that alleys are required within 20-ft of right of way or access easement, and must be paved to either 16-ft wide or 20-ft wide. This update establishes consistent 20-ft alley pavement width requirements in order to support the alley code modifications.

UPDATED REQUIREMENTS

New alleys are required to be paved to 20-ft wide, located within 20-ft of right of way for publicly maintained alleys, or within a 20-ft access easement for privately maintained alleys. Modify Drawing 2-1, Alley – Residential, Paving Width Curb to Curb (FT), from 16-ft to 20-ft. See attached modified drawing.

Approved by: _____ Date: _____
Jessica MacClanahan, PE, Director of Public Works / City Engineer

SLOPE CATCH OUTSIDE OF CITY RIGHT-OF-WAY
REQUIRE SLOPE EASEMENT DOCUMENTATION



TYPE OF STREET	R/W WIDTH (FT.)	PAVING WIDTH CURB TO CURB (FT.)	TRAVEL LANE WIDTH (FT.)	TURN LANE WIDTH (FT.)	BIKE LANE WIDTH (FT.)	PARKING LANE WIDTH (FT.)	SIDE-WALK WIDTH (FT.)	AC DEPTH (IN.)	(E.) AGGR. BASE DEPTH (IN.)	MIN. CURB RETURN RADIUS (FT.)	DESIGN SPEED (MPH)	(B) MAX. GRADE (%)	MIN. CL CURVE RADIUS (FT.)
MAJOR ARTERIAL (STATE HIGHWAY)	(L)	(L)	(L)	(L)	(L)	(L)	(L)	(L)	(L)	(L)	(L)	(L)	(L)
MINOR ARTERIAL (M)	100(A)	50	12	14	6	N/A	7	8	10	(I)	40	6	(H)
MAJOR COLLECTOR	80	36	12	(P)	6	N/A	5	6	8	(I)	35	6	(H)
MINOR COLLECTOR	60	40	12	N/A	N/A	8	5	6	8	(I)	35	8	(H)
INDUSTRIAL COLLECTOR	80	40	14	N/A	6	N/A	5	6	8	(I)	35	6	(H)
INDUSTRIAL	60	40	12	N/A	N/A	8	5	6	8	(I)	35	8	(H)
LOCAL RESIDENTIAL	60	36/32/28/24(O)	10	N/A	N/A	8	5	4	6	SEE STD. DWG. 2-32	25	10	(H)
ALL WEATHER SERVICE ROAD	30(J)	24(G)	12	N/A	N/A	N/A	N/A	2(G)	6	15	15	10	(H)
ALL WEATHER UTILITY ACCESS	20(F)	14(G)	14(K)	N/A	N/A	N/A	N/A	2(G)	6	15	15	10	(H)
ALLEY - COMMERCIAL	20	20	10	N/A	N/A	N/A	N/A	3	6	15	15	10	(H)
ALLEY - RESIDENTIAL	20	16 20	N/A	N/A	N/A	N/A	N/A	2	4	15	15	10	(H)

NOTES:

- (A) 80 FOOT RIGHT-OF-WAY PERMITTED IN EXISTING DEVELOPED AREAS WITHIN CITY LIMITS.
(B) MAXIMUM GRADE MAY BE INCREASED BY 2% WITH CITY ENGINEER'S APPROVAL. MINIMUM GRADE 1%, 0.50% WITH GUTTER AND CITY ENGINEER'S APPROVAL.
(C) SIDEWALKS SHALL BE PROVIDED ON BOTH SIDES OF THE STREET UNLESS CONDITIONED OTHERWISE IN THE LAND USE APPROVAL PROCESS. CONSIDERATION MUST BE GIVEN TO ACCOMMODATE AND MATCH EXISTING DRIVEWAYS. PROPERTY TIGHT SIDEWALK IS STANDARD. CURB TIGHT SIDEWALK IS WITH APPROVAL OF THE CITY ENGINEER ONLY.
(D) 7 INCH CURB EXPOSURE IS REQUIRED ON MINOR ARTERIAL STREETS.
(E) AGGREGATE BASE MAY BE INCREASED OF DECREASED WHEN A "CBR" OR "R" VALUE IS REQUIRED.
(F) MAY BE LOCATED IN A EASEMENT GRANTED TO THE CITY OF REDMOND.
(G) CURBS ARE NOT REQUIRED. AC PAVING MAY BE REQUIRED FOR ALL WEATHER SERVICE & UTILITY ACCESS ROADS UNDER SPECIAL CIRCUMSTANCES.
(H) DESIGN CRITERIA SHALL BE APPROVED BY THE CITY OF REDMOND AT NO LESS THAN CURRENT AASHTO STANDARDS. SEE DESIGN STANDARDS, SECTION II.A.7., HORIZONTAL CURVES, FOR DESIGN VALUES.
(I) ADDITIONAL RIGHT-OF-WAY MAY BE REQUIRED TO ACCOMMODATE THE LARGE RETURN RADIUS AND WHEELCHAIR RAMP.
(J) MINIMUM WIDTH REQUIRED FOR PUBLIC ACCESS.
(K) ONE TRAVEL LANE ONLY
(L) DESIGN CRITERIA SHALL MEET CURRENT O.D.O.T. STANDARDS.
(M) SEE TRANSPORTATION SYSTEM PLAN FOR FIVE LANE ARTERIAL. (PAVING WIDTH = 74 FEET)
(N) SEE SECTION 215.3.09,C. OF DIVISION II-STREETS, STANDARD SPECIFICATIONS FOR HORIZONTAL & VERTICAL ALIGNMENT REQUIREMENTS OF SEPARATED OR MEANDERING SIDEWALKS. SEE STANDARD DRAWING 2-24 FOR DOWNTOWN COLORED SIDEWALK REQUIREMENTS.
(O) SEE DESIGN STANDARDS SECTION II.A.1 32'-36' WIDTH: PARKING ON BOTH SIDES OF STREET. 28' WIDTH: PARKING ON ONE SITE OF STREET. 24' WIDTH: NO PARKING.
(P) 14 FOOT TURN LANE WHEN WARRANTED.
(Q) REFER TO DESIGN STANDARDS SECTION II.A.18 FOR ASPHALT CONCRETE CLASSIFICATION AND BINDER.
(R) ANYTHING STEEPER THAN 2:1 REQUIRES CITY ENGINEER APPROVAL.

CITY OF REDMOND PUBLIC WORKS DEPARTMENT

**TYPICAL MINIMUM
STREET CROSS SECTION
DIMENSIONS**

SCALE:
DRAWING BY: NTS
APPROVED BY: JWS
JNM
DATE: 4/1/2024



STANDARD
DRAWING
NO.

2-1

STREETS

RECOGNITIONS

The City Council recognizes the following events in our community:

- **New Year's Day** – January 1, 2026
- **Emancipation Proclamation Anniversary** – January 1, 2026
- **World Braille Day** – January 4, 2026
- **Epiphany** – January 6, 2026
- **Benjamin Franklin Day** – January 17, 2026
- **Martin Luther King Jr. Day** – January 19, 2026
- **Civil Rights Day** – January 19, 2025



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STAFF REPORT

DATE: December 16, 2025
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 Amendment #4 - Guaranteed Maximum Price (Phase 3) with Knife River Corporation, Project #TR2403; \$8,545,841.18

Report in Brief:

This item requests the City Council's approval of an \$8,545,841.18 amendment to the Progressive Design-Build contract with Knife River Corporation for construction of Phase 3 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 the community. The project also creates access to industrial and commercial land for economic development in the region.

The project has five primary phases:

- **Phase 1 (Airport Way Extension):** 2,600 feet of new minor arterial street extending NE 9th Street between OR126 and Veterans Way. Additional 2,600 feet of new major collector that will replace the existing Veterans Way at OR126. Work includes new pavement, turn lanes, bike lanes, sidewalk, multi-use paths, storm swales with street trees, and subsurface utility improvements. This will be constructed completely offsite with no impacts to traffic in the old golf course close to the Redmond Airport. Construction may include blasting and heavy construction equipment. - COMPLETE
- **Phase 2 (OR126 Roundabout):** New single-lane roundabout at the intersection of OR126 and 9th Street, including new pavement, pedestrian crossings, sidewalks, storm swales, and subsurface utility improvements. This work will be primarily conducted offsite from the existing highway with minor closures for the 9th Street tie-in. - COMPLETE
- **Phase 3 (Veterans Way / Airport Way Roundabout):** New single-lane roundabout at the intersection of Veterans Way and Airport Way, including new pavement, pedestrian crossings, sidewalks, storm swales, and subsurface utility improvements. This work will be primarily conducted offsite from the existing highway with temporary detours as necessary to tie-in Airport Way, Veterans Way, 1st Street, and the proposed extension of Airport Way to OR126.
- **Phase 4 (9th Street Modernization):** Modernization of the existing NE 9th Street between NE Hemlock Avenue and OR126. Work includes widening of the existing roadway and the addition of new bike lanes, sidewalks, and landscape strips along the entire corridor. This work may include detours of NE 9th Street during various phases of construction.
- **Phase 5 (Airport Way & 19th Street roundabout):** New roundabout at the intersection of Airport Way and SW 19th Street, including new pavement, pedestrian crossings, sidewalks, storm swales, and subsurface utility improvements.

Past Council action on this project includes:

- On August 22, 2023, staff presented the concept of a PDB contract and the estimated budget for the Eastside Arterial Project. At that time, the City 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.
- On May 7, 2024, the City Council approved a PDB contract with Knife River Corporation to initiate the design of the Eastside Arterial project in the amount of \$4,552,791.
- On March 11, 2025, the City Council approved the first GMP Package for construction of Phase 1, which included the Airport Way Extension and installation of underground utilities (water and wastewater) under the OR126 roundabout in the amount of \$13,193,373.16.
- On June 24, 2025, the City Council approved the second GMP Package for construction of Phase 2, which included a new single-lane roundabout at OR 126 and NE 9th Street in the amount of \$4,878,520.63.
- On July 22, 2025, the City Council approved a design amendment to the original contract to include the design of a new roundabout at Airport Way and SW 19th Street in the amount of \$1,120,097.34.

Discussion:

This is the third GMP (GMP #3) amendment for the Eastside Arterial Project and will be utilized to construct Phase 3 of the Eastside Arterial Project for the roundabout at SE Veterans Way, SE Airport Way, and SE 1st Street. Construction costs were developed through competitive selection, written quotations, and self-performance with open-book pricing and independent, third-party cost estimates as required per the contract.

Construction for Phase 3 of the project is anticipated to start on December 22, 2025, and be completed in September 2026. The remaining phases will be proposed in future amendments, pending successful completion of design services.

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 SDCs	\$ 21.6M
General Fund "One-Time"	\$ 3.0M
Rental Car Tax	\$ 7.0M
Water Funds	\$ 3.9M
Wastewater Funds	\$ 2.8M
TOTAL	\$ 38.3M

Construction of Phase 3 will be completed as summarized in the table below.

Task	Amount
Estimated Cost of Work	\$ 7,346,002.23
Engineering Services During Construction	\$ 135,000.00
General Conditions	\$ 224,201.25

Design-Builder's Fee (10%)	\$ 770,520.35
Design-Builder's Bonds & Insurance (0.91%)	\$ 70,117.35
TOTAL	\$ 8,545,841.18

With approval of GMP #3, the total amount of work authorized under the contract will be:

Contract/Amendment	Amount
Original Contract (Pre-Construction Services)	\$ 4,552,791.00
Amendment 01 (Airport Way Extension Construction)	\$ 13,193,373.16
Amendment 02 (OR 126 Roundabout Construction)	\$ 4,878,520.63
Amendment 03 (Design of Airport Way & 19th Roundabout)	\$ 1,120,097.34
Amendment 04 (Veterans Way Roundabout Construction)	\$ 8,545,841.18
TOTAL	\$ 32,290,841.18

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 Amendment #4 with Knife River Corporation.
2. Do not authorize the Amendment.
3. Request additional information.

Recommendation / Suggested Motion:

"I move to approve Amendment #4 with Knife River Corporation for construction of Phase 3 of the Eastside Arterial project in an amount not to exceed \$8,545,841.18, and authorize the City Manager to sign the amendment."



EASTSIDE ARTERIAL PROJECT

GUARANTEED MAXIMUM PRICE FOR VETERANS WAY ROUNDABOUT

\$8,545,841.18
REDMOND CITY COUNCIL
DECEMBER 16, 2025



PROJECT SCOPE & BACKGROUND

ORIGINAL SCOPE:

- PHASE 1 – AIRPORT WAY / KALAMA WAY EXTENSION
- PHASE 2 – OR 126 ROUNDABOUT
- PHASE 3 – VETERANS WAY ROUNDABOUT
- PHASE 4 – 9TH STREET MODERNIZATION
- PHASE 5 - AIRPORT WAY & SW 19TH STREET ROUNDABOUT

PREVIOUS COUNCIL ACTIONS:

- MAY 2024 – DESIGN CONTRACT
- MARCH 2025 – PHASE 1 CONSTRUCTION
- JUNE 2025 – PHASE 2 CONSTRUCTION
- JULY 2025 – PHASE 5 DESIGN





PHASE 1 CONSTRUCTION UPDATE



KALAMA WAY



PHASE 2 CONSTRUCTION UPDATE

**AFTER
(10/17/25)**



**BEFORE
(6/10/25)**

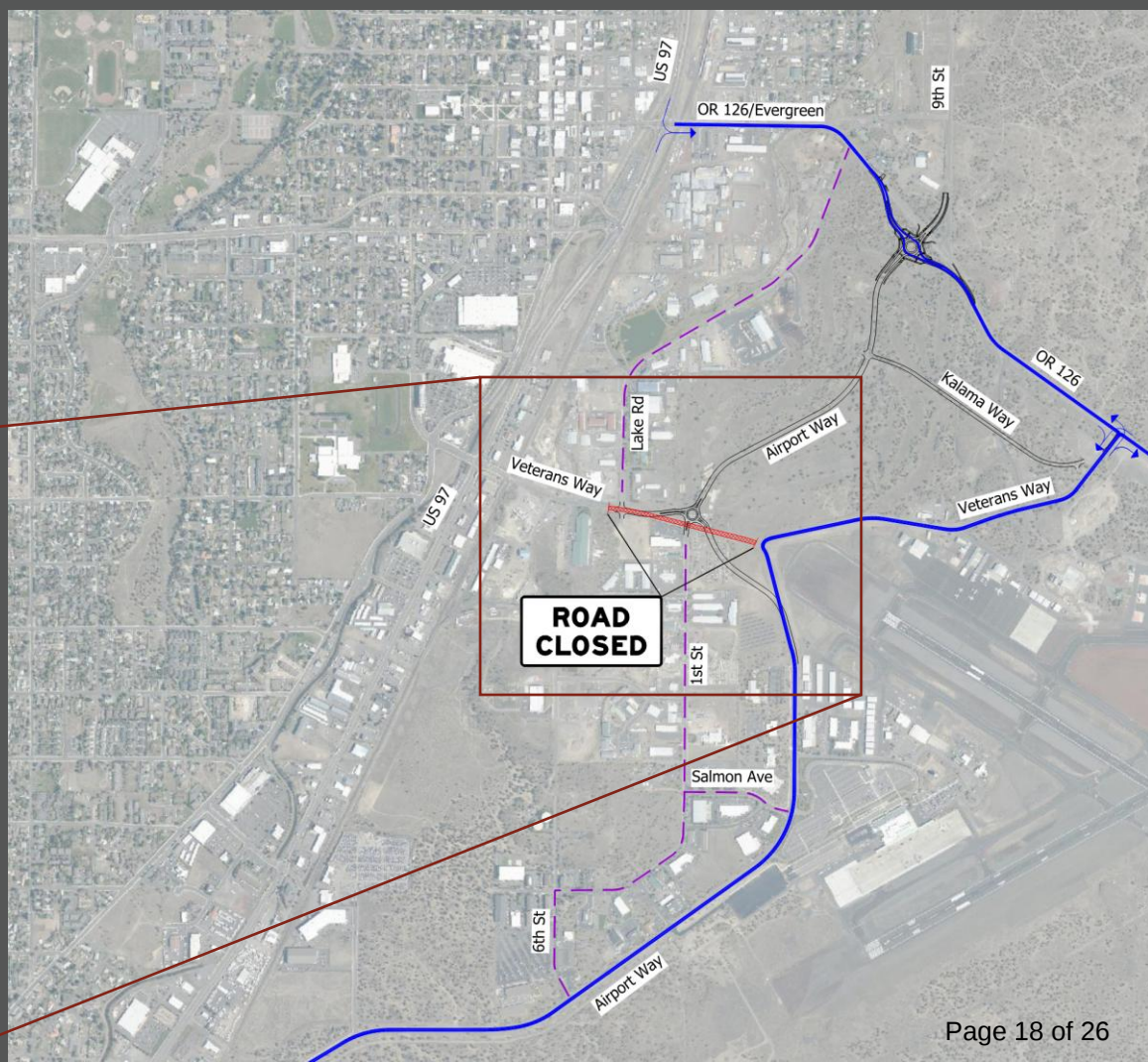
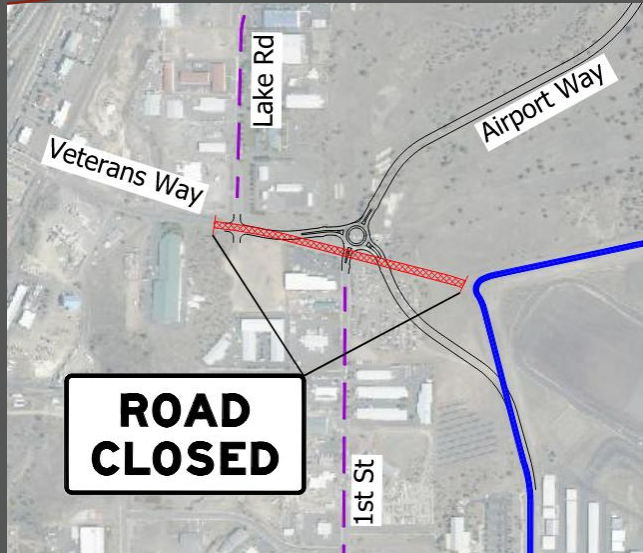




PHASE 3 DETOUR

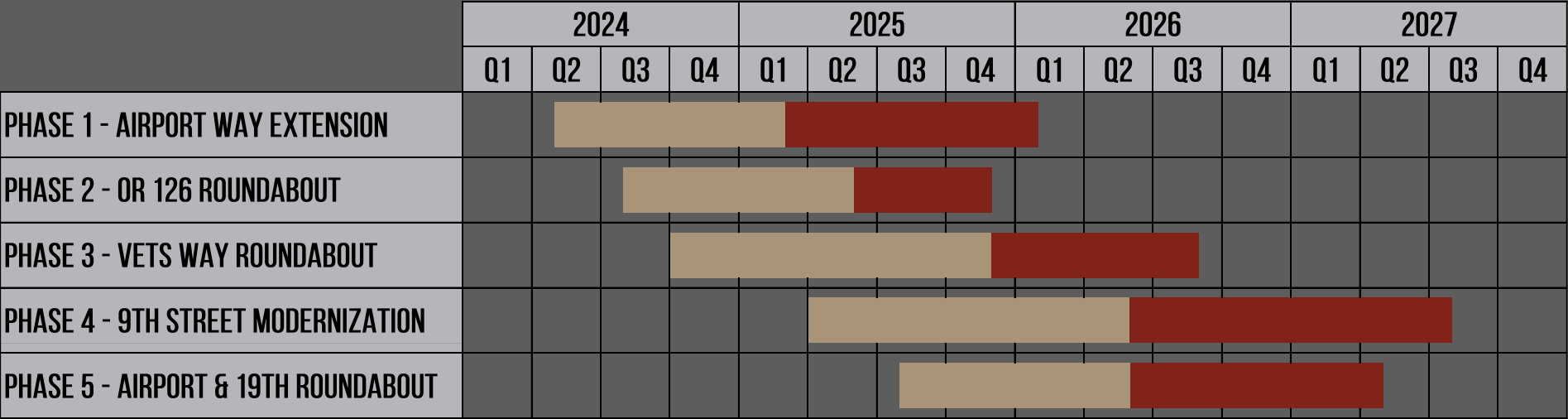
ANTICIPATED START DATE: MARCH 2026

ANTICIPATED DURATION: 10 WEEKS





OVERALL PROJECT SCHEDULE





PROJECT BUDGET

PROJECT BUDGET BY RESOURCE	AMOUNT
TRANSPORTATION SDGS	\$ 21,600,000
RENTAL CAR TAX	\$ 7,000,000
GENERAL FUND	\$ 3,000,000
WATER FUNDS	\$ 3,900,000
WASTEWATER FUNDS	\$ 2,800,000
TOTAL	\$38,300,000

APPROVED CONTRACT / AMENDMENTS	AMOUNT
ORIGINAL CONTRACT – PRECONSTRUCTION SERVICES (PHASES 1-4)	\$ 4,552,791
AMENDMENT #1 – PHASE 1 CONSTRUCTION	\$ 13,193,373
AMENDMENT #2 – PHASE 2 CONSTRUCTION	\$ 4,878,521
AMENDMENT #3 – PRECONSTRUCTION SERVICES (PHASE 5)	\$ 1,120,097
PROPOSED AMENDMENT	AMOUNT
AMENDMENT #4 – PHASE 3 CONSTRUCTION	\$ 8,545,841
FUTURE CONTRACTS & AMENDMENTS	AMOUNT
FUTURE PHASES	\$ 6,009,377
TOTAL ESTIMATED	\$38,300,000



QUESTIONS



CITY OF REDMOND

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STAFF REPORT

DATE: December 16, 2025
TO: City Council
THROUGH: Keith Witcosky, City Manager
FROM: Jason Neff, Deputy City Manager/Chief Financial Officer
SUBJECT: Resolution #2025-23 - A resolution of the City of Redmond to make Budget Adjustments. (Fiscal Year 2025/2026 to General, Police, Transportation and Capital Projects Funds)

Report in Brief:

The action requests the City Council authorize budget adjustments totaling \$4,000,000 to four funds due to unplanned resources and expenditures in the Fiscal Year (FY) 2025/2026 Budget.

Background:

Supplemental budgets are permitted under Oregon Revised Statutes 294.471 (ORS). Per the ORS, a notice of a supplemental budget hearing was published greater than or equal to five days in advance of this City Council meeting.

Discussion:

The resolution includes budget adjustments for the following:

Public Safety Facility (PSF) Funds for East Side Arterial:

The projected funds remaining from the PSF project are estimated at \$4.4 million (this includes \$3.4M in project savings, \$0.6M in additional interest earned on the bonds, \$0.4M in other offsetting resources (i.e. grants, Water System Development Charges (SDCs)). The remaining funds are attributed to the General Obligation (GO) bond issued in 2022 for the PSF project. If those funds are not spent on the PSF, they can only be spent on another City Capital project. Further, the GO bond is only allowed, via tax law, to earn interest equal to the arbitrage yield on the bond (2.75%) versus other City funds (such as the General Fund) are currently earning around 4.2%. Separately, the Council has set aside \$3.0 million of General Fund reserves (in the FY 2025/2026 budget) for the ongoing East Side Arterial project as well as the General Fund transferred \$1.55 million over FY 2022/2023 in FY 2023/2024, which remains available for the East Side Arterial project. To increase the flexibility of the use of City funds (i.e. any City expenses versus just Capital Projects) and increase investment earnings (2.75% vs. 4.2%), it is recommended that \$4.4 million of the PSF GO bond be utilized for the East Side Arterial project rather than from the General Fund. This change does not commit the Council on how to spend funds available as a result of funds remaining on the PSF project. Below is a summary of this adjustment to the budget.

Capital Projects Fund (Public Safety Facility Sub-Fund)

	Resources	Expenditures
Beginning Fund Balance	\$ 4,400,000	
Transfers		\$ 4,400,000
Total Change	\$ 4,400,000	\$ 4,400,000

Transportation Fund (Capital Projects Sub-Fund)

	Resources	Expenditures
Interfund Transfers	\$ 4,400,000	
Transfers (to General Fund)		\$ 1,400,000
Reserve for Future Expenditure		\$ 3,000,000
Total Change	\$ 4,400,000	\$ 4,400,000

General Fund (General Sub-Fund)

	Resources	Expenditures
Interfund Transfers	\$ 1,400,000	
Reserve for Future Expenditure		\$ 1,400,000
Total Change	\$ 1,400,000	\$ 1,400,000

East Side Arterial Timing:

The FY 2025/2026 budget includes approximately \$20 million in Transportation Capital Projects. Since the original budget was developed in February 2025, the East Side Arterial has seen a \$2.63 million increase in estimated cost in FY 2025/2026 (the project is moving faster than anticipated). As a result, the FY 2025/2026 budget needs an adjustment for the following:

Transportation Fund (Capital Projects Sub-Fund)

	Resources	Expenditures
Transportation (Organizational Unit (OU))	\$ 2,630,000	
Reserve for Future Expenditure	(\$ 2,630,000)	
Total Change	\$ 0	

This adjustment will also be incorporated into the 5-year Capital Improvement Plan (CIP) which will be presented to City Council in February 2026. Reserves for transportation capital projects are estimated to be \$2.5 million at the end of FY 2025/2026 and annual revenues dedicated to transportation capital projects (SDCs, Rental Car Tax, etc.) are estimated to be \$7.0 million in FY 2026/2027.

Police Evidence Storage Facility & Radios:

\$4.4 million of reserves are available within the General Fund, which was made possible through funds remaining on the PSF project. \$1.1 million of the \$4.4 million is recommended to be utilized for the following:

PSF Evidence Storage Facility — Approximately \$500,000 is needed to construct an evidence storage facility at the new PSF site. This scope was removed during the initial value engineering phase of the PSF project. The Police Department needs a secure facility capable of storing vehicles for extended periods of time. Since 2016, the Police Department has increasingly seized vehicles connected to serious crimes against persons. These vehicles are often critical to investigations, as they may contain evidence that could either support prosecution or establish a person's innocence. To preserve potential biological and forensic evidence, it is essential that these vehicles be stored in a controlled environment, protected from extreme temperatures and direct sunlight, both of which can degrade or destroy evidence. Currently, the Police Department has at least 11 such vehicles in storage, and this number has steadily increased over the past decade. According to the District Attorney's Office, evidence, including vehicles, must be retained for 60 years or three years beyond the expiration of the sentence, whichever is longer.

Police Radio Replacement — The Police Department's handheld (portable) radios need updating and replacement due to radios coming to end of service life, officer safety concerns, and the opportunity to purchase technologically advanced products. Twenty percent of the radios are coming to end of service life by 2027. Additionally, police officers have experienced significant reliability issues, which have been a safety concern for officers and the public served. In these instances, radios have failed to engage in communication with dispatch and other officers during force response incidents' and while engaging with uncooperative people. Technology in the portable radio sector is continually advancing, with options to purchase forward-thinking radio products that will last for many years into the future. Approximately \$580,000 is needed to replace the full inventory of portable radios.

General Fund (General Sub-Fund)

	Resources	Expenditures
Transfers	\$ 1,080,000	
Reserve for Future Expenditure	(\$ 1,080,000)	
Total Change	0	

Police Fund

	Resources	Expenditures
Interfund Transfers	\$ 1,080,000	
Police (OU)	\$ 1,080,000	
Total Change	\$ 1,080,000	\$ 1,080,000

Police Photo Radar:

On November 18, 2025, the City Council approved a 5-year contract with Verra Mobility for a photo traffic enforcement system. The revenue and expense associated with this program (estimated to be about \$250,000 for 5 months of phase 1) are not included in the FY 2025/2026 budget. Although revenue may be higher than expenses initially, for budget purposes the overall system is assumed to be "budget neutral".

Police Fund

	Resources	Expenditures
Photo Radar Citations	\$ 250,000	
Police (OU)		\$ 250,000
Total Change	\$ 250,000	\$ 250,000

Fiscal Impact:

Detailed above.

Alternative Courses of Action:

1. Adopt Resolution #2025-23.
2. Do not adopt Resolution #2025-23.
3. Request more information.

Recommendation / Suggested Motion:

"I move to adopt Resolution #2025-23 adjusting the City's Fiscal Year 2025/2026 Budget."

**CITY OF REDMOND
RESOLUTION NO. 2025-23**

A RESOLUTION OF THE CITY OF REDMOND TO MAKE BUDGET ADJUSTMENTS.

WHEREAS, the City of Redmond will have unexpected and unbudgeted resources and expenditures for Fiscal Year (FY) 2025/2026.

WHEREAS, Supplemental budgets are permitted under Oregon Revised Statutes 294.471.

NOW, THEREFORE, be it resolved by the City Council for the City of Redmond as follows:

SECTION ONE: The City of Redmond City Council hereby adopts the following Budget Adjustments for FY 2025/2026, in the following funds with the following changes, now on file at City Hall.

SECTION TWO: The amounts for the fiscal year beginning July 1, 2025, are hereby adjusted as follows:

CAPITAL PROJECTS FUND	Resources	Expenditures
Beginning Fund Balance	\$ 4,400,000	
Transfers		\$ 4,400,000
Change to Capital Project Fund		\$ 4,400,000
Change to Capital Projects Fund – Total Appropriations		\$ 4,400,000

TRANSPORTATION FUND	Resources	Expenditures
Interfund Transfers	\$ 4,400,000	
Transfers		\$ 1,400,000
Reserve for Future Expenditure		\$ 3,000,000
Change to Transportation Fund		\$ 4,400,000
Change to Transportation Fund – Total Appropriations		\$ 1,400,000

GENERAL FUND	Resources	Expenditures
Interfund Transfers	\$ 1,400,000	
Reserve for Future Expenditure		\$ 1,400,000
Change to General Fund		\$ 1,400,000
Change to General Fund – Total Appropriations		\$ 0

Notes: Public Safety Facility Sub-fund: Remaining funds from the Public Safety Facility (PSF) Project are \$4.4 million, which are attributed to the General Obligation (GO) bond issued in 2022 for the PSF project. If those funds are not spent on the PSF, they can be spent on another City Capital project. It is recommended that these funds be used for the East Side Arterial Project, allowing previously committed General Fund dollars to be available for other City projects & initiatives.

TRANSPORTATION FUND	Resources	Expenditures
Transportation (OU)		\$ 2,630,000
Reserve for Future Expenditure		(\$ 2,630,000)
Change to Transportation Fund		\$ 0
Change to Transportation Fund – Total Appropriations		\$ 0

Notes: Capital Projects Sub-fund: Since the original budget was developed in February 2025, the East Side Arterial has seen a \$2.63 million increase in estimated cost in FY 2025/26 (the project is moving faster than anticipated).

GENERAL FUND	Resources	Expenditures
Transfers		\$ 1,080,000
Reserve for Future Expenditure		(\$ 1,080,000)
Change to General Fund		\$ 0
Change to General Fund – Total Appropriations		\$ 1,080,000

POLICE FUND	Resources	Expenditures
Interfund Transfers	\$ 1,080,000	
Police (OU)		\$ 1,080,000
Change to Police Fund		\$ 1,080,000
Change to Police Fund – Total Appropriations		\$ 1,080,000

Notes: General Sub-fund: Savings made possible through funds remaining on the Public Safety Facility Project, recommended for usage on a Police Evidence Storage Facility and Radio Replacements.

POLICE FUND	Resources	Expenditures
Photo Radar Citations	\$ 250,000	
Police (OU)		\$ 250,000
Change to Police Fund		\$ 250,000
Change to Police Fund – Total Appropriations		\$ 250,000

Notes: Photo Radar: photo traffic enforcement system, revenue and expenses associated with this program (estimated to be about \$250,000 for 5 months of phase 1) are not included in the FY 2025/26 budget.

SECTION THREE: This resolution shall be effective on this 16th day of December 2025.

ADOPTED by the City Council and **SIGNED** by the Mayor, this 16th day of December 2025.

Ed Fitch, Mayor

ATTEST:

Kayla Duddy, Deputy City Recorder