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CITY COUNCIL

April 20, 2021
Council Chambers • 411 SW 9th Street

COUNCIL MEMBERS

George Endicott
Mayor

Jay Patrick
Council President

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Councilor

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Councilor

Clifford Evelyn
Councilor

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Councilor

Shannon Wedding
Councilor

APRIL 20, 2021 — WORKSHOP AGENDA — 6:00 PM

I. CALL TO ORDER

II. PRESENTATIONS

A. Cascade East Transit - Transit Feasibility Study

B. Public Safety/Mental Health Triage Facility Informational Item: Preliminary Land and Building Needs

III. 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

Policy Issue Worksheet (Community Development)

Topic: Transit Planning and Funding

Lead (City) Staff: John Roberts, Deputy City Manager

Other Leads (COIC): Derek Hofbauer, Outreach and Engagement Administrator
Andrea Breault, Transportation Director

Purpose: Cascades East Transit (CET) will present an overview of the Statewide Transportation Improvement Program (STIP), recent transit planning studies and fixed route methodology, public input, and next steps for upgraded transit services in Redmond.

Project Objectives/Success Criteria:

- Provide Council, and any other participants, with a STIP funding refresher and grounded understanding of additional transit service funding currently allocated to Redmond.

- Council receives an overview of the purpose and outcomes of the CET 2040 Transit Master Plan and are aware of the level of service needed in our growing community, specifically: transit access, local service, service enhancements and regional community connectors.

- Review the status and outcomes of the Redmond Fixed-Route Transit Feasibility Study:
  - Summary of the project, including outcomes from virtual stakeholder focus groups and a community-wide survey.
  - Overview the evaluation framework and planning scenarios studied: Dial-a-ride, deviated flex routes, fixed routes, flex routes, and hybrid service scenarios.
  - Discuss i) implementation/phasing, ii) funding and iii) next steps.

- Additional feedback, guidance and resources needed from CET is articulated.

Anticipated Worksession Date: April 20, 2021

Previous Council Worksessions on this Topic:

Nothing recent

Contributors/Subject Matter Experts (check all that apply):

Staff	Education Partners	Neighborhoods
Other jurisdictions	Business Community	Direct Customers/Users
Law Enforcement	Service Providers	

Other (list): COIC - Cascades East Transit

Redmond
City Council Work Session

Redmond Fixed-Route Feasibility Study

APRIL 20, 2021

Study Process

Existing Conditions & Needs Assessment

Planning Scenarios & Evaluation Framework

Service Planning & Scenario Evaluation

Service & Phasing Plan

Financial & Paratransit Transition Plans

Engagement – Focus Groups and Public Survey

Focus Group Meeting #1: City of Redmond

Focus Group Meeting #2: Stakeholders and Community Partners

Public Survey

Focus Group Meeting #3: City of Redmond

Study Objective

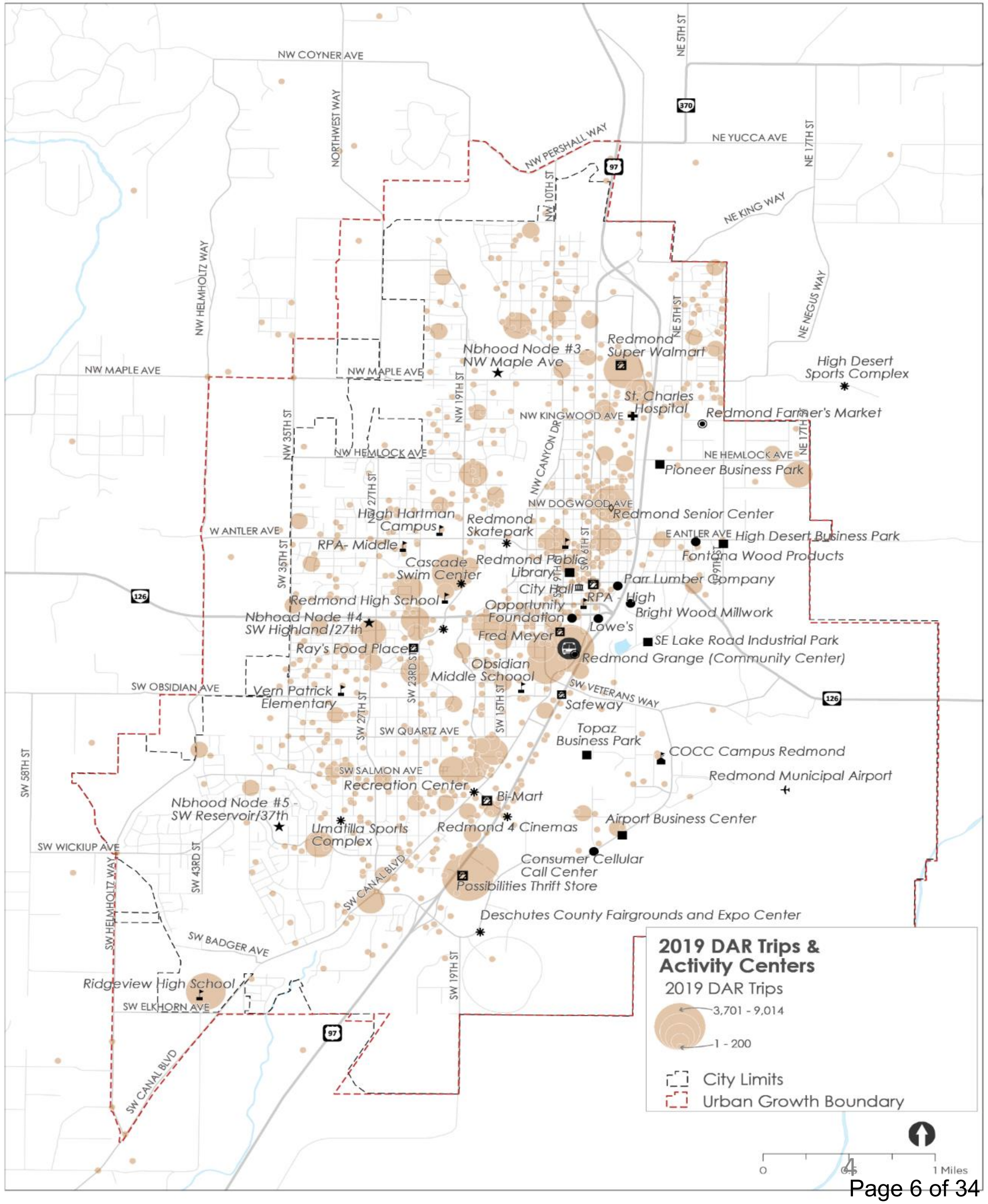
The purpose of Redmond Fixed-Route Transit Planning study is to:

- Evaluate the feasibility of fixed-route transit services in Redmond
- Develop a practical and sustainable plan for how and when to transition from the current demand-response system to full fixed-route bus service (or a hybrid system)
  - Long-term vision and incremental transition approach

Redmond Hub Opens	Expanded DAR Hours and Saturday Community Connector Service	Saturday Service Restored	Planned Launch of Redmond Flex Routes	Expanded Community Connector Frequency and Airport Connection
2018	**Early 2020**	**Spring 2021**	**Summer/Fall 2021 and beyond**	

Existing System: Dial-a-Ride

- Operates within city limits
- Runs between 5:30 am – 7:00 pm (extended in early 2020)
- Advance reservation required
- Up to 5 vehicles in service at peak times
- Open to the general public
- Covers 100% of population and jobs within city limits
- *At capacity*
    - *Dial-A-Ride can typically carry no more than 3-4 passengers per vehicle hour*



Existing Local Transit Funding

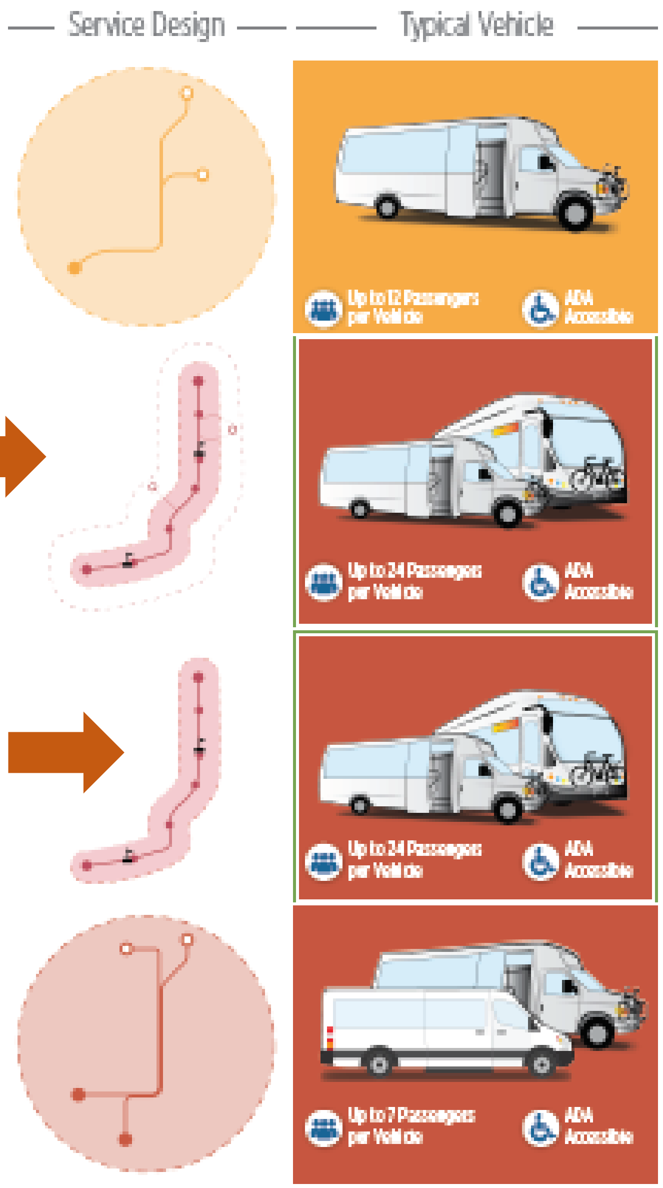
- **City of Redmond** contributes **$486,000** from federal 5310 program and **$40,000** from City of Redmond general funds *per biennium*. This equates to **$264,000** per year.
- CET provides **$415,000** from various state/federal sources

Transit Service		Weekday Costs		Annual Existing or Committed Funding Sources				Annual Required Funding	
Scenario	Scenario	Annual Vehicle Service Hours	Annual Operating Cost (2020 dollars)	Local: 5310 + City of Redmond General Fund	Additional CET Funding: STF + 5311 + 5311(f)	STIF: Initiated in FY 2019-2021 Plan	STIF: Initiated in FY 2022-2023 Plan	Total Funding Available: Local + CET + STIF	Additional Funding Needed
0	Baseline (Existing Dial-A-Ride)	7,200	$679,000	$264,000	$415,000			$679,000	$0

Costs for existing service are based on 2019 Dial-A-Ride hours and projected FY 20-21 costs.

Transit Service Types Considered

- **General Public Dial-A-Ride** (Existing)
  - Curb-to-curb transportation (within city limits)
  - Reserved and scheduled in advance
- **Flex-Route** (Deviated Route)
  - Allows deviations or added stops within specified distance (e.g., ¼ to ½ mile)
  - Deviations must be available to general public
- **Fixed-Route**
  - Fixed route, schedule, and stops (generally 1/8 to ¼ mile apart); flag stops may be allowed where safe to do so
  - Requires complementary ADA Paratransit within ¾-mile of route, for persons with a disability that prevents use of fixed-route
- **Microtransit**
  - Rides requested using a smartphone app (or phone) and dynamically scheduled to allow more spontaneous trips than Dial-A-Ride
  - Door-to-door (or short walk) within a defined service area

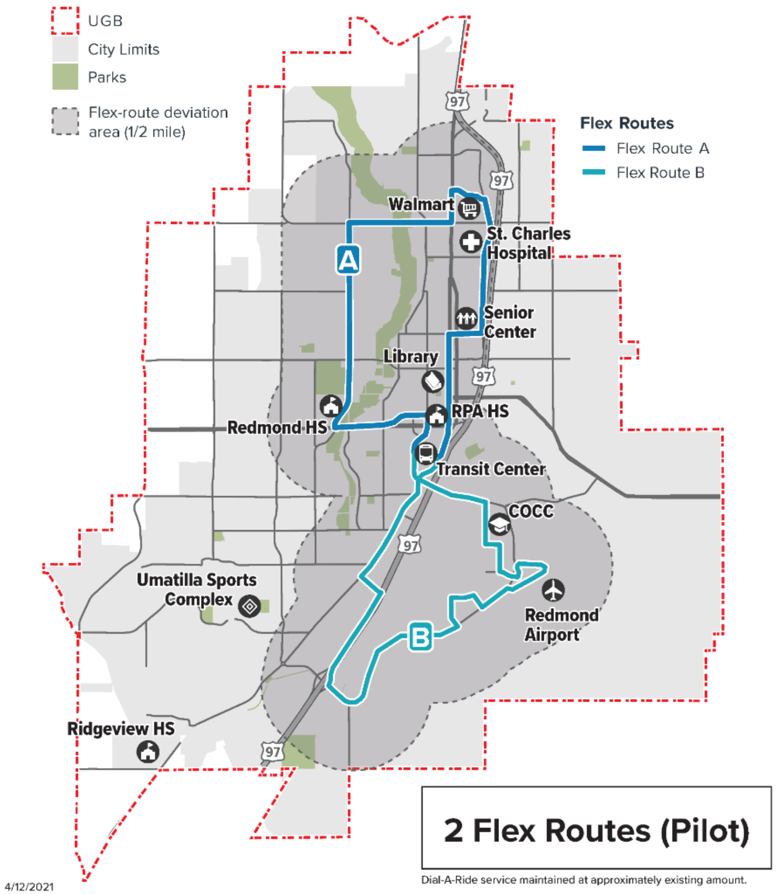


Near and Short-Term Phasing Scenarios

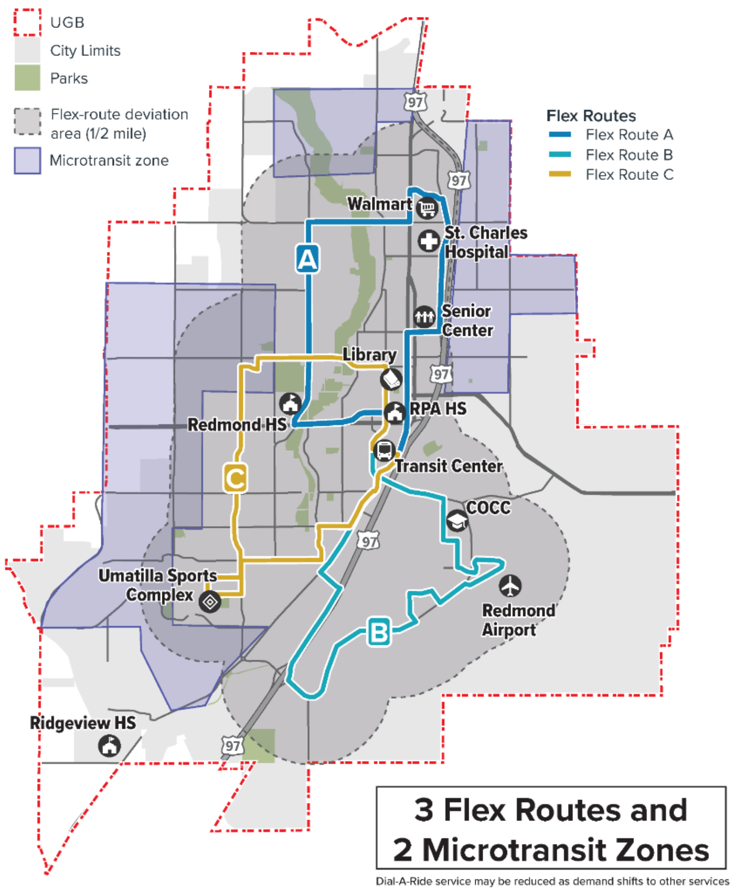
- Start with flex-route service
  - Provides access to more people
  - But travel times will be longer (deviations)

Near-Term (Summer/Fall 2021) → **Short-Term (next 1-2 years)**

1 Existing Dial-a-Ride + 2 Deviated/Flex Routes



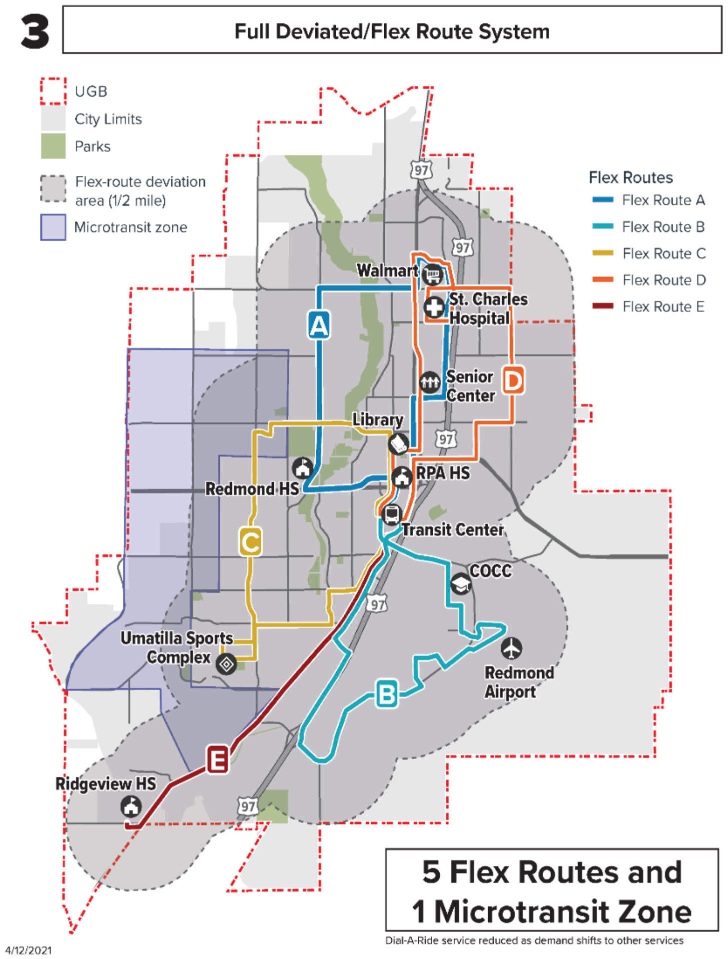
2 Incremental Deviated/Flex Route Expansion



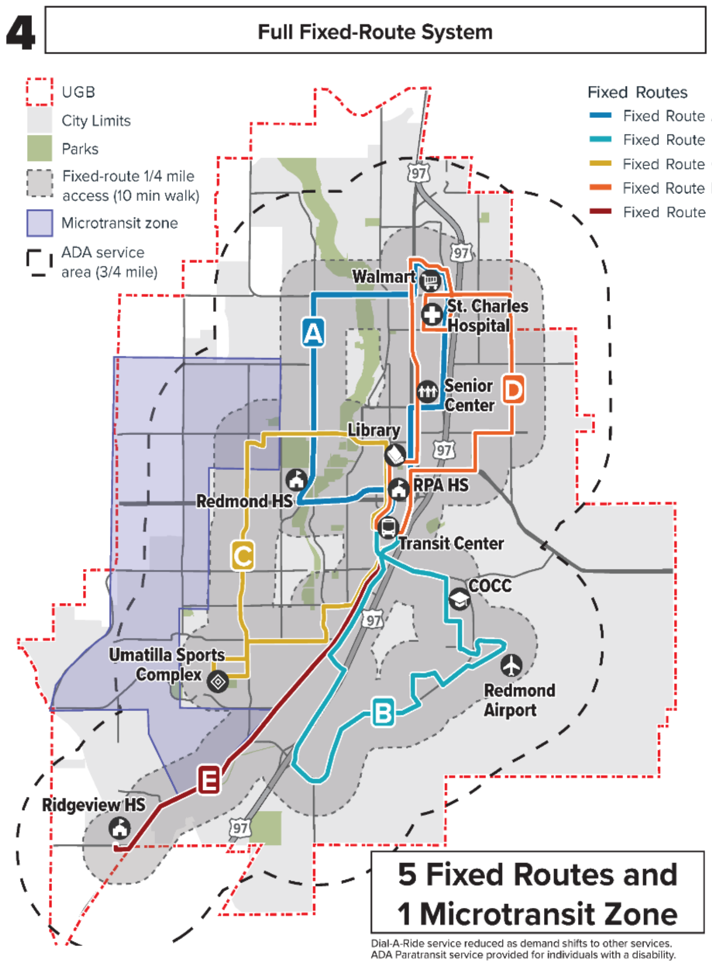
Mid and Longer-Term Phasing Scenarios

- Expand flex-route service
- Transition to fixed-route service over time
  - Provides faster travel time than flex-routes
  - Covers nearly all existing Dial-A-Ride trips within ¾-mile ADA Paratransit boundary
  - Flex routes may remain appropriate for some part of Redmond

Mid-Term (2-5 years)



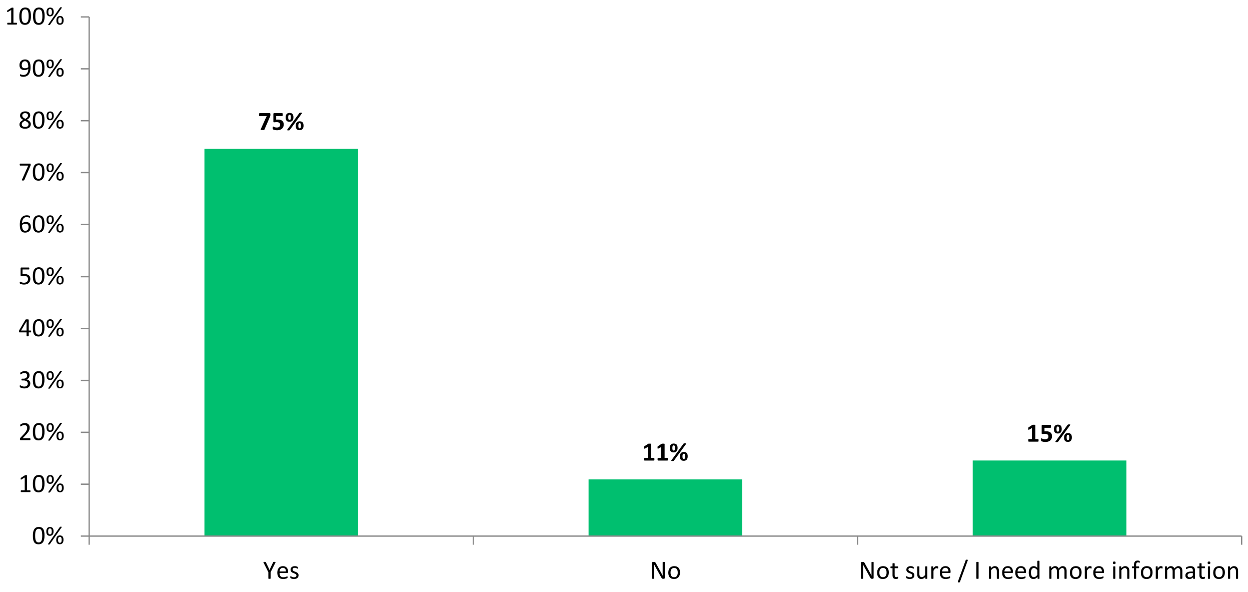
Longer-Term (Flexible, (5+ years)



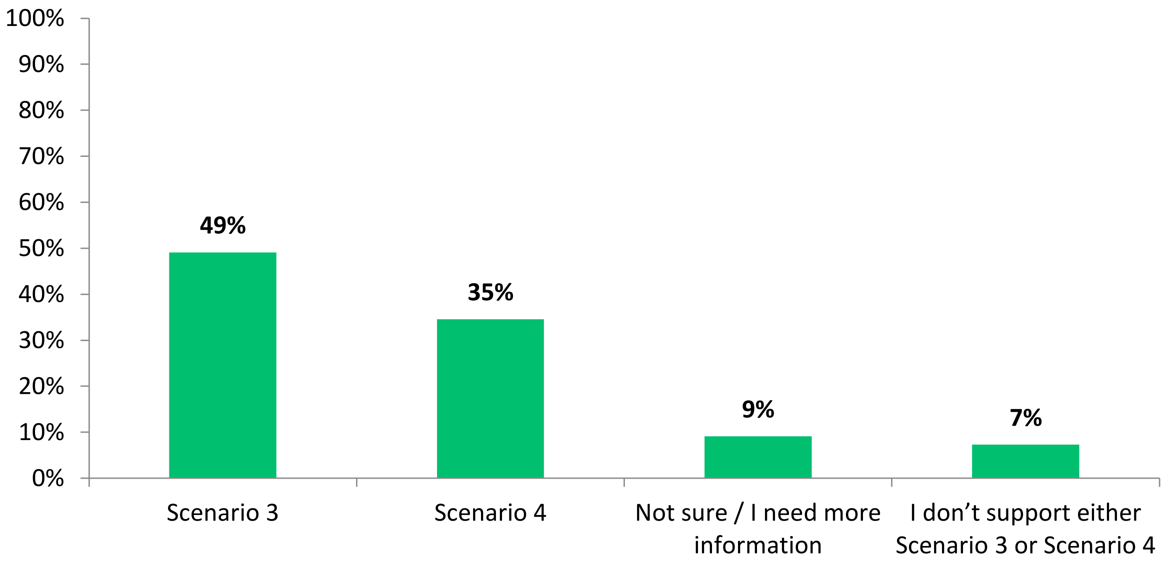
What did the public think?

- 66 responses to online survey; 55% were Redmond residents
- Near-term, **75% supported transition** from Dial-A-Ride to flex-routes
- Longer-term, **over 80% supported** either a **flex-route system (49%) or fixed-route system (35%)**
  - Varied for individual routes, e.g., 65% preferred fixed route in southeast

Near-Term: Support transitioning from Dial-A-Ride system to flex-routes (Scenario 1 or Scenario 2)?



Longer-Term: Is a flex-route system (Scenario 3) or a fixed-route system (Scenario 4) more effective at meeting transportation needs within Redmond?



What did stakeholders and community partners think?

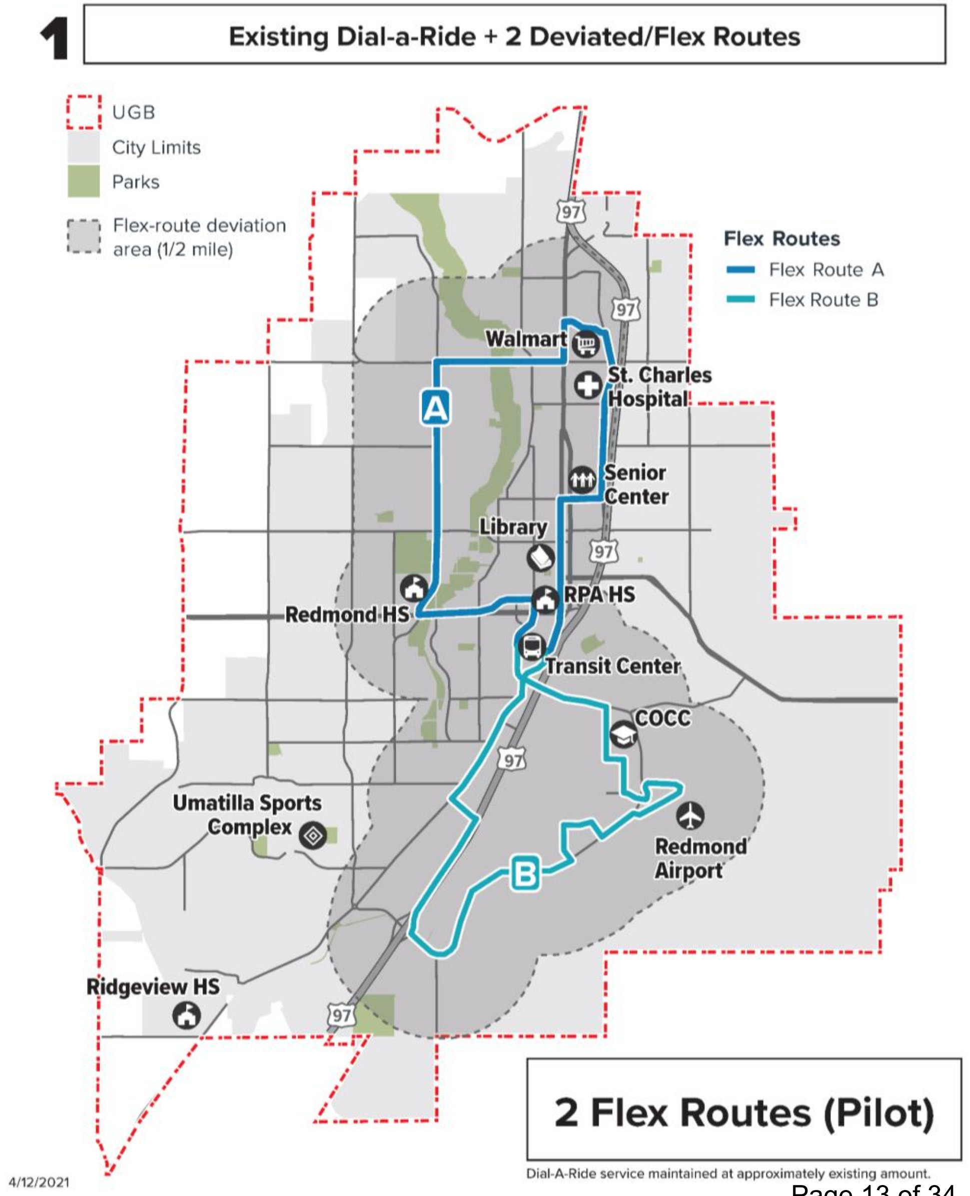
- **General support** for flex-route and fixed-route options
- Desire to make any **future Dial-A-Ride eligibility process flexible and minimize burden** for disability community
- Senior population is growing and has greater mobility challenges – valuable to **prioritize/maximize mobility device capacity**
- **Spontaneous use of transit will be valued** and will encourage use of flex-routes
- Key considerations and opportunities:
  - Access to affordable, family housing locations
  - Bus stop accessibility and meeting ADA requirements
  - Access to education (RPA, COCC)
  - Helping families access childcare
  - Understand business and airport needs

2 meetings primarily with Redmond City staff and 1 meeting with broader set of external stakeholders:

City of Redmond Staff
Redmond Airport
Redmond Schools
COCC
Redmond Proficiency Academy
ODOT
Commute Options
Opportunity Foundation
Neighbor Impact
Better Together
High Desert Food & Farm Alliance
Council on Aging
Central Oregon Coalition for Access
Good to Go Oregon
Thrive Central Oregon

1. Existing Dial-a-Ride + Flex Routes

- 2 vehicles serving 2 routes
  - NW route could have alternating clockwise and counter-clockwise loops
  - SE route could be interlined with NW route (single seat ride)
- Within half-mile deviation area, serves:
  - **47%** of population
  - **84%** of jobs
  - **81%** of existing Dial-A-Ride trips
  - **37**/47 activity centers
- Funded with $600,000 in operating funds from STIF, plus funds for two buses
  - *Implementation Summer/Fall 2021*



Scenario 1 Funding Plan (Summer 2021)

Deschutes County's FY 2019-2021 STIF Plan provided **$600,000** to operate pilot routes in first year, plus buses.

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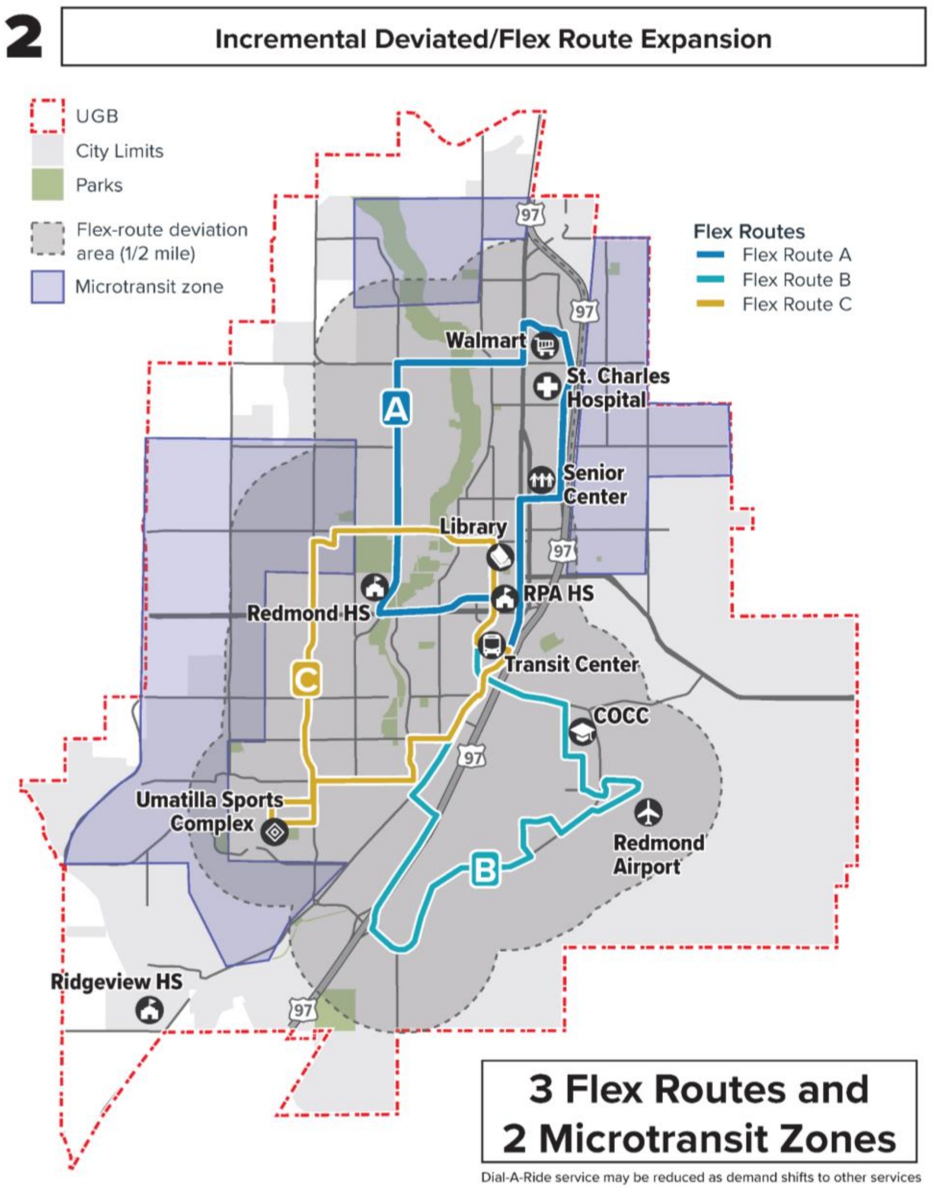
0	Baseline (Existing Dial-A-Ride)	7,200	$679,000	$264,000	$415,000			$679,000	$0
1	Introduce Flex Routes	13,600	$1.3 M	$264,000	$415,000	$600,000		$1,279,000	$0

Costs for existing service are based on 2019 Dial-A-Ride hours and projected FY 20-21 costs.

2. Incremental Flex Route Expansion

- Add 2 services:
  - SW flex-route (C)
  - Microtransit serving outer SW zone and NW/NE zone
- Within half-mile deviation area, serves:
  - **88%** of population
  - **95%** of jobs
  - **96%** of existing Dial-A-Ride trips
  - **44**/47 activity centers
- Funding included in Deschutes County's FY22-23 STIF Plan
  - *Pending Oregon Transportation Commission (OTC) approval*



Scenario 2 Funding Plan (2021-2023)

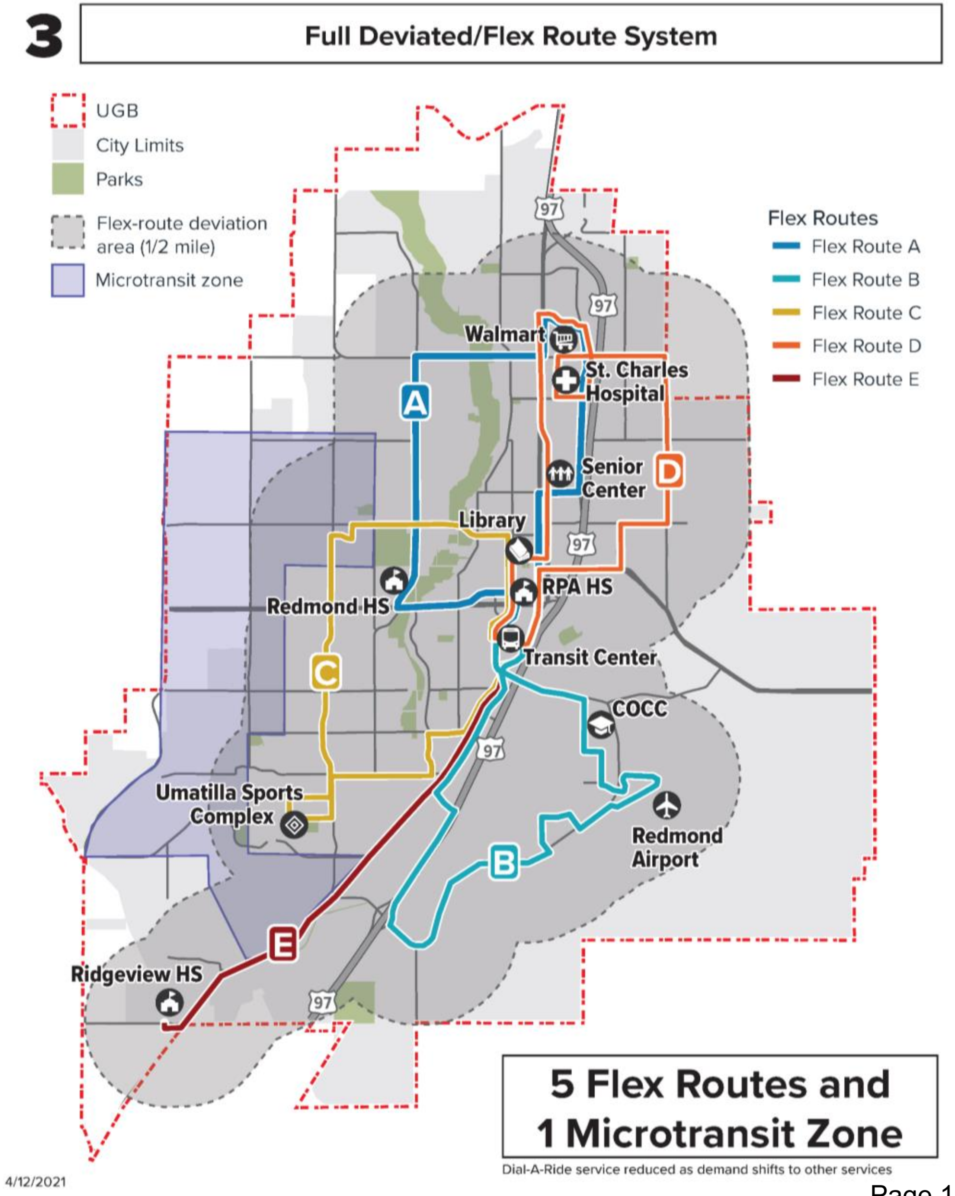
- Deschutes County's FY 2022-2023 STIF Plan provides **$600,000** to continue pilot routes and **$800,000** to add more routes.
  - STIF funding allocations would need to be continued in subsequent years.
- Potential reduction in resources needed for Dial-A-Ride could be reinvested in additional flex-route expansion.

Transit Service		Weekday Costs		Annual Existing or Committed Funding Sources				Annual Required Funding	
Scenario	Scenario	Annual Vehicle Service Hours	Annual Operating Cost (2020 dollars)	Local: 5310 + City of Redmond General Fund	Additional CET Funding: STF + 5311 + 5311(f)	STIF: Initiated in FY 2019-2021 Plan	STIF: Initiated in FY 2022-2023 Plan	Total Funding Available: Local + CET + STIF	Additional Funding Needed
0	Baseline (Existing Dial-A-Ride)	7,200	$679,000	$264,000	$415,000			$679,000	$0
1	Introduce Flex Routes	13,600	$1.3 M	$264,000	$415,000	$600,000		$1,279,000	$0
2	Incremental Flex Route Expansion	23,300	$2.1 M	$264,000	$415,000	$600,000	$800,000	$2,079,000	$0

Costs for existing service are based on 2019 Dial-A-Ride hours and projected FY 20-21 costs.

3. Full Flex Route System

- Upgrade 1 service/add 1 route:
  - NE route (replaces microtransit)
  - South route serving Ridgeview HS area
- Within half-mile deviation area, serves:
  - **87%** of population
  - **97%** of jobs
  - **97%** of existing Dial-A-Ride trips
  - **46**/47 activity centers
- ***Additional funding required***



Scenario 3 & 4 Funding Required

- Additional $400,000 to $900,000 annually required to implement additional flex routes and/or transition to fixed routes with ADA Paratransit
- New funding could be partially offset by potential reduction in resources needed for Dial-A-Ride

Transit Service		Weekday Costs		Annual Existing or Committed Funding Sources				Annual Required Funding	
Scenario	Scenario	Annual Vehicle Service Hours	Annual Operating Cost (2020 dollars)	Local: 5310 + City of Redmond General Fund	Additional CET Funding: STF + 5311 + 5311(f)	STIF: Initiated in FY 2019-2021 Plan	STIF: Initiated in FY 2022-2023 Plan	Total Funding Available: Local + CET + STIF	Additional Funding Needed
0	Baseline (Existing Dial-A-Ride)	7,200	$679,000	$264,000	$415,000			$679,000	$0
1	Introduce Flex Routes	13,600	$1.3 M	$264,000	$415,000	$600,000		$1,279,000	$0
2	Incremental Flex Route Expansion	23,300	$2.1 M	$264,000	$415,000	$600,000	$800,000	$2,079,000	$0
3	Full Flex Route System	26,900	$2.5 M	$264,000	$415,000	$600,000	$800,000	$2,079,000	$400,000
4	Full Fixed-Route System	32,300	$3.0 M	$264,000	$415,000	$600,000	$800,000	$2,079,000	$900,000

Costs for existing service are based on 2019 Dial-A-Ride hours and projected FY 20-21 costs.

Local Transit Funding in Central Oregon

- Relative local funding contribution per capita in Redmond compared to other Central Oregon cities

City	5310 (biennium)	Annual General Fund Contribution (2020)	5310 with 10.27% Match (biennium	Population (2020)	Annual General Fund Contribution per Person
Redmond	$486,855	$20,000	$526,855	32,215	$0.62
Madras	$192,943	$19,815	$212,758	6,470	$3.06
Prineville	$192,943	$19,815	$212,758	10,355	$1.91
Sisters	$58,280	$5,985	$64,265	3,220	$1.86

Local Transit Funding in Peer Cities

- Cities over 50,000 pop. (e.g., Corvallis, Albany) or in urban areas over 50,000 pop (e.g., Grants Pass) can access federal urban area funds
  - Redmond is not projected to reach this threshold until after 2040
- Other small cities (< 50,000 pop.) within transit districts typically accrue payroll or property tax revenues (source can vary by district type)
- Comparison to other similarly sized cities in Oregon that are not eligible for urban area funds or part of transit districts:

City	Population	In Urbanized Area	Transit District	Transit Provider	Local Revenue Source	Local Contribution	Local Funding per Capita	Other Local Funding Notes
Redmond	32,215	No	No	CET	General Fund	$20,000	$0.62	
McMinnville	34,615	No	No	Yamhill County Transit	General Fund	$22,000	$0.64	County contributes $500,000 annually; which has increased in recent years
Newberg	24,120	No	No	Yamhill County Transit	General Fund	$18,000	$0.75	
Woodburn	25,185	No	No	Woodburn Transit	General Fund	$150,000	$5.96	Increased from $116,000 prior to 2021
Lebanon	17,335	No	No	City of Lebanon	General Fund	$71,750	$4.14	Consistent over past 5+ years

Policy Issue Worksheets

Topic: Land Acquisition and New Public Safety/Mental Health Triage Facility

Lead (City) Staff: CFO Jason Neff & Capt. Devin Lewis

Other Lead (non-City): TBD

Purpose: On April 20, 2021 staff will present an overview of why the Redmond Police Department needs of a new facility. At this City Council worksession, staff seeks clarity about whether to pursue property acquisition for the site of a future Public Safety Building. This direction is also needed for preparation for the 2021/2022 Budget Committee meetings.

Project Objectives/Success Criteria:

- The City Council clearly understands the current and future staffing and facility needs for the Redmond Police Department based upon sound criteria, analysis and data.
- The City Council understands the financing options and strategies for any potential acquisition.
- City Council is able to provide actionable guidance on financing strategies for the construction of a new facility.
- City Council concurs with assumptions around Police Department growth strategies and elements for any new facility.
- City Council is clearly able to articulate any decision to proceed to stakeholders and interested parties.

Anticipated Work session Date: April 20, 2021

Previous Council Work sessions on this Topic:

Raised during Goalsetting, February 16, 2021

Contributors/Subject Matter Experts (check all that apply):

Staff	Education Partners	Neighborhoods
Other jurisdictions	Business Community	Direct Customers/Users
Law Enforcement	Service Providers	Other (list):
Committee/Commission		

NEW PUBLIC SAFETY BUILDING (PSB)

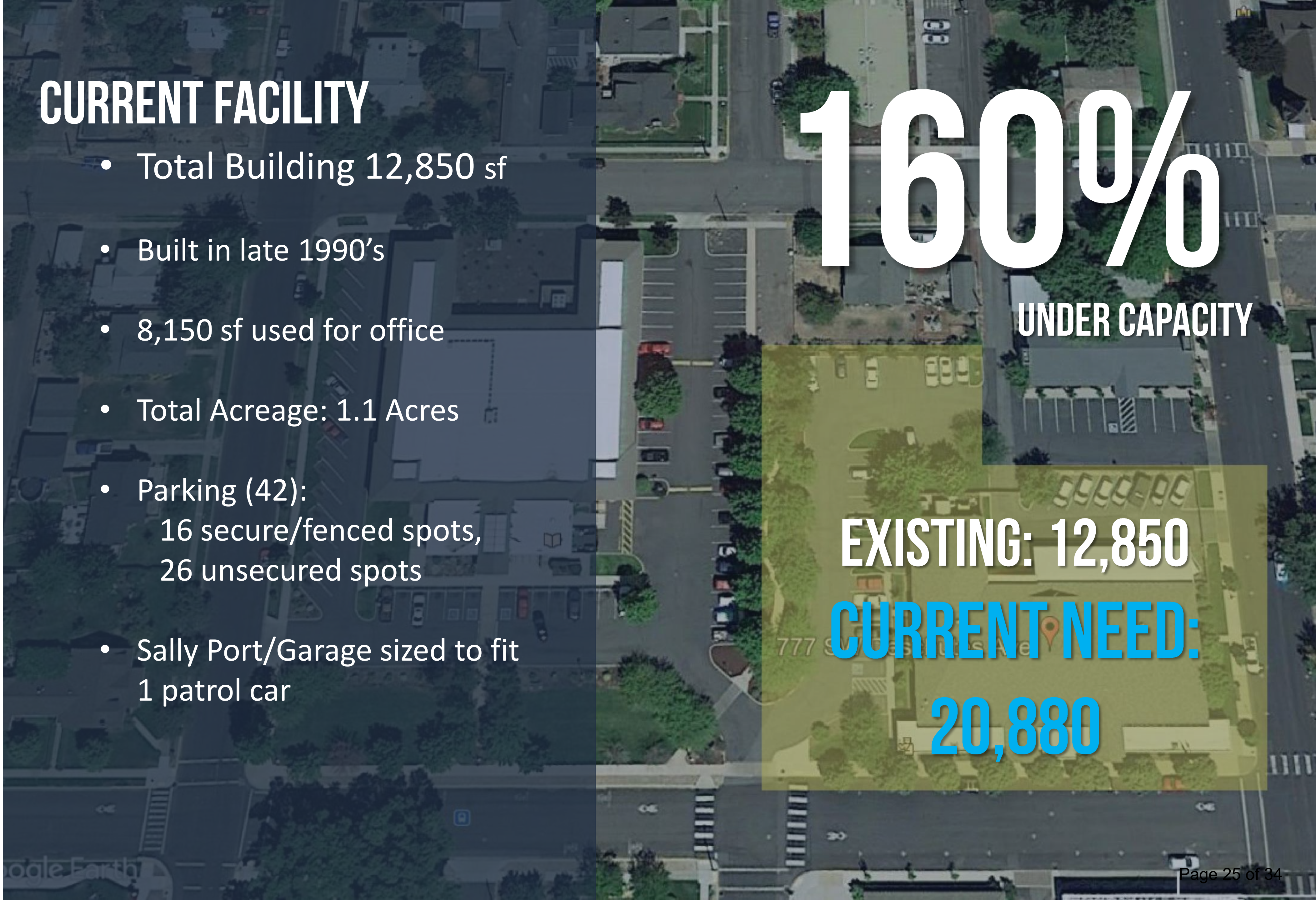
CITY COUNCIL

APRIL 20, 2021

DEPARTMENT FUNCTIONS

Public Contacts/Reporting	Interviews/Interrogations	Briefings
Fingerprint Public	Booking Suspects/Security	Team Conferences
Computer Forensics	Grand Jury Hearings	Vehicle Inspections
Investigate Crimes	Polygraphs	Restrooms
Evidence Processing	Secure / Public Parking	Major Incident Operations Center
Report Processing	Training Classes	Fitness
Technology Management	Equipment Storage	Locker Rooms
Take Reports	Community Meetings	Weapon Cleaning/Vault

POLICE DEPARTMENT



CURRENT FACILITY

- Total Building 12,850 sf
- Built in late 1990's
- 8,150 sf used for office
- Total Acreage: 1.1 Acres
- Parking (42):
  16 secure/fenced spots,
  26 unsecured spots
- Sally Port/Garage sized to fit
  1 patrol car

160%

UNDER CAPACITY

EXISTING: 12,850

CURRENT NEED: 20,880

SQUARE FOOTAGE

2021 NEW POLICE BUILDING SQUARE FOOTAGE ESTIMATES

Police Station Square Footage Analysis Per Employee Over Time

	Built in 2000	Current Staff	10 Years	20 Years	30 Years
			20% growth in employees per 10 years		
Sworn Staff	28	44	53	63	74
Civilian Staff	8	11	13	16	20
Total	36	55	66	79	94
Part-Time Employees		3	4	5	6
Current Office Space sq ft	7,250	8,150			
Office Space @360 sq ft per employee Needed*	12,960	20,880	25,200	30,240	36,000
Total sq footage of current PD**	12,850				

*Sq ft @ 360 per employee is Industry Standard for Police Departments

**Total PD Square Footage also Includes; storage, Evidence Rm, Office Space, & Janitorial, Locker Rooms, Toilets, Booking, Sally Port, Report writing area & Office Space

*** Current Redmond population projections outpace the estimated employee growth above

PARKING REQUIREMENTS

2021 CURRENT SPACES	2021 CURRENT NEED	30 Year PROJECTED NEED
16 SECURED	45 FLEET VEHICLES	1 Acre of Secured Parking
26 UNSECURED	58 Total Staff	94 – 100 Total Staff

BUILDING DEFICIENCIES (BUILT IN '98)

FAILING BUILDING

- HVAC issues
- Plumbing backups
- Structural deficiencies
- $120,000 repairs in 4 yrs
- Since July 1, 2020, 500hrs. maint.

FUNCTIONALITY

- No Incident Command Center
- No privacy for investigators
- Insufficient interview rooms
- Records processing space
- Social Service component
- Technology

STORAGE

- Insufficient evidence locker capacity
- Evidence stored in (3) different areas offsite
- Records space too small

PUBLIC NEEDS

- Secure lobby with privacy opportunities
- Community meeting room
- Adequate Public parking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REDMOND

- 46 Sworn Officers, 58 Total Staff (*1.42 officers per 1,000*)
- Est. Cost (low conf.) = $15M -$20M (up to $30M).
- 35,000 – 40,000 square foot building on 4.0+ acres
- **LIFESPAN: 2055**

OREGON CITY

- 48 Sworn Officers, 60 Total Staff (*1.41 officers per 1,000*)
- Completed in 2020 – Total cost = $23M (*high costs for site prep*)
- 34,000 square feet; 7.0 acres
- **LIFESPAN: Growth to 2050**

ALBANY

- 62 Sworn Officers, 92 Total Staff (*1.16 officers per 1,000*)
- Completed in 2018 – Total cost = $16M (*City owned the land*)
- 43,000 square feet; 3.9 acres
- **LIFESPAN: Growth to 2045**

BEAVERTON

- 140 Sworn Officers, 189 Total Staff (*1.43 officers per 1,000*)
- Completed in 2020 – Total cost = $35M
- 72,000 square feet (3 stories); 4.5 acres
- **LIFESPAN: Growth to 2050**

POTENTIAL NEW BUILDING TIMELINE

PUBLIC SAFETY BUILDING

SUMMER 2021

- **Acquire Land**
- **Complete Needs Assessment**

SPRING 2022

- **Bids for Design & Construction**
- **Complete Internal Needs**
- **Survey**

SUMMER 2022 - SPRING 2024

- **Complete Site Prep**
- **Construction Phase**

OPERATIONAL SPRING 2024

FUNDING STRATEGY

ESTIMATED PROJECT COSTS	FINANCING EXAMPLES	OTHER CONSIDERATIONS
• $2M - $3M for land acquisition ***– Est. Summer of 2021*** • $1M - $2M for design (low confidence) ***– Est. Winter 2021/Spring 2022*** • $12M - $15M/up to $30M for construction (low confidence) ***– Est. 2022-2024***	1. Cash for land acquisition & design; finance construction ($600k - $1.3M/year)* 2. 100% finance ($800k - $1.5M/year)* 3. General Obligation bond - voter approval needed ($60 - $120/yr. on $350k home)	• Sell current PD (~ $2M - $3M) to decrease other General Fund commitments **assumes Full Faith & Credit Bond (30 years at 3%)*

WHY NOW?

ONE-TIME RESOURCES

$3.4 million of "one-time" resources can buy down 15% - 25% of the project

BUDGET IN PRIME POSITION

Project debt service can be prioritized and absorbed into budget

MARKET CONDITIONS

Land prices may continue to rise and interest rates remain historically low

Q & A