



CITY OF REDMOND

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CITY COUNCIL

October 25, 2022
Council Chambers • 411 SW 9th Street

COUNCIL MEMBERS

George Endicott
Mayor

Jay Patrick
Council President

Krisanna
Clark-Endicott
Councilor

Clifford Evelyn
Councilor

Ed Fitch
Councilor

Shannon Wedding
Councilor

Cat Zwicker
Councilor

OCTOBER 25, 2022

REGULAR MEETING AGENDA

6:00 PM

I. CALL TO ORDER / ESTABLISH A QUORUM

II. BLESSING - Pastor Rick Russell, Mountain View Fellowship

III. PLEDGE OF ALLEGIANCE

IV. COMMENTS FROM CITIZENS AT THE MEETING

V. CONSENT AGENDA

- A. Minutes of July 12, 2022, Council Meeting
- B. Minutes of the August 16, 2022, Council Meeting
- C. Minutes of September 27, 2022, Council Meeting
- D. Acceptance of Department of Justice Bullet Proof Vest Grant: \$4,400.
- E. Resolution #2022-36: A resolution of the City of Redmond declaring certain City property to be surplus.

VI. PRESENTATIONS

- A. Update on Funding for South Highway 97 Project (Robert Townsend, ODOT)

VII. CONTRACT REVIEW BOARD

- A. Resolution # 2022-34: A resolution adoption of findings in support of alternative contracting method for the Public Safety Facility.
- B. Resolution #2022-35: A resolution adopting findings in support of an alternative contracting method for the Redmond Municipal Airport - Terminal Building Expansion Project.

VIII. ACTION ITEMS

- A. Resolution #2022-29: A resolution adopting the City of Redmond Snow and Ice Control Plans for Public Works and Roberts Field - Redmond Municipal Airport.
- B. Resolution #2022-32: A resolution declaring the regulations for open burning, recreational fires and portable outdoor fireplaces of the Redmond Fire and Rescue District effective within the City of Redmond.

- C. Resolution #2022-31: A resolution declaring the Fire Prevention Code of the Redmond Fire and Rescue District effective within the City of Redmond.

IX. MAYOR'S COMMENTS

X. COUNCIL COMMENTS

XI. CITY MANAGER COMMENTS

XII. ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

XIII. 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. 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.

XIV. ADJOURN

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

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

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

REGULAR CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD JULY 12, 2022, IN COUNCIL CHAMBERS.

COUNCIL MEMBERS PRESENT: Krisanna Clark-Endicott – George Endicott – Clifford Evelyn – Ed Fitch – Jay Patrick – Shannon Wedding – Cat Zwicker

STAFF PRESENT: City Manager Keith Witcosky – City Attorney Keith Leitz – Planning Manager Kyle Roberts – City Engineer Jessica MacClanahan – Deputy City Manager John Roberts – IT Specialist Christian Armatas – Chief Financial Officer Jason Neff – Communications Director Heather Cassaro – City Recorder Kelly Morse – Police Sergeant Eric Beckwith

MEDIA PRESENT: None

Mayor Endicott called the meeting to order at 6:00 p.m. A quorum was established.

BLESSING

Pastor Mike Ferry of the Cornerstone Christian Fellowship led the blessing.

PLEDGE OF ALLEGIANCE

Councilor Wedding led the Pledge of Allegiance.

COMMENTS FROM CITIZENS AT THE MEETING

Redmond resident Brian Johnson shared a video he created to serve as a comprehensive beginner's guide for improving men's health and fitness titled *The Better Body Starter Kit for Men*.

CONSENT AGENDA

A. Minutes of May 24, 2022, Council Meeting

Councilor Zwicker moved, seconded by Councilor Clark-Endicott, to approve the Consent Agenda as presented, motion passed (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes).

PRESENTATIONS

A. Review and Discussion of Draft #2 Updates to City Blasting Regulations, Section 18.8.00 in the Public Works Standards and Specifications: Worksession #3.

City Manager Keith Witcosky introduced the worksession, then presented a progress report on the modernization of the Standards and Specifications related to blasting.

City Engineer Jessica MacClanahan reviewed the proposed changes to the City's blasting regulations within the Standards and Specifications. Call and Nicholas' Bob Cummings served as a technical panelist and presented recommendations for the blasting influence zone table which included recommendations on the City's notifications, monitoring criteria, and pre-blasting surveys.

Mr. Cummings, Ms. McClanahan, and Mr. Witcosky addressed the Council's questions concerning safety of the blasting distance, the pre-blast survey, the Z-curve graphic, the cost, accessibility of the Standards and Specifications language to the public and concerns on public outreach.

Quality Drilling & Blasting Owner Matt Higgins commented on his desire to see the buried utilities vibration number set to 8 Peak Particle Velocity (PPV) and asked for clarification on the concrete

buildings. Mr. Higgins asked if the 14-day notification timeframe could be addressed since such a specification could potentially be quite costly.

Hayden Homes Land Development Manager Jacob Clark spoke in support of Draft #2 opining it has a more dynamic blasting provision with the ability to encompass a broader scope of projects within the City. Hayden Homes is also supportive of adding the Z-curve into the vibration table.

Mr. Clark addressed Council concerns regarding Hayden Homes' building phases and waiver options for developer-owned properties.

Pahlisch Homes Development Director Chad Bettsworth was supportive of the changes reflected in the Draft provisions and opined it was a responsible way to respond to the community.

Teak Avenue resident Jackie Noble stated she did not receive the last draft of provisions and requested additional time to review them before changes are made. Ms. Noble discussed the unsafe conditions neighbors are dealing with and shared examples. She recommended that the proposed blasting standards include procedures for homeowners to follow if their homes have been damaged by blasting, including who to notify. Ms. Noble asked if fines have been given to developers who were not following the procedure and asked for 21-day notifications.

Pahlisch Homes' Legal Counsel Mike Robinson concurred with Councilor Zwicker and was supportive of the proposed regulations. He explained the email and letter he sent to the Council contained four items that he would like the Council to consider before adopting the new regulations.

Ms. MacClanahan reviewed the submitted written comments and the following staff recommendations.

- Section 102.1 – Description
 - Replace “the City” with “City Engineer”
 - Leave the current draft as it is for now and address any changes to a specific specification date when all the standards and specifications are updated for the City
 - The City standards would take precedent over the ODOT standards in event of a conflict
- Section 335.02 - Qualifications of blasting personnel
 - Keep 10 years' experience for the blaster in charge – this could be changed in the future
- Section 335.40(c) – Pre- and Post-blast Inspections
 - Do not exclude developer-owned and -controlled properties
- Section 335.40(e) Blasting Notifications
 - Do not relax the specification and state the written notification needs to happen for both the property owner and the occupant
- Section 335.46 – Vibration Control and Monitoring
 - Have the Z-curve as an addition to the table for vibration monitoring – have the peak particle velocity for buried utilities at 6

Questions from the Council were addressed throughout Ms. MacClanahan's presentation and discussion.

The Council was supportive of the recommendations.

B. Policy Discussion with Hayden Homes - Annexation Agreement for NW Way and Spruce

Deputy City Manager John Roberts briefly introduced the item to the Council and addressed Mayor Endicott's question regarding Portland State University and parcels that have already been annexed.

City Attorney Keith Leitz presented an overview of the annexation changes made by the Oregon Legislature in 2016 noting the following requirements for annexation:

- Must be within the Urban Growth Boundary;
- The territory will be subject to the City's acknowledged Comprehensive Plan upon annexation;
- The lot or parcel within the territory is contiguous to the city limits; and
- The proposal conforms to all other requirements of the City's ordinances such as the Master Planning process.

Staff addressed the Council's questions regarding mobility in the area, development phasing, daycares, the Master Plan development, and the Urban Growth Boundary. Staff also acknowledged the Council's desire for retail spaces, dog parks, grocery stores and day care options in the proposed agreement.

Hayden Homes representative Megan Norris, Traffic Consultant Joe Bessman, Planning Consultant Greg Blackmoore, and Engineering Consultant Adam Erlandson presented Hayden Homes' annexation proposal which includes 498 units on 76.8 acres, interspersed walking trails and connectivity points, traffic analysis, and water and sewer system connection.

In addition to concerns from the Council, Ms. Norris, Mr. Bessman, Mr. Blackmoore, and Mr. Erlandson addressed their questions regarding multi-uses for Canyon Run Park, the Community Garden and House Bill 2001.

Planning Manager Kyle Roberts stated that staff would commit to meeting with Hayden Homes to review what has been discussed and what the next steps would be, then will get back to Council around mid-August.

Mr. Witcosky explained that having Council weigh-in early, from a policy perspective, will help identify what does and does not work for the developers. Mr. Witcosky opined that staff sees it as a dialog and a partnership moving forward with all developers that work with the City.

C. Policy Discussion with Redmond Area Parks and Recreation District: Proposed Recreational Center and Associated Annexation Request.

Mr. John Roberts provided a brief introduction noting this is indirectly an annexation discussion, but also an opportunity to learn about the Redmond Area Parks and Recreation District's (RAPRD) proposed recreation center.

RAPRD Executive Director Katie Hammer provided a presentation on the proposed recreational center. Highlights included a walk-through of the approximately 10-acre conceptual plan and amenities, the need for discussions with the Oregon Department of Transportation regarding the problematic intersection of SW 35th Street and SW Highland Avenue, and details regarding the estimated bond rate.

RAPRD Board Member Matt Gilman spoke to the mission of RAPRD, the history of the previous bond attempts, the effects of COVID-19 on RAPRD's efforts, and current successes. Mr. Gilman opined it is important to have a place to help keep citizens healthy and active particularly during the winter months.

Mr. Leitz addressed Mayor Endicott's questions regarding the property annexation with Ms. Hammer noting that RAPRD is still in the very early stages of the annexation process.

Council expressed support for the RAPRD recreation center and annexation process.

MAYOR'S COMMENTS

Mayor Endicott reported on the Fourth of July parade where an estimated 5,000 people attended and thanked staff preparing the City Fire Truck for their use in the parade. Mayor Endicott discussed the enhanced traffic enforcement that will be happening this week and reminded the community to be safe while driving.

COUNCIL COMMENTS

Councilor Clark-Endicott thanked the Redmond Chamber of Commerce, who sponsors the Fourth of July parade. She spoke regarding a complaint she received from a restaurant owner regarding their outside seating structure required during COVID-19. The City is now asking the business owner to remove the structure. She stated that local businesses had to follow many requirements to remain open during the pandemic and opined for the City to be onerous on requirements now seems unfair. Councilor Clark-Endicott requested staff follow up on the complaint.

Councilor Evelyn discussed the success of the Fourth of July parade and encouraged the community to visit the new mural being on SW 6th Street and SW Evergreen Avenue.

Councilor Fitch announced the arrival of his baby granddaughter on Saturday night. He discussed recent gun violence and recommended the Council have a joint meeting with the Redmond School District and Police Department in early September to ensure a seamless response to any issues and thus providing the community with a sense of security. Councilor Fitch shared that he sent the Urban Area Planning Commission (UAPC) items regarding the House Bill 2001 (HB2001) Development Code amendments discussed at the June 28, 2022, Council meeting, noting that Mr. Roberts has a copy if the Council would like to read it.

Councilor Patrick announced that Music on the Green starts at 6:00 p.m. and invited the community to attend. Councilor Patrick requested that Public Works staff remove the overgrown vegetation from the City's property at Odem Medo and SW Salmon Avenue. Councilor Patrick expressed concern over comments by staff, regarding a letter, which were made at a recent UAPC meeting.

Councilor Patrick asked for clarification on why the UAPC's recommendations were not include on the list of options pertaining to HB2001 and why the Council will not see the next round of proposed amendments until December 2022. He urged staff to be cautious in its treatment of volunteers. Mr. Leitz stated he had not seen the UAPC Chair's letter prior to the Council receiving it nor did he speak to her before or after the letter. As the UAPC liaison, Councilor Clark-Endicott stated the Council gave staff clear direction on bringing proposed amendments back quickly. Mr. Witcosky explained that the UAPC has other pending work and while it will take a few months for them to get back to Council, staff will come before the Council before December with an update. Mayor Endicott added that the annexation discussions that occurred are large projects which must go before the UAPC and will take some time. He noted that if the amendments will materially affect the annexation discussions then staff will need to reprioritize, otherwise it is likely the amendments can be delayed. Councilor Clark-Endicott opined that if staff does not have all of the amendments finished, it would be fine to have more than one worksession with the Council.

Councilor Wedding commented on the Fourth of July parade and the community turnout. She also thanked those who presented adding she appreciates their hard work and effort.

Councilor Zwicker also commented on the success of the Fourth of July parade. In addition, she thanked everyone who helped staff with the blasting regulations and appreciates the annexation discussions.

CITY MANAGER COMMENTS

Mr. Witcosky reported on the installation of Umatilla Park playground equipment taking place next Thursday and design of the Salmon-Odem Medo realignment connection. Mr. Witcosky recognized the Public Works Transportation staff who started pavement work at 5:00 a.m. noting that crews are getting the protection they need and will not work in the heat of the day. Mr. Witcosky reflected on the meeting and how discussing three items for three hours shows the complexity of the work that is taking place.

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ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

Redmond resident John Nielsen addressed the Council regarding the Fourth of July parade and fireworks. Mr. Nielsen shared details of a dangerous situation with illegal fireworks that took place at the Deschutes County Fairgrounds. Next year when discussing the City's fireworks policy and regulations, he urged the Council to think about how a "responsible" citizen set his daughter on fire with fireworks.

There being no further business, the meeting was adjourned at 8:57 p.m.

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

APPROVED by the City Council and SIGNED by the Mayor this 25th day of October 2022.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

SPECIAL CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD AUGUST 16, 2022, IN COUNCIL CHAMBERS.

COUNCIL MEMBERS PRESENT: Krisanna Clark-Endicott – Clifford Evelyn – Ed Fitch – Jay Patrick – Shannon Wedding – Cat Zwicker

COUNCIL MEMBERS EXCUSED: George Endicott

STAFF PRESENT: City Manager Keith Witcosky – City Attorney Keith Leitz – Chief Financial Officer Jason Neff – City Engineer Jessica MacClanahan – Deputy City Manager John Roberts – IT Manager Matt Hayes – Communications Director Heather Cassaro – City Recorder Kelly Morse – Police Chief Devin Lewis – Airport Director Zachary Bass – Billing & Collections Manager Valerie Taylor

MEDIA PRESENT: None

Council President Patrick called the meeting to order at 6:00 p.m. A quorum was established.

CONSENT AGENDA

- A. Minutes of June 7, 2022, Council Meeting**
- B. Minutes of June 14, 2022, Council Meeting**
- C. Minutes of June 21, 2022, Council Workshop**
- D. Application for Annual Federal Aviation Administration Airport Improvement Program Grant 3-41-0052-052-2022 (AP5200): \$3,289,915.**

Councilor Fitch moved, seconded by Councilor Clark-Endicott, to approve the Consent Agenda as presented, motion passed (Clark-Endicott-yes, Endicott-absent, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes).

PRESENTATIONS

- A. Guest Presentation by Republic Services: Solid Waste Collection in Redmond**

City Manager Keith Witcosky and Utility Billing Collections Manager Valerie Taylor presented an overview on Republic Services' solid waste collection in Redmond and what the City's role is in the process. Ms. Taylor addressed questions from the Council regarding cost recovery via administration fees.

Republic Services General Manager Joe Dear spoke about the causes for service issues seen throughout the City. Mr. Dear addressed the Council's concerns regarding customer credits when services are not met and current customer service issues.

Staff addressed Councilor Clark-Endicott's question regarding a possible change in the billing process.

ACTION ITEMS

- A. Resolution 2022-24: A resolution of the City of Redmond City Council, declaring a ban or temporary ban on psilocybin services centers and/or the manufacture of psilocybin products.**

City Attorney Keith Leitz explained the components of Ballot Measures 109 and 110 which went to voters in 2020 and take effect January 1, 2023. He described the options available to the City regarding temporary or outright bans of psilocybin for manufacturing and service centers.

Mr. Leitz answered Council questions regarding psilocybin manufacturing and the Oregon Health Authority's (OHA) work on the comprehensive regulatory framework and rules. The majority of the Council was supportive of a two-year temporary ban on Service Centers and an outright ban on manufacturing. Once the OHA completes development of the regulations for Service Centers and prior to

the end of the two-year temporary ban, staff will bring the subject back to Council for consideration of another ballot measure.

Councilor Fitch moved, seconded by Councilor Zwicker, to put on the ballot a temporary ban for two years on the psilocybin manufacturing and treatment so Council can get more information as the rules are developed. In two years, it can be put back on a general election if necessary.

Councilor Zwicker withdrew her second. Councilor Fitch withdrew the motion.

Additional discussion took place on whether a permanent ban for manufacturing and services center was appropriate and what the ramifications would be if a temporary ban sunsets before taking action.

Councilor Clark-Endicott moved, seconded by Councilor Wedding, to adopt Resolution 2022-24, a resolution of the City of Redmond City Council declaring a ban on psilocybin service centers and the manufacture of psilocybin products, motion failed (Clark-Endicott-yes, Endicott-absent, Evelyn-no, Fitch-no, Patrick-yes, Wedding-yes, Zwicker-no).

Councilor Fitch moved, seconded by Councilor Zwicker, that the Resolution have a permanent ban on manufacturing only, motion passed (Clark-Endicott-yes, Endicott-absent, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes).

Councilor Clark-Endicott moved, seconded by Councilor Wedding, to put a temporary ban on psilocybin service centers, motion passed (Clark-Endicott-yes, Endicott-absent, Evelyn-no, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes).

Mr. Leitz will separate the single resolution into two resolutions and bring back with an ordinance to refer to the voters in two weeks.

B. Bid award to Central Oregon Roofing for replacing the roof on the Airport Rescue and Firefighting Station: \$92,150.

Airport Director Zachary Bass requested approval of a bid award to Central Oregon Roofing for the replacement of the Airport Rescue and Firefighting Station roof. Four roofing companies were asked to submit quotes; however, only two quotes were received. While the quote for Central Oregon Roofing is approximately \$150 higher than the quote from Northwest Quality Roofing, they offered a 20-year warranty versus a 15-year warranty.

Councilor Evelyn moved, seconded by Councilor Clark-Endicott, to award the contract for replacement of the Airport Rescue and Firefighting Station roof to Central Oregon Roofing in the amount of \$92,150 and authorize the City Manager to sign a contract, motion passed (Clark-Endicott-yes, Endicott-absent, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes).

C. Bid award to Central Oregon Roofing for repairing the roof on an airport-owned hangar: \$74,800.

Mr. Bass requested approval of a bid award to Central Oregon Roofing for the replacement of a roof on an airport-owned hangar currently occupied by Flight Metrics. Four roofing companies were asked to submit quotes; however, only two quotes were received. The quote from Central Oregon Roofing was \$30,000 less than Northwest Quality Roofing's quote and offered a 20-year warranty versus a 15-year warranty.

Councilor Fitch moved, seconded by Councilor Zwicker to award the contract for repairing the roof on the Airport-owned hangar to Central Oregon Roofing in the amount of \$74,800 and

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authorize the City Manager to sign the contract, motion passed (Clark-Endicott-yes, Endicott-absent, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes).

D. Bid award to Apollo Mechanical Contractors for the repair and replacement of the Airport Terminal HVAC chiller system: \$107,511.

Mr. Bass requested approval of a bid award to Apollo Mechanical Contractors (Apollo) for the repair and replacement of the Airport Terminal HVAC chiller system. The Airport received three proposals and while Apollo's quote was approximately \$2,000 higher than the next lowest bid, staff is recommending awarding the bid to Apollo because of their previous work on the Airport's HVAC system.

Councilor Zwicker moved, seconded by Councilor Wedding, to award the contract for repair and replacement of the Airport Terminal HVAC chiller system to Apollo Mechanical Contractors, Inc., in the amount of \$107,511 and authorize the City Manager to sign the contract, motion passed (Clark-Endicott-yes, Endicott-absent, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes).

Mr. Witcosky reported that the City will be using the League of Oregon Cities psilocybin model and presented an update on the Mountainview Fellowship Church's management of a safe parking program. Staff will begin public outreach on Thursday, August 18, 2022.

There being no further business, the meeting was adjourned at 7:16 p.m.

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

APPROVED by the City Council and SIGNED by the Mayor this 25th day of October 2022.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

REGULAR CITY COUNCIL MEETING OF THE CITY OF REDMOND WAS HELD SEPTEMBER 27, 2022, IN COUNCIL CHAMBERS.

COUNCIL MEMBERS PRESENT: Krisanna Clark-Endicott – George Endicott – Clifford Evelyn – Ed Fitch – Jay Patrick – Shannon Wedding – Cat Zwicker

STAFF PRESENT: City Manager Keith Witcosky – City Attorney Keith Leitz – Deputy City Manager John Roberts – IT Manager Matt Hayes – Communications Director Heather Cassaro – City Recorder Kelly Morse – Police Chief Devin Lewis – Accounting & Financial Reporting Director Brooks Slyter – Chief Financial Officer Jason Neff – Parks Planner and Project Manager Maria Ramirez – IT Specialist Tyler Roppe – Assistant City Engineer Lindsey Crowsigt

MEDIA PRESENT: None

Mayor Endicott called the meeting to order at 6:00 p.m. A quorum was established.

Mayor Endicott moved an Action Item to the Bid Awards / Bid Rejections portion of the agenda.

BLESSING

Father Todd Unger of St. Thomas Catholic Church led the blessing.

PLEDGE OF ALLEGIANCE

Councilor Wedding led the Pledge of Allegiance.

COMMENTS FROM CITIZENS AT THE MEETING

Redmond Resident Trevor Johnson commented on the need for dispensaries in Redmond and advocating for legislation that will return the generated revenue to municipalities.

CONSENT AGENDA

A. Quartz Park Contract Amendment and Change Order #2 with Keeton King Contracting, LLC: \$85,898.40.

Parks Planner and Project Manager Maria Ramirez addresses Council's concerns regarding Change Order #2 and the use of the Oregon Department of Transportation (ODOT) specifications for flashing beacons.

Councilor Zwicker moved, seconded by Councilor Clark-Endicott, to approve the Consent Agenda as presented, motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

PROCLAMATIONS

A. Hispanic Heritage Month

Councilor Clark-Endicott moved, seconded by Councilor Wedding, to approve the proclamation. Motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

Mayor Endicott read the Proclamation designating September 15, 2022, through October 15, 2022, as Hispanic Heritage Month.

BID AWARDS / BID REJECTIONS

A. Bid Award to Bar Seven A for the Juniper Golf Course Pond Liner Replacement Project (JG2301): \$269,388

Ms. Ramirez requested approval of a bid award to Bar Seven A for the Juniper Golf Course Pond Liner Replacement Project in the amount of \$269,388. The City received two bids in response to a formal solicitation with Bar Seven A being deemed the lowest responsible bidder. The City's estimate of costs was \$215,000. Ms. Ramirez stated capital projects will be reprioritized to cover the additional costs over the City's estimate.

Councilor Wedding moved, seconded by Councilor Zwicker, to award the Juniper Golf Course Pond Liner Replacement Project to Bar Seven A in the amount of \$269,388 and authorize the City Manager to execute the contract, motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

B. Bid Award to Knife River Corporation, Northwest for the 2022 Annual Stormwater Improvement Project (SW2101): \$745,025.30

Assistant City Engineer Lindsey Crowsigt requested approval of a contract with Knife River Corporation, Northwest (Knife River) for the 2022 Annual Stormwater Improvement Project in the amount of \$745,025.30. Four bids were received with Knife River being deemed the lowest responsible bidder after review by staff. The Engineer's estimate of costs was \$880,000.

Councilor Wedding moved, seconded by Councilor Evelyn, to award the 2022 Annual Stormwater Improvement Project to Knife River Corporation, Northwest in the amount of \$745,025.30 and authorize the City Manager to execute the contract, motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

C. Award Contract for Owner's Representative Services for new Public Safety Facility (PSF) to Cumming for a not to exceed amount of \$543,170.

Police Chief Devin Lewis requested approval of a contract with Cumming in an amount not to exceed \$543,170. The contract would designate Cumming as the Owner's Representative for the new Public Safety Facility. Cumming will play a key role in the four phased project including due diligence and solicitations, project design, pre-construction and construction oversight, and project close-out.

Councilor Evelyn moved, seconded by Councilor Clark-Endicott, to award Owner's Representative Services for the new Public Safety Facility to Cumming in the amount not to exceed \$543,170 and to authorize the City Manager to sign the contract, motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

MAYOR'S COMMENTS

Mayor Endicott shared that the October 4, 2022, Council meeting will be at the Airport Operations building and that the City's committees or commission recruitment process is starting soon for those interested in applying. Mayor Endicott presented information from his recent trip to Washington, D.C. which was sponsored by Honor Flight of Central Oregon. Mayor Endicott recommended the Council endorse the Redmond Area Park and Recreation District Bond and Levy. If Council agrees, a formal resolution of support will be brought to the next Council meeting.

Councilor Fitch moved, seconded by Councilor Clark-Endicott, that the Redmond City Council support and endorse the new recreation center, both the bond levy and the levy for operations for the Parks and Recreation District that is coming up in November, and that a resolution be prepared for the Council for the next meeting to evidence the same, motion passed (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes).

COUNCIL COMMENTS

Councilor Clark-Endicott shared experiences from the Honor Flight as Mayor Endicott's guardian.

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Councilor Evelyn thanked the Council for supporting the Recreation Center and encouraged the community to vote.

Councilor Fitch shared that he was glad Mayor Endicott went on the Honor Flight trip.

Councilor Patrick discussed the Recreation Center and encouraged the community to vote yes.

Councilor Wedding commented on being grateful for Council's support of the new Recreation Center and encouraged voters to support it.

Councilor Zwicker commented on the Recreation Center and stated that she was happy that Mayor Endicott had the opportunity to do the Honor Flight.

CITY MANAGER COMMENTS

City Manager Keith Witcosky reviewed the new blasting regulations within the Standards and Specifications and the blasting that happened on Teak Avenue. Mr. Witcosky shared that Redmond was not selected for the \$110 million Federal Transportation Department Infrastructure Grant and confirmed that the City can keep pursuing the projects, but phase it differently.

ADDITIONAL COMMENTS FROM CITIZENS AT THE MEETING

There were no additional comments from citizens.

EXECUTIVE SESSION

Chair Endicott convened the Board into Executive Session at 6:48 p.m. in accordance ORS 192.660(2)(e) authorizing executive session "to conduct deliberations with persons designated by the governing body to negotiate real property transactions."

Mayor Endicott closed the Executive Session portion of the meeting at 7:22 p.m.

The regular portion of the meeting was called to order at 7:24 p.m.

VII. MOTIONS AS A RESULT OF EXECUTIVE SESSION

Councilor Patrick moved, seconded by Councilor Zwicker, to approve the following change to the contract with Keith Witcosky, effective July 1, 2022, changing the monthly pay rate in Section 3-A to \$15,476, motion passed. (Clark-Endicott-yes, Endicott-yes, Evelyn-yes, Fitch-yes, Patrick-yes, Wedding-yes, Zwicker-yes)

There being no further business, the meeting was adjourned at 7:26 p.m.

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

APPROVED by the City Council and SIGNED by the Mayor this 25th day of October 2022.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder



CITY OF REDMOND

CITY HALL
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STAFF REPORT

DATE: October 25, 2022
TO: Mayor and Council Members
THROUGH: Keith Witcosky, City Manager
FROM: Devin Lewis, Police Chief
SUBJECT: Acceptance of Department of Justice Bullet Proof Vest Grant: \$4,400.

Addresses Council Goal:

1. Sustain Operations
 - C) Explore opportunities to augment revenues to support existing operations

Report in Brief:

The action requests City Council authorize acceptance of a \$4,400 U.S. Department of Justice (DOJ) grant for the purchase of protective ballistic vests for the Redmond Police Department (RPD).

Background:

On May 3, 2022, the RPD submitted a grant application to DOJ for the purchase of ballistic vests. The DOJ grant to RPD has been awarded in the amount of \$4,400. These on-going grant monies will be used to purchase bulletproof vests for current and new-hire officers.

Discussion:

The RPD replaces vests approximately every five years. Replacement costs are approximately \$800 per vest. To offset this cost, the RPD annually leverages DOJ resources. In this current fiscal year RPD will replace up to 10 vests at an estimated cost of \$8,000. The grant reimburses each vest purchase at 50% of its cost (only panels – carrier not included). Therefore, each vest panel purchased by RPD costs the department \$400 and the remaining \$400 drawn from the DOJ grant.

Fiscal Impact:

The resources listed below represent a maximum amount that can be received for vest purchases. Grant monies are reimbursed after vests are purchased. Grant funds are available for purchases made between April 1, 2022, and August 31, 2024. Funding for vest purchases is included in the Fiscal Year 2022/23 budget.

Grant Reimbursement Amount:	\$4,400.00
(this is only the purchase of the bulletproof panels – Vest carrier is not covered under the grant)	
Anticipated Expenditures in Adopted Budget:	\$11,110 (including carriers) - \$4,400
Remaining Amount in Budget:	= \$6,710.00

Alternative Courses of Action:

1. Accept the DOJ Grant in the amount of \$4,400.
2. Do not accept the DOJ Grant.
3. Take no action and request more information.

Recommendation / Suggested Motion:

"I move to accept the U.S. Department of Justice Bulletproof Vest Partnership grant award in the amount of \$4,400.00 and authorize the City Manager to sign the grant acceptance."



CITY OF REDMOND

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STAFF REPORT

DATE: October 25, 2022
TO: Redmond City Council
THROUGH: Keith Witcosky, City Manager
FROM: Devin Lewis, Police Chief
SUBJECT: Resolution #2022-36: A resolution of the City of Redmond declaring certain City property to be surplus.

Addresses Council Goal:

1. SUSTAIN OPERATIONS: Provide or enhance current levels of operations in all facets of municipal service delivery.
- c. Explore opportunities to augment revenues to support existing operations and infrastructure maintenance.

Report in Brief:

This item requests City Council authorization for the Redmond Police Department (RPD) to trade in weapons and associated assets to a Federally licensed firearms dealer.

Background:

Periodically, the RPD disposes of firearm parts, weapons, and ammunition. Given the nature of the assets, this is a carefully done transaction and only done with dealers that are Federally licensed.

The intention is to sell/trade this inventory for newer, updated weapons to match current inventory. Selling/trading these weapons to a certified firearms dealer with a Federal Firearms License for equipment needed for the firearms program will avoid the use of the current budget.

Discussion:

Selling weapons, ammunition and miscellaneous parts to a firearms dealer allows the RPD to obtain weapons, accessories, and ammunition for duty use and change out old and obsolete weapons that are not being used. The firearms dealer is required to follow all state laws and regulations for selling the traded weapons, to include background checks for purchasers.

Fiscal Impact:

This sale would save us money by trading-in/selling property for other property currently needed by the Redmond Police Department firearms division.

Alternative Courses of Action:

1. Declare the surplus of firearms, firearm parts, ammunition and no longer used duty weapons and allow the trade-in/sale of the inventory.
2. Do not declare authorize the action.

Recommendation / Suggested Motion:

"I move to adopt Res. #2022-36"

**CITY OF REDMOND
RESOLUTION NO. 2022-36**

**A RESOLUTION OF THE CITY OF REDMOND DECLARING CERTAIN CITY
PROPERTY TO BE SURPLUS.**

WHEREAS, certain property of the City of Redmond is beyond its service life; and

WHEREAS, certain City of Redmond property needs to be disposed of accordingly.

THEREFORE, be it resolved that such City of Redmond property listed in Exhibit A shall be declared surplus and disposed of in the most judicious manner.

SECTION ONE. The City Council finds that it is in the best interest of the City to enact this resolution immediately upon passage of this resolution; and therefore, this resolution shall be effective upon the date of passage.

ADOPTED by the City Council and **SIGNED** by the Mayor this 25th day of October 2022.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

Exhibit A**Department owned Firearms, Firearm Parts, & Ammunition**

Firearm's & Firearm Parts				
Make	Model	Caliber	Serial Number	Notes
Handguns				
Colt US	Trooper	357	L2492	
Glock	17	9	VEE600	No Magazine
Glock	17T	9	T0S977US	Training handgun, one magazine
Tangfolio	Witenss	40	EA79067	No magazine
Para Ordnance	P-Series	45	RK5214	
Ruger	Security 6	357	158-54327	
Ruger 40	SR40	40	34373489	Two magazines
Sig Sauer	P239	40	SA4147827	CTC Laser Grip, one magazine
Sig Sauer	P220	45	G207685	
Smith & Wesson	SW40VE	40	DVU4169	
Smith & Wesson	M&P40	40	DXE6990	Three magazines, night sights
Smith & Wesson	M&P40	40	DXE7330	Three magazines, night sights
Smith & Wesson	M&P40	40	DXE7005	Three magazines, night sights
Smith & Wesson	M&P40	40	DXE7550	Three magazines, night sights
Smith & Wesson	M&P40	40	HUJ0675	Three magazines, night sights
Smith & Wesson	M&P40	40	HUJ0860	Three magazines, night sights
Smith & Wesson	M&P40	40	DXE7323	Three magazines, night sights
Smith & Wesson	M&P40	40	DXE7559	Three magazines, night sights
Smith & Wesson	M&P45	45	DXF9326	Three magazines, night sights
Smith & Wesson	M&P45	45	DFX6801	Three magazines, night sights
Smith & Wesson	M&P45	45	DXK4321	Three magazines, night sights
Smith & Wesson	M&P45	45	DXF6006	Three magazines, night sights
Rifles				
Winchester	94	30-30	4758585	
Unknown	AK-47	7.62x39	SBR3528	Numerous magazines
Centermass Tactical	AR-15	5.56	RPD0001	
Marlin	30/30	30-30	15030039	With scope & case
Remington		12 gauge	744153V	Shotgun
Accuracy International		308	FN11789	With a Leupold Optic
Colt	AR15	223	LEO22240	
Colt	AR15	223	LEO010953	
Colt	AR15	223	LEO10977	
Colt	AR15	223	LEO10921	
Colt	AR15	223	LEO11314	
Colt	AR15	223	LEO12181	

Colt	AR15	223	LEO10963	
Colt	AR15	223	LEO10954	
Colt	AR15	223	LEO38972	
Colt	AR15	223	LEO22245	
Colt	AR15	223	LEO10984	
Colt	AR15	223	LEO10983	
Colt	AR15	223	LEO12236	
Colt	AR15	223	LEO26094	
Colt	AR15	223	LEO10933	
MP5				
Heckler & Koch WG	MP5	9	62-369971	
Heckler & Koch WG	MP5	9	63-103876	With suppressor
Miscellaneous Items				
				2 Glock Holster's
				13 AK47 Magazines
				1 16" barrel with fixed front sights
			051215345	1 16" Daniel Defense barrel
Ammunition				
Make				Rounds
17HMR				50
22LR				100
22 Short				100
32				1150
357				64
380				750
38 Special				4650
45				50
7.62x39				220
9 mm				50



US97 South Redmond Corridor Project Update

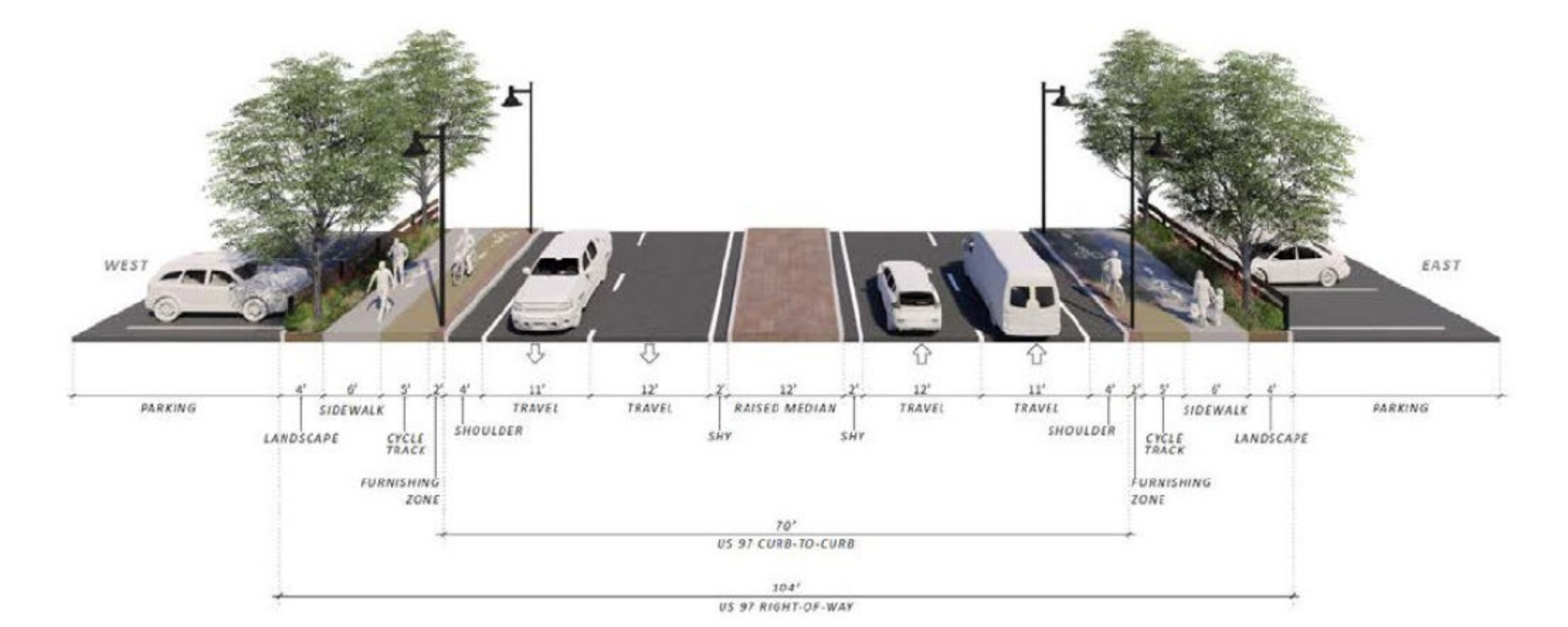
RURAL SURFACE TRANSPORTATION GRANT & INFRASTRUCTURE FOR REBUILDING AMERICA (INFRA)

- RURAL – This is a new grant program for expanding surface transportation infrastructure in rural areas (population <200k). Program goals include increasing connectivity, improving safety and reliability of moving people and freight, generating economic growth, and improving quality of life.
- ~~INFRA – A freight focused program for making significant federal investments in large transportation infrastructure projects (\$ greater than \$100 million) Program is designated to reduce congestion and promote freight mobility.~~

PROPOSED GRANT PROJECT

- US97 Pavement Rebuild from Veterans – Yew Avenue
- US97 South Redmond Corridor Plan Improvements
- SW Canal Blvd. Improvements
- Roundabout at OR126 & SE 9th
- Roundabout at Veterans/9th/Airport Way & 9th Street Connection
- 19th Street Extension

US97 REBUILD (Veterans – Yew)



SOUTH REDMOND CORRIDOR



9th STREET IMPROVEMENTS



FIGURE 1

OREGON DEPARTMENT OF TRANSPORTATION
CITY OF REDMOND
PUBLIC WORKS

US97: South Redmond Corridor Improvement - 9th Street: Hemlock - Veterans (Redmond)

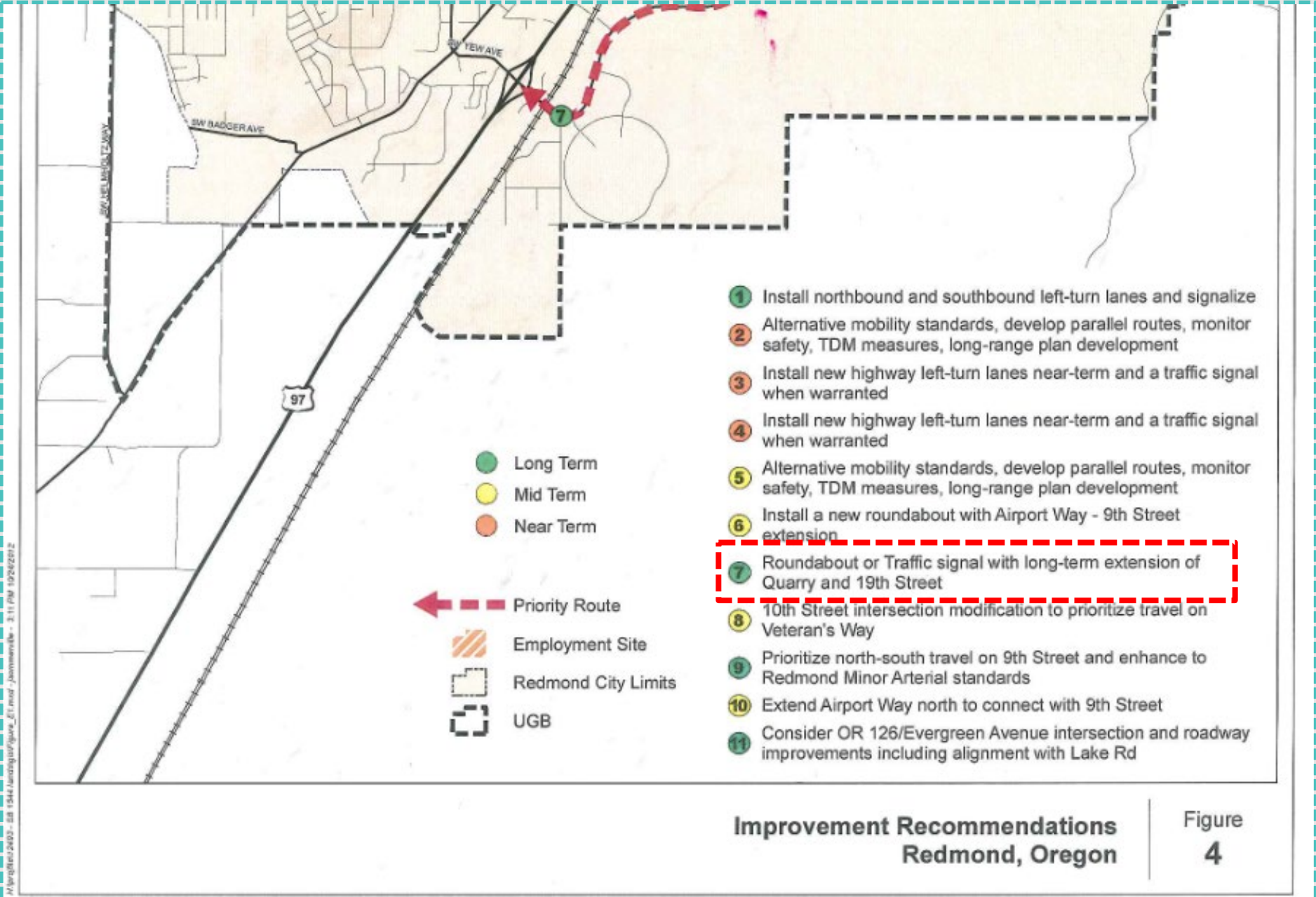
Conceptual Plan

September 2019

murraysmith

15-1738.0602

19th Street Extension



DRAFT PROPOSED PROJECT BUDGET

Funding Allocations	Project Corridors			Total Project	Percent
	US97 Corridor	OR 126 Improvements	City Route Improvements		
State of Oregon	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	5%
City of Redmond	\$ -	\$ 1,000,000	\$ 24,000,000	\$ 25,000,000	23%
Total non-Federal	\$ 5,000,000	\$ 1,000,000	\$ 24,000,000	\$ 30,000,000	27%
Other Federal	\$ 24,350,000	\$ -	\$ 3,000,000	\$ 27,350,000	25%
INFRA/Rural	\$ 45,650,000	\$ 2,200,000	\$ 4,800,000	\$ 52,650,000	48%
Total Cost	\$ 75,000,000	\$ 3,200,000	\$ 31,800,000	\$ 110,000,000	100%

- ODOT Contribution - \$32,350,000
- City of Redmond Contribution - \$25,000,000
(\$15 Million Urban Renewal, \$10 million Capital Improvements)
- GRANT - \$52,650,000

Next Steps

- Grant Award
 - ODOT would program a portion of our funds immediately to proceed with design
 - ODOT would partner with City on agreements highlighting local contribution
- Grant Denial
 - ODOT would program appx. \$4.3 million in addition to the \$1 million already programmed to continue with design and prepare the project to be shelf ready should grants or additional funding become available
 - Scope would be prioritized to include US97 improvements only
 - ODOT would work with city on developing an agreement or MOU to document potential funding contributions

SOUTH REDMOND CORRIDOR



PROPOSED PROJECT (Initial Grant Failure)

- US97 Pavement Rebuild from Veterans – Yew Avenue
- US97 South Redmond Corridor Plan Improvements
- SW Canal Blvd. Improvements (Modified)
- ~~Roundabout at OR126 & SE 9th~~
- ~~Roundabout at Veterans/9th/Airport Way & 9th Street Connection~~
- ~~19th Street Extension~~

QUESTIONS?



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STAFF REPORT

DATE: October 25, 2022
TO: Redmond City Council
THROUGH: Keith Witcosky, City Manager
Jason Neff, Chief Financial Officer
FROM: Devin Lewis, Police Chief
SUBJECT: Resolution # 2022-34: A resolution adoption of findings in support of alternative contracting method for the Public Safety Facility.

Addresses Council Goal:

1. A.i.d. Complete financing and advance steps towards construction of a new Public Safety Facility. Target new facility opening by 2024/2025.

Report in Brief:

This item requests City Council approve the use of a Construction Manager/General Contractor "CM/GC" selection process for construction of the new Public Safety Facility.

Background:

The proposed new Public Safety Facility will be built on city property located at 2983 NW Canal Blvd. The new Public Safety Facility will be developed and built on this 8-acre property. It will be over 40,000 square feet, built and designed in a way to serve the community's and Police Department's needs for next 30 years, and will be constructed in a way where the building can be expanded to meet future growth needs. This project has a total cost cap of \$49 million.

Discussion:

The standard method for selecting contractors to complete public improvement projects is the low-bid process in accordance with Oregon Revised Statutes (ORS) Section 279. Choosing the lowest bid contractor does not always provide the best value, particularly on complex projects like a new public safety facility. Therefore, the statute allows for the consideration of other procurement options.

The new Public Safety Facility lends itself well to the CM/GC method. This method brings the contractor in during the design process and creates a partnership between the City, the design engineer/architect and the construction contractor. The contractor brings expertise on constructability, subcontracting and pricing to complement the design engineer's/architect's technical expertise and provide the best value for the City. CM/GC results in a Guaranteed Maximum Price (GMP) which reduces the risk of change orders to provide more project cost security.

The CM/GC is selected through a competitive process where qualifications and experience building similar projects are considered. Once selected, the CM/GC reviews the 30 percent designs and provides input on constructability and cost. As the project evolves, cost estimates become increasingly refined eventually resulting in high confidence GMP. Once agreed upon, the project moves to the construction phase. If agreement on the GMP does not occur, there is an opt out clause. As a reference, the City used the CM/GC approach in the Evergreen School/City Hall project and the South Redmond Water Facility, and achieved the desired good results.

ORS 279C requires the City to adopt findings to exempt certain public improvement contracts from traditional competitive bidding. However, the City must demonstrate that an alternative contracting process is unlikely to encourage favoritism or diminish competition and that it will result in cost savings or other substantial benefits to the contracting agency.

These required findings are attached.

Once adopted by City Council, a CM/GC Request For Proposals will be issued. Proposals will be reviewed by a

committee and a recommendation brought back to the Council in late 2022 or early 2023.

Fiscal Impact:

Using the CM/GC approach will improve cost control and cost certainty. The approach reduces risk, optimizes schedules and enhances collaboration. These benefits should provide the City with practicable cost savings on the project which has a cost cap of \$49 million.

Alternative Courses of Action:

1. Adopt findings to exempt the new Public Safety Facility construction project from competitive bidding, and approve using the Construction Manager/General Contractor "CM/GC" selection process.
2. Do not adopt the findings.
3. Request additional information.

Recommendation / Suggested Motion:

Option #1: "I move to adopt Resolution #2022-34 adopting findings to exempt the new Public Safety Facility construction project from competitive bidding, and approve using the Construction Manager/General Contractor "CM/GC" selection process."

**CITY OF REDMOND
RESOLUTION NO. 2022-34**

A RESOLUTION ADOPTING FINDINGS IN SUPPORT OF ALTERNATIVE CONTRACTING METHOD FOR THE REDMOND PUBLIC SAFETY FACILITY.

WHEREAS, the City of Redmond has planned and budgeted for a new Public Safety Facility; and

WHEREAS, the Police Department is currently located at 777 SW Deschutes Ave, Redmond. The facility was built in 1998 and is less than 13,000 square feet. Due to Redmond's population growth since 2000 (262%) this facility is no longer adequate for the size of the required police department; and

WHEREAS, the City identified and acquired property at 2983 NW Canal Boulevard to be used for development of a new Public Safety Facility. The site is approximately 8 acres of open green field and the future building will be approximately 43,000 square feet; and

WHEREAS, the budget cap for this project is \$49 million; and

WHEREAS, an alternative contracting method, known as the Construction Manager/General Contractor" or "CM/GC" allows public entities to accommodate the various technical challenges in a more flexible and cost-effective approach than the normal competitive bidding process; and

WHEREAS, pursuant to Oregon Administrative Rule (OAR) 0137-049-0690, the City shall use this contracting method only with the assistance of legal counsel with substantial experience and necessary expertise in using the CM/GC Method, as well as knowledgeable staff, consultants or both staff and consultants who have a demonstrated capability of managing the CM/GC process in the necessary disciplines of engineering, construction scheduling and cost control, accounting, legal, Public Contracting and project management; and

WHEREAS, as discussed in the attached findings, the CM/GC process would result in significant cost savings to the City and not diminish competition or encourage favoritism in awarding public improvement contracts.

NOW THEREFORE, THE CITY OF REDMOND RESOLVES AS FOLLOWS:

SECTION ONE. The City Council adopts the findings attached hereto as Exhibit A, explaining why it is appropriate for the City to use the CM/GC method for the construction of the new Public Safety Facility.

SECTION TWO. Based on the findings adopted in Section One of this resolution, the City of Redmond City Council hereby exempts from the requirements for competitive bidding the project to construct the new Public Safety Facility.

ADOPTED by the City Council and **SIGNED** by the Mayor this 25th day of October 2022.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

Exhibit A to Resolution 2022-34

FINDINGS IN SUPPORT OF ALTERNATIVE CONTRACTING METHOD FOR THE CONSTRUCTION OF REDMOND PUBLIC SAFETY FACILITY.

Introduction.

Use of Alternative Contracting methods, such as CM/GC (Construction Manager/General Contractor), is made possible under ORS Chapter 279C and OAR 0137-049-0690, which permits certain contracts or classes of contracts to be exempt from competitive public bidding under strict procedural safeguards. Like other alternative contracting methods, CM/GC has significantly different legal requirements than a typical design-bid-build project delivery method.

Pursuant to ORS 279C.335(1) and (2), a local contract review board may exempt specific contracts from traditional, competitive bidding if the jurisdiction finds that an alternative contracting process is unlikely to encourage favoritism or diminish competition and will result in cost savings to the public agency. The Oregon Attorney General's Model Public Contract Rules provide for public notice and opportunity for the public to comment on draft findings in favor of an exemption before their final adoption.

ORS 279C.330 provides that: "findings" means the justification for a contracting agency conclusion that includes, but is not limited to, information regarding:

- Operational, budget and financial data;
- Public benefits;
- Value engineering;
- Specialized expertise required;
- Public safety;
- Market conditions;
- Technical complexity; and
- Funding sources.

Findings

Operational, Budget, and Financial Data

The conceptual program for the Redmond Public Safety Facility calls for development of the Canal Blvd property to include a new building designed and built for municipal use. The first task for the project team will be to validate and refine the project program based on the Department's specific needs and available funding. The total budget for the project is \$49 million.

CM/GC provides opportunities for cost saving in a variety of ways. The inherent flexibility and openness of the process allows the City to more easily make changes, as necessary, to meet the project budget. The increasing costs of construction materials and labor availability will present a large challenge.

The Guaranteed Maximum Price ("GMP") includes the expected cost to construct the project, the CM/GC firm's fee, and a contingency amount that the CM/GC believes should be available to cover changes to the proposed scope. Any increase in cost due to subcontractor bids coming back higher than estimated, or added cost of scope items included in the contract documents but left out of the CM/GC's estimate, must be absorbed within the GMP. The CM/GC has no incentive to identify change orders that require additional funds and an overhead premium. All costs must be held within the GMP.

Additionally, if the City requests a major scope change that increases the GMP, the CM/GC firm receives reimbursement only for the cost of the change plus its stated fee percentage, typically 3- 4%, far less than the approximately 15% which a general contractor would charge on a traditional contract.

Public Benefit

The Project is needed to house the growing Police Department, growth directly related to the population growth of Redmond over the past 20 years. Pursuing the CM/GC delivery method provides numerous benefits to the public throughout the delivery of this much needed facility. The public benefits that can be expected as a result of the CM/GC method include cost savings through the involvement of construction cost experts, technical expertise to determine construction type and methodology, and proactive development of an approach to site logistics that can minimize the impact (noise, construction traffic, dust, etc.) to the surrounding neighborhoods.

Value Engineering

The CM/GC process provides many benefits and opportunities for cost savings. System options and real-time cost estimates provided by the CM/GC throughout the constructability reviews will aid the Project and allows the City to make informed cost-benefit tradeoff. During the Preconstruction phase, the CM/GC will be evaluating the budget and making suggestions for cost-saving changes and value enhancements. The CM/GC will evaluate major systems and make design recommendations to the Project Team about which systems are most cost-effective to purchase and install as well as maintain and operate over the long term.

The CM/GC also identifies whether Project sequencing is viable and design elements can be built as drawn. All of these actions by the CM/GC will improve design, expedite construction and reduce the potential for costly change orders. The benefits of value engineering are not available with the low bid process.

Specialized Expertise Required

The features and components of the Public Safety Facility project are neither repetitive nor common and are highly specialized. The contractor ultimately selected as CM/GC will demonstrate experience and expertise in providing CM/GC services to public organizations with similar projects and will be well qualified in the area of sustainable and energy efficient construction methodologies.

The CM/GC selection process is based on qualifications, with price as a factor. In this qualifications based selection, the fee is less important than the overall qualifications and specialized expertise of the selected CM/GC. The City will benefit by acquiring a CM/GC that has established experience and specialized expertise to manage this project. A low bid process does not provide an opportunity to obtain the most qualified contractor with the specialized expertise needed for the Project.

The City will use this contracting method only with the assistance of legal counsel with substantial experience and necessary expertise in using the CM/GC Method, as well as knowledgeable staff, consultants or both staff and consultants who have a demonstrated capability of managing the CM/GC process in the necessary disciplines of engineering, construction scheduling and cost control, accounting, legal, Public Contracting and project management. This staff and consultants will include an "Owner's Representative" with substantial experience utilizing the CM/GC contracting method. The City will refer to outside legal counsel with substantial experience and necessary expertise in using the CM/GC Method, as necessary.

Public Safety

The Project will provide for safe public access and full compliance with ADA requirements. All work during the construction will be done in accordance with OR-OSHA safety regulations. The CM/GC selected will be highly qualified and capable and show evidence of construction safety practices that are at the highest level of integrity. The CM/GC's input into work and trade sequencing, as well as construction methodologies can reduce issues related to safety and provide close controls to reduce risk on the site.

The CM/GC method of delivery is a team approach and provides for a high level of responsibility and visible adherence to public safety. The contractor's performance on prior projects in satisfying these safety needs can be determined as part of the City's contractor selection process; this determination is not available under the low bid process.

In addition to the benefits to public safety during construction, the CM/GC method allows the City to select a contractor that fully understands the Police Department's role in providing critical services to the community on a regular basis and in response to local and/or regional emergencies. The Public Safety Facility must be designed and constructed as an essential facility, capable of withstanding natural hazards such as an earthquake in order to continue to provide critical services. Procuring a CM/GC with the expertise required to design and construct these essential facilities will help the City achieve these resiliency goals and ensure critical functions are provided in the future.

Market Conditions

The CM/GC contracting process is a modern construction delivery method used by both public and private organizations. The CM/GC is tasked with keeping the Project Team up-to-date on the latest construction techniques and products. The CM/GC will inform the Project Team of current market conditions, labor and materials availability, and construction methodologies that can reduce design and construction time and costs.

The CM/GC process allows "fast track" construction to start while detailing structures, interiors, and systems at the same time as awarding site work, foundations, and long-lead items. Timing the market for the various aspects of construction can result in cost savings and ultimately keeps the Project Team on a schedule. These fast-track benefits are not available under the low bid process.

Technical Complexity

The Project has significant technical complexities, which will be best addressed by a full team approach, with the CM/GC firm working with the City, and the Architect to solve specific challenges identified during the pre-construction phase. A Public Safety Facility has some highly specialized features such as holding cells, patrol services, investigation services, evidence and property handling, sally port, weapons storage, etc. Other challenges include identifying innovative and creative ways of achieving the large project program within the available budget.

Expertise in energy efficient building practices and sustainable materials is also an integral part of the Project and will determine the City's ability to successfully acquire energy efficiency financial incentives. The ability to coordinate and manage this Project, while working with the City and major stakeholders, is highly complex in nature. This complexity is especially challenging to an inexperienced firm.

This Project also requires technical expertise and experience in commercial construction involving public entities. The CM/GC process enables the City to competitively select a prime contractor who has the necessary competence to deal with the technical complexities of this Project and can provide quality workmanship, dependable performance, fair and reasonable pricing and efficient management. Under a low bid process, the technical competence of the contractor is difficult to evaluate.

Funding Sources

Funding for this Project is set at \$49 million which came from a General Obligation bond of \$40 million, \$6 million from the American Rescue Plan Act, and \$3 million from the City's General Fund. As a public entity, the City needs budget predictability. The CM/GC process, with its negotiated GMP will provide the necessary predictability.

The CM/GC method of contracting provides the greatest cost controls for limited budgets and therefore benefits the City. The team approach, schedule, value analysis, and constructability reviews provides the ultimate in effective cost analysis. It is critical, and consistent with the spirit of collaboration encouraged throughout the process, that everyone on the Project Team works towards a budget for which they can take ownership.

Competition and Cost Savings

Unlikely to Encourage Favoritism or Diminish Competition

It is unlikely that the process of selecting a CM/GC firm will encourage favoritism in the awarding of the public contract or substantially diminish competition for the public contract. Competition will not diminish

because the CM/GC contract will be awarded based on a competitive process and the CM/GC will use a competitive bidding process to select their subcontractors, which is not required under a low bid process.

Cost Savings

During the design phase prior to material and subcontractor bidding, the CM/GC will provide value engineering and update cost estimate information. This value engineering and cost estimate will assist final decision-making about the Project scope, product quality and material finish. Using a CM/GC will allow more flexibility to develop, evaluate, and implement design changes with less impact on construction cost and time. Substantial cost savings are anticipated from the Project Team approach that is utilized in the CM/GC method of delivery because decision-making is based on cost effective and informed solutions. Progress reviews are frequent and diligent, thus resulting in fewer design corrections and change orders during construction. Additionally, the use of value engineering through cooperation among the architect, engineer, contractor and City is essential to the Project delivery on time and within budget. CM/GC value engineering will reduce bid addenda, contract change orders and progress delays to help meet the tight time schedule for the Project. These savings are not realized under a low bid process.

Summary

After careful consideration, the City of Redmond has found the Alternative Contracting Method CM/GC more appropriate than a traditional design-bid-build process to meet the overall project objectives for the Public Safety Facility. The CM/GC process offers the City the best opportunity for successfully managing this large, complex project on time and within the budget.

ALTERNATIVE CONTRACTING DELIVERY METHODS

PUBLIC SAFETY FACILITY
REDMOND CITY COUNCIL
OCTOBER 25, 2022





AGENDA

1 Exemption Request

2 CM/GC Option

3 Questions and Answers

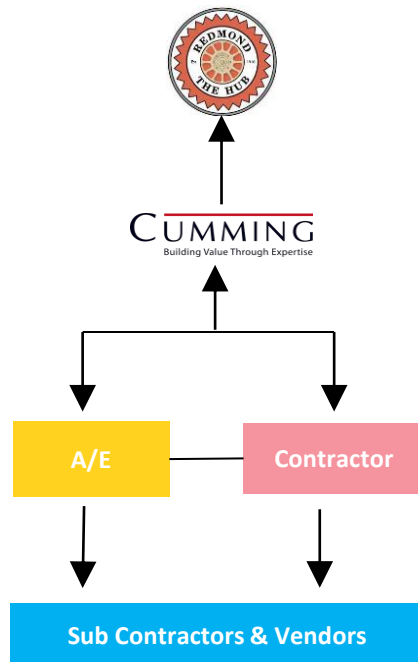
1. | EXEMPTION REQUEST

Why an Exemption Request?

The new facility will experience:

- Fixed budget constraints
- Cost containment
- Supply chain issues
- Ongoing market conditions with labor resources
- Local and media attention
- Need the right partners for the project

2. CM/GC DESCRIPTION



Pros

- Integrated and collaborative team
- Improved cost certainty
- Constructability reviews
- Time savings
- Transparency and client engagement

Cons

- Needs strong communication to avoid conflict
- Still requires client and stakeholder involvement

2. CM/GC CONTINUED

Other Features:

- Up front and early collaboration with Architect / Engineers and Contractor
- Greater communication between all parties throughout design, leading into construction
- CM/GC integrated into project during design to:
 - Provide cost estimation
 - Provide input on opportunities for cost savings
 - Review design for constructability
 - Identify opportunities for schedule efficiencies
 - Improved cost certainty
 - Schedule savings due to fast-track construction
 - Transparency with construction costs
 - Improved constructability means fewer change orders during construction

QUESTIONS + ANSWERS



CITY OF REDMOND

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STAFF REPORT

DATE: October 25, 2022
TO: Redmond City Council
THROUGH: Keith Witcosky, City Manager
FROM: Zachary Bass, Airport Director
SUBJECT: Resolution #2022-35: A resolution adopting findings in support of an alternative contracting method for the Redmond Municipal Airport - Terminal Building Expansion Project.

Addresses Council Goal:

5 iii. Aggressively pursue physical improvements to airport facilities, increase amenities and enhance the customer experience.

Report in Brief:

This item requests City Council approve the use of a Construction Manager/General Contractor (CM/GC) selection process for construction of the Airport Terminal Building Expansion Project. This alternative approach is most beneficial when constructing a large, intricate terminal project where the building must still be operable during the expansion.

Background:

On April 12, 2022, City Council authorized a five-year, not to exceed contract of \$13,000,000 with RS&H for Architectural and Engineering Services for the Airport Terminal Building Expansion.

The action before City Council on October 25, 2022 provides authorization for an alternative construction method which is most appropriate given the scale and complexity of nearly doubling the size of the existing Airport passenger terminal.

Findings which support the approach are contained herein.

Discussion:

The standard method for selecting contractors to complete public improvement projects is the low-bid process in accordance with Oregon Revised Statutes (ORS) Section 279. Choosing the lowest bid contractor does not always provide the best value, particularly on complex projects. Therefore, the statute allows for the consideration of other procurement options.

The Airport Terminal project lends itself well to the CM/GC method. This method brings the contractor in during the design process and creates a partnership between the City, the design team and the construction contractor. The contractor brings expertise in constructability, subcontracting and pricing to complement the design engineer's technical expertise and provide the best value for the City. CM/GC results in a Guaranteed Maximum Price (GMP) which reduces the risk of change orders to provide more project cost security.

The CM/GC is selected through a competitive process where qualifications and experience building similar projects are considered. Once selected, the CM/GC reviews the designs and provides input on constructability and cost. As the project evolves, cost estimates become increasingly refined, eventually resulting in a high confidence GMP. Once agreed upon, the project moves to the construction phase.

ORS 279C requires the City to adopt findings to exempt certain public improvement contracts from traditional competitive bidding. However, the City must demonstrate that an alternative contracting process is unlikely to encourage favoritism or diminish competition and that it will result in cost savings or other substantial benefits to the contracting agency.

These required findings are listed in the attached resolution for each of the following :

- Operational, Budget and Financial Data
- Public Benefit
- Value Engineering
- Specialized Expertise
- Public Safety
- Market Conditions
- Technical Complexity
- Funding Sources
- Competition and Cost Savings

Once adopted by City Council, a CM/GC Request for Proposals will be issued. Proposals will be reviewed by a committee and a recommendation brought back to the Council.

Fiscal Impact:

Using the CM/GC approach will improve cost control and cost certainty. The approach reduces risk, optimizes schedules and enhances collaboration. These benefits should provide the City with practicable cost savings. This project, currently at low confidence, is slated to cost between \$100,000,000 (Phase 1) and up to \$200,000,000 (All phases).

Alternative Courses of Action:

1. Approve Resolution #2022-35
2. Do not approve Resolution #2022-35
3. Request more information

Recommendation / Suggested Motion:

“I move to adopt Resolution #2022-35 adopting the findings exempting the Airport Terminal Building Expansion Project from competitive bidding.”

**CITY OF REDMOND
RESOLUTION NO. 2022-35**

A RESOLUTION ADOPTING FINDINGS IN SUPPORT OF ALTERNATIVE CONTRACTING METHOD FOR THE REDMOND MUNICIPAL AIRPORT - TERMINAL BUILDING EXPANSION PROJECT.

WHEREAS, the City of Redmond has planned for an Airport Terminal Building Expansion Project at the Redmond Municipal Airport; and

WHEREAS, the Airport Terminal Building is located at 2522 SE Jesse Butler Circle, Redmond. The facility was last expanded in 2008 and is currently 128,000 square feet. Due to Redmond's passenger growth of 100% since 2008, this facility is no longer adequate for the size of the required passenger demand. The proposed expansion will increase the building to 233,000 square feet; and

WHEREAS, the budget estimate for this project is \$203 million; and

WHEREAS, an alternative contracting method, known as the Construction Manager/General Contractor" or "CM/GC" allows public entities to accommodate the various technical challenges in a more flexible and cost-effective approach than the normal competitive bidding process; and

WHEREAS, pursuant to Oregon Administrative Rule (OAR) 0137-049-0690, the City shall use this contracting method only with the assistance of legal counsel with substantial experience and necessary expertise in using the CM/GC Method, as well as knowledgeable staff, consultants or both staff and consultants who have a demonstrated capability of managing the CM/GC process in the necessary disciplines of engineering, construction scheduling and cost control, accounting, legal, Public Contracting and project management; and

WHEREAS, as discussed in the attached findings, the CM/GC process would result in significant cost savings to the City and not diminish competition or encourage favoritism in awarding public improvement contracts.

NOW THEREFORE, THE CITY OF REDMOND RESOLVES AS FOLLOWS:

SECTION ONE. The City Council adopts the findings attached hereto as Exhibit A, explaining why it is appropriate for the City to use the CM/GC method for the construction of the new Terminal Building Expansion Project.

SECTION TWO. Based on the findings adopted in Section One of this resolution, the City of Redmond City Council hereby exempts from the requirements for competitive bidding the project to construct the new Terminal Building Expansion Project.

ADOPTED by the City Council and **SIGNED** by the Mayor this 25th day of October 2022.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

Exhibit A to Resolution 2022-35

FINDINGS IN SUPPORT OF ALTERNATIVE CONTRACTING METHOD FOR THE CONSTRUCTION OF THE REDMOND MUNICIPAL AIRPORT - TERMINAL BUILDING EXPANSION PROJECT

Introduction.

Use of Alternative Contracting methods, such as CM/GC (Construction Manager/General Contractor), is made possible under ORS Chapter 279C and OAR 0137-049-0690, which permits certain contracts or classes of contracts to be exempt from competitive public bidding under strict procedural safeguards. Like other alternative contracting methods, CM/GC has significantly different legal requirements than a typical design-bid-build project delivery method.

Pursuant to ORS 279C.335(1) and (2), a local contract review board may exempt specific contracts from traditional, competitive bidding if the jurisdiction finds that an alternative contracting process is unlikely to encourage favoritism or diminish competition and will result in cost savings to the public agency. The Oregon Attorney General's Model Public Contract Rules provide for public notice and opportunity for the public to comment on draft findings in favor of an exemption before their final adoption.

ORS 279C.330 provides that: "findings" means the justification for a contracting agency conclusion that includes, but is not limited to, information regarding:

- Operational, budget, and financial data;
- Public benefits;
- Value engineering;
- Specialized expertise required;
- Public safety;
- Market conditions;
- Technical complexity; and
- Funding sources.

Findings

Operational, Budget, and Financial Data

The terminal area concept plan calls for the expansion of airline ticket counters, hold room space, baggage screening, baggage make-up, concession space, baggage claim, and administrative and support space. The first task for the project team will be to validate and refine the project program identified in the Terminal Area Concept plan based on the Airport's specific needs and available funding. The total anticipated budget for the project is \$203 million.

CM/GC provides opportunities for cost saving in a variety of ways. The inherent flexibility and openness of the process allows the City to make changes more easily, as necessary, to meet the project budget. The increasing costs of construction materials and labor availability will present a large challenge.

The Guaranteed Maximum Price ("GMP") includes the expected cost to construct the project, the CM/GC firm's fee, and a contingency amount that the CM/GC believes should be available to cover changes to the proposed scope. Any increase in cost due to subcontractor bids coming back higher than estimated or added cost of scope items included in the contract documents but left out of the CM/GC's estimate, must be absorbed within the GMP. The CM/GC has no incentive to identify

change orders that require additional funds and an overhead premium. All costs must be held within the GMP.

Additionally, if the City requests a major scope change that increases the GMP, the CM/GC firm receives reimbursement only for the cost of the change plus its stated fee percentage, typically 3-4%, far less than the approximately 15% which a general contractor would charge on a traditional contract.

Public Benefit

The Project is needed to accommodate the growing passenger demand, which have doubled in the last 10 years. Pursuing the CM/GC delivery method provides numerous benefits to the public throughout the delivery of this much needed facility. The public benefits that can be expected because of the CM/GC method include cost savings through the involvement of construction cost experts, technical expertise to determine construction type and methodology, and proactive development of an approach to site logistics that can minimize the impact (noise, passenger experience, construction traffic, dust, etc.) to passengers and tenants using the Airport.

Value Engineering

The CM/GC process provides many benefits and opportunities for cost savings. System options and real-time cost estimates provided by the CM/GC throughout the constructability reviews will aid the Project and allows the City to make informed cost-benefit tradeoff. During the Preconstruction phase, the CM/GC will be evaluating the budget and making suggestions for cost-saving changes and value enhancements. The CM/GC will evaluate major systems and make design recommendations to the Project Team about which systems are most cost-effective to purchase and install as well as maintain and operate over the long term.

The CM/GC also identifies whether Project sequencing is viable and design elements can be built as drawn. All these actions by the CM/GC will improve design, expedite construction, and reduce the potential for costly change orders. The benefits of value engineering are not available with the low bid process.

Specialized Expertise Required

The features and components of the Airport terminal building expansion project are neither repetitive nor common and are highly specialized. The contractor ultimately selected as CM/GC will demonstrate experience and expertise in providing CM/GC services to public organizations with similar projects and will be well qualified in sustainable and energy efficient construction methodologies.

The CM/GC selection process is based on qualifications, with price as a factor. In this qualifications-based selection, the fee is less important than the overall qualifications and specialized expertise of the selected CM/GC. The City will benefit by acquiring a CM/GC that has established experience and specialized expertise to manage this project. A low bid process does not provide an opportunity to obtain the most qualified contractor with the specialized expertise needed for the Project.

The City will use this contracting method only with the assistance of legal counsel with substantial experience and necessary expertise in using the CM/GC Method, as well as knowledgeable staff, consultants or both staff and consultants who have a demonstrated capability of managing the CM/GC process in the necessary disciplines of engineering, construction scheduling and cost control, accounting, legal, Public Contracting and project management. This staff and consultants will include an "Owner's Representative" with substantial experience utilizing the CM/GC contracting method. The City will refer to outside legal counsel with substantial experience and necessary expertise in using the CM/GC Method, as necessary.

Public Safety

The Project will provide for safe public access and full compliance with ADA requirements. All work during the construction will be done in accordance with OR-OSHA safety regulations. The CM/GC selected will be highly qualified and capable and show evidence of construction safety practices that are at the highest level of integrity. The CM/GC's input into work and trade sequencing, as well as construction methodologies can reduce issues related to safety and provide close controls to reduce risk on the site.

The CM/GC method of delivery is a team approach and provides for a high level of responsibility and visible adherence to public safety. The contractor's performance on prior projects in satisfying these safety needs can be determined as part of the City's contractor selection process; this determination is not available under the low bid process.

In addition to the benefits to public safety during construction, the CM/GC method allows the City to select a contractor that fully understands the Redmond Municipal Airport's role in providing commercial aviation services to the community on a regular basis. The Airport terminal building expansion project must be designed and constructed as an essential facility, capable of withstanding natural hazards such as an earthquake to continue to provide critical services. Procuring a CM/GC with the expertise required to design and construct these essential facilities will help the City achieve these resiliency goals and ensure critical functions are provided in the future.

Market Conditions

The CM/GC contracting process is a modern construction delivery method used by both public and private organizations. The CM/GC is tasked with keeping the Project Team up to date on the latest construction techniques and products. The CM/GC will inform the Project Team of current market conditions, labor and materials availability, and construction methodologies that can reduce design and construction time and costs.

The CM/GC process allows "fast track" construction to start while detailing structures, interiors, and systems at the same time as awarding site work, foundations, and long-lead items. Timing the market for the various aspects of construction can result in cost savings and ultimately keeps the Project Team on a schedule. These fast-track benefits are not available under the low bid process.

Technical Complexity

The Project has significant technical complexities, which will be best addressed by a full team approach, with the CM/GC firm working with the City, and the Architect/Engineer team to solve specific challenges identified during the pre-construction phase. An airport terminal building has some highly specialized features such as passenger access and security systems, boarding bridges, baggage handling, airline ticketing and operational facilities, rental car and concessionaire facilities, etc. Other challenges include identifying innovative and creative ways of achieving the large project program within the available budget and to construct the project while the existing terminal building is fully operational.

Expertise in energy efficient building practices and sustainable materials is also an integral part of the Project and will determine the City's ability to successfully acquire energy efficiency financial incentives. The ability to coordinate and manage this Project, while working with the City and major stakeholders, is highly complex in nature. This complexity is especially challenging to an inexperienced firm.

This Project also requires technical expertise and experience in commercial construction involving public entities. The CM/GC process enables the City to competitively select a prime contractor who has the necessary competence to deal with the technical complexities of this Project and can provide quality workmanship, dependable performance, fair and reasonable pricing, and efficient management. Under a low bid process, the technical competence of the contractor is difficult to evaluate.

Funding Sources

Funding for this Project is estimated at \$203 million which is estimated to come from a series of Federal Aviation Administration grants, State grants, and local airport revenue and bonds. No funds will be used from the City's General Fund. As a public entity, the City needs budget predictability. The CM/GC process, with its negotiated GMP, will provide the necessary predictability.

The CM/GC method of contracting provides the greatest cost controls for limited budgets and therefore benefits the City. The team approach, schedule, value analysis, and constructability reviews provide the ultimate in effective cost analysis. It is critical, and consistent with the spirit of collaboration encouraged throughout the process, that everyone on the Project Team works towards a budget for which they can take ownership.

Competition and Cost Savings

Unlikely to Encourage Favoritism or Diminish Competition

It is unlikely that the process of selecting a CM/GC firm will encourage favoritism in the awarding of the public contract or substantially diminish competition for the public contract. Competition will not diminish because the CM/GC contract will be awarded based on a competitive process and the CM/GC will use a competitive bidding process to select their subcontractors, which is not required under a low bid process.

Cost Savings

During the design phase prior to material and subcontractor bidding, the CM/GC will provide value engineering and update cost estimate information. This value engineering and cost estimate will assist final decision-making about the Project scope, product quality and material finish. Using a CM/GC will allow more flexibility to develop, evaluate, and implement design changes with less impact on construction cost and time. Substantial cost savings are anticipated from the Project Team approach that is utilized in the CM/GC method of delivery because decision-making is based on cost effective and informed solutions. Progress reviews are frequent and diligent, thus resulting in fewer design corrections and change orders during construction. Additionally, the use of value engineering through cooperation among the architect, engineer, contractor, and City is essential to the Project delivery on time and within budget. CM/GC value engineering will reduce bid addenda, contract change orders and progress delays to help meet the tight time schedule for the Project. These savings are not realized under a low bid process.

Summary

After careful consideration, the City of Redmond has found the Alternative Contracting Method CM/GC more appropriate than a traditional design-bid-build process to meet the overall project objectives for the Airport Terminal Building Expansion Project. The CM/GC process offers the City the best opportunity for successfully managing this large, complex project on time and within the budget.



CITY OF REDMOND

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STAFF REPORT

DATE: October 25, 2022
TO: City Council
THROUGH: Keith Witcosky, City Manager
FROM: Brad Haynes, Street Operations Manager
SUBJECT: Resolution #2022-29: A resolution adopting the City of Redmond Snow and Ice Control Plans for Public Works and Roberts Field - Redmond Municipal Airport.

Addresses Council Goal:

1E. Prioritize municipal services to match community needs and desires with available funding.

Report in Brief:

This item requests City Council's approval of the Fiscal Year (FY) 2022/2023 Snow and Ice Control Plans that are administered by the City's Public Works Department (PW) and Redmond Municipal Airport (RDM). These plans are presented annually to the Council.

Background:

The City of Redmond's Snow and Ice Control Plans for Fiscal Year (FY) 2022/2023 identify how and where the Public Works Department (PW) and the Redmond Municipal Airport (RDM) 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:

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
Provide clear communication and set the response expectations to residents during weather events.

Discussion:

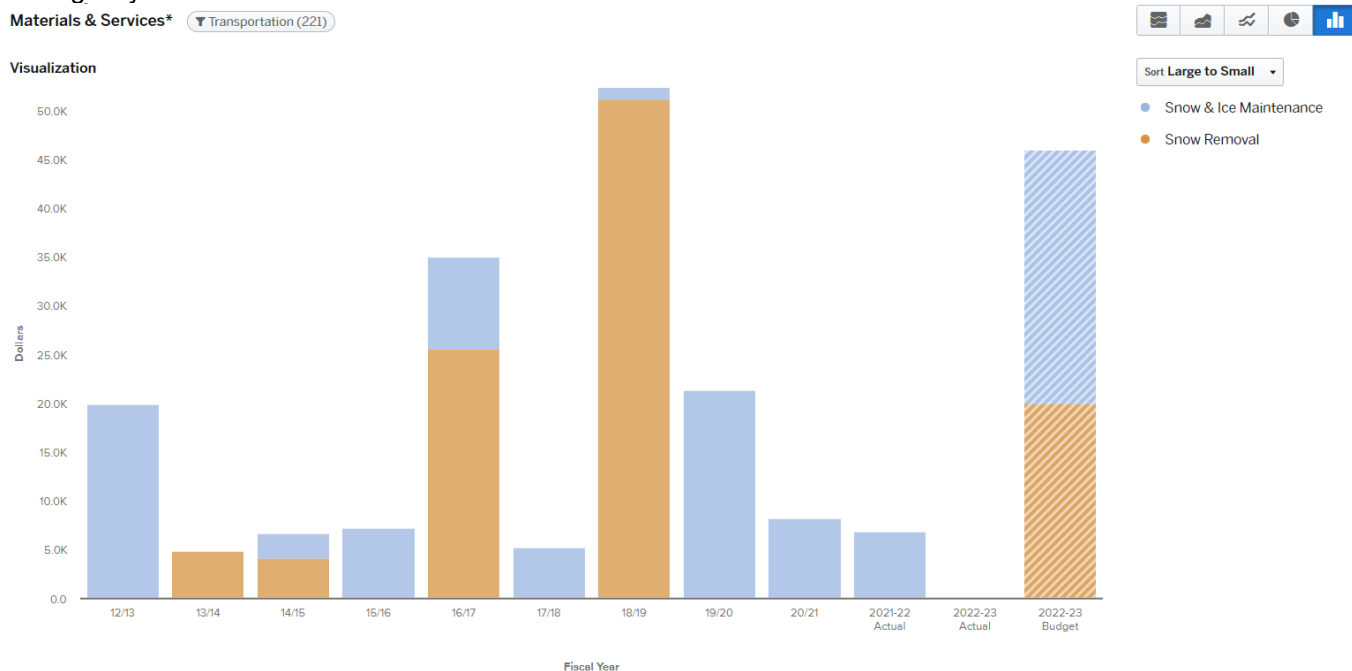
The Plans goals include:

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 for supplemental resources during times of severe conditions through intergovernmental agreements and private service contracts.
5. Provide Discretionary Immunity – 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 ridesharing 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 has no fiscal impact. However, funding to carry out the services is included in the FY 2022/23 budget for materials, personnel and equipment for snow and ice control operations.

The chart below shows Transportation Fund expenditures for sanding material (snow & ice maintenance) and contracted snow removal over the past decade. The City experienced extreme weather conditions in FY 2016/17 and FY 2018/19. The FY 2022/23 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 material and equipment, which has averaged \$103,000 a year over the past five years (FY 2022/23 budget includes \$145,000).

Alternative Courses of Action:

1. Approve the Plans.
2. Do not approve the Plans.
3. Request additional information.

Recommendation / Suggested Motion:

"I move to adopt Resolution #2022-29 approving the City's Snow and Ice Control Plans for Fiscal Year 2022/2023."

**CITY OF REDMOND
RESOLUTION NO. 2022-29**

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 ONE: That the Snow and Ice Control Plans, are adopted pursuant to Resolution No. 2022-29, 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 25th day of October 2022.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder



CITY OF REDMOND

2022-2023 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 2022-2023

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 100 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 225 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 eleven 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
3	* 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.

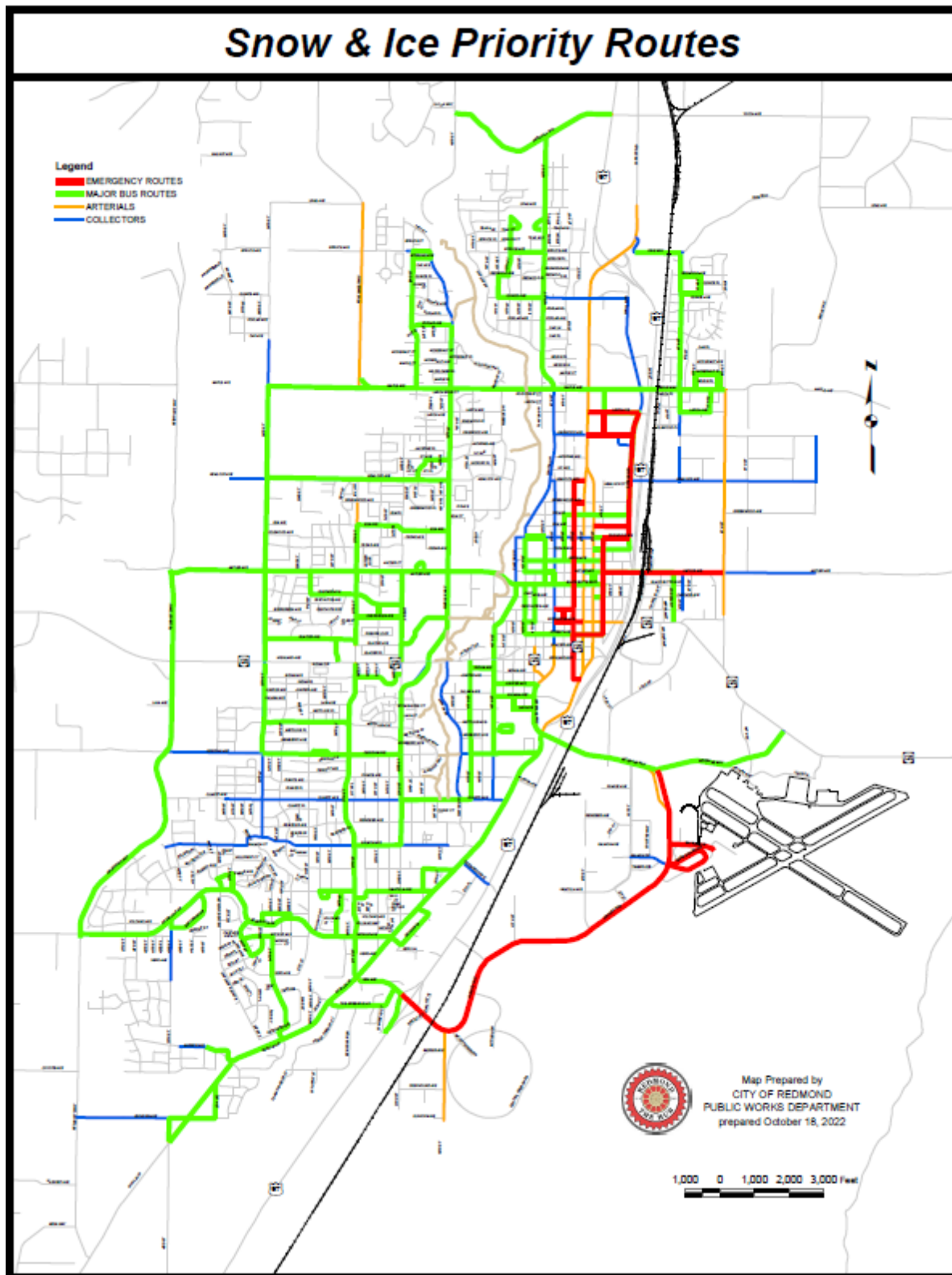
How You Can Help

- 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.

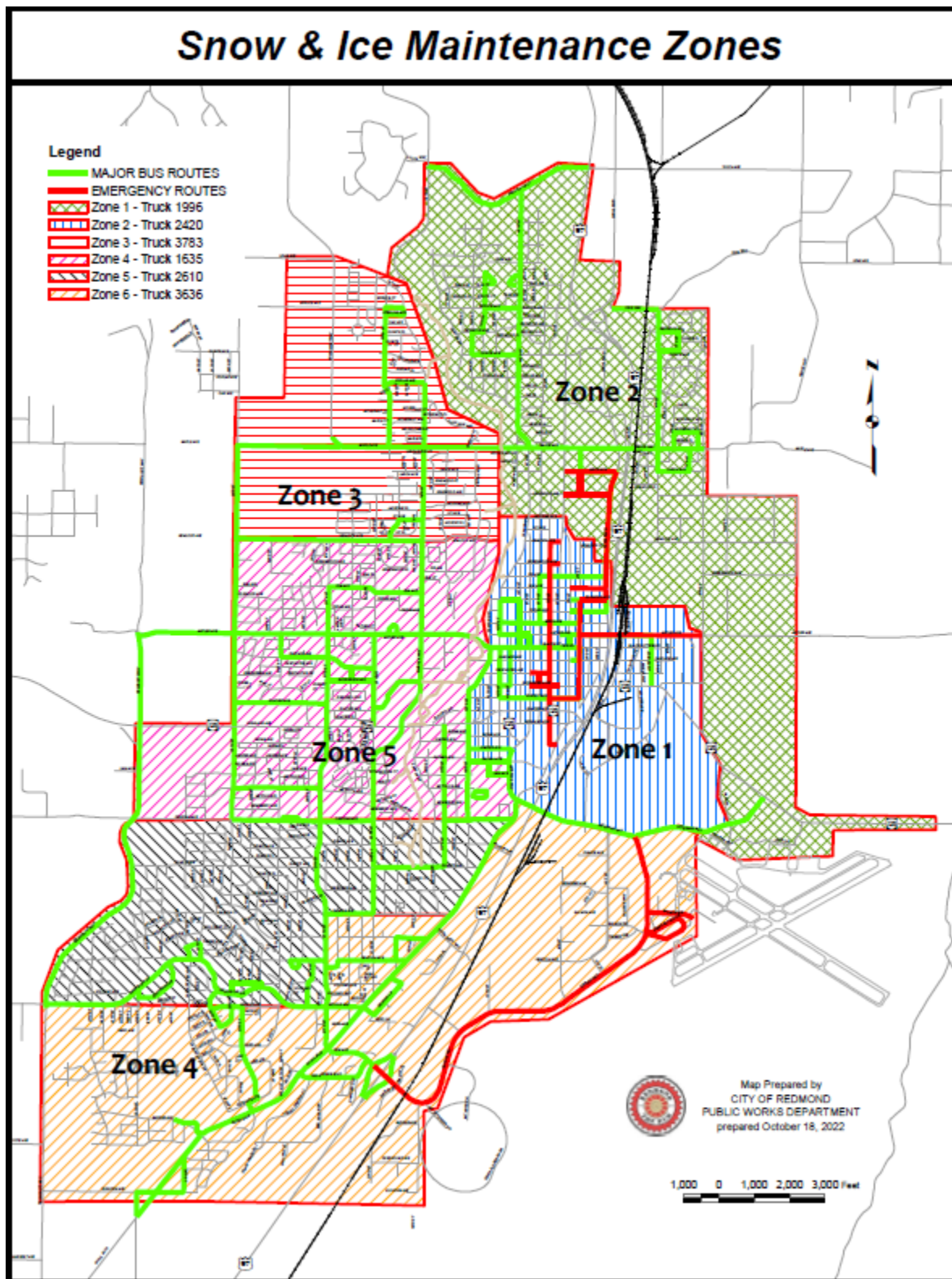
SUMMARY

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



ATTACHMENT 2: Snow & Ice Maintenance Zone Map



Snow and Ice Control Plan

Redmond-Roberts Field

Original Date Sept 1, 2016

Revision Date _____

FAA Approval _____

Exhibit #1



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Determining Runway Conditions.....	
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5.3 Runway Friction Surveys, Equipment, and Procedures.....	
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When to Conduct.....	
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5.5 Surface Condition Reporting.....	
5.6 Reportable Contaminants without Performance Data.....	
5.7 Slippery When Wet Runway.....	
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Appendix 9	NOTAMS – Log Hand Reporting Form
Appendix 14	LOA – Reporting Surface Conditions
Appendix 15	LOA – Snow and Ice Removal Operations for Runway 5/23

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Exhibit #4



Phase #1

Pre- and Post-Winter Season Topics

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Chapter 1. Pre-Season Actions

1.1 Airport Preparation

a) Airport Management Meetings

The Operations 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 issue's, 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 Operations Supervisor and Airfield and Facilities Maintenance Lead. Training records are maintained by Operations 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 Airfield and Facilities Maintenance Department in partnership with City of Redmond Vehicle Maintenance Department will inspect and prepare each piece of 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 Operations and Maintenance Manager, Operations Supervisor, Airfield and Facilities Maintenance Lead, Air Traffic Manager and Air Carrier Managers.

If applicable:

Tenants and airport users not able to participate in the SICC are provided minutes and kept apprised of all changes and provided the opportunity to comment.

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During the month of September/October the Airport will begin notifying tenants and airport users to review and provide comments to be discussed at the season kick-off meeting typically in the month of October.

The following topics should be discussed in the SICC:

- Airport Clearing Operations Discussion Topics
 - Areas Designated as Priority I area, any new airfield infrastructure
 - Clearing operations and follow-up airfield assessments
 - Potentials for pilot or vehicular runway incursions or incidents
 - Staff requirements and qualifications (training)
 - Update training program
 - Streamline decision making process
 - Response time to keep runways, taxiways and ramp areas operational
 - Communication, terminology, frequencies, and procedures
 - Monitoring and updating of runway surface conditions
 - Issuance of NOTAMS and dissemination to ensure timely notification
 - Equipment inventory
 - Status of procurement contracts, including storage of materials
 - Validation of deicer certification letters from vendors (if applicable)
 - Procedures for storm water runoff mitigation
 - Snow hauling/disposing, snow dumps
 - New runoff requirements for containment or collection
 - Changes to contract service for clearing ramps
- Air Carrier Ground Deicing/anti-icing programs
 - Assessing all air carriers deicing programs by reviewing airport surface flow strategies; reviewing ground time and takeoff clearances after deicing; analyzing and adjusting airplane deicing plans
 - Maximizing efficiency of operations during icing conditions by identifying locations for airplane deicing; planning taxi routes to minimize ground times; developing rates for deiced departures; allocating departure slots; determination airport deicing crew needs; verifying communications.
- Any requirements for containment/collection of deicing/anti-icing.

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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.

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

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Phase #2

Winter Storm Actions and Procedures

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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 Manager	541-410-9381
Mike Wilcox	Operations Supervisor	541-948-7216
Cody Sheets	Operations Specialist	541-699-2065
Justin Turpin	Airfield/Facility Maintenance Lead	541-749-0088
Eric Apling	Airfield/Facility Maintenance Worker	541-604-5812
Jon Hershey	Airfield/Facility Maintenance Worker	541-410-8034
Cameron Byrd	Airfield/Facility Maintenance Worker	541-419-3434
Wyatt Willis	Airfield/Facility Maintenance Worker	541-604-1966
Devin Gredvig	Airfield/Facility Maintenance Worker	541-604-0588
Justin Davis	Airfield/Facility Maintenance Worker	541-604-0721
Duty Phone	Airfield/Facilities Maintenance Worker	541-504-3080

a) Weather Forecasting

- Duty Airfield and Facilities 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 and Facilities 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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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 and Facility 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.

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- Airport Management will be responsible for overseeing all of the responsibilities of Airfield and Facilities Maintenance and ensuring that a sufficient supply of fuel and deicing chemical will be kept on hand in the event that 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; Airfield and Facilities Maintenance Lead, Airfield and Facilities Maintenance Worker, Operations Supervisor or Facilities and Operations 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
- Taxiway "E"
- Taxiway "H"
- Terminal Apron
- Taxiway "F"
- Taxiway "K"
- ARFF Access to Taxiway "B"
- Gate B-3 Operability (SRE) – Primary Mutual Aid Access Point

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- NAVAIDS

b) Priority 2

- Taxiway "C" West of 5-23
- North Cargo Ramp
- General Aviation Ramp
- Taxiway "B" West of Runway 5-23
- Runway 11-29
- Taxiway "B" East of Runway 5-23
- Taxiway "C" East of Runway 5-23
- Taxiway "B1" and "C1"
- Taxiway "B2" and "C2"
- Taxiway "B4" and "C4"
- Fuel Truck Access Road (Perimeter Road)

c) Priority 3

- North City Hangars and Tie Downs
- Taxiway "D"
- Taxiway "B3" and "C3"
- Taxiway "N"
- South City Hangars
- Taxi lane "Z1" "Z2" "Z3"

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).

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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>	

3.6 Snow Equipment List.

- Primary (1) 2018 BATTS 750-gallon Liquid Deicer mounted on 2007 Ford F-550
- 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 carriers 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) 2006 Cat 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.
- Primary (1) 1995 Oshkosh model "HB" all-wheel drive, two diesel engine design chassis and a two-stage rotary snow blower with a quick hitch for a Frink model 5019 19' power reversible polyethylene airport plow and a Sweepster model S3100B 18' rotary broom. Primary function is rotary broom.

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- Secondary (1) 1985 Case Front End Loader with 20' Pro-Tec snow pusher.
- Secondary (1) 1957 Oshkosh model WT-2206 with a 2009 slide in power plant and 20" rotary broom. She's a thing of beauty!
- 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.

2018 BATTs – stored inside
2017 MB3 – stored inside
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/outside
2006 Cat Front End Loader – stored outside
2000 Oshkosh Plow – stored inside/outside
1995 Oshkosh Broom – stored inside/heated
1985 Case Front End Loader – stored outside
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.

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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.

Contaminant.

A deposit such as frost, any snow, slush, ice, or water on an aerodrome pavement where the effects could be detrimental to the friction characteristics of the pavement surface.

Contaminated Runway.

For purposes of generating a runway condition code and airplane performance, a runway is considered contaminated when more than 25 percent of the runway surface area (within the reported length and the width being used) is covered by frost, ice, and any depth of snow, slush, or water.

When runway contaminants exist, but overall coverage is 25 percent or less, the contaminants will still be reported. However, a runway condition code will not be generated.

While mud, ash, sand, oil, and rubber are reportable contaminants, there is no associated airplane performance data available and no depth or Runway Condition Code will be reported.

Exception: Rubber is not subject to the 25 percent rule, and will be reported as Slippery When Wet when the pavement evaluation/friction deterioration indicates the averaged Mu value on the wet pavement surface is below the Minimum Friction Level classification specified in Table 3-2 of FAA Advisory Circular 150/5320-12.

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Dry (Pavement).

Describes a surface that is neither wet nor contaminated.

Dry Runway.

A runway is dry when it is neither wet, nor contaminated. For purposes of condition reporting and airplane performance, a runway can be considered dry when no more than 25 percent of the runway surface area within the reported length and the width being used is covered by:

Visible moisture or dampness, or

Frost, slush, snow (any type), or ice.

A FICON NOTAM must not be originated for the sole purpose of reporting a dry runway. A dry surface must be reported only when there is need to report conditions on the remainder of the surface.

Dry Snow.

Snow that has insufficient free water to cause it to stick together. This generally occurs at temperatures well below 32° F (0° C). If when making a snowball, it falls apart, the snow is considered dry.

Eutectic Temperature/Composition.

A deicing chemical melts ice by lowering the freezing point. The extent of this freezing point depression depends on the chemical and water in the system. The limit of freezing point depression, equivalent to the lowest temperature that the chemical will melt ice, occurs with a specific amount of chemical. This temperature is called the eutectic temperature, and the amount of chemical is the eutectic composition. Collectively, they are referred to as the eutectic point.

FICON (Field Condition Report).

A Notice to Airmen (NOTAM) generated to reflect Runway Condition Codes, vehicle braking action, and pavement surface conditions on runways, taxiways, and aprons.

Fluid Deicer/Anti-Icers. The approved specification is SAE AMS 1435, Fluid, Generic Deicing/Anti-icing, Runways and Taxiways.

Frost.

Frost consists of ice crystals formed from airborne moisture that condenses on a surface whose temperature is below freezing. Frost differs from ice in that the frost crystals grow independently and therefore have a more granular texture.

Note: Heavy frost that has noticeable depth may have friction qualities similar to ice and downgrading the runway condition code accordingly should be considered. If driving a vehicle over the frost does not result in tire tracks down to

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bare pavement, the frost should be considered to have sufficient depth to consider a downgrade of the runway condition code.

Generic Solids. The approved specification is SAE AMS 1431, Compound, Solid Runway and Taxiway Deicing/Anti-Icing.

Ice.

The solid form of frozen water to include ice that is textured (i.e., rough or scarified ice).

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

Layered Contaminant.

A contaminant consisting of two overlapping contaminants. The list of layered contaminants has been identified in the RCAM and include:

- Dry Snow over Compacted Snow
- Wet Snow over Compacted Snow
- Slush over Ice
- Water over Compacted Snow
- Dry Snow over Ice
- Wet Snow over Ice

Mud.

Wet, sticky, soft earth material.

Multiple Contaminants.

A combination of contaminants (as identified in the RCAM) observed on paved surfaces. When reporting multiple contaminants, only the two most prevalent / hazardous contaminants are reported. When reporting on runways, up to two contaminant types may be reported for each runway third. The reported contaminants may consist of a single and layered contaminant, two single contaminants, or two layered contaminants. The reporting of “multiple contaminants” represent contaminants which are located adjacent to each other, not to be confused with a “layered contaminant” which is overlapping. For example:

- Single contaminant and Layered contaminant.
‘Wet’ and ‘Wet Snow over Compacted Snow’
- Single contaminant and Single contaminant.
‘Wet Snow’ and ‘Slush’

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- Layered contaminant and Layered contaminant.
'Dry Snow over Compacted Snow' and 'Dry Snow over Ice'

Oil.

A viscous liquid, derived from petroleum or synthetic material, especially for use as a fuel or lubricant.

Runway (Primary and Secondary).

Primary.

Runway(s) being actively used or expected to be used under the existing or anticipated adverse meteorological conditions, where the majority of the takeoff and landing operations will take place.

Secondary.

Runway(s) that supports a primary runway and is less operationally critical. Takeoff and landing operations on such a runway are generally less frequent than on a primary runway. Snow removal operations on these secondary runways should not occur until Priority 1 surfaces are satisfactorily cleared and serviceable.

Runway Condition Assessment Matrix (RCAM).

The tool by which an airport operator will assess a runway surface when contaminants are present.

Runway Condition Code (RwyCC).

Runway Condition Codes describe runway conditions based on defined contaminants for each runway third. Use of RwyCCs harmonizes with ICAO Annex 14, providing a standardized "shorthand" format (Eg: 4/3/2) for reporting. RwyCC (which replaced Mu values) are used by pilots to determine landing performance calculations.

Sand.

A sedimentary material, finer than a granule and coarser than silt.

Slush.

Snow that has water content exceeding a freely drained condition such that it takes on fluid properties (e.g., flowing and splashing). Water will drain from slush when a handful is picked up. This type of water-saturated snow will be displaced with a splatter by a heel and toe slap-down motion against the ground.

Slush over Ice.

See individual definitions for each contaminant.

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Slippery When Wet Runway.

A wet runway where the surface friction characteristics would indicate diminished braking action as compared to a normal wet runway.

Slippery When Wet is only reported when a pavement maintenance evaluation indicates the averaged Mu value on the wet pavement surface is below the Minimum Friction Level classification specified in Table 3-2 of FAA Advisory Circular 150/5320-12. Some contributing factors that can create this condition include: Rubber buildup, groove failures/wear, pavement macro/micro textures.

Water.

The liquid state of water. For purposes of condition reporting and airplane performance, water is greater than 1/8-inch (3mm) in depth.

Wet Runway.

A runway is wet when it is neither dry nor contaminated. For purposes of condition reporting and airplane performance, a runway can be considered wet when more than 25 percent of the runway surface area within the reported length and the width being used is covered by any visible dampness or water that is 1/8-inch or less in depth.

Wet Ice.

Ice that is melting, or ice with a layer of water (any depth) on top.

Wet Snow.

Snow that has grains coated with liquid water, which bonds the mass together, but that has no excess water in the pore spaces. A well-compacted, solid snowball can be made, but water will not squeeze out.

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Chapter 4. Snow Clearing Operations and Ice Prevention

4.1 Snow Clearing Principals.

a) Ramp and Terminal

The snow clearing objective for the Terminal Apron is to maintain as best as possible, a snow and ice free surface. Airline personnel are responsible for maintaining passenger walkways between terminal building and each aircraft parking location.

- Snow will be removed from surface in a manner that does not cover signs or create snow banks along the edges of apron nor creating wing tip clearance concerns.
- Heavy snow will be removed with Rotary Plow and or stockpiled off pavement surface at the far south west end of the apron and off pavement surface.

b) Runway and Taxiways

Displacement plows, rotary plows (blowers), and brooms are used to remove snow from runway and taxiway surfaces. Snow depth, accumulation rate and moisture content are contributing factors when determining equipment used.

Snow removal and ice control efforts will be focused first on Priority 1 Areas noted in **3.4**. Runways will be cleared and treated to full width. Taxiways will be cleared to full width and treated as needed.

Brooms are used to remove light to moderate snow. Displacement plows are used for moderate to heavy snow. Brooms will follow behind plows to remove any contaminates left behind.

Rotary plows (blowers) will be used to blow snow beyond runway and taxiway edge lighting.

Close wing formations may be used when there are multiple pieces of snow equipment on runway.

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c) Snowbanks

Snow Bank Height Profiles – See Figure 4-1. Design Group III and IV apply to our airport.

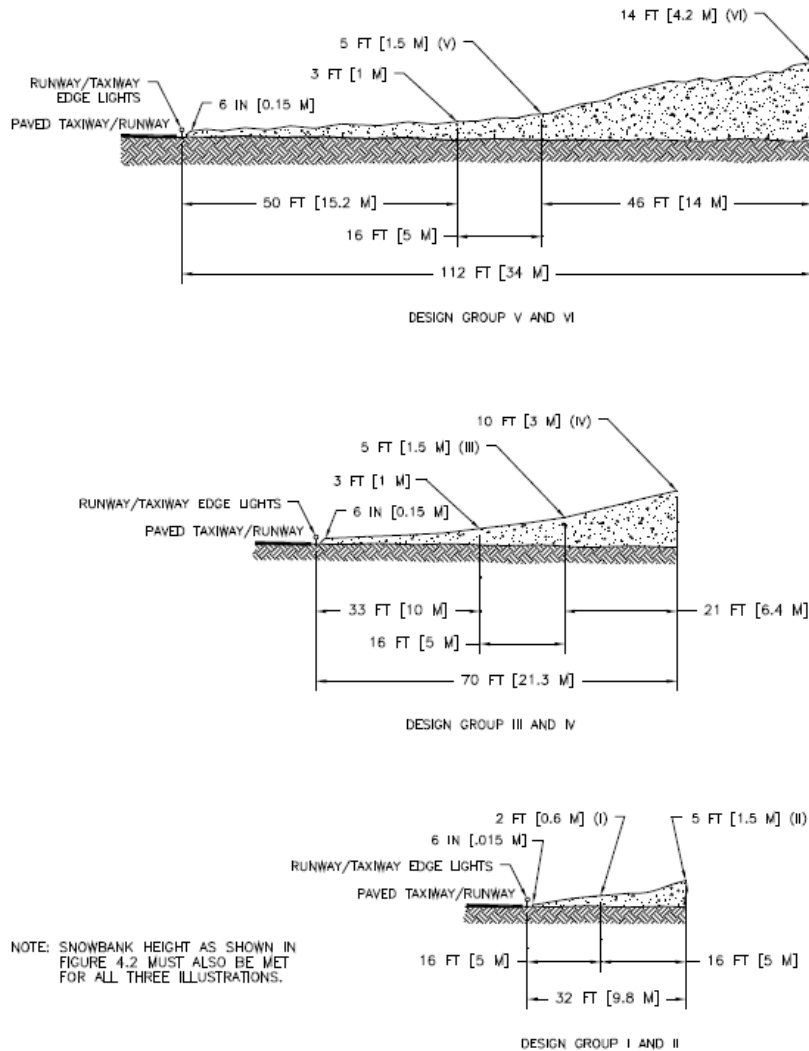


Figure 4-1. Snow Bank Profile Limits Along Edges of Runways and Taxiways with the Airplane Wheels on Full Strength Pavement (see Figure 4-2 guidance)

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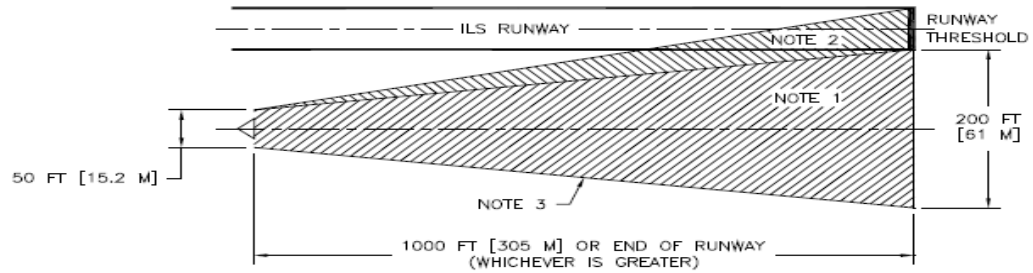
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d) **NAVAIDs**

FAA Maintenance Personnel will notify Airport and solicit assistance when glide slope critical areas or PAPI/VASI needs to be cleared of snow.



NOTES:

1. CATEGORY I GLIDE SLOPE SNOW CLEARANCE AREA.
2. CATEGORY II AND III GLIDE SLOPE SNOW CLEARANCE AREA. THE AREA DEPICTED UNDER NOTE 1 SHALL ALSO BE CLEARED.
3. THE DEPTH OF SNOWBANKS ALONG THE EDGES OF THE CLEARED AREA SHALL BE LESS THAN 2 FEET.

ACTION TAKEN	SNOW DEPTH		
	SBR <6 IN [15 cm] NR. CECS <18 IN [45 cm]	SBR 6 TO 8 IN [15 TO 20 cm] NR. CECS 18 TO 24 IN [45 TO 60 cm]	SBR >8 IN [20 cm] NR. CECS >24 IN [60 cm]
SNOW REMOVAL (SEE ABOVE FIGURE)	REMOVAL NOT REQUIRED RESTORE FULL SERVICE AND CATEGORY.	ILS CATEGORY I REMOVE SNOW 50 FT [15M] WIDE AT MAST WIDENING TO 200 FT [60M] WIDE AT 1000 FT [300M] OR END OF RUNWAY TOWARD MIDDLE MARKER. ILS CATEGORIES II AND III AS ABOVE PLUS WIDEN THE AREA TO INCLUDE A LINE FROM THE MAST TO THE FAR EDGE OF RUNWAY THRESHOLD.	
NO SNOW REMOVAL	RESTORE FULL SERVICE AND CATEGORY.	ALL CATEGORIES RESTORE TO CATEGORY I SERVICE, CATEGORY D AIRCRAFT MINIMA RAISED TO LOCALIZER ONLY. TYPICAL NOTAM TEXT: "DUE TO SNOW ON THE IXXX (APPROPRIATE IDENTIFIER) GLIDE SLOPE, MINIMA TEMPORARILY RAISED TO LOCALIZER ONLY FOR CATEGORY D AIRCRAFT" IF APPLICABLE, "CATEGORY II NA" OR "CATEGORY II/III NA".	ALL CATEGORIES APPROACH RESTRICTED TO LOCALIZER ONLY MINIMA. TYPICAL NOTAM TEXT: "DUE TO SNOW ON THE IXXX (APPROPRIATE IDENTIFIER) GLIDE SLOPE, MINIMA TEMPORARILY RAISED TO LOCALIZER ONLY.

* NA (NOT AUTHORIZED)

Figure 4-2. ILS CAT I and CAT II/III Snow Clearance Area Depth Limitations

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4.2 Controlling Snow Drifts.

The airport has no method in place, past or present, for controlling snow drifts.

4.3 Snow Disposal.

In the event that large quantities of snow need to be removed, front end loaders and dump trucks will be used. There are multiple locations on the airport where snow could be disposed. A specific location will be determined at the appointed time when the circumstances warrant.

4.4 Methods for Ice Control and Removal—Chemicals.

E-36, Potassium Acetate and NAAC Potassium Format are product used to anti-ice and de-ice surfaces. E-36 is applied through metered computer controlled spray system at a rate of ½ to 1 ½ gallons per 1000 square feet. NACC Potassium Format is applied with Epoke truck mounted spreader at a rate of 4lbs to 8lbs per 1000 square feet.

4.5 Sand (for the purposes of treating a winter surface).

Sand could be used as a backup in the event the airport is unable to apply E-36 or NAAC. Sand could be applied by Epoke truck mounted spreader. This unit has the capability of wetting sand with E-36 during application.

Table 4-2. Standard Gradation for Sand

Sieve Designation	Percent by Weight Passing
8	100
80	0-2

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Table 4-3. Expanded Sand Gradation Standard

Sieve Designation	Percent by Weight Passing
8	100
30	20-50
80	0-2

4.6 Surface Incident/Runway Incursion Mitigation Procedures.

RDM will review surface incidents that occur during snow removal operations and will discuss how additional vehicles and time on the airfield might lead to a surface incident. Also discussed will be the direct correlation between equipment age, condition and performance related to decreasing vehicle time on runway and that solicitation of FAA support for SRE Equipment procurement is ongoing.

Preventive measures put into place to help prevent surface incidents include maintaining visual and radio contact from vehicle to vehicle and between vehicle and Air Traffic Control in addition to airfield familiarization and annual equipment training.

Vehicles will be marked and lighted in accordance with AC 150/2510-5, Painting, Marking and Lighting of Vehicles Used on an Airport.

a) Radio Communication

All snow removal and ice control vehicles operating on aircraft movement area will be equipped with a two-way radio or be under the direct control of a vehicle so equipped. Radios must be capable of monitoring frequency 121.80 MHz (Redmond Ground) while operating on ramps and taxiways or 124.50 MHz (Redmond Tower) while operating on runways or during Non-Towered operations.

When snow removal operations are underway, each vehicle operator will communicate directly with ATC. When snow removal operations are in effect on runway 5-23 and "snow boss" has been designated. Authorization for access onto runway 5-23 and continuous communication will be through "snow boss" via Operations Radio. See *Appendix 15 LOA Snow Removal Operations*. During Non-Towered hours one vehicle operator or designated "snow boss", will transmit

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Exhibit #25



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 hand held 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

Airfield and Facilities Maintenance employee 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.

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Chapter 5. Surface Assessment and Reporting

Conducting Surface Assessments:

Airfield and Facilities Maintenance/Operations 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 Airfield and Facilities 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 contaminant can be referenced from the Definitions section of current edition of AC 150/5200-30.

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Exhibit #27



Snow and Ice Control Plan - Redmond-Roberts Field

Assessment Criteria		Downgrade Assessment Criteria		
Runway Condition Description	Code	Mu (μ) ¹	Vehicle Deceleration or Directional Control Observation	Pilot Reported Braking Action
Dry	6	40 or Higher	---	---
- Frost - Wet (Includes Damp and 1/8 inch depth or less of water) 1/8 inch (3mm) depth or less of: - Slush - Dry Snow - Wet Snow	5		Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
5° F (-15°C) and Colder outside air temperature: Compacted Snow	4	39	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
- Slippery When Wet (wet runway) - Dry Snow or Wet Snow (Any depth) over Compacted Snow Greater than 1/8 inch (3mm) depth of: - Dry Snow - Wet Snow Warmer than 5° F (-15°C) outside air temperature: - Compacted Snow	3	30 to 39	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
Greater than 1/8 (3mm) inch depth of: - Water - Slush	2	29 to 30	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
Ice²	1	21 to 29	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
- Wet Ice² - Slush over Ice - Water over Compacted Snow² - Dry Snow or Wet Snow over Ice²	0	20 or Lower	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil

¹ The correlation of the Mu (μ) values with runway conditions and condition codes in the Matrix are only approximate ranges for a generic friction measuring device and are intended to be used only to downgrade a runway condition code; with the exception of circumstances identified in Note 2. Airport operators should use their best judgment when using friction measuring devices for downgrade assessments, including their experience with the specific measuring devices used.

² In some circumstances, these runway surface conditions may not be as slippery as the runway condition code assigned by the Matrix. The airport operator may issue a higher runway condition code (but no higher than code 3) for each third of the runway if the Mu value for that third of the runway is 40 or greater obtained by a properly operated and calibrated friction measuring device, and all other observations, judgment, and vehicle braking action support the higher runway condition code. The decision to issue a higher runway condition code than would be called for by the Matrix cannot be based on Mu values alone; all available means of assessing runway slipperiness must be used and must support the higher runway condition code. This ability to raise the reported runway condition code to a code 1, 2, or 3 can only be applied to those runway conditions listed under codes 0 and 1 in the Matrix.

The airport operator must also continually monitor the runway surface as long as the higher code is in effect to ensure that the runway surface condition does not deteriorate below the assigned code. The extent of monitoring must consider all variables that may affect the runway surface condition, including any precipitation conditions, changing temperatures, effects of wind, frequency of runway use, and type of aircraft using the runway. If sand or other approved runway treatments are used to satisfy the requirements for issuing this higher runway condition code, the continued monitoring program must confirm continued effectiveness of the treatment.

Caution: Temperatures near and above freezing (e.g., at 26.6° F (-3°C) and warmer) may cause contaminants to behave more slippery than indicated by the runway condition code given in the Matrix. At these temperatures, airport operators should exercise a heightened level of runway assessment, and should downgrade the runway condition code if appropriate.

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Exhibit #28

Step 1: Runway Condition Code (RwyCC) Applicability:

If 25 percent or less of the overall runway length and width or cleared width is covered with contaminants, RwyCCs must not be applied, or reported. The airport operator in this case, will simply report the contaminant percentage, type and depth for each third of the runway, to include any associated treatments or improvements.

Or

If the overall runway length and width coverage or cleared width is greater than 25 percent, RwyCCs must be assigned, and reported, informing airplane operators of the contaminant present, and associated codes for each third of the runway. (The reported codes, will serve as a trigger for all airplane operators to conduct a takeoff and/or landing performance assessment).

Step 2: Apply Assessment Criteria

Based on the contaminants observed, the associated RwyCC from the RCAM for each third of the runway will be assigned.

Step 3: Validating Runway Condition Codes

If the observations by the airport operator determine that RwyCCs assigned accurately reflect the runway conditions and performance, no further action is necessary, and the RwyCCs generated may be disseminated.

b) Downgrade Assessment Criteria

When observations indicate a more slippery condition than generated by the RCAM, the airport operator may downgrade the RwyCC(s). When applicable, the downgrade of RwyCCs may be based on friction (μ) readings, vehicle control or pilot reported braking action or temperature.

NOTE: Temperatures near and above freezing (e.g., at negative 26.6° F (-3° C) and warmer) may cause contaminants to behave more slippery than indicated by the runway condition code given in the RCAM. At these temperatures, airport operators should exercise a heightened awareness of airfield conditions, and should downgrade the RwyCC if appropriate.

c) Upgrade Assessment Criteria Based on Friction Assessments.

RwyCCs of 0 or 1 may only be upgraded when the following requirements are met.

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Exhibit #29



1. All observations, judgment, and vehicle braking action support the higher RwyCC, and
2. Mu values of 40 or greater are obtained for the affected third(s) of the runway by a calibrated friction measuring device that is operated within allowable parameters.
3. This ability to raise the reported RwyCC to no higher than a code 3 can only be applied to those runway conditions listed under code 0 and 1 in the RCAM. (See footnote 2 on the RCAM.)
4. The airport operator must also continually monitor the runway surface as long as the higher code is in effect to ensure that the runway surface condition does not deteriorate below the assigned code.
 - a. The extent of monitoring must consider all variables that may affect the runway surface condition, including any precipitation conditions, changing temperatures, effects of wind, frequency of runway use, and type of aircraft using the runway.
 - b. If sand or other approved runway treatments are used to satisfy the requirements for issuing the higher runway condition code, the monitoring program must confirm continued effectiveness of the treatment.

5.3 Runway Friction Surveys, Equipment, and Procedures.

What type of equipment (decelerometer or continuous friction measuring equipment) does the airport utilizes. If no friction equipment exists at your airport, please state.

a) **Conditions Acceptable to Use Decelerometers or Continuous Friction Measuring Equipment to Conduct Runway Friction Surveys on Frozen Contaminated Surfaces.**

The data obtained from such runway friction surveys are only considered to be reliable when the surface is contaminated under any of the following conditions.

- Ice or wet ice.
- Compacted snow at any depth.
- Dry snow 1 inch or less.
- Wet snow or slush 1/8 inch or less.

b) **When to Conduct**

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Exhibit #30



Friction assessments should be conducted if any of the following occurs:

- When the central portion of the runway, centered longitudinally along the runway centerline, is contaminated 500 feet or more.
- After any type of snow removal operations or chemical application (including sanding)
- Immediately following any aircraft incident or accident on the runway.
- When two or more consecutive POOR Braking Action Pilot Reports are received.

c) How to Conduct

Describe procedures in how you conduct a friction test and address:

- When conducting a friction test on runway 5-23, surveys should be conducted approximately 10 feet from the runway centerline due to narrow-body aircraft being the primary users of this runway.
- When conducting friction tests on runway 11-29, surveys should be conducted approximately 5 feet from the runway centerline due to less that narrow-body aircraft being the primary users of this runway.
- Conduct in the direction of arrival aircraft.
- Friction tests is completed in one continuous pass
- Conduct 4 tests in each runway zones. Touchdown, Midpoint and Rollout zones.

d) Calibration

Operations Supervisor will ensure friction testing equipment is sent to Effective Solutions for annual recalibration prior to snow season.

Steve Landry
Effective Solutions, INC.
1 Overlook Drive, Unit 4,
Amherst, NH 03031
Telephone: 1-603-673-6369

5.4 Taxiway, Apron, and Holding Bay Assessments.

Assessments to these surfaces will occur when contaminants are present, and whenever a contaminant is present on the surface. Assessments will occur

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Exhibit #31



anytime the pavement is worse than wet. Surfaces will be monitored on a regular, continual basis.

5.5 Surface Condition Reporting.

Personnel responsible for implementing the SICP will carefully monitor changing airfield conditions and disseminate information about those conditions via the NOTAM System in a timely manner to airport users.

Runway: Runway condition reports will occur when contaminants are present on a runway surface via the Federal NOTAM System. Condition Reports and RwyCCs will be updated as necessary whenever conditions change, such as a contaminant type, depth, percentage or treatment/width change.

Taxiway, Apron or Holding Bay: Taxiway, Apron or Holding bay condition reports will occur when contaminants are present on these surfaces via the Federal NOTAM System. NOTAMS will be updated as necessary whenever conditions change, such as a contaminant type, depth, percentage or treatment/width change.

Describe additional 'specific' procedures for reporting:

- Triggers for a runway condition report to be updated will be as conditions change.
- Triggers for a taxiway, apron or holding bay condition report to be updated will be as conditions change.
- When the cleared runway width is less than full width, and there are uncleared runway edges with a different condition from cleared width on runway. A runway condition report will need to be updated.

Any time a change to the surface conditions occurs which could be any of the following:

- active snow event
- plowing/brooming/deicing/sanding
- rapidly rising or falling temperatures
- rapidly changing conditions

A dedicated airport staff member is assigned the primary role of assess runway, taxiway and apron surfaces and report such findings. Doing so ensures that reporting is accurate and timely.

- Reporting will be as surface conditions change.

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Exhibit #32



- Information is reported to Air Traffic Control and communicated to users.
- NOTAM Manager is used to convey this information electronically to users.

The term 'DRY' is used to describe a surface that is neither wet nor contaminated. While a FICON NOTAM is not generated for the sole purpose of reporting a dry runway, a dry surface will be reported when there is need to report conditions on the remainder of the surface. (For example: snow is present on the first two thirds of the runway.)

5.6 Reportable Contaminants without Performance Data.

If present, unable to be removed, and posing no hazard, mud will be reported with a measured depth. Ash, oil, sand, and rubber contaminants will be reported without a measured depth. These contaminants will not generate a RwyCC.

5.7 Slippery When Wet Runway.

For runways where a friction survey (for the purposes of pavement maintenance) indicates the averaged Mu value at 40 mph on the wet pavement surface failed to meet the minimum friction level classification specified in AC 150/5320-12, the airport will report via the NOTAM system a RwyCC of '3' for the entire runway (by thirds: 3/3/3) when the runway is wet.

A runway condition description of 'Slippery When Wet' will be used for this condition.

If it is determined by the airport that a downgrade is necessary, the downgrade will be made to all three runway thirds match (i.e. 3/3/3, 2/2/2, 1/1/1).

The NOTAM will be cancelled when the minimum runway friction level classification has been met or exceeded.

5.8 Requirements for Closures.

Runways receiving a NIL braking (either pilot reported or by assessment by the airport) are unsafe for aircraft operations and will be closed immediately when this unsafe condition exists. *Reporting Airport Conditions LOA* located in appendix 14 of the Airport Certification Manual describes these procedures.

When previous PIREPs have indicated GOOD or MEDIUM braking action, two consecutive POOR PIREPS should be taken as evidence that surface conditions may be deteriorating. If the airport operator has not already instituted its continuous monitoring procedures, an assessment should occur before the next

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Exhibit #33



operation. If the airport operator is already continuously monitoring runway conditions, this assessment should occur as soon as air traffic volume allows.

The airport will maintain available airport surfaces in a safe operating condition at all times and provide prompt notifications when areas normally available are less than satisfactorily cleared for safe operations. If a surface (runway, taxiway, apron, lane or holding bay) becomes unsafe due to a NIL (by braking action or assessment) or otherwise unsafe hazard or condition, the surface will be closed until the condition no longer exists and is safe.

It is recommended that airports develop additional triggers for runway, taxiway, apron, and holding bay closures (i.e., Maximum slush, wet, dry snow depths, ice, freezing rain, and a minimum RwyCC level). These tables may be derived from auditing a variety of the most common airplane operations at your airport.

5.9 Continuous Monitoring and Deteriorating Conditions.

Under deteriorating conditions, the airport will take all reasonable steps using available equipment and materials that are appropriate for the condition to improve the braking action. If braking action cannot be improved, and the surface is not NIL, the airport will continually monitor the runways, taxiways, aprons and holding bays to ensure braking does not become NIL.

Including but not limited to:

- Frozen or freezing precipitation.
- Falling air or pavement temperatures that may cause a wet runway to freeze.
- Rising air or pavement temperatures that may cause frozen contaminants to melt.
- Removal of abrasives previously applied to the runway due to wind or airplane effects.
- Frozen contaminants blown onto the runway by wind.
- Pilot Braking Action Reports of Medium or worse.
- Friction values below 40 MU
- Visual observation of ice crystals beginning to form on pavement surfaces.

5.10 Surface Conditions Not Being Monitored/Reported

Conditions are not normally monitored/reported between the hours of 0900 and 1200 Zulu PST.

(See FAA Advisory Circular 150/5200-28, current version, for NOTAM format guidance.)

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Exhibit #34





2022/2023 SNOW & ICE CONTROL PLAN

CITY COUNCIL PRESENTATION

OCTOBER 25, 2022



WINTER 2022/23

MILD, NORMAL

SLIDE / 2



2022-23 WINTER OUTLOOK

Shake! Shiver! Shovel!



2021-22 WINTER OUTLOOK

Frosty Flip-Flop Winter





CITY TEAM: PREPARES FOR WINTER

SLIDE / 3





EQUIPMENT





EQUIPMENT



SLIDE / 5

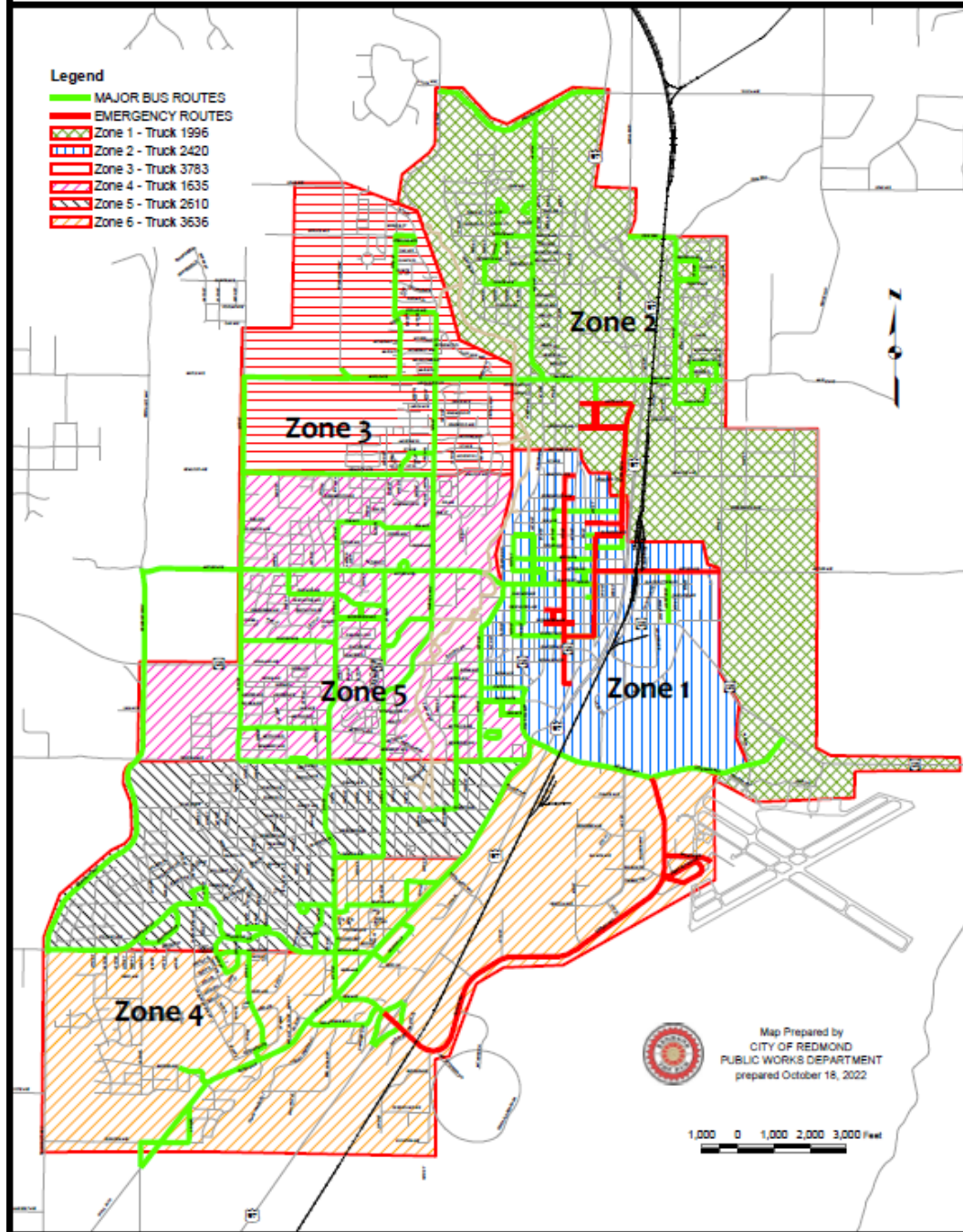




STREET ROUTE & PRIORITY LEVEL

SLIDE / 6

Snow & Ice Maintenance Zones



PRIORITY ROUTES

- Arterials/Collectors
- Emergency
- Bus Routes



LOCAL ROUTES

- Residential
- Cul-de-sacs
- Light industrial



MAINTENANCE ZONES

- Six zones
- Assigned Equipment/Operator

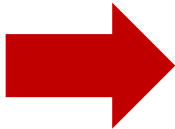
RESPONSE SCENARIOS



FREEZING CONDITIONS



MODERATE SNOW EVENT



HEAVY SNOW, LONG DURATION





TOOLS USED TO KEEP PUBLIC INFORMED

CITY WEBSITE HOMEPAGE

REDMONDSTREETS.COM

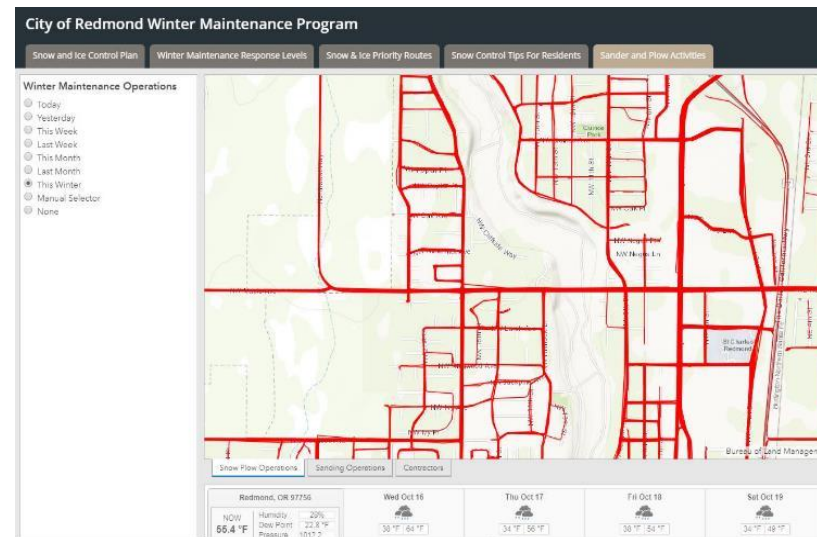
GPS TRACKING

FACEBOOK POSTS

NEWSLETTER ARTICLES

PRESS RELEASES

STREETS@REDMONDOREGON.GOV



ENGAGING
THE
PUBLIC



BEST WAY FOR RESIDENTS TO HELP BE PREPARED

SLIDE / 9

BECOME WINTER READY

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



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.



A photograph of a white snowplow clearing a snowy street. The plow is in the foreground, pushing a large pile of snow. In the background, there is a brick building with several windows, some bare trees, and three flagpoles with flags. The scene is covered in a thick layer of snow, and it appears to be snowing or has recently snowed.

Q & A



City of Redmond Municipal Airport PRESENTATION



REDMOND AIRPORT (KRDM)



AIRPORT **SNOW AND ICE CONTROL PLAN**

REDMOND CITY COUNCIL MEETING

OCTOBER 25, 2022

MINIMUM STANDARDS

MINIMUM STANDARDS REQUIRING

SNOW AND ICE CONTROL:

ANY AMOUNT OF ICE

1/8 INCH OF WET SNOW

1/4 INCH OF DRY SNOW

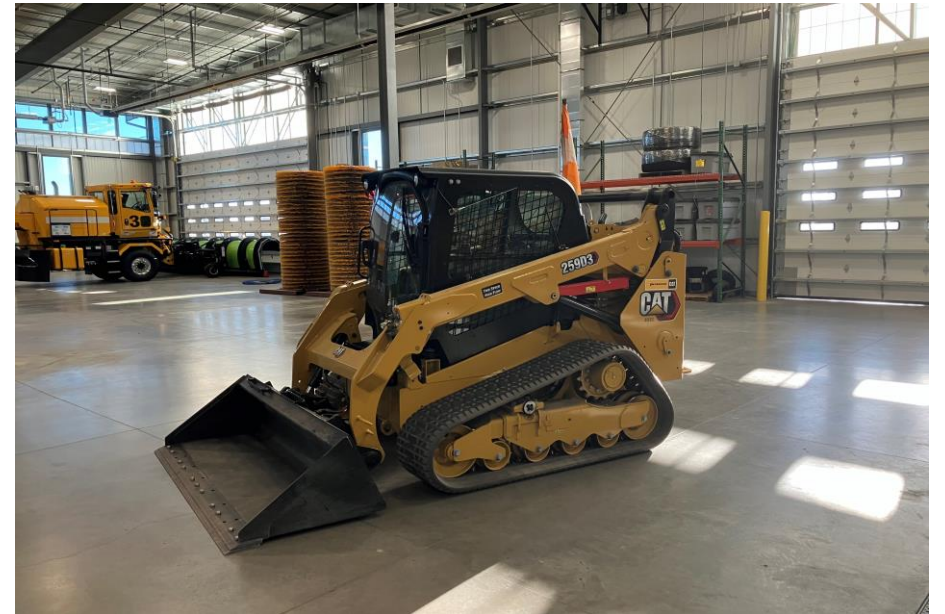
**REQUIRED CLEARANCE TIME FOR PRIORITY 1 AREAS
IS 1 HOUR**

(Determined by annual total aircraft operations)

SOME OF THE PEOPLE BEHIND THE WORK



NEW EQUIPMENT 2022/23

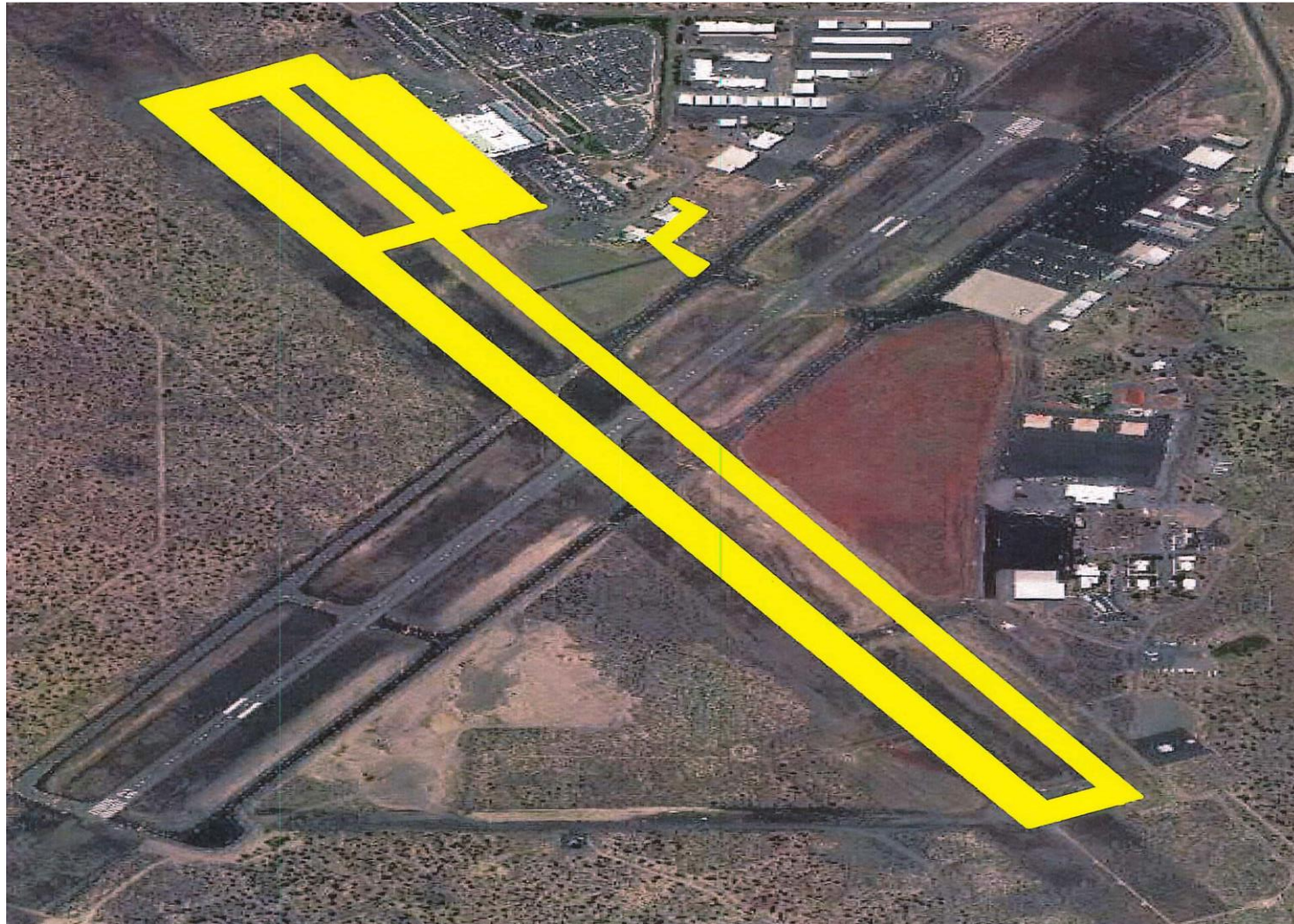


TRAINING

ALL PERSONNEL ARE TRAINED ANNUALLY ON EQUIPMENT, PROPER CHEMICAL USAGE, TECHNIQUES, AND RECORD KEEPING.

ALL AIRFIELD OPERATIONS PERSONNEL RECEIVE ADDITIONAL REQUIRED ANNUAL FAA TRAINING ON NOTAM ISSUING, FRICTION TESTING, RUNWAY SURFACE CONDITION ASSESSMENTS AND REPORTING, AND RECORD KEEPING.

PRIORITY 1 AREAS





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: October 25, 2022
TO: City Council
THROUGH: Keith Witcosky, City Manager
FROM: John Roberts, Deputy City Manager
SUBJECT: Resolution #2022-32: A resolution declaring the regulations for open burning, recreational fires and portable outdoor fireplaces of the Redmond Fire and Rescue District effective within the City of Redmond.

Addresses Council Goal:

7.C. Work with partners on emergency management and preparedness.

Report in Brief:

This item requests City Council approve Resolution #2022-32 declaring the regulations for open burning, recreational fires and portable outdoor fireplaces of the Redmond Fire and Rescue District effective within the City.

Background:

Redmond Fire and Rescue (RF&R) was experiencing a pattern of increasing calls to their burn-line to report individuals openly burning debris (e.g., yard debris). These calls require all important RF&R resources to be sent to the burn site. In short, these responses were over allocating and stretching limited resources, creating additional risks to providing adequate response times for other emergencies in the community. As a result, RF&R adopted Ordinance No. 5 on June 15th, 2022 to better regulate and limit open burnings. RF&R Ordinance No. 5 is attached for reference.

Discussion:

ORS 478.960 provides the authority for the local fire chief to regulate burning within a given fire district, and to prescribe conditions upon which permission is granted and which are necessary to be observed in setting fires and preventing them from spreading and endangering life or property or endangering air resources.

RF&R Ordinance No. 5 is intended to promote and safeguard the health, comfort, living conditions, safety and welfare of the citizens by regulating the fire hazards of outdoor burning. Open burning is defined as:

"The burning of materials wherein products of combustion are emitted directly into the ambient air without passing through a stack or chimney from an enclosed chamber. Open burning does not include road flares, smudge pots and similar devices associated with safety or occupational uses typically considered open flames, recreational fires or use of portable outdoor fireplaces. For the purpose of this definition, a chamber shall be regarded as enclosed when, during the time combustion occurs, only apertures, ducts, stacks, flues or chimneys necessary to provide combustion air and permit the escape of exhaust gas are open."

Ordinance No. 5 applies to all outdoor burning within the boundaries of RF&R (which extends beyond City limits). This ordinance does not apply to:

- Grilling or cooking food using charcoal, wood, propane or natural gas in cooking or grilling appliances.
- Burning for the purpose of generating heat in a stove, furnace, fireplace or other heating device within a building used for human or animal habitation.
- Use of propane, acetylene, natural gas, gasoline or kerosene in a device intended for heating, construction or maintenance activities.

The open burning regulations adopted by RF&R are not in effect for the entirety of the year. Ordinance No. 5 identifies the specific atmospheric conditions or local circumstances to prohibit open burning. These conditions generally exist in

Redmond from early June to late October (~5 months). For example, burning is not allowed when any one of the following conditions exists:

1. The temperature is above 95 degrees Fahrenheit.
2. Wind speeds above 10 miles per hour.
3. Humidity is below 20%.
4. Haines Index of 5 or greater
5. Industrial Fire Precaution Level (IFPL) of III.
6. Red Flag Days.

Lastly, Ordinance No. 5 specifics the conditions and exceptions under which a permit is required and will be issued for a kindled fire (e.g. bonfires) within City limits.

Fiscal Impact:

There is no direct fiscal impact to the City.

Alternative Courses of Action:

1. Adopt Resolution 2022-32.
2. Do not adopt Resolution 2022-32.
3. Request more information.

Recommendation / Suggested Motion:

"I move to adopt Resolution 2022-32 declaring the regulations for open burning, recreational fires and portable outdoor fireplaces of the Redmond Fire and Rescue District effective within the City of Redmond.

**CITY OF REDMOND
RESOLUTION NO. 2022-32**

A RESOLUTION DECLARING THE REGULATIONS FOR OPEN BURNING, RECREATIONAL FIRES AND PORTABLE OUTDOOR FIREPLACES OF THE REDMOND FIRE AND RESCUE DISTRICT EFFECTIVE WITHIN THE CITY OF REDMOND.

WHEREAS, the Redmond Fire and Rescue District has adopted regulations for open burning, recreational fires and portable outdoor fireplaces for the jurisdictions it serves; and

WHEREAS, the provisions of the new regulation do not apply within a city until the governing body of the city approves the new regulation by resolution; and

WHEREAS, the City of Redmond's Building Official has reviewed the provisions of the Fire District's new regulations and has no objection to it; and

WHEREAS, the City of Redmond desires to approve the new Redmond Fire and Rescue District regulations.

NOW THEREFORE, be it resolved by the Redmond City Council:

SECTION ONE: The Redmond Fire and Rescue District regulations for open burning, recreational fires and portable outdoor fireplaces, adopted by the Fire District's enactment of the Redmond Fire and Rescue District Ordinance #5, are hereby approved by the City of Redmond.

SECTION TWO: This Resolution shall take effect, and the provisions of the Redmond Fire and Rescue regulations shall be applicable within the City, upon the adoption of this Resolution by the City Council.

SECTION THREE: The repeal of any existing open burning, recreational fires and portable outdoor fireplaces provisions by a provision of this resolution shall not preclude the accusation, prosecution, conviction, or punishment of a person who violated the provision repealed or amended before the effective date of this resolution.

ADOPTED by the City Council and **SIGNED** by the Mayor this 25th day of October 2022.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

REDMOND FIRE & RESCUE

ORDINANCE NO. 5

AN ORDINANCE REGULATING OPEN BURNING, RECREATIONAL FIRES & PORTABLE OUTDOOR FIREPLACES

WHEREAS, ORS 478.930 provides that no person shall violate an adopted fire prevention code as provided in ORS 478.910 or fail to remove hazards found on inspection within the time set by the inspecting officer or burn in an unguarded manner without a permit; and

WHEREAS, ORS 478.960 provides the authority to the fire chief to regulate burning within a given fire district, and to prescribe conditions upon which permission is granted and which are necessary to be observed in setting the fire and preventing it from spreading and endangering life or property or endangering the air resources of this state.

**NOW, THEREFORE IN CONSIDERATION OF THE FOREGOING; IT IS ORDAINED
AS FOLLOWS:**

TITLE AND FILING:

This ordinance, including the codes referenced herein and hereby adopted, shall be filed with Oregon State Fire Marshal's Office and shall be posted at each fire station of the District as prescribed by ORS 478.940. From the date on which this ordinance shall take effect, provisions thereof shall be controlling within the territorial limits of the District and within each city and county within the District which similarly approves these provisions pursuant to ORS 478.924.

SCOPE:

This ordinance is intended to promote the public health, safety and welfare and to safeguard the health, comfort, living conditions, safety and welfare of the citizens of Redmond Fire & Rescue by regulating the fire hazards of outdoor burning.

APPLICABILITY:

This ordinance applies to all outdoor burning within the boundaries of Redmond Fire & Rescue's Fire District. This ordinance does not apply to grilling or cooking food using charcoal, wood, propane or natural gas in cooking or grilling appliances. This ordinance does not apply to burning for the purpose of generating heat in a stove, furnace, fireplace or other heating device within a building used for human or animal habitation. This ordinance does not apply to the use of propane, acetylene, natural gas, gasoline or kerosene in a device intended for heating, construction or maintenance activities.

SECTION I - ADOPTION OF THE DISTRICT'S OPEN BURNING REGULATIONS:

For the purpose of prescribing regulations governing open burning by requiring permits for certain types of burning and prohibiting certain types of burning.

SECTION II - ENFORCEMENT OF OPEN BURNING REGULATIONS:

Notwithstanding provisions in the Oregon Fire Code authorizing or requiring permits for open burning provisions providing for enforcement of the Code, such inspections, permits, and enforcement of the Code shall be discretionary by the Chief and other individuals charged by the Chief with such activities. It is the intention of the District to make clear that the District's duty to perform the issuance of permits, or to take enforcement actions as set forth in the Code, is limited to providing a reasonable level of fire and life safety.

SECTION III -DEFINITIONS:

Agricultural Burning: Agricultural burning is limited to genuine agricultural waste.

Agricultural waste is material generated by an agricultural operation that uses, or intends to use, land primarily for the purpose of obtaining a profit by raising, harvesting and selling crops or raising and selling animals (including poultry), or the products of animal husbandry. Prohibited materials can't be burned, even in an agricultural setting. Agricultural burning must be an integral and necessary part of the agricultural activity. The agricultural activity might include clearing of land but does not include the construction and use of dwellings. Burning associated with a dwelling is considered to be residential burning and requires a residential burn permit.

Approved Container: A heavy metal container (portable fire pits, with no rust holes in sides or bottom and with screening material over the top and any ventilation holes; or other devices that contain sparks or embers from leaving container.

Bonfire: An outdoor fire utilized for ceremonial purposes that is larger than a maximum of 3 feet in diameter by 2 feet in height.

Burning Season: Means the timeframe from October 1 through June 1. Certain restrictions and limitations may apply.

Clean wood: means natural wood which has not been painted, varnished or coated with a similar material; has not been pressure treated with preservatives; and does not contain resins or glues as in plywood or other composite wood products.

Construction and demolition waste: means building waste materials, including but not limited to waste shingles, insulation, lumber, treated wood, painted wood, wiring, plastics, packaging, and rubble that results from construction, remodeling, repair, and demolition operations on a house, commercial or industrial building, or other structure.

Daylight hours: Means the time between 8:00am and two hours before sunset.

District: Redmond Fire & Rescue

Fire Chief: The chief officer of the fire department serving the jurisdiction, or a duly authorized representative.

Haines Index: It is used to indicate the potential for wildfire growth by measuring the stability and dryness of the air over a fire. It is calculated by combining the stability and moisture content of the lower atmosphere into a number that correlates well with large fire growth. The stability term is determined by the temperature difference between two atmospheric layers; the moisture term is determined by the temperature and dew point difference. This index has been shown to be correlated with large fire growth on initiating and existing fires where surface winds do not dominate fire behavior.

Open burning: The burning of materials wherein products of combustion are emitted directly into the ambient air without passing through a stack or chimney from an enclosed chamber. Open burning does not include road flares, smudge pots and similar devices associated with safety or occupational uses typically considered open flames, recreational fires or use of portable outdoor fireplaces. For the purpose of this definition, a chamber shall be regarded as enclosed when, during the time combustion occurs, only apertures, ducts, stacks, flues or chimneys necessary to provide combustion air and permit the escape of exhaust gas are open.

Portable outdoor fireplace: A portable, outdoor, solid-fuel-burning fireplace that may be constructed of steel, concrete, clay or other noncombustible material. A portable outdoor fireplace may be open in design or may be equipped with a small hearth opening and a short chimney or chimney opening in the top.

Recreational fire: An outdoor fire burning materials other than rubbish where the fuel being burned is not contained in an incinerator, outdoor fireplace, portable outdoor fireplace, barbeque grill or barbeque pit and has a total fuel area of 3 feet (914 mm) or less in diameter and 2 feet (610mm) or less in height for pleasure, religious, ceremonial, cooking, warmth or similar purposes.

SECTION IV-GENERAL

A person shall not kindle or maintain or authorize to be kindled or maintained any open burning unless conducted and approved in accordance with this ordinance and the specific conditions listed on the permit. No person shall burn prohibited materials as described by the Fire District burn permit and Oregon Department of Environmental Quality (DEQ).

Prohibited open burning. Open burning shall be prohibited when atmospheric conditions or local circumstances make such fires hazardous.

- a) Open field burning shall not be allowed on lots larger than 5 acres that do not meet the State of Oregon's definition of agricultural burning. See definition above. A special permit may/may not be issued by the Fire Chief after an on-site inspection of the proposed open field burn site.

- b) Open burning within the City limits of Redmond shall be prohibited with the exception of recreational fires located at one and two-family dwellings that are in compliance with section 3 of this ordinance.
- c) Open burning of agricultural fields conducted within one-eighth (1/8) of a mile adjacent to Highway 97 may not commence until a Deschutes County Sheriff's deputy, other law enforcement officer or certified flaggers have arrived to assist with traffic control should any smoke intrusion obstruct highway visibility. Open burning of agricultural fields is prohibited within one-eighth (1/8) mile adjacent to Highways 126 and 97. Flaggers are required for all open field burning adjacent to county roads.
- d) Burning shall not be allowed when any one of the following conditions exist:
 - 1. Temperature above 95 degrees Fahrenheit
 - 2. Wind speed above 10 miles per hour
 - 3. Humidity below 20%
 - 4. Haines Index of 5 or greater
 - 5. Industrial Fire Precaution Level (IFPL) of III
 - 6. Red Flag Days
- e) Burning shall not be allowed at night.
 Exceptions: recreational fires and portable outdoor fireplaces that are in compliance with Section VII of this ordinance
- f) No person shall burn on any given day without first calling the recorded burn line message and utilizing the Burn Permit App located on the Redmond Fire & Rescue website.
 Exceptions: bonfires, recreational fires and portable outdoor fireplaces that are in compliance with Section VII of this ordinance.

SECTION V-PERMIT

Permit required. An application for a permit shall only be presented by and permits shall only be issued to the owner of the land upon which the fire is to be kindled, or person with proof of legal authority over such land. A permit shall be obtained from the Fire Chief or a duly authorized representative prior to kindling a fire for any of the following:

- a) Open burning outside the City limits of Redmond.
- b) Bonfires
- c) Agricultural burning
- d) Ceremonial Fires

Exceptions: Open burning for agricultural purposes: No person shall burn on any given day without first calling the recorded burn line message and utilizing the Burn Permit App located on the Redmond Fire & Rescue website. As a courtesy, please contact the

non-emergency dispatch at 541-693-6911 before burning to lessen any unnecessary responses to agricultural controlled burns.

Agricultural burning is usually allowed anywhere in the state, unless fire safety concerns restrict or prohibit burning on a given day.

Agricultural burning is limited to genuine agricultural waste. Agricultural waste is material generated by an agricultural operation that uses, or intends to use, land primarily for the purpose of obtaining a profit in money by raising, harvesting and selling crops or raising and selling animals (including poultry), or the products of animal husbandry. Prohibited materials can't be burned, even in an agricultural setting.

Agricultural burning must be an integral and necessary part of the agricultural activity. The agricultural activity might include clearing of land but does not include the construction and use of dwellings. Burning associated with a dwelling is considered to be domestic burning, backyard burning, or burning of yard debris and is not part of the farming operation

SECTION VI-AUTHORIZATION

Authorization. Where required by state or local law or regulations, open burning shall only be permitted by and with prior approval from the state or local air and water quality management authority, provided that all conditions specified in the authorization are followed.

Authorization to burn by others, may be revoked by the fire district. The fire district reserves the right to prohibit all burning within the fire district when deemed necessary by the Fire Chief or a duly authorized representative when conditions or circumstances make such fires hazardous.

SECTION VII-LOCATION AND SIZE

Location and size. The location for open burning shall not be less than 50 feet (15,240 mm) from any structure, and provisions shall be made to prevent the fire from spreading to within 50 feet (15,240 mm) of any structure where the pile size is a maximum of 6 feet in diameter by 4 feet in height.

Exceptions:

- a. Fires in approved containers that are not less than 15 feet (4572 mm) from combustibles. See fire district Safe Debris Burning Tips pamphlet for approved containers or burn barrels.
- b. The minimum required distance from a structure shall be 25 feet (7620 mm) where the pile size is 3 feet (914 mm) or less in diameter and 2 feet (610mm) or less in height.

Bonfires. A bonfire shall not be conducted within 50 feet (15,240 mm) of a structure or combustible material unless the fire is contained in a pit. Conditions which could cause a fire to spread within 50 feet (15,240mm) of a structure shall be eliminated prior to ignition. All bonfires shall be authorized individually and only after an on-site inspection.

Recreational fires. Recreational fires shall not be conducted within 25 feet (7620 mm) of a structure or combustible material. Conditions which could cause a fire to spread within 25 feet (7620 mm) of a structure shall be eliminated prior to ignition. These types of fire are not permitted at a commercial business.

Portable outdoor fireplaces. Portable outdoor fireplaces shall be used in accordance with the manufacturer's instructions and shall not be operated within 15 feet (3048 mm) of a structure or combustible material. These types of fire are not permitted at a commercial business.

Exception: Portable outdoor fireplaces used at one and two-family dwellings.

SECTION VIII-ATTENDANCE

Attendance. Open burning, bonfires, recreational fires and use of portable outdoor fireplaces shall be constantly attended until the fire is extinguished. A minimum of one portable fire extinguisher with a minimum 4-A rating or other approved on-site fire-extinguishing equipment, such as dirt, sand, water barrel, garden hose or water truck, shall be available for immediate utilization.

SECTION IX- EXTINGUISHMENT AUTHORITY

Extinguishment authority. When any fire creates or adds to a hazardous situation, or a required permit for burning has not been obtained or followed, the Fire Chief or their designee is authorized to order the extinguishment of the fire or have the fire extinguished by fire district personnel.

SECTION X-LIABILITY

Liability. Nothing in this ordinance relieves a person starting a fire from responsibility for providing adequate protection to prevent injury or damage to the person or property of another. If such burning results in the escape of fire and injury or damage to the person or property of another, such escape and damage or injury constitutes prima facie evidence that the burning was not safe.

SECTION XI-VIOLATIONS AND PENALTIES

- a) Violation of ORS 476.380 (Fire permits) is a Class A misdemeanor. ORS 478.990 Penalties
- b) Violation of any provision of ORS 478.930 (Violation of code) is a Class D violation. Each day's refusal to remove fire hazards after notice by the inspecting officer to the owner of the premises where the hazard exists is a separate offense.

c) Burning without a permit required under ORS 478.960 (Burning of certain materials permitted only with permission of fire chief) or in violation of a condition thereof is a misdemeanor.

d) Violation of ORS 478.960 (Burning of certain materials permitted only with permission of fire chief) (4) is a misdemeanor.

e) Subject to ORS 153.022 (Authority of agency to specify rule violation as particular level of violation) and 153.025 (Authority of political subdivision to specify ordinance violation as particular level of violation), violation of any rule or regulation made by a rural fire protection district or other public body, as defined in ORS 174.109 (Public body defined), pursuant to ORS 478.300 (Contracting with others to provide facilities and services for fire protection or road lighting)(2) is a misdemeanor.

f) OAR 468A.992 Civil penalties for open field burning violations

In addition to any liability or penalty provided by law, the State Department of Agriculture may impose a civil penalty on any person who fails to comply with a provision of ORS 468A.555 (Policy to reduce open field burning) to 468A.620 (Experimental field sanitization) or any rule adopted thereunder, or a permit issued under ORS 468A.555 (Policy to reduce open field burning) to 468A.620. (Experimental field sanitization), relating to open field burning.

The State Department of Agriculture shall impose any civil penalty under this section in the same manner as the Department of Environmental Quality imposes and collects a civil penalty under ORS 468.140 (Civil penalties for specified violations).

SECTION XII-RECOVERY

Recovery by district of costs of suppressing unlawful fire ORS 478.965; attorney fees

a) If the fire-fighting apparatus or personnel, or either of a district, are required to respond and be used actively or on a standby basis in connection with the extinguishment or control of a fire that has been started or allowed to spread in willful violation of ORS 478.960 (Burning of certain materials permitted only with permission of fire chief) (1) to (5), the person responsible therefor shall be liable to the district furnishing such apparatus or personnel, or both, for the actual costs incurred by the district in controlling, extinguishing or patrolling the fire. Such costs may be recovered in an action prosecuted in the name of the district. The court may award reasonable attorney fees to the district if the district prevails in an action under this section. The court may award reasonable attorney fees to a defendant who prevails in an action under this section if the court determines that the district had no objectively reasonable basis for asserting the claim or no reasonable basis for appealing an adverse decision of the trial court.

b) An itemized statement of the actual costs incurred by the district, certified under oath by the Chief Financial Officer of the district, shall be accepted as prima facie evidence of such costs in the action authorized by this section.

SECTION XIII-VALIDITY

The District hereby declares that should any section, paragraph, sentence, or word of this ordinance or of the Codes or Standards hereby adopted be declared for any reason to be invalid, it is the intent of the District that it would have passed all other portions of this ordinance independent of the elimination of any such portion as may be declared invalid.

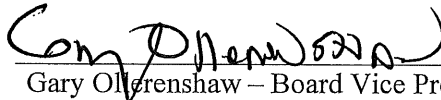
SECTION XIV-DATE OF EFFECT

The Board of Directors of the District finds and determines that it is necessary and expedient that the provisions of this ordinance become effective 30 days following adoption, as authorized by ORS 198.570.

First reading by Title only this 18th day of May, 2022.

Second reading by Title only this 15th day of June, 2022.

Adopted by vote of the Redmond Fire & Rescue Board of Directors this 15th day of June, 2022.

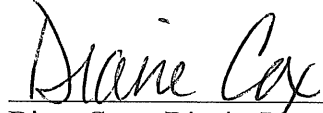


Gary Ollershaw – Board Vice President

Ayes: 4

Nays: 0

ATTEST:



Diane Cox – District Recorder

Certifying to a Copy of a Document

State of OREGON

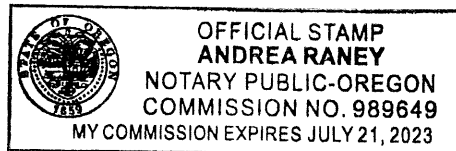
County of Deschutes

I certify (or attest) that this is a true and correct copy of a record in the possession
of Jessica Jackson.

Dated: June 17th, 2022.

Andrea Raney

Notary Public - State of Oregon



Official Stamp

Document Description

This certificate is attached to page 8 of a Ordinance No 5 (title or
type of document), dated June 15th, 2022, consisting of 8 pages.



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: October 25, 2022
TO: City Council
THROUGH: Keith Witcosky, City Manager
FROM: John Roberts, Deputy City Manager
SUBJECT: Resolution #2022-31: A resolution declaring the Fire Prevention Code of the Redmond Fire and Rescue District effective within the City of Redmond.

Addresses Council Goal:

7.C. Work with partners on emergency management and preparedness.

Report in Brief:

This item requests City Council approve Resolution #2022-31 declaring the fire prevention code of the Redmond Fire and Rescue District effective within the City of Redmond.

Background:

Nationally recognized best practices for providing safety, protection of property, and dangerous conditions in new and existing buildings or structures were recently amended and incorporated into the Oregon Fire Code. Redmond Fire and Rescue (RF&R) is required by law to update their District Fire Code to align with the state code on a regular basis. To acknowledge these new changes as prescribed in the Oregon Fire Code, RF&R adopted updates to their governing District Fire Code on May 18, 2022, per Ordinance No. 4 which is attached for reference.

Discussion:

RF&R from time to time is required to automatically adopt the latest Oregon Fire Code including any amendments as adopted by the Office of the State Fire Marshal.

The Oregon Fire Code and RF&R District Fire Code establish the minimum requirements consistent with nationally recognized good practices for providing a reasonable level of life safety and property protection from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures and premises. Moreover, the codes provide safety for firefighters and emergency responders during emergency operations.

Fiscal Impact:

There is no fiscal impact on the city or municipal service delivery.

Alternative Courses of Action:

1. Approve Resolution 2022-31.
2. Do not approve Resolution 2022-31
3. Request more information.

Recommendation / Suggested Motion:

"I move to approve Resolution 2022-31 declaring the fire prevention code of the Redmond Fire and Rescue District effective within the City of Redmond."

**CITY OF REDMOND
RESOLUTION NO. 2022-31**

A RESOLUTION DECLARING THE FIRE PREVENTION CODE OF THE REDMOND FIRE AND RESCUE DISTRICT EFFECTIVE WITHIN THE CITY OF REDMOND.

WHEREAS, the Redmond Fire and Rescue District has adopted a new Fire Prevention Code for the jurisdictions it serves; and

WHEREAS, the provisions of the new Fire Prevention Code do not apply within a city until the governing body of the city approves the new code by resolution; and

WHEREAS, the City of Redmond's Building Official has reviewed the provisions of the Fire District's new Fire Prevention Code and has no objection to it; and

WHEREAS, the City of Redmond desires to approve the new Redmond Fire and Rescue District Fire Prevention Code.

NOW THEREFORE, be it resolved by the Redmond City Council:

SECTION ONE: The Redmond Fire and Rescue District Fire Prevention Code, adopted by the Fire District's enactment of the Redmond Fire and Rescue District Ordinance #4, is hereby approved by the City of Redmond.

SECTION TWO: This Resolution shall take effect, and the provisions of the Redmond Fire and Rescue District Fire Prevention Code shall be applicable within the City, upon the adoption of this Resolution by the City Council.

SECTION THREE: The repeal of an existing Fire Prevention Code provision by a provision of this resolution shall not preclude the accusation, prosecution, conviction, or punishment of a person who violated the provision repealed or amended before the effective date of this resolution.

ADOPTED by the City Council and **SIGNED** by the Mayor this 25th day of October 2022.

George Endicott, Mayor

ATTEST:

Kelly Morse, City Recorder

REDMOND FIRE & RESCUE

ORDINANCE NO. 4

AN ORDINANCE ADOPTING FIRE CODES AND STANDARDS FOR REDMOND FIRE AND RESCUE, A FIRE PROTECTION DISTRICT, PROVIDING FOR A REASONABLE LEVEL OF LIFE SAFETY AND PROPERTY PROTECTION FROM THE HAZARDS OF FIRE, EXPLOSION OR DANGEROUS CONDITIONS IN NEW AND EXISTING BUILDINGS, STRUCTURES, AND PREMISES AND TO PROVIDE SAFETY TO FIREFIGHTERS AND EMERGENCY RESPONDERS DURING EMERGENCY OPERATIONS.

WHEREAS, Redmond Fire & Rescue, a Fire Protection District, has developed uniform fire regulations for the jurisdictions served; and

WHEREAS, Redmond Fire and Rescue, a Fire Protection District, hereinafter referred to as the District, finds it necessary to adopt regulations that establish a minimum level of fire safety, thus does hereby adopt the following regulations;

NOW, THEREFORE IN CONSIDERATION OF THE FOREGOING; IT IS ORDAINED AS FOLLOWS:

TITLE AND FILING:

This ordinance, including the codes hereby adopted, shall be filed with Oregon State Fire Marshal's Office and shall be posted at each fire station of the District as prescribed by ORS 478.940. From the date on which this ordinance shall take effect, provisions thereof shall be controlling within the territorial limits of the District and within each city and county within the District which similarly approves these provisions pursuant to ORS 478.924.

SCOPE:

The purpose of this code is to establish the minimum requirements consistent with nationally recognized good practices for providing a reasonable level of life safety and property protection from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures and premises and to provide safety to firefighters and emergency responders during emergency operations as authorized by ORS 478.910.

SECTION I - ADOPTION OF THE DISTRICT'S FIRE CODE:

For the purpose of prescribing regulations governing conditions hazardous to life and property from fire or explosion, except as amended under Sections II, the Oregon Fire Code adopted by the Oregon State Fire Marshal, as it is replaced and amended from time to time, is hereby adopted as the District's Fire Code. It is the intention of this ordinance that the District from time to time shall automatically adopt the latest Oregon Fire Code including any amendments as adopted by the Office of the State Fire Marshal without any additional action necessary by the District. The District also adopts the following appendices in the Oregon Fire Code, Appendix A, H, I & J. Such codes and amendments are adopted on the effective date of the administrative rule adopted by the Office of State Fire Marshal.

SECTION II - ENFORCEMENT OF FIRE CODE

Notwithstanding provisions in the Oregon Fire Code authorizing or requiring inspections of buildings and premises, issuance of permits, review of plans, testing of fire protection systems and equipment, or provisions providing for enforcement of the Code, such inspections, plan review, permits, testing, and enforcement of the Code shall be discretionary by the Chief and other individuals charged by the Chief with such activities. The District recognizes that it has limited financial resources with which to provide fire, rescue, and other services and functions and is forced to make public policy decisions as to allocation of District resources. Although the District places a high priority on prevention, inspection, and maintenance of fire systems, due to financial limitations, it is the Board's policy to require inspections, plan review, permits or testing only, so often as necessary, to provide a reasonable level of fire and life safety. Accordingly, although the Fire Chief and other individuals charged by the Chief with these activities are encouraged to pursue performing such activities, as well as the scope and frequency of such activities, the performance of such activities shall be within the discretion of the Fire Chief. It is the intention of the District to make clear that the District's duty to perform the inspections, plan review, issuance of permits and testing, or to take enforcement actions as set forth in the Code, is limited to providing a reasonable level of fire and life safety.

SECTION III - AMENDMENTS TO THE OREGON FIRE CODE:

There are no amendments to the Oregon Fire Code adopted by the Oregon State Fire Marshal.

SECTION IV - FEES

Cost based fees may be imposed for plan review, inspections, permits or other fire code related services the District is authorized or required to provide under the Fire Code or other applicable statute or regulation, as prescribed in the District's Master Fee Schedule.

SECTION V-PENALTIES

Any person who violates any of the provisions of these regulations hereby adopted or fails to comply therewith, or violates or fails to comply with any order made thereunder, or who builds in violation of any detailed statements, specification or plans submitted and approved thereunder and from which no appeal has been taken, or shall fail to comply with such an order as affirmed or modified by the Board of Appeals or by a court of competent jurisdiction within the time affixed herein, shall severally, for each and every such violation and non-compliance respectively, be guilty of a violation of the Fire Prevention Code as provided in ORS 478.930, punishable upon conviction as prescribed by ORS 478.990. All fines or punishments authorized upon conviction shall include the costs to the District to remedy the violation including costs of towing, storage, or removal of the hazard or obstruction if necessary.

The Chief or designated representative may bring a complaint in law or in equity to alleviate a violation of this ordinance as well as in addition to the rights to enforce said ordinance under the provisions of ORS 478.930 and ORS 478.990.

Reinspection fees may be applied for failure to correct violations in accordance with the District's Master Fee Schedule in addition to any other penalties.

SECTION VI - FIRE CODE BOARD OF APPEALS

As authorized by ORS 479.180, the District may establish a board of appeals. Such board of appeals may be implemented through bylaws and standard operating guidelines adopted by the District.

SECTION VII - REPEAL OF CONFLICTING ORDINANCES

The provisions of this ordinance, i.e., the Fire Code, shall be controlling within the territorial limits of the District and within each city and county within the District approving pursuant to ORS 478.924. If an existing fire code ordinance has been approved within any city or county within the District, the District desires that the existing fire code continue in effect until such time as the cities and counties within the District have approved this new Fire Code pursuant to ORS 478.924. Accordingly, all former ordinances or parts thereof, which are conflicting or inconsistent with the provisions of this ordinance or of the code or standards hereby adopted, are hereby repealed, effective on the effective date of this ordinance. Further, prosecutions or violations under repealed ordinances may continue after the effective date of this ordinance.

SECTION VIII - VALIDITY

The District hereby declares that should any section, paragraph, sentence, or word of this ordinance or of the Codes or Standards hereby adopted be declared for any reason to be invalid, it is the intent of the District that it would have passed all other portions of this ordinance independent of the elimination of any such portion as may be declared invalid.

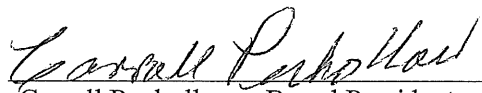
SECTION IX- DATE OF EFFECT

The Board of Directors of the District finds and determines that it is necessary and expedient that the provisions of this ordinance become effective 30 days following adoption, as authorized by ORS 198.570.

First reading by Title only this 20th day of April, 2022.

Second reading by Title only this 18th day of May, 2022.

Adopted by vote of the Redmond Fire & Rescue Board of Directors this 18th day of May, 2022.


Carroll Penhollow – Board President

Ayes: 5

Nays: 0

ATTEST:


Diane Cox – District Recorder

Certifying to a Copy of a Document

State of OREGON

County of Deschutes

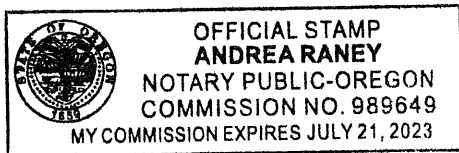
I certify (or attest) that this is a true and correct copy of a record in the possession

of [Signature].

Dated: June 6th, 2022.

[Signature]
Notary Public - State of Oregon

Official Stamp



Document Description

This certificate is attached to page 3 of a Redmond Fire & Rescue Ordinance No 4 (title or type of document), dated May 18th, 2022, consisting of 3 pages.