

SPECIAL P.M. CITY COUNCIL WORKSHOP OF THE CITY OF REDMOND WAS HELD JULY 29, 2014, IN THE CITY COUNCIL CHAMBERS.

COUNCIL MEMBERS PRESENT: Tory Allman – Joe Centanni – George Endicott – Camden King – Ed Onimus – Jay Patrick

COUNCIL MEMBERS EXCUSED: Ginny McPherson

STAFF PRESENT: City Manager Keith Witcosky – Acting City Attorney Lonn Johnston – Police Chief Dave Tarbet – Public Works Director Bill Duerden – City Recorder Kelly Morse – Community Development Director Heather Richards – CIS Administrator Sheri Cleveland – Deputy Director Jason Neff – Deputy Director Jodi Burch

MEDIA PRESENT: Leslie Pugmire-Hole, Redmond Spokesman

Mayor Endicott called the workshop to order at 6:30 p.m.

DISCUSSION / UPDATES

A. Cascades East Transit Funding / Future Challenges

City Manager Keith Witcosky described the format for the presentation by the panel of partners which consists of Central Oregon Intergovernmental Council (COIC) Executive Director Andrew Spreadborough, COIC Board Chair and Prineville City Councilor Jason Carr, COIC Vice Chair and Deschutes County Commissioner Alan Unger, Central Oregon Community College (COCC) Vice President of Administration Matt McCoy, and Community Development Director Heather Richards.

The panels presented an overview of Cascades East Transit (CET) services and budget, CET/transit sustainability challenges, CET regional and local governance model, and opportunities for partnerships. COIC began operating CET in 2008 then added the Bend transit system in 2010. CET was developed in response to planning processes demonstrating a desire for a regionally-based general public transit system. Funding comes from several sources; however with a steep decline in funding from 2011 to 2013, the system must transition to a sustainable governance and funding framework.

CET offers the following types of transit service in Redmond:

1. Local Public Bus
 - a. "Demand-Response" service
 - b. Reservations required by 4pm the day prior
 - c. Curb-to-curb
 - d. Service within the Urban Growth Boundary
 - e. Monday-Friday, 6:30 a.m.-6:00 p.m.
2. Community Connector Shuttles
 - a. Redmond is the hub for Community Connector Shuttles
 - b. Eight (8) round trips per day between Redmond-Bend (Route 24)
 - c. Five (5) round trips per day between Redmond-Prineville (Route 30)
 - d. Three (3) round trips per day between Redmond-Sisters (Route 28)
 - e. Five (5) round trips per day between Redmond-Madras (Route 22)

CET's short- and long-term challenges, budget, operational costs, and ridership trends and statistics for both local and community connector shuttles were also presented.

The COIC Board approved a Local Funding Strategy (Strategy) for CET in February 2014. Highlights of the Strategy include:

- Achieve Scenario B Service Levels as soon as possible across the region. Aspire to Scenario C.
- Build base system via partnerships with local governments

- Leverage partnerships on base system through partnerships with other partners such as Oregon State University, St. Charles Medical Center, etc.
- Comprehensive short-term outreach and engagement initiative to aid decision-makers, stakeholders, and residents in understanding the value of transit.
- Achieve regional transit property tax in 3-5 years
- Retain regional system with governance by COIC

Proposed next steps include:

1. City and COIC lead effort with key stakeholders to stabilize funding.
2. City conducts its Transportation System Plan while providing leadership and participating in a long-term strategic effort.

The panel commented on transit connections for community workforce development, senior citizen, and COCC student needs then addressed comments and questions from the Council.

B. Evergreen School

Community Development Director Heather Richards provided an update on the procurement methods for City Hall and Evergreen School Site highlighting the pros and cons of the project and project management structure. In terms of timeframe, construction assumptions and CCE have been refreshed so that a procurement/construction process can now be considered.

Ms. Richards shared reasons why the City is in a financial position to pursue the project and reviewed the procurement options available. Mayor Endicott expressed concern that the Public Works department is not a member of the Project Management Team. Based on direction received from the Council on March 15, 2014, staff has researched the following procurement options.

1. Design Bid Build (DBB)
 - a. Traditional low bid process
 - b. Potential conflict between design and construction
 - c. Need confidence in design upfront to avoid change orders
 - d. Owner manages project
 - e. Linear process = time
2. Design Build (DB)
 - a. Hire a team (Designer and Contractor) based on qualifications
 - b. Guaranteed maximum price established early on
 - c. Less design control
 - d. Timeline = early completion. Can leverage design and construction concurrently
3. Construction Manager/General Contractor (CMGC)
 - a. Construction Manager is part of the design process
 - b. Paying for time of construction manager usually is offset by cost savings in collaboration with designer
 - c. Allow for City to control design
 - d. Allow for public process
 - e. Construction occurs during final design
4. Sell to Developer
 - a. Sell to developer and lease back
 - b. Potential Historic Tax Credit, 10-20 percent of qualifying project costs (approximately \$600,000)
 - c. Lease arrangements negotiated upfront
 - d. Does not require financing; however, Full Faith and Credit will be used by the developer for tenant security for their financing
 - e. Risk of failure and default – no safety network
 - f. Less design control
 - g. No control of remaining site and co-tenants
 - h. Timeline = depends on negotiations

