



Redmond Municipal Airport-Roberts Field

2522 SE Jesse Butler Circle, Suite 17

Redmond, OR 97756-8643

Phone 541-504-3499

Fax 541-548-0591

www.flyrdm.com

**REDMOND MUNICIPAL AIRPORT ADVISORY COMMITTEE
MINUTES**

December 13, 2018

2522 SE Jesse Butler Circle, Suite 17 – Airport Event Conference Room, Redmond, Oregon

Committee Members Present: Chair Eric Sande, Vice-Chair Sean Neary, Daniel Bahlman
(*absent: Rob Berg, Ross Centers, Kelly Coffelt, Phil Henderson, Justin Livingston, Tim Moor*)

Youth Ex Officio: Vacant

City Staff: Zachary Bass, *Airport Director*; Erinn Shaw, *Office Assistant III*; Fred LeLacheur,
Airport Engineer; Cameron Prow, *TYPE-Write II*

City Council Liaison: Jay Patrick

Visitors: Brian and Karla Pouillin; Eric Danfelt, *SkyWest*; Joe Roshak, *Century West Engineering*;
Kim Lundquist, *Alaska Air*; Lori Williams, *Horizon Air*; Martin Ericksen; Matthew Brawn, *Aviano, Inc.*

Media: None

(Agenda items appear in discussion order. The 3 digits after a motion title show the number of committee members voting in favor/opposed/abstaining.)

I. CALL TO ORDER – ROLL CALL

Chair Sande called the regular meeting of the Redmond Municipal Airport Advisory Committee to order at 5:37 p.m., Thursday, December 13, 2018.

Ms. Prow called the roll and confirmed the absence of a quorum (3 of 9 members).

II. ANNOUNCEMENTS

None.

III. COMMENTS FROM CITIZENS

Mr. Ericksen expressed concern about noise and fumes from business jets, twin-prop commercial planes, and summer air tankers flying about 500 feet over his house near Fred Meyer. Can the flight path be changed to bring planes in from the desert instead of over downtown?

Mr. Pouillin, a neighbor of Mr. Ericksen, said the low overflights were proposed as a temporary situation a couple years ago when the runways were being reconstructed. The overflights stopped for a while but have started up again. He expressed concern about property values, recounting an anecdote about south Seattle neighborhoods being bulldozed due to air noise.

Ms. Pouillin said she and her husband lived a block from Lynch Elementary and asked if the flight path could avoid the downtown area. She felt the City's efforts to renovate downtown to improve services and parks would be ineffective if the downtown flight path continued.

Mr. Bass said the Airport is twice as busy operationally as it was a few years ago. The airport has little control over flight patterns which are set by the FAA (Federal Aviation Administration). Wind coverage is a strong influence, especially for prop planes. Airport staff will look into this situation and provide an update at a future meeting.

IV. APPROVAL OF MINUTES

Due to lack of a quorum, Chair Sande postponed approval of the November 8, 2018, minutes to the next meeting.

V. AIRPORT STAFF BRIEFINGS, REPORTS & PRESENTATIONS

A. Airport Report

Mr. Bass provided (PowerPoint) the following **Quick Updates**: Year-Over-Year Enplanements showed a 16% increase. Alaska Airlines is switching four of its Q400 routes to E175 aircraft and will add another flight in January 2019. FBO (Fixed Base Operator) negotiations are ongoing and the new FBO agreement is expected to start in April 2019. Hotel negotiation is ongoing. The lease for the old Public Works building is nearly complete. A third TSA (Transportation Security Administration) lane is under consideration. The Airport is exploring terminal expansion possibilities, which will require a lot of input from stakeholders before moving forward. Personnel changes expected in January include an Airport intern.

B. Construction Updates

Mr. Bass discussed plans underway to expand the Airport security office.

VI. OLD BUSINESS

A. SRE (Snow Removal Equipment) Building

Mr. Bass reviewed (PowerPoint) Airport plans to build a new SRE building. Construction is expected to start in late summer 2019.

VII. NEW BUSINESS

A. Parking Fee Increase

Mr. Bass said City Council approved, on December 11, implementing the new parking rates the first of January 2019. The first ½ hour will stay at \$1, hourly rates will stay at \$2, all-day rate will increase to \$15, and the 7th day will no longer be free. The Airport is expecting to receive an extra \$1.7 million annually from this change which will help fund the \$85 million in projects needed over the next 7 years.

B. Transient Commuter Parking Changes

Mr. Bass reported Council had approved a \$197,000 design contract with the Airport's engineer-of-record to expand the current transient employee parking lot to 100 spaces and reallocate it for public (customer) credit card parking. He outlined existing conditions, proposed changes, and new policies recommended by the subcommittee. Effective March 2019, transient airline employees will park in a graveled lot that has served as overflow public parking. This lot is about the same distance from the Airport as the current transient parking lot and would be at the same \$300-per-year rate. Parking in this new transient lot (minimal lighting, no internal sidewalks, no snow removal) is intended as a temporary solution and will be on a first-come/first-served basis using the same permit process. Perimeter sidewalks will be plowed but not the unpaved parking area. The Airport will accommodate any ADA (Americans with Disabilities Act) needs. If the new transient lot is full, transient employees must park in the public lot at the full \$15-per-day rate.

Ms. Williams, Horizon flight attendant, asked about solar lighting along the walkway.

Ms. Lundquist objected to what she viewed as an unsafe situation due to darkness and tripping hazards. Why should transient employees sign a liability waiver for parking under

more dangerous conditions? Pulling multiple suitcases would be easier on a chipseal surface. Could employees be granted a price discount for winter weather conditions?

Mr. Danfelt thanked Airport staff for trying to accommodate transient employee parking needs and the special focus group for its efforts. He said the new gravel lot was in a good location and he understood customers were the Airport's #1 priority. He suggested a 50% discount for employees parking in the main (customer) lot during the lower winter travel season (January, February, March) and returning to the transient lot on March 15, 2019.

Committee concerns included ambient lighting, overflow public parking options, and what would happen if employee vehicles became stuck or buried in the snow. Vice-Chair Neary defended the subcommittee's recommendations which considered transient employee feedback about the importance of maintaining the current rate. He explained why lights couldn't be added to the temporary lot. The subcommittee didn't discuss rate discounts for the winter and logistically he wasn't sure it could be done.

Councilor Patrick suggested using Uber and taxi services until other arrangements can be made.

Mr. Bass responded to concerns expressed about the change in transient parking options. The draft Airport Leasing Policy will be presented for Council approval in February 2019.

C. Parking Policy Changes

Mr. Bass presented the draft Airport Leasing Policy and a memorandum from Jeremy Green, attorney with Bryant, Lovlien & Jarvis, P.C., who has been working with City management and staff to update the leasing policy. He requested committee review of the draft leasing policy, especially Section 1.5.

VIII. COMMITTEE MEMBER COMMENTS

Chair Sande requested a review of committee attendance.

Next Airport Advisory Committee meeting: Thursday, January 10, 2019, 5:30 p.m.


IX. ADJOURN

With no further business, Chair Sande adjourned the meeting at 6:27 p.m.


APPROVED by the Redmond Municipal Airport Advisory Committee and SIGNED by the Chair this

21 day of February, 2019.

ATTEST:



Eric Sande
Chair



Zachary Bass
Airport Director

