



city of  
**REDMOND**  
oregon

**CITY HALL**  
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**JOINT WORKSHOP  
REDMOND CITY COUNCIL /  
DESCHUTES COUNTY COMMISSION**

February 17, 2026  
Civic Rooms 207 & 208 • 411 SW 9th Street

COUNCIL MEMBERS	FEBRUARY 17, 2026	MEETING AGENDA	5:30 PM
Ed Fitch <i>Mayor</i>			
Shannon Wedding <i>Council President</i>			
Clifford Evelyn <i>Councilor</i>			
John Nielsen <i>Councilor</i>			
Kathryn Osborne <i>Councilor</i>			
Jay Patrick <i>Councilor</i>			
Cat Zwicker <i>Councilor</i>			

- I. CALL TO ORDER**
- II. PRESENTATIONS & DISCUSSIONS**
  - A. 1,200 Acres: Informational Item
  - B. CORE3 Project Update
  - C. Airport Terminal Project Update
  - D. Managed Camp Update/Status of DSL Land Exchange
- III. ADJOURN**

Regular Council meetings are broadcast live on COTV11 – BendBroadband Channel 11 beginning at 6:00 p.m. on the 2<sup>nd</sup> and 4<sup>th</sup> 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](mailto: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

To: Redmond City Council, Deschutes County Board of Commissioners

From: Ed Fitch

Re: 1200 acres

DTJ will be presenting the work done to date on the master plan. As you know this work was funded privately by Hayden Watson and Chuck Koon. There are no strings attached to that funding. It was done because they and I see a great opportunity for Redmond to provide quality housing at all levels of income in Northeast Redmond, a quality that can be assured because of public ownership and control.

This plan will also ensure that that development will incorporate parks, commercial areas and other amenities to create a very favorable livable community. The development of residential dwellings in Northeast Redmond will also allow people to live closer to where they work. It is anticipated that we will have about 10,000 new jobs created on the east side of Redmond. With the construction of the Eastside arterial and other planned improvements for the Eastside there will be a great opportunity to create a planned community to accommodate 15 to 20,000 people which I believe will be here on the east side within the next 20 years. That timeframe will be subject to acceleration if the Cascadia event occurs within that time.

The presentation by DTJ tonight will complete their work within the budget that has been paid for. The question now is how we move this proposal forward. The city currently has significant work projects planned out for the coming year. As this is property owned by Deschutes County, it is my request that the County take the next step in moving this plan ahead. I believe Chris Moore is going to recommend three steps in that regard. They are

- 1) an environmental assessment (level 1) of the 1200 acres
- 2) an economic analysis for the development of the 1200 acres
- 3) an assessment of the infrastructure requirements for development of 1200 acres

Collectively, the cost for all three is estimated to be about \$150,000. In recognition of the current budgetary environment, it may make sense to pursue the first step in the fiscal year 2026/2027. This would reflect a minor and incremental step forward but it would have the effect of keeping this process on track.

The fiscal benefit to the County in the long run will be very significant. Some of the proceeds or price adjustments when the property is sold can be used to fund needed improvements in the Redmond area particularly upgrading county roads to urban standards. Some minor investments over the next few years will put us in a position to move forward rapidly if the need presents itself sooner rather than later or if the Cascadia event occurs. These next steps may also put us into a position to request the entire site be brought into the urban growth boundary so it can develop as an integrated community.

I realize it is difficult to work on long term solutions when there are so many short-term needs that require attention. These next three steps, however, should not require substantial staff time and the ROI on this level of investment will one day be off the charts.

# REDMOND COMMUNITY CONCEPTUAL SITE STUDY



Joint Meeting: Deschutes County Board of Commissioners  
and City of Redmond City Council

February 17, 2026

**dtj**  
DESIGN

# PURPOSE OF MEETING

## Informational Meeting:

- Provide an overview of the project's alignment with State Growth Management Strategies
- Review conceptual plan intent
- Identify potential next steps

**No formal action is anticipated at this time.**



# AGENDA

- Project Intent
- Site Context
- Evaluation Considerations
- The Opportunity
- Next Steps



# PROJECT INTENT

## Introduction

- Evaluate regional growth opportunities
- Determine the project feasibility
- Envision possibilities

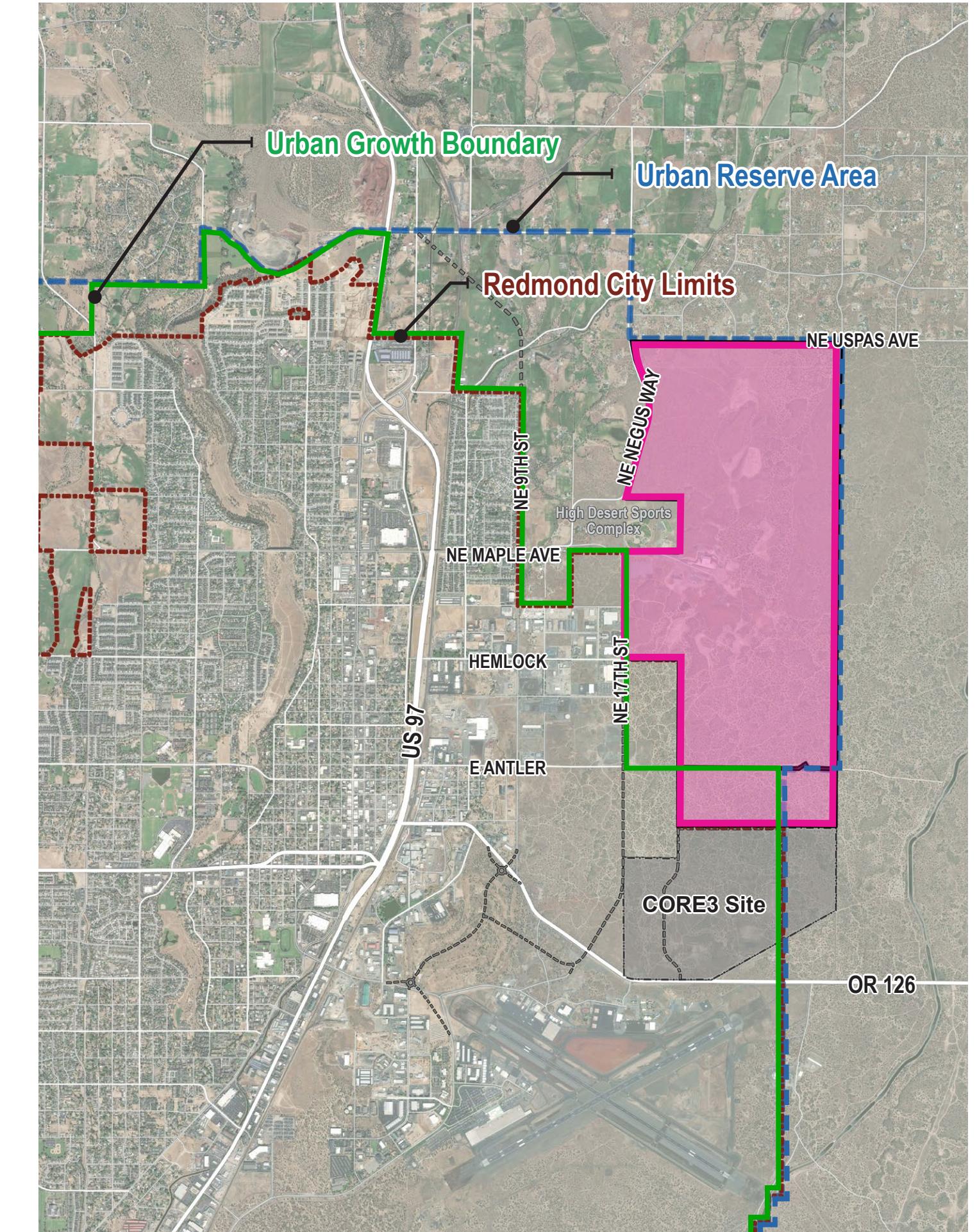
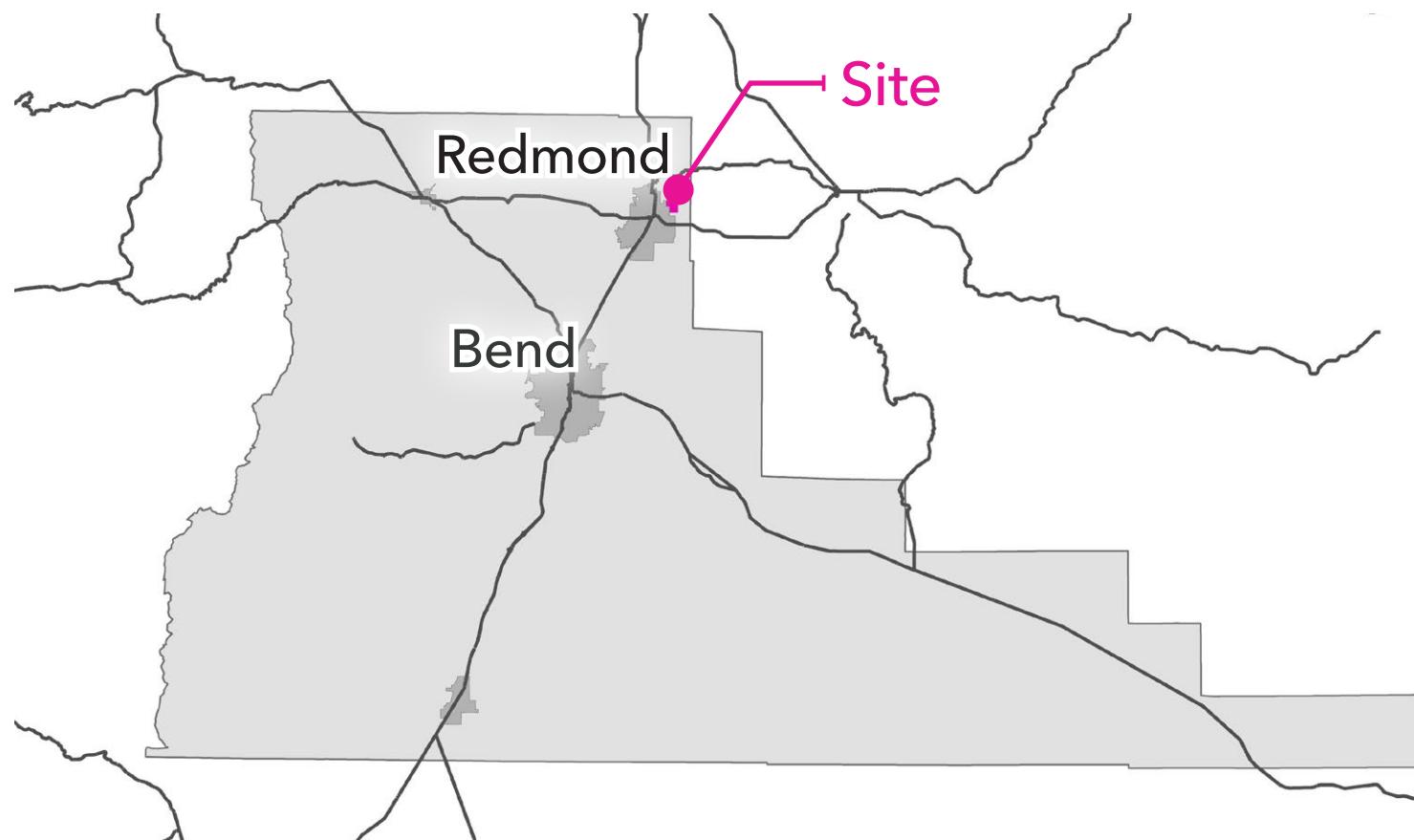
Sustainable Regional Growth  
Environment Stewardship  
Affordable Housing and Housing Choices  
Economic Resiliency  
Placemaking



# SITE CONTEXT

## Location + Context

- 1,270 ac site
- Majority of the site sits within the Urban Reserve Area
- Majority of the site sits outside of Urban Growth Boundary and City Limits



# SITE CONTEXT

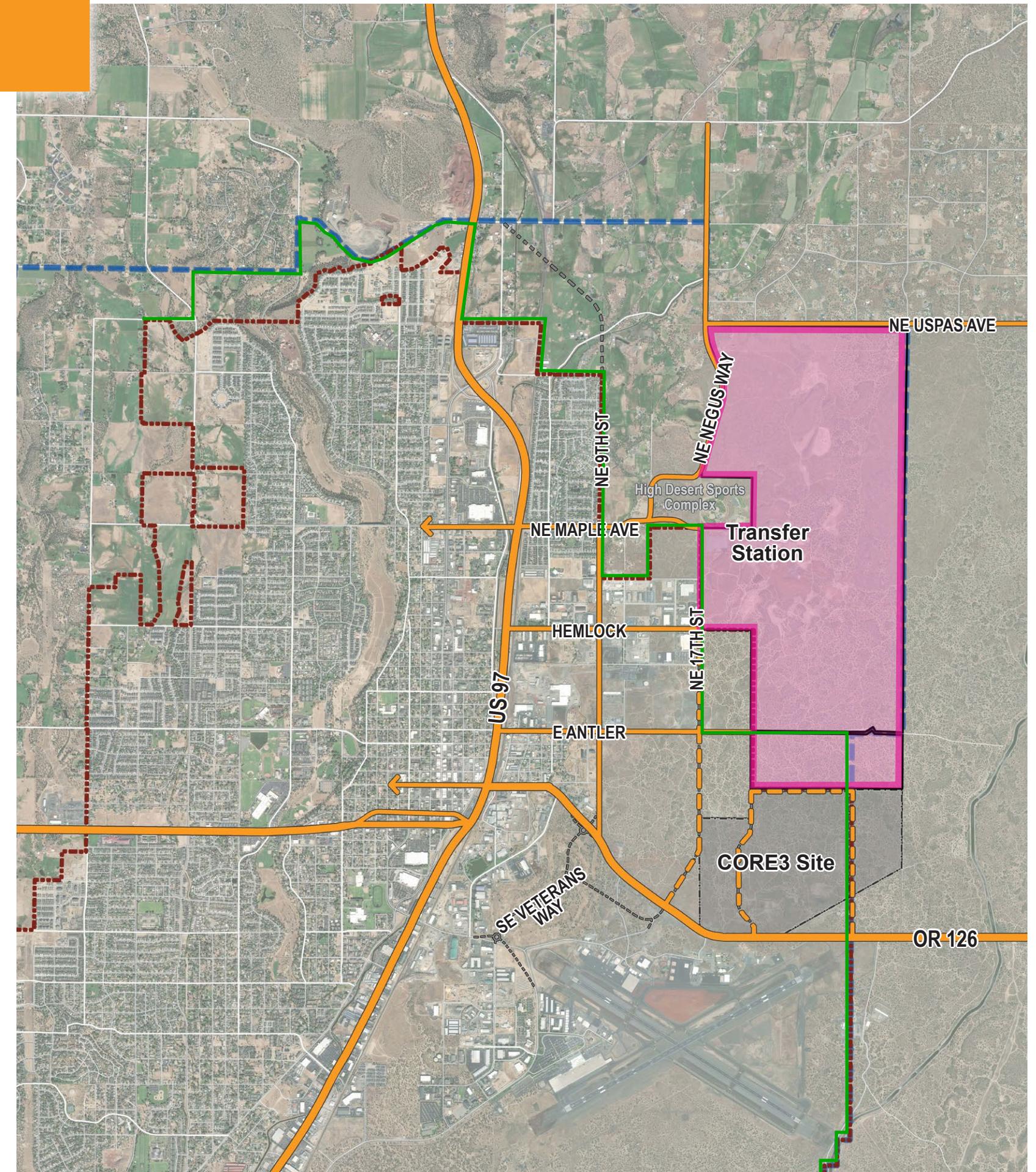
## Adjacencies + Mobility

### Site Adjacencies:

- Redmond Municipal Airport
- CORE3 Site
- Transfer Station
- High Desert Sports Complex

### Access and Mobility:

- US 97
- Proximity of Homes to Employment
- Future East-side Arterial
- East-West Connections to Downtown Redmond



# EVALUATION CONSIDERATIONS

## Joint Management Agreement

- Site is located in the Redmond Urban Reserve Area (RURA)

*RURA: “Territories outside of RUGB identified by the Council and BOCC as the highest priority for inclusion in the RUGB when it is expanded under state law.”*

- Deschutes County has exclusive authority to enhance and amend the County Comprehensive Plan, and is responsible for enforcement of all land use ordinances
- County retains the authority to process and decide any amendments of the RUGB and RURA designation
- City is responsible for the preparation, adoption, and amendment of the public facility plans for any RUGB amendments

# EVALUATION CONSIDERATIONS

## Redmond Comprehensive Plan Vision



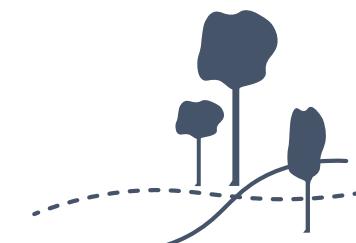
An Effective and Collaborative Governance



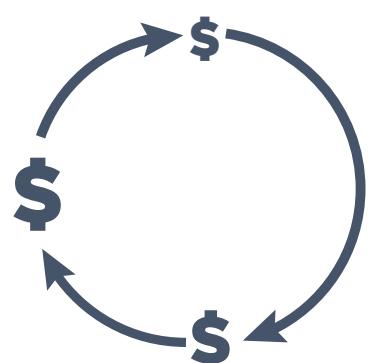
A Connected Transportation System



Great Neighborhoods for Strong Communities



A Network of Trails and Parks



A Business-Friendly Culture



A Commitment to the Natural Environment

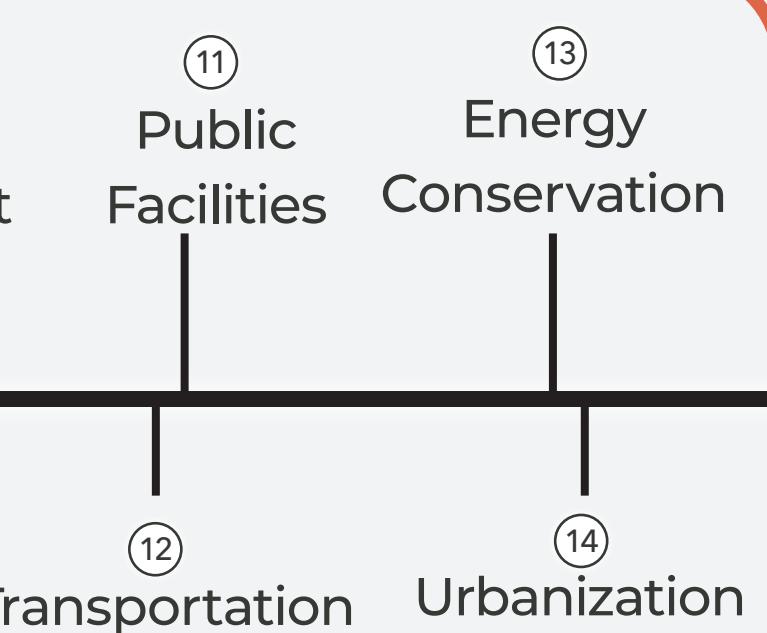
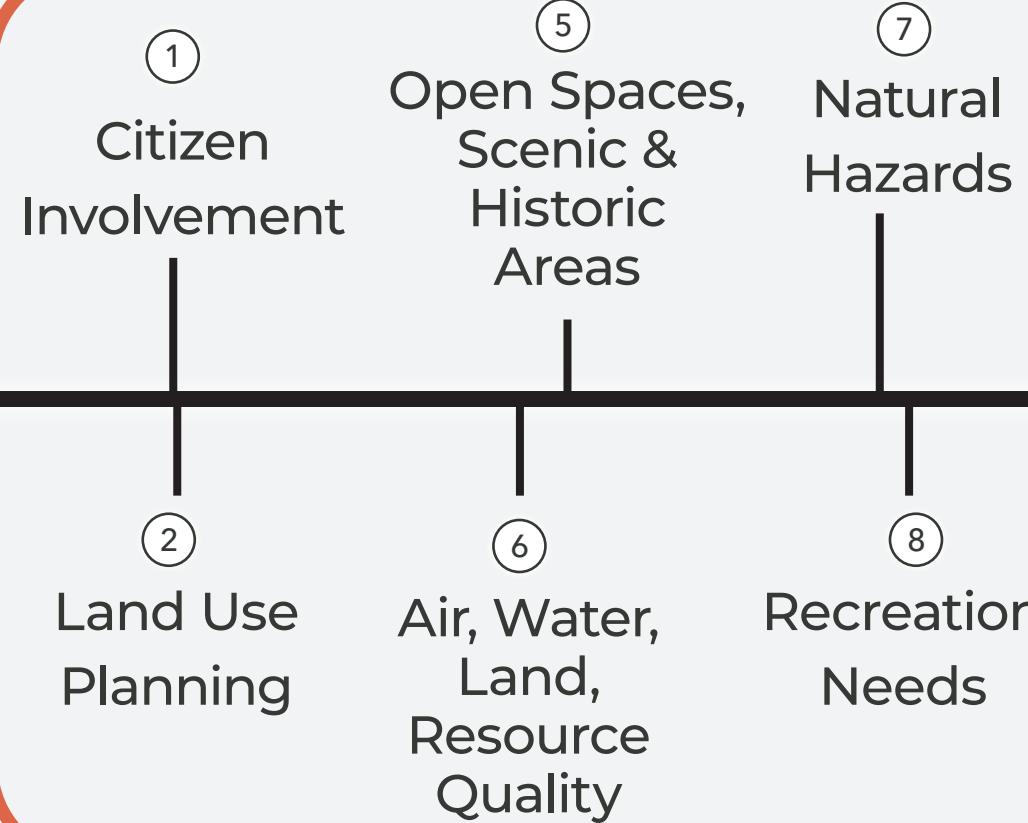
# EVALUATION CONSIDERATIONS

## Statewide Planning Goals

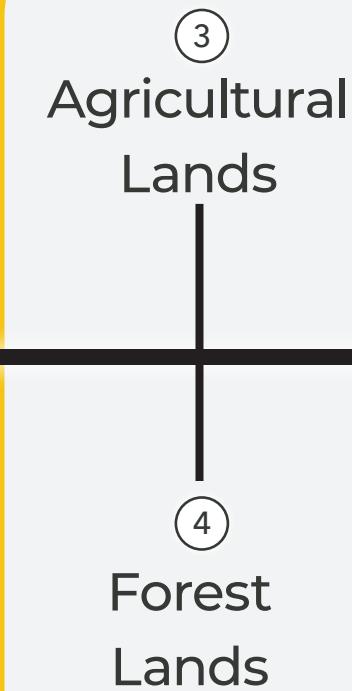
County Comprehensive Plan

City Comprehensive Plan

### Shared County and City Goals



### County Goals



### Additional City Goal

Livability

# EVALUATION CONSIDERATIONS

## Summary of SWOT Analysis from Meeting on June 5, 2025

	<b>Helpful</b> to achieving the objective	<b>Harmful</b> to achieving the objective
Internal Influence	<b>STRENGTHS</b> <ul style="list-style-type: none"><li>• Streamlined Development Potential</li><li>• Strategic Location &amp; Infrastructure</li><li>• Planned for Growth</li><li>• Economic &amp; Community Synergy</li></ul>	<b>WEAKNESSES</b> <ul style="list-style-type: none"><li>• Infrastructure and Utility Limitations</li><li>• Policy and Planning Barriers</li><li>• Community and Land Use Constraints</li></ul>
External Influence	<b>OPPORTUNITIES</b> <ul style="list-style-type: none"><li>• Growth &amp; Housing Solutions</li><li>• Policy &amp; Planning Leverage</li><li>• Sustainability &amp; Economic Benefits</li></ul>	<b>THREATS</b> <ul style="list-style-type: none"><li>• Political and Legislative Uncertainty</li><li>• Infrastructure and Financial Strain</li><li>• Social and Competitive Pressures</li></ul>

# THE OPPORTUNITY

## Conceptual Plan Overview

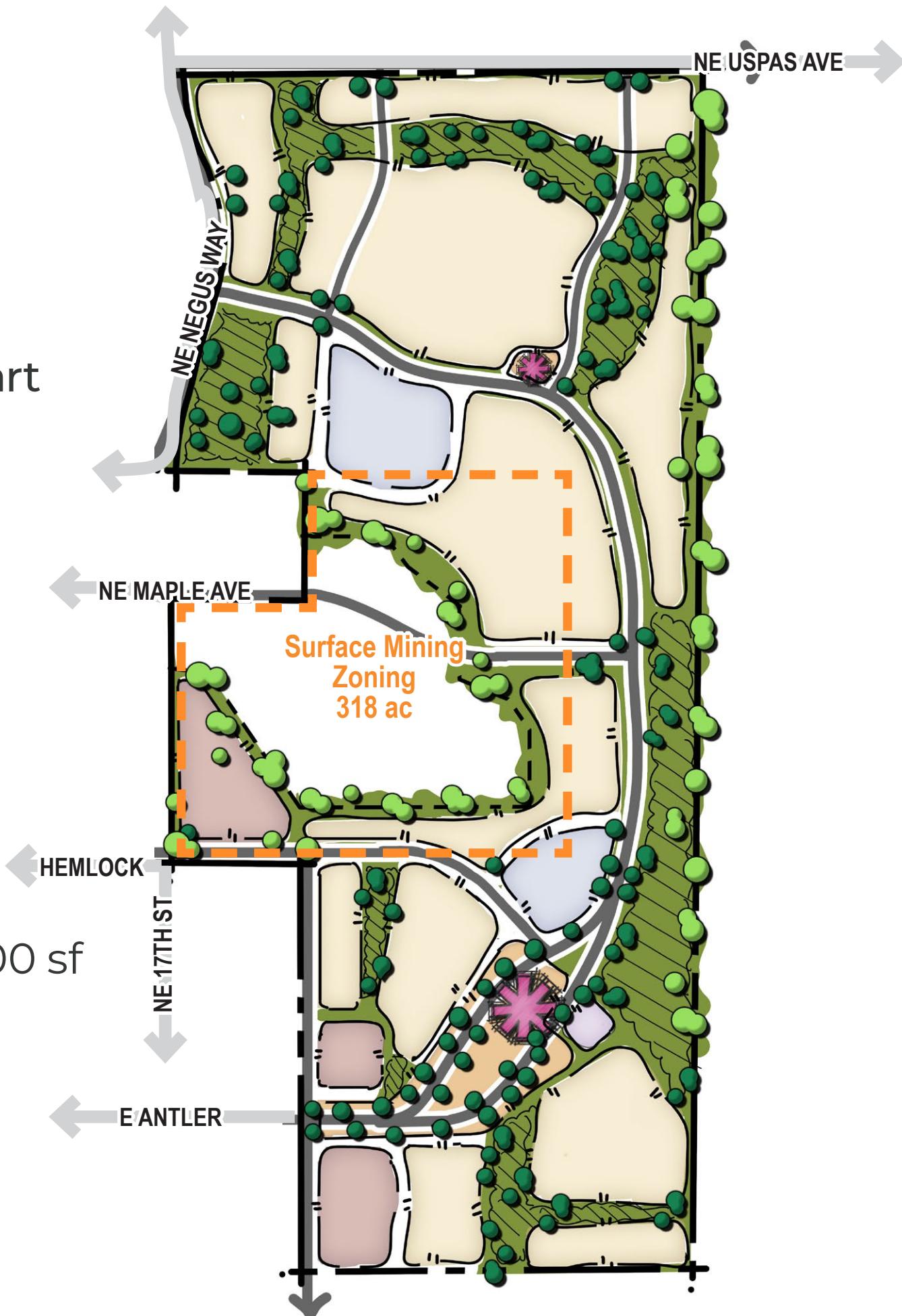
1,270 acre Conceptual Community Plan provides a strategic opportunity to address many common smart growth goals between the state, region and city

- Compact, Mixed Use Development
- Housing Affordability and Housing Choice
- Livability
- Connectivity
- Sustainability and Resilience
- Economic Development

Estimated Dwelling Units: 8,400

Estimated Commercial (non-residential) area: 1,100,000 sf

Estimated Open Space area: 290 acres



# THE OPPORTUNITY

## Vision

Connected Living

Community Character

Placemaking with Purpose

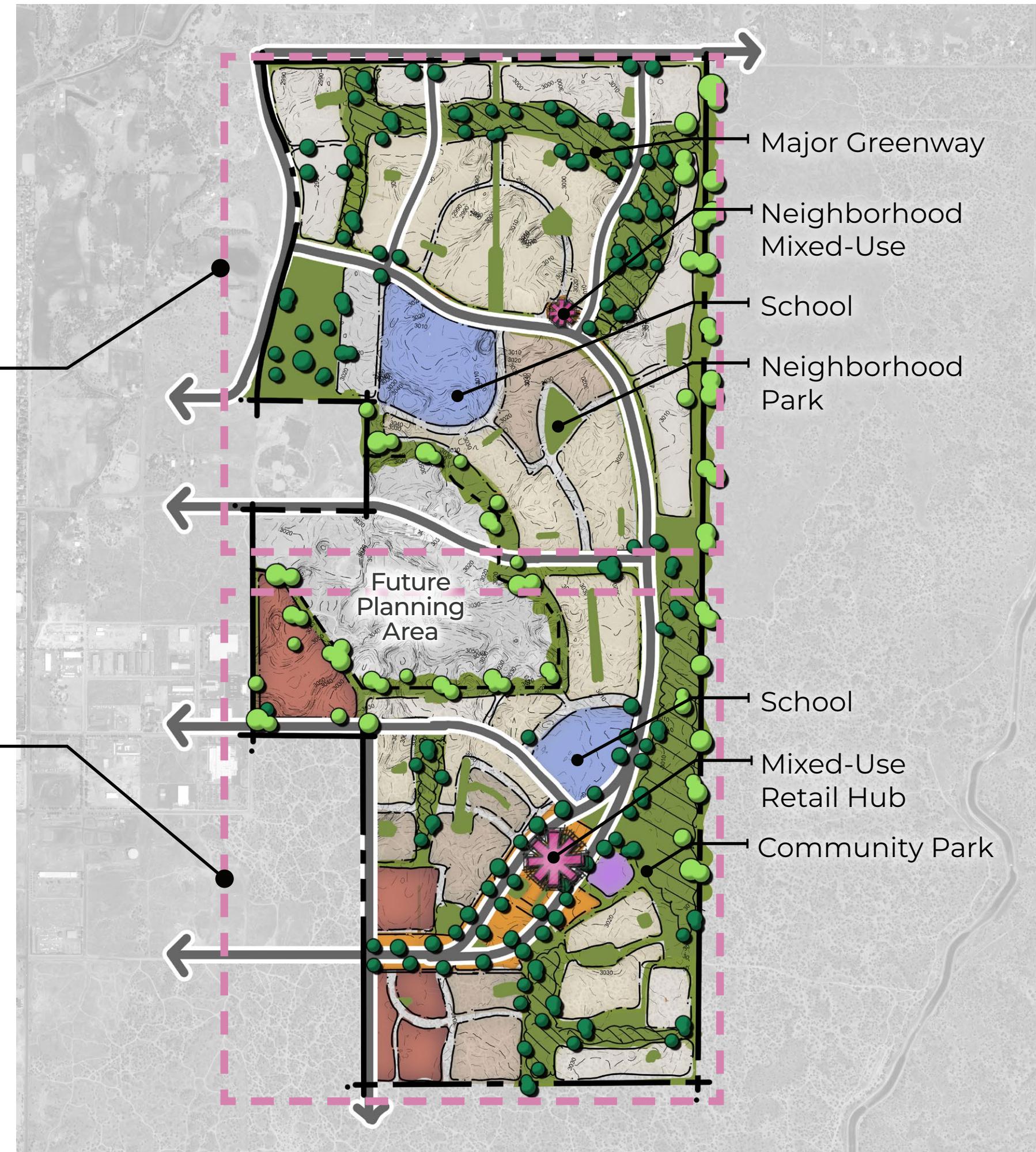


# THE OPPORTUNITY

## Vision

Neighborhoods are rooted in local character and everyday connection with a strong sense of place.

A modern mixed-use hub creates a thriving, vibrant heart-dynamic energy with regional destinations.



# THE OPPORTUNITY

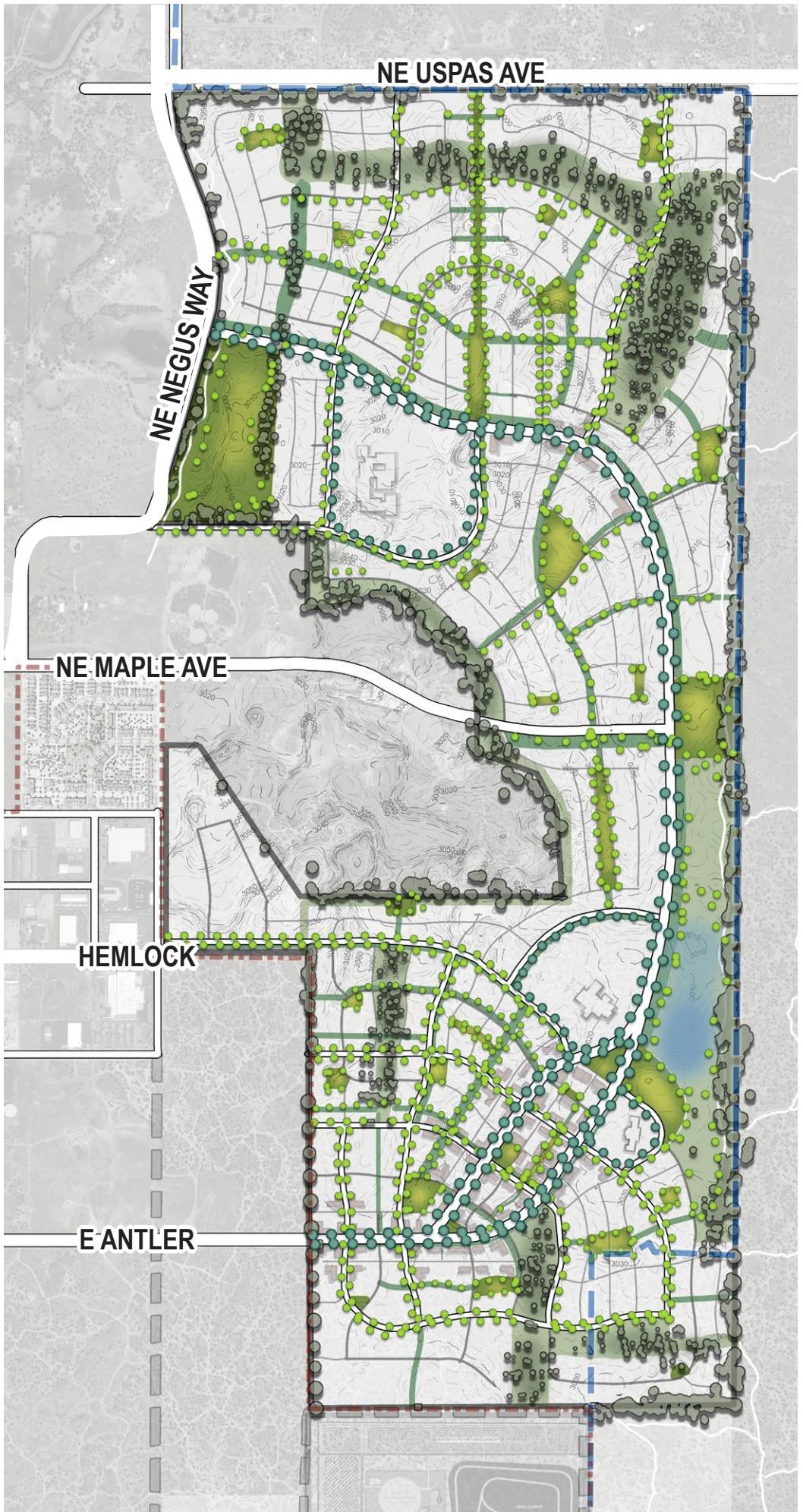
## Public Realm + Open Space

- Flexible Parks and Recreation Facilities
- Festival and Event Space
- Diverse Street Environments
- Integrated Stormwater Management
- Low Water Use Plant Material

### Goals Addressed:

1. Citizen Involvement
2. Land Use Planning
5. Open Space
6. Resource Quality
7. Natural Hazards
8. Recreation
11. Public Facilities
12. Transportation
- Livability

**9 Goals addressed**



# THE OPPORTUNITY

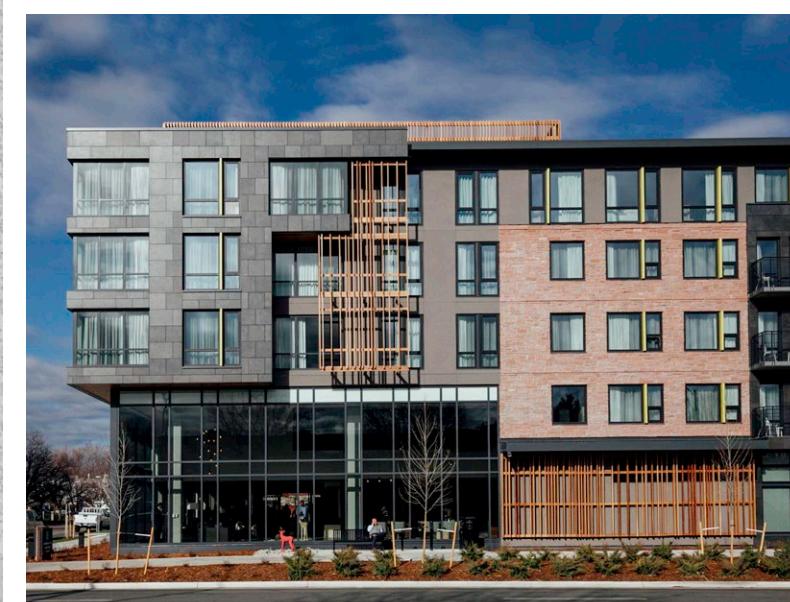
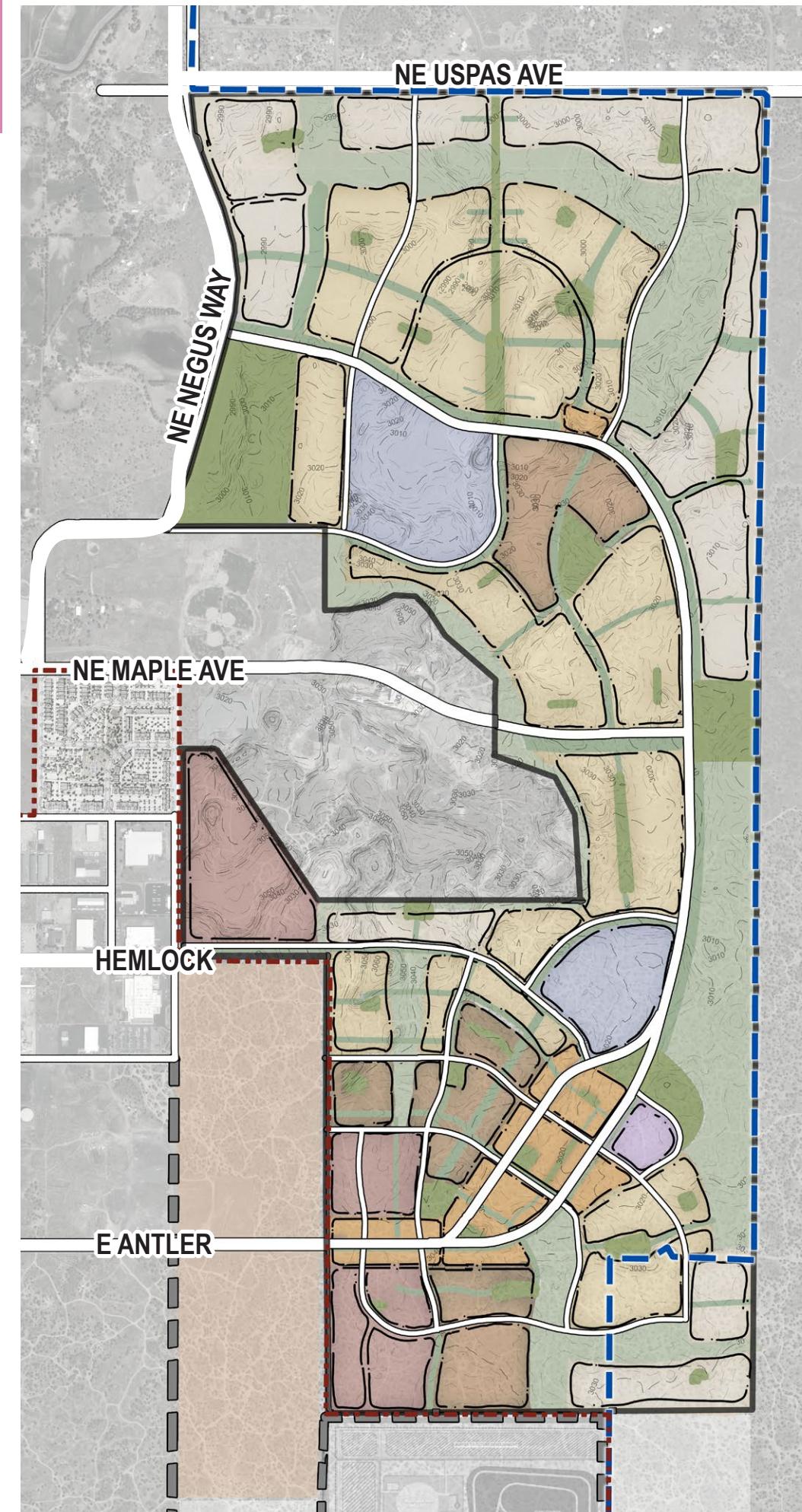
## Built Environment

- Mixed Use Approach
- Diverse Housing Types  
(Attainable Oriented, Multi-Generational, Senior Housing, Affordable Housing Programs)
- Business and Job Growth

### Goals Addressed:

1. Citizen Involvement
2. Land Use Planning
5. Open Space
9. Economic Development
10. Housing
11. Public Facilities
12. Transportation
13. Energy Conservation
14. Urbanization
- Livability

**10 Goals addressed**



# THE OPPORTUNITY

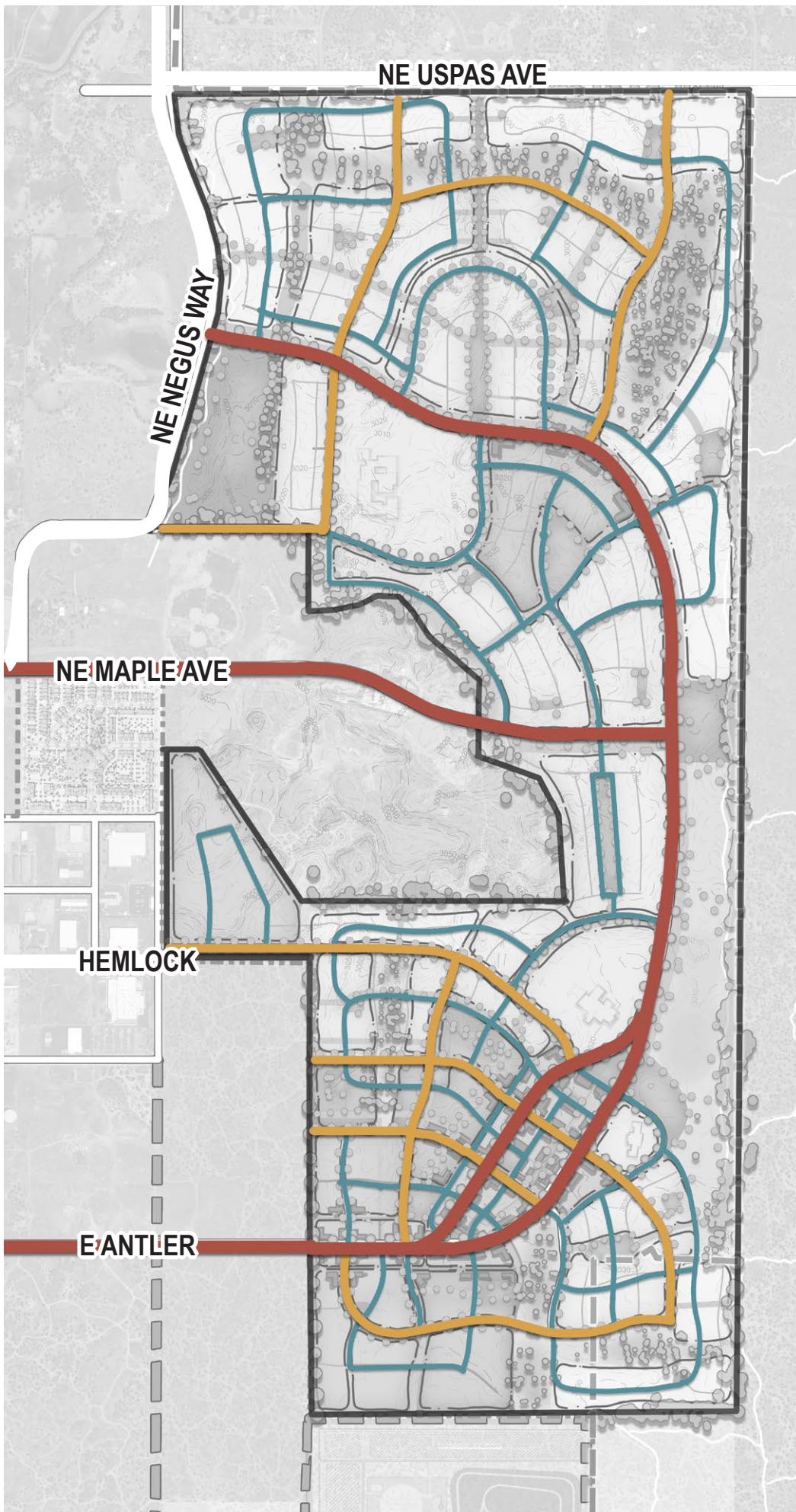
## Access + Circulation

- Multi-modal System Approach (Pedestrian, Bicycle, Public Transit)
- Street Types Variety
- Walkability and Safety

### Goals Addressed:

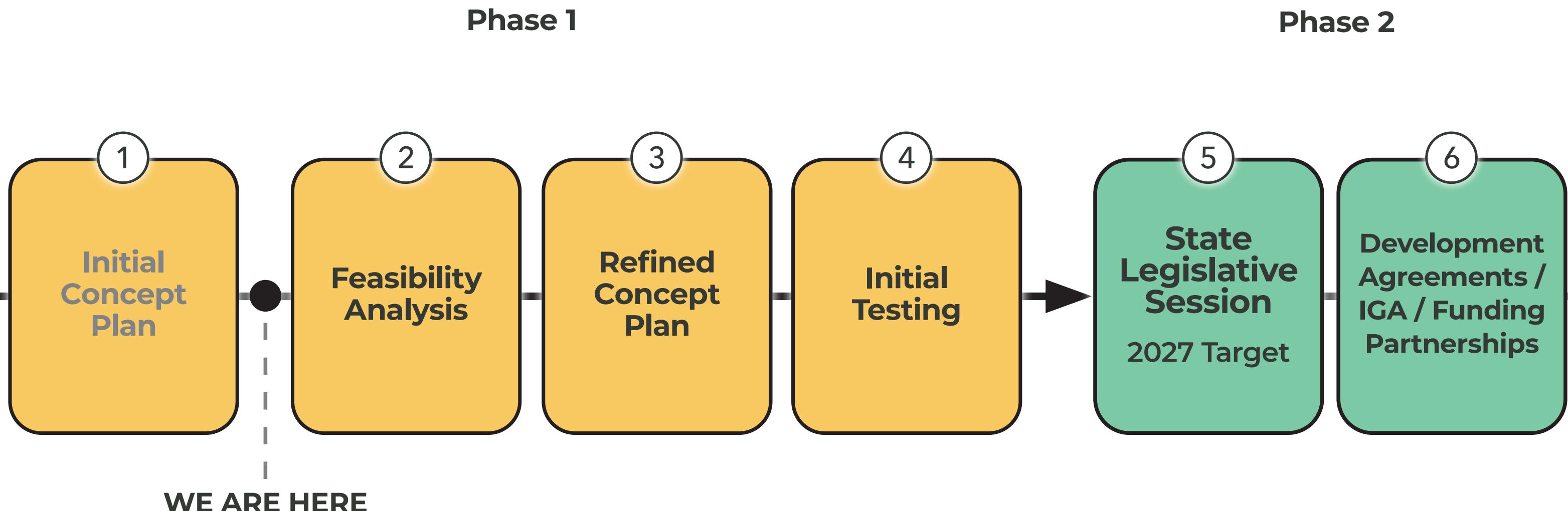
1. Citizen Involvement
2. Land Use Planning
5. Open Space
8. Recreation
11. Public Facilities
12. Transportation
13. Energy Conservation
14. Urbanization
- Livability

**9 Goals addressed**



# MOVING FORWARD

## Phased Development Approach



# MOVING FORWARD

## Phased Development Approach



### Purpose

To confirm assumptions and goals

### Deliverables

- Public Engagement
- Environmental Site Assessment
- Transportation Study
- Economic Impact Study
- Utility and Infrastructure Study
- Master Plan Refinement

### Recommended Next Step

Initiate feasibility analysis in 2026  
in preparation for 2027 Legislative  
Session

# MOVING FORWARD

## Questions?



Joint Meeting: Deschutes County Board of Commissioners  
and City of Redmond City Council

February 17, 2026

To: Redmond City Council, Deschutes Board of Commissioners

From: Ed Fitch, Mayor

RE: CORE 3

On Tuesday night, we will have a discussion regarding the status of Core 3. As you know, 21<sup>st</sup> St. together with all the necessary utilities has been completed up to the entrance of Core 3. The general plan for this year is to clear the site and establish a perimeter fence so that construction of the Emergency Coordination Center (ECC) can begin either late this year or early next year. Additionally, the required left turn lane on Highway 126 will be constructed.

CORE 3 will have at its disposal for construction of the building approximately \$10 million. The full buildout of the ECC building will cost approximately \$30 million. Currently, the Sparticus bill in front of the legislature has earmarked \$20 million for Core 3. Despite the budget challenges we have seen in Salem, there is a strong possibility that the Sparticus bill will be approved.

Recently, we received a proposal for a private venture at the Core 3 site. This proposal would call for a lease of approximately 100 acres of the 230 acres at the Core 3 site. Within that lease area a number of car condominiums would be constructed for private use. Owners of those cars would then have the ability to use the performance track now designated for use for by police and fire agencies and potentially by public works departments.

The proposal seeks city support for permitting approval and processing.

This proposal has not been before either the City, the County or the entire CORE 3 board. In the interest of being transparent, and before the applicant spent considerable monies, I did want to relay serious concerns I have with this proposal. They are:

1. The master plan for Core 3 was carefully prepared over a number of years with input from multiple local governments as well as federal, state and local agencies. The whole site is dedicated for public utilization including disaster response and critical training for our police, fire and first responder agencies. Any substantial change to that master plan would require input from all those who participated before.

2. The land-use planning for CORE3 cost hundreds of thousands of dollars and took two years or more to complete. The proposed use is not contemplated under our current use designation on this site.
3. We have received millions of dollars in state and federal grants based upon the master plan previously developed. We have also received millions in local contributions based upon the same. Would it be prudent to radically alter that plan at this juncture and jeopardize future funding? OR past funding?
4. I understand our law enforcement departments in Bend and Redmond are not in favor of this as it will likely lead to repeated conflicts regarding use of the facilities planned for them and other agencies.
5. Once we have a major disaster such as Cascadia and the entire site is needed for state and federal use which would be highly likely, do we just kick them out, make them remove their buildings – can we?
6. There are alternatives for this use even here in Redmond. The land east of the fairgrounds or the 140 acres the County will receive from DSL immediately south of the fairgrounds would be much better suited for this use and any financial investment would help the fairgrounds which needs capital assistance.



**Fly** REDMOND

# AIRPORT UPDATE

CITY / COUNTY JOINT MEETING  
FEBRUARY 17, 2026



# COMMERCIAL AIR SERVICE

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# RDM's DECADE OF GROWTH

## 135% Growth vs. 2014

Passenger volumes more than doubled since 2014.

24%

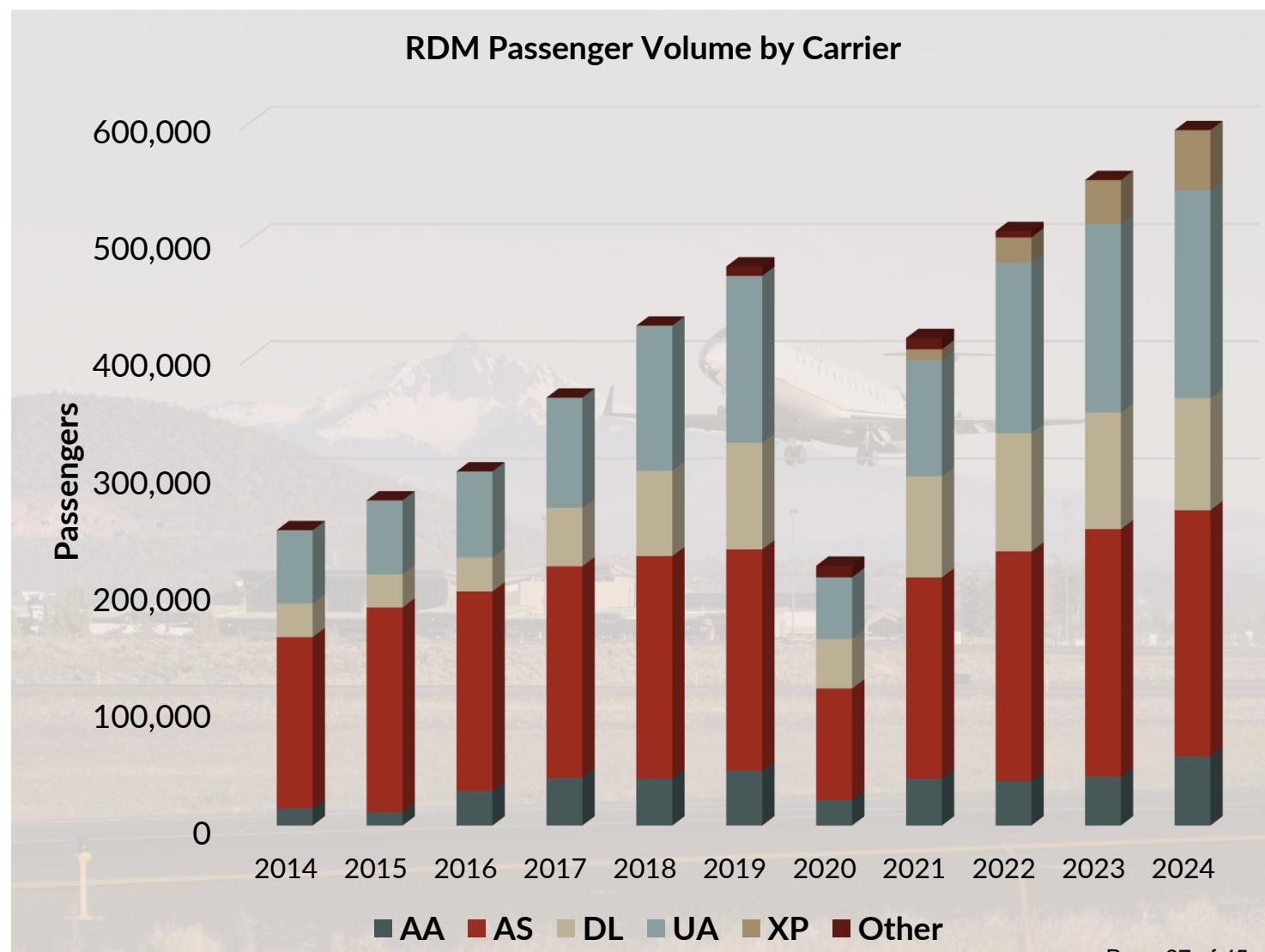
Passenger volumes exceeded pre-pandemic levels in 2021, and in 2024 were 24% higher than in 2019.

## 2025: Alaska Expansion

Alaska extended PDX service to year-round and added BUR.

## 2026: Breeze

Breeze to start LAS service in March.



# AIR SERVICE



## 5 Carriers, 10 Destinations

Most service provided year-round by RDM's partner airlines. Breeze starts service to LAS in March.

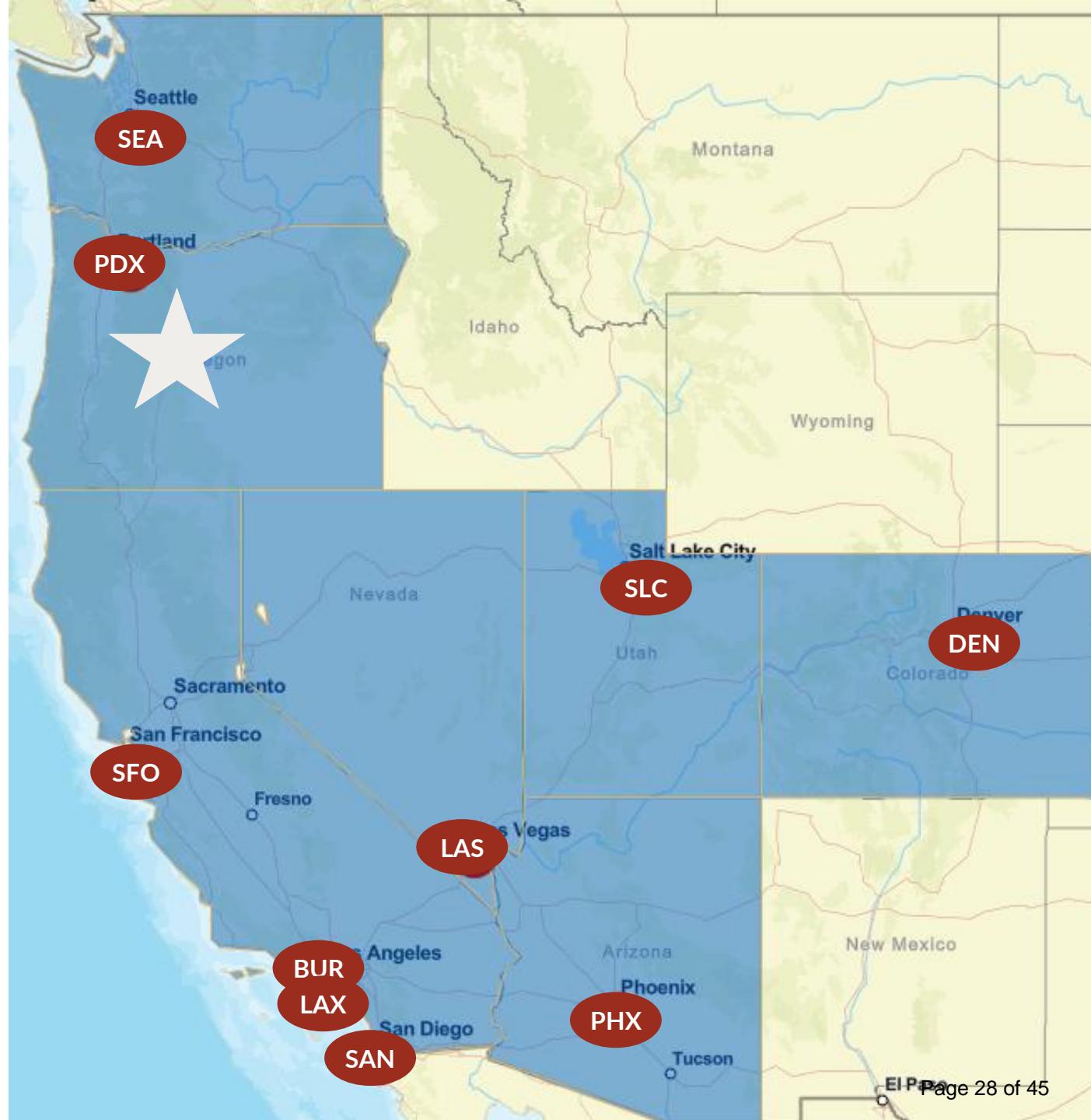


## Record Capacity

Q3 had a record number of scheduled seats. Q1 2026 is the largest-ever Q1, up 12% year-over-year.

Carrier	Hub	Avg. Daily Dec. 2025	
		Dept	Seats
AS	AA	PHX	1.9
		BUR	1.0
		LAX	1.0
		PDX	2.8
		SAN	2.0
		SEA	4.7
		SFO	0.9
DL		SEA	2.6
		SLC	2.0
UA		DEN	2.0
		LAX	1.0
		SFO	2.9
Total		24.9	2,254

Source: Diio Mi



# CAPACITY/GROWTH



## Continued Growth

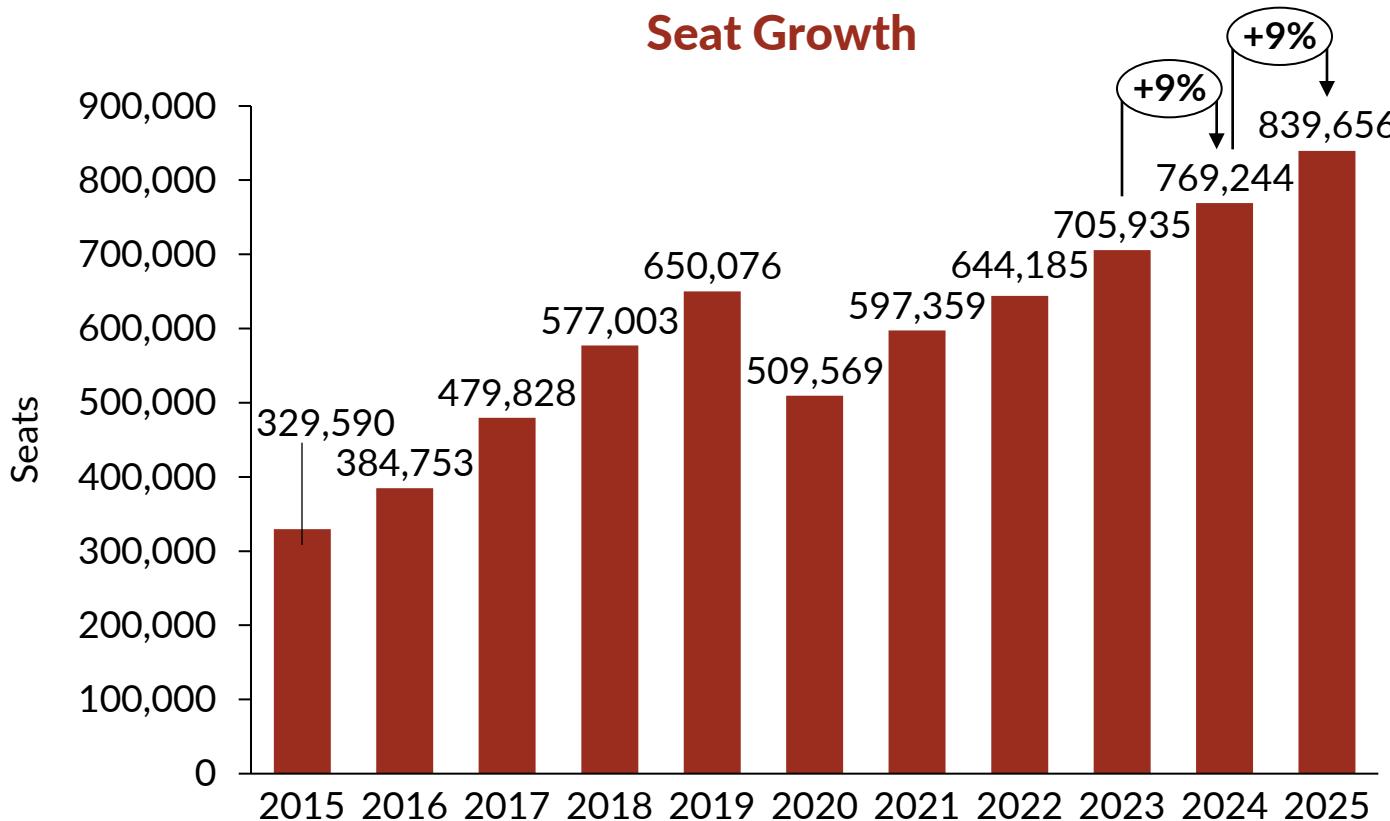
Scheduled seats up 9% in 2024, another 9% in 2025.



## 2025 by Carrier

Significant growth by Alaska Airlines and United Airlines.

Airline	2025 Seats	Yr/Yr
Alaska Airlines	349,993	26%
United Airlines	249,601	13%
Delta Air Lines	128,874	4%
American Airlines	68,276	(6%)
Avelo Airlines	42,912	(42%)
<b>TOTAL</b>	<b>839,656</b>	<b>9%</b>



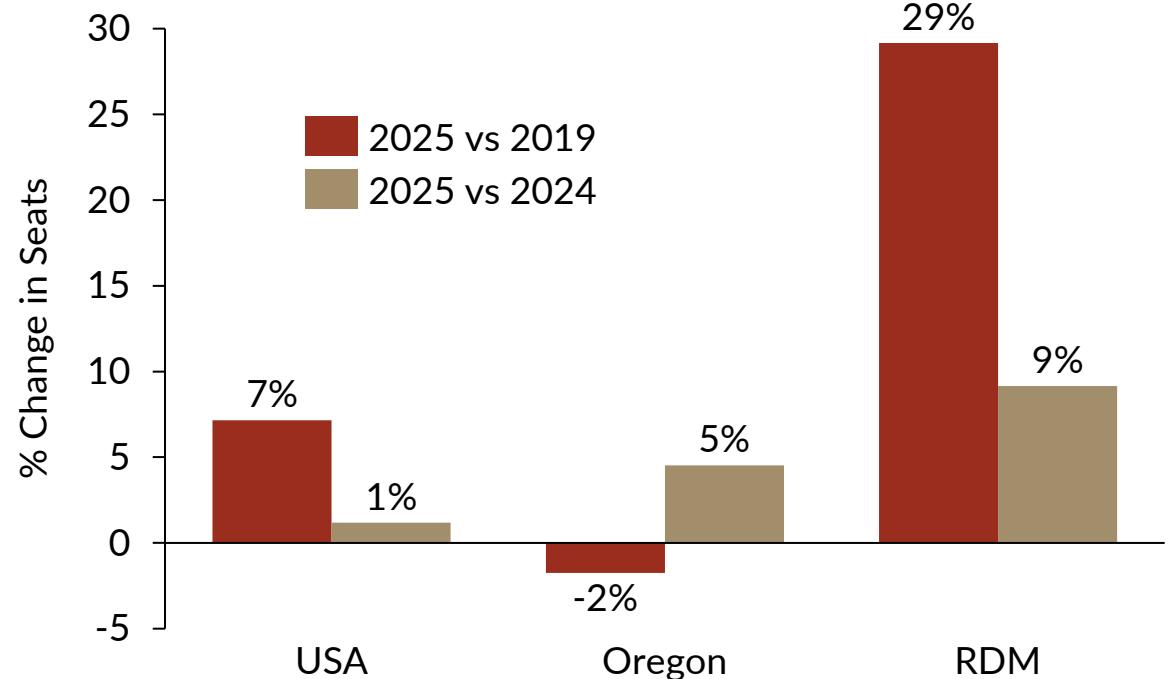
Source: Diio Mi

# CAPACITY COMPARISON

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**Growth in seats at RDM has outpaced the state average and the U.S. average.**

**Seat Growth**



# CATCHMENT AREA



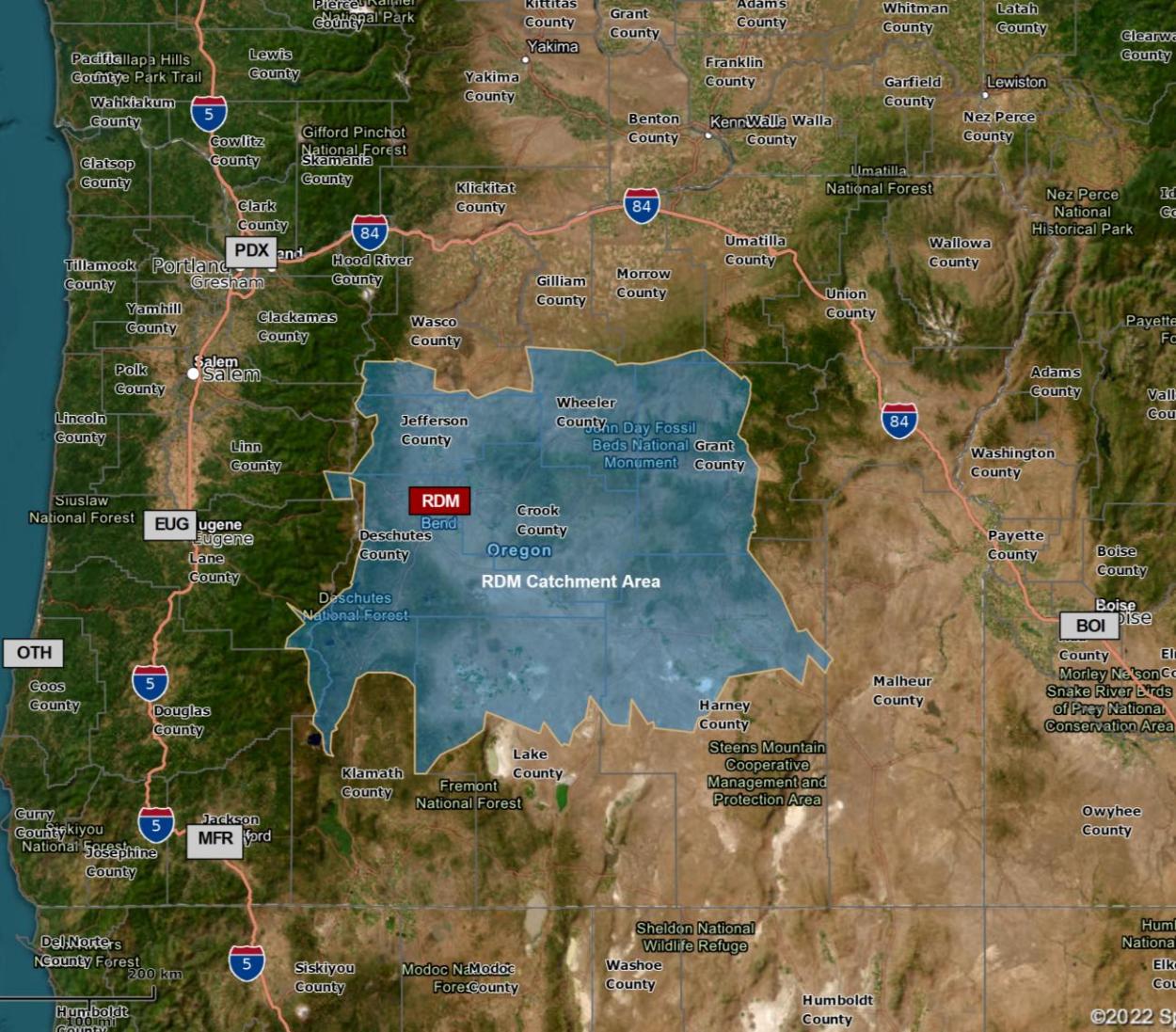
## Catchment Area

Includes Deschutes, Crook, and Jefferson counties and portions of several other counties with a population estimated at 276,000 in 2024.



## Geographically Isolated

Located in the center of Oregon, alternate airports are more than a 2-hour drive over mountain passes – drive times in the table reflect summer conditions, longer in the winter.



Airport	Mileage	Drive Time
EUG	125	2.5 hrs
PDX	145	3.0 hrs

Source: Google Maps

# AIRPORT RETENTION

## True Market

Estimates total number of air travelers using local or alternate airports based on airline-reported data and Airline Reporting Corporation (ARC) data – only accounts for travelers who fly.

### True Market

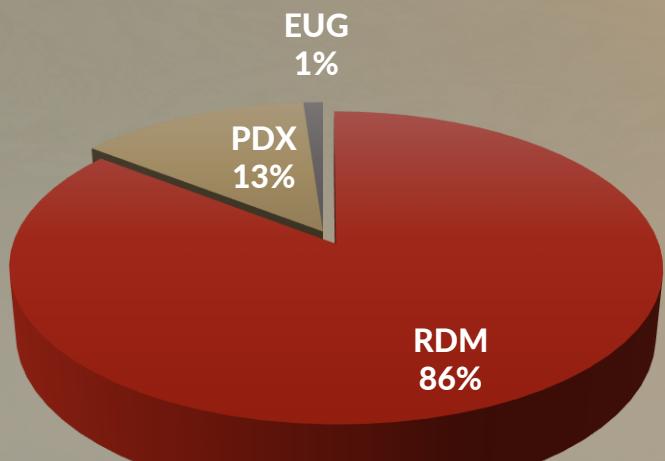
The true market was nearly 1.4 million passengers, or 1,746 PDEW, an increase of 7% over 2023.

### Vs. 2019

The total true market was 22% higher than 2019.

### Retention

RDM's 86% retention is high for the market size.



Rank	Origin Airport	2024	
		Pax	%
<strong>Domestic</strong>			
1	RDM	1,081,888	87
2	PDX	149,824	12
3	EUG	13,891	1
<strong>Domestic</strong>		<strong>1,245,604</strong>	<strong>100</strong>
<strong>International</strong>			
1	RDM	90,507	78
2	PDX	24,758	21
3	EUG	531	0
<strong>International</strong>		<strong>115,796</strong>	<strong>100</strong>
<strong>Domestic and International</strong>			
1	RDM	1,172,395	86
2	PDX	174,582	13
3	EUG	14,421	1
<strong>Total</strong>		<strong>1,361,399</strong>	<strong>100</strong>

Rank	Airport	RDM O&D Pax	Retention %	True Market	PDEW	2025 Service
1	Seattle, WA	113,267	96	117,392	160.8	Y
2	San Francisco, CA	96,437	94	102,917	141.0	Y
3	Los Angeles, CA	68,207	86	79,148	108.4	Y
4	Phoenix, AZ (PHX)	59,118	80	73,635	100.9	Y
5	San Diego, CA	54,791	90	60,684	83.1	Y
6	Denver, CO	53,326	91	58,779	80.5	Y
7	Burbank, CA	53,350	98	54,394	74.5	Y
8	Las Vegas, NV	48,330	91	52,966	72.6	Y
9	Dallas, TX (DFW)	21,515	81	26,500	36.3	
10	Salt Lake City, UT	22,289	91	24,533	33.6	Y
11	Chicago, IL (ORD)	18,677	80	23,367	32.0	
12	Boston, MA	16,238	80	20,263	27.8	
13	Palm Springs, CA	17,198	91	18,805	25.8	S
14	Orange County, CA	14,839	84	17,703	24.3	
15	Santa Rosa, CA	15,296	99	15,384	21.1	S
16	Austin, TX	12,842	84	15,324	21.0	
17	Minneapolis, MN	13,278	87	15,279	20.9	
18	Orlando, FL (MCO)	10,707	71	15,062	20.6	
19	New York, NY (JFK)	10,001	72	13,979	19.1	
20	Newark, NJ	9,871	75	13,244	18.1	
<b>All Markets</b>		<b>1,172,395</b>	<b>86</b>	<b>1,361,399</b>	<b>1,864.9</b>	

Source: RDM True Market Estimate 2024; Note: Y= Year-Round, S = Seasonal

# TOP MARKETS



## Service to Top Markets

RDM has nonstop service to 11 of the top 20 true markets.



## Market Opportunities

Connections to the East are especially important for RDM, with large Midwest and Eastern cities among the top markets.

Boise is primarily a drive market and not included in the top true markets. However, the drive is more than 5.5 hours.

# TOP MSAS

## INBOUND VISITATION TO CENTRAL OREGON



### Market Opportunities

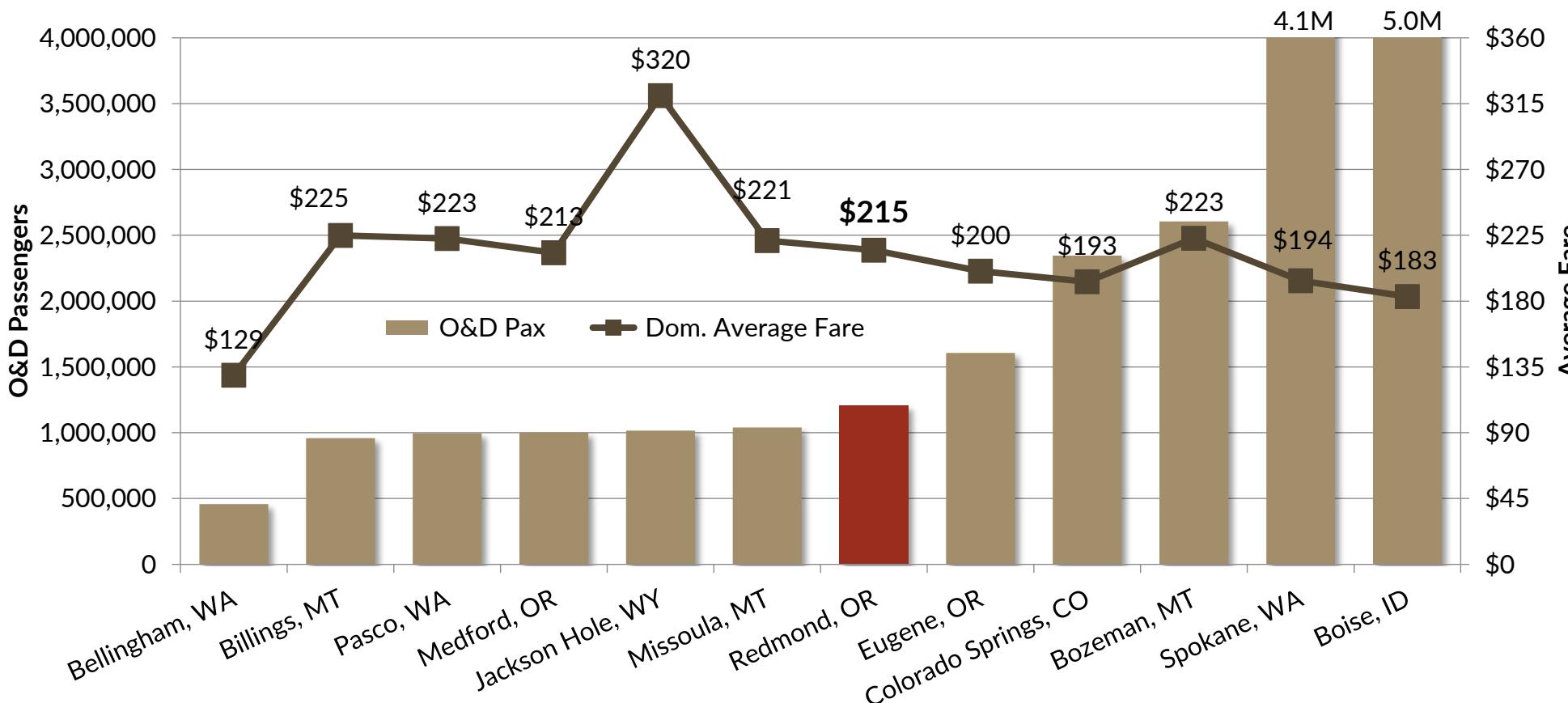
Several top unserved cities are among the top MSAs for inbound visitation as measured by GPS-based data.

Rank	Top MSA	Visitation		2025 Service
		2024	Per Day	
1	Portland-Vancouver-Hillsboro, OR-WA	965,248	2,645	Y
2	Seattle-Tacoma-Bellevue, WA	215,338	590	Y
3	San Francisco-Oakland-Hayward, CA	114,433	314	Y
4	Los Angeles-Long Beach-Anaheim, CA	98,674	270	Y
5	Boise City, ID	68,004	186	
6	Sacramento--Roseville--Arden-Arcade, CA	47,918	131	
7	Phoenix-Mesa-Scottsdale, AZ	47,026	129	Y
8	San Diego-Carlsbad, CA	44,158	121	Y
9	San Jose-Sunnyvale-Santa Clara, CA	30,413	83	
10	Spokane-Spokane Valley, WA	30,030	82	
11	Riverside-San Bernardino-Ontario, CA	28,383	78	
12	Santa Rosa, CA	18,117	50	S
13	New York-Newark-Jersey City, NY-NJ-PA	18,090	50	
14	Chicago-Naperville-Elgin, IL-IN-WI	17,345	48	
15	Denver-Aurora-Lakewood, CO	17,081	47	Y
16	Las Vegas-Henderson-Paradise, NV	17,020	47	Y
17	Salt Lake City, UT	16,235	44	Y
18	Yakima, WA	14,942	41	
19	Santa Cruz-Watsonville, CA	13,544	37	
20	Redding, CA	13,265	36	
21	Dallas-Fort Worth-Arlington, TX	12,213	33	S

Source: RDM True Visitation Estimate 2024; Note: Ranking excludes smaller communities in California, Oregon, and Washington; Y = Year-Round; S = Seasonal

# COMPARISONS

## PASSENGERS AND AIRFARES



At \$215, RDM's domestic average fare was above the compare market average of \$206.

# UPCOMING SCHEDULE

**New carrier:  
Breeze**

**New Service  
to Burbank on  
AS**

**Increases to  
PDX, PHX,  
SFO**

Destination	Airline	YOY Change - Average Weekly Seats											
		Jan 2026		Feb 2026		Mar 2026		Apr 2026		May 2026		Jun 2026	
#	% Chg	#	% Chg	#	% Chg	#	% Chg	#	% Chg	#	% Chg	#	% Chg
Burbank, CA	Alaska	532	-	532	-	532	-	532	-	532	-	532	-
	Avelo												
Dallas, TX (DFW)	American												
	United	2,212	11%	2,239	13%	2,324	22%	2,317	(2%)	2,100	(9%)	2,100	(10%)
Denver, CO	United												
	Avelo												
Las Vegas, NV	Breeze					186	New	256	New	124	New		
	Alaska	532	0%	532	0%	772	45%	1,064	100%	1,064	100%	1,064	22%
Los Angeles, CA	United	490	(11%)	490	(7%)	490	(5%)	490	(0%)	490	(0%)	624	27%
	Avelo	0	(100%)	0	(100%)	0	(100%)	0	(100%)	0	-	0	-
Phoenix, AZ (PHX)	American	1,493	53%	1,514	42%	1,562	42%	1,596	50%	1,407	34%	1,064	0%
	Alaska	1,596	82%	1,482	77%	1,390	65%	1,490	68%	1,596	21%	1,596	0%
Portland, OR	Delta	1,036	(2%)	997	(6%)	1,013	(2%)	1,047	2%	1,064	8%	1,064	9%
	Alaska	635	19%	532	0%	532	0%	532	0%	858	61%	1,064	100%
San Francisco, CA	Alaska	532	55%	532	22%	532	0%	514	(3%)	498	(6%)	532	0%
	United	1,914	6%	2,205	23%	2,331	40%	2,422	72%	2,750	57%	3,346	70%
Santa Rosa, CA	Avelo												
	Alaska	2,781	7%	2,666	6%	2,760	6%	2,939	2%	4,036	2%	4,494	6%
Seattle, WA	Delta	1,385	(1%)	1,424	(1%)	1,464	(2%)	1,495	(1%)	1,512	2%	1,512	3%
	Total	15,138	10%	15,143	11%	15,888	13%	16,693	16%	18,031	12%	18,992	4%

Source: Diio Mi

Seats scheduled to increase 11% in the first six months of 2026.

# BREEZE AIRLINES



## Breeze starts LAS in March

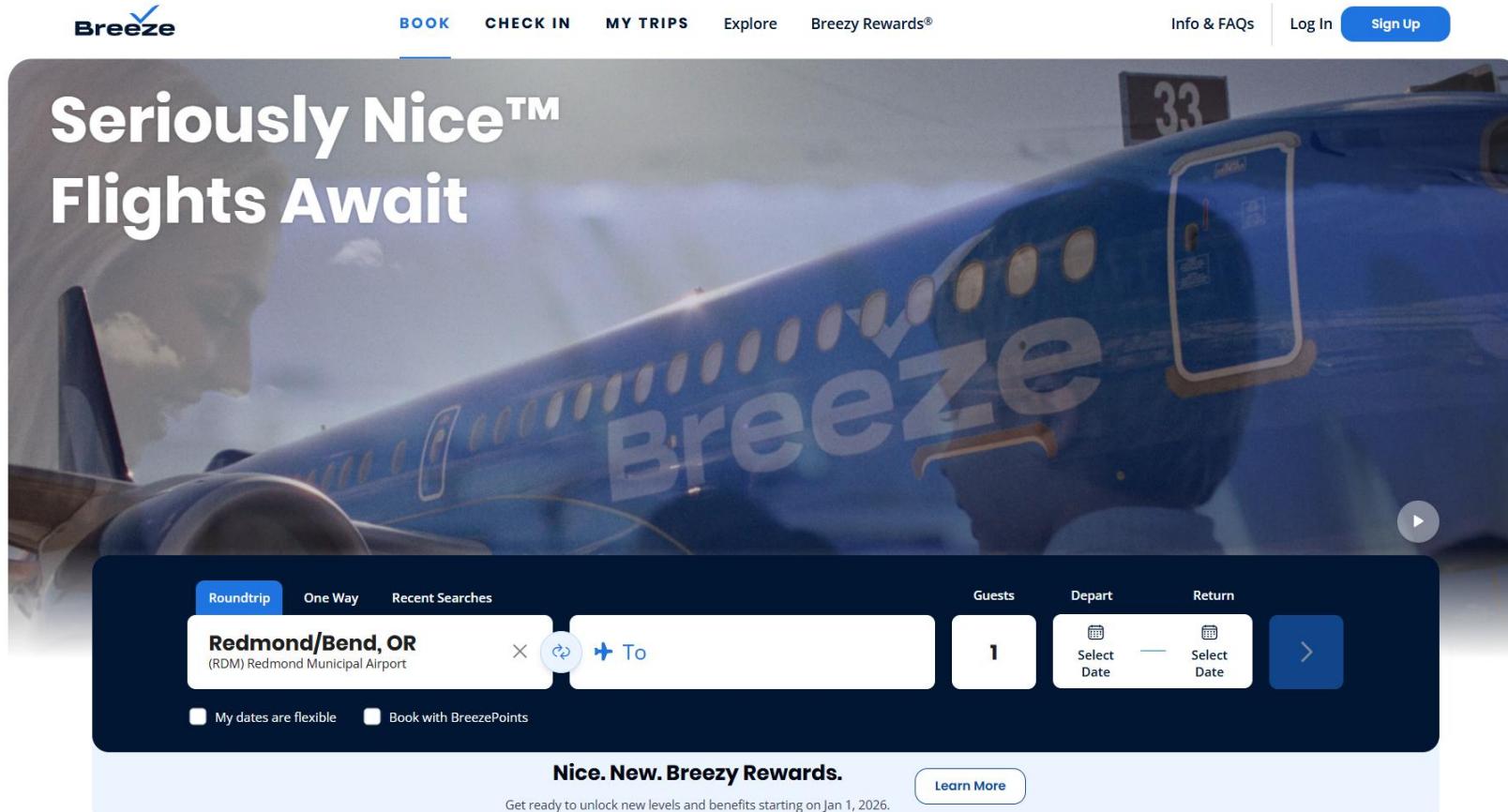
Supporting Breeze LAS service is essential to fueling future growth by the airline at RDM.



## Breeze is Seriously Nice

Breeze-Thru to Provo, Utah on LAS service

Choose from three classes of service at [flybreeze.com](http://flybreeze.com)



The screenshot shows the Breeze Airlines website homepage. The top navigation bar includes links for BOOK, CHECK IN, MY TRIPS, Explore, and Breezy Rewards®. To the right are links for Info & FAQs, Log In, and Sign Up. The main banner features the text "Seriously Nice™ Flights Await" over a background image of a Breeze airplane in flight. Below the banner is a search bar with "Redmond/Bend, OR" as the departure location and a placeholder "To" field. The search bar also includes fields for Guests (1), Depart (Select Date), and Return (Select Date). At the bottom of the page, there is a promotional banner for "Nice. New. Breezy Rewards." with a "Learn More" button and a note about new levels and benefits starting on Jan 1, 2026.



# TERMINAL EXPANSION

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ANNUAL REGIONAL ECONOMIC IMPACT  
CONSTRUCTION: 383 FULL-TIME JOBS/\$65M  
LONG-TERM: 207 JOBS/\$39M



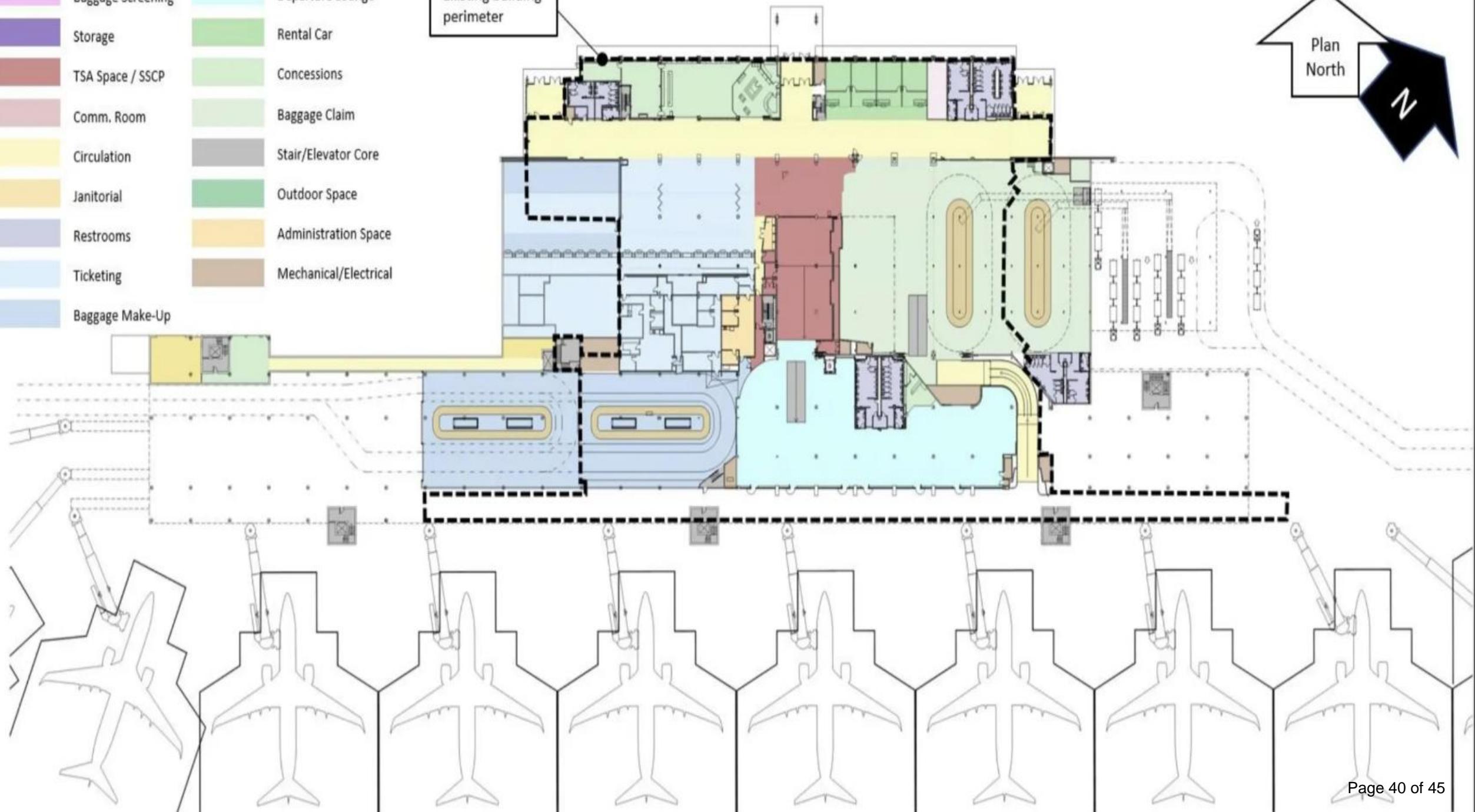
A \$180 million terminal expansion designed to meet the demands of Central Oregon's growing population and thriving tourism economy. This project will transform the passenger experience with seven new jet bridges, two new modern concession spaces, and a design that celebrates the region's natural beauty through sustainable practices and local materials.

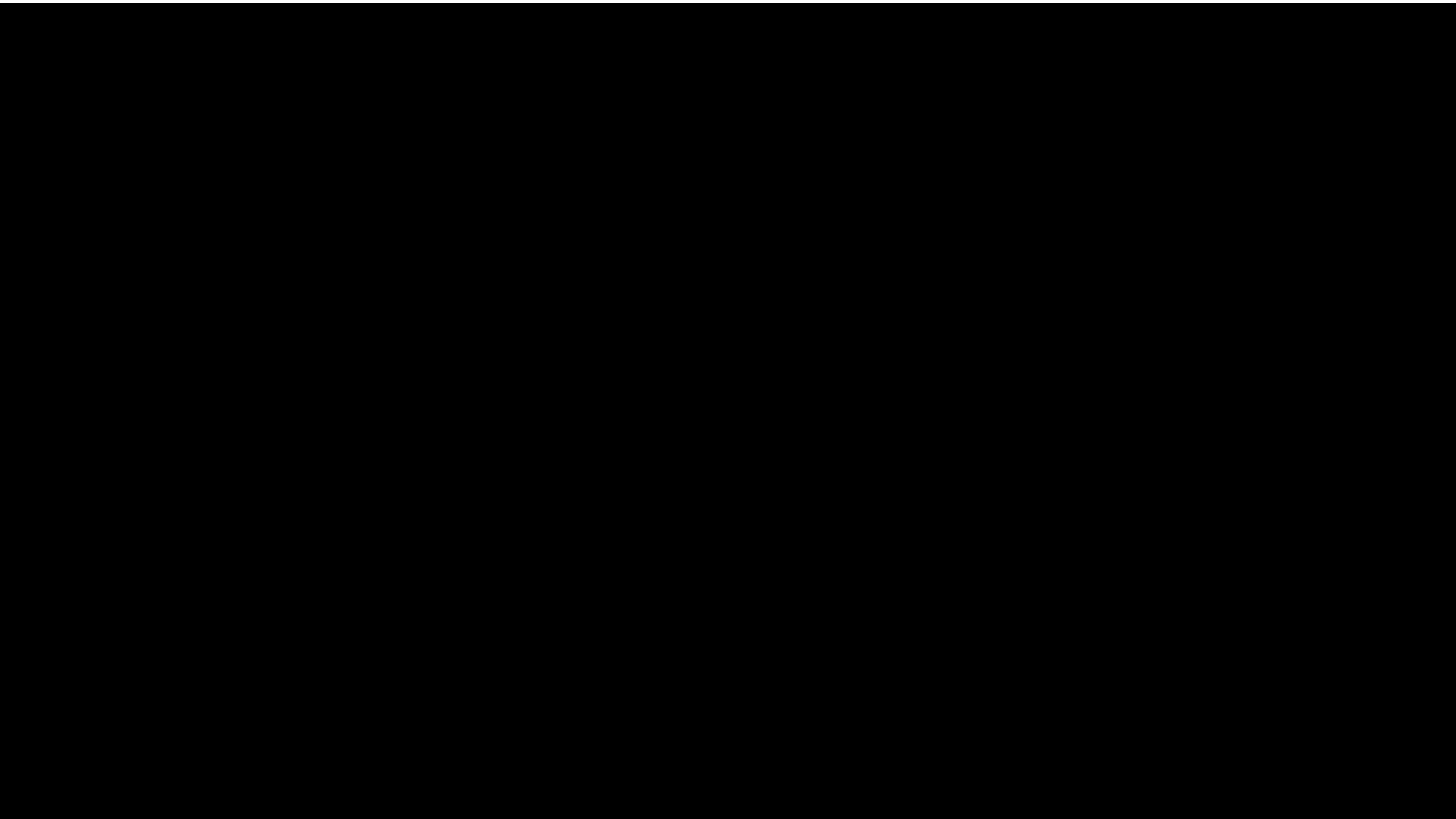
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- **6,000+ SQ. FT. NEW FOOD AND RETAIL.**
- **80,000 SQ. FT. OF NEW SPACE, 71% MORE WAITING AREA, AND DOUBLE SEATING CAPACITY WITH MODERN WORKSTATIONS AND CHARGING OPTIONS.**
- **WIDER WALKWAYS, NEW ESCALATOR AND ELEVATOR, COMPANION RESTROOM, AND SERVICE ANIMAL RELIEF AREA.**
- **TARGETING LEED SILVER CERTIFICATION WITH ENERGY-EFFICIENT SYSTEMS.**

Baggage Screening	Departure Lounge
Storage	Rental Car
TSA Space / SSCP	Concessions
Comm. Room	Baggage Claim
Circulation	Stair/Elevator Core
Janitorial	Outdoor Space
Restrooms	Administration Space
Ticketing	Mechanical/Electrical
Baggage Make-Up	

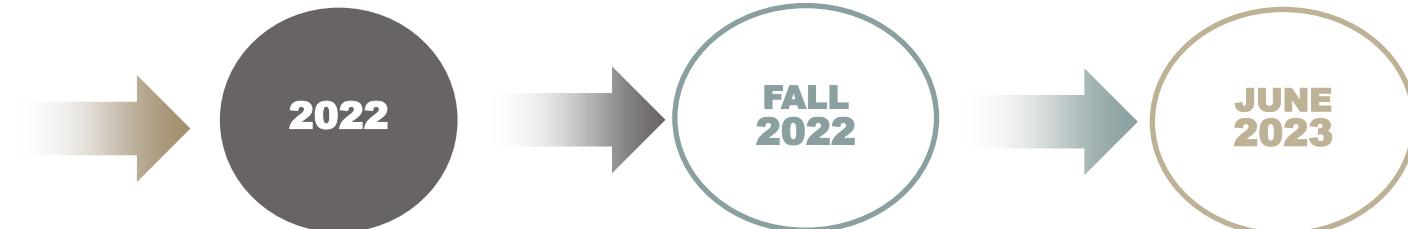
Existing building perimeter





# TERMINAL EXPANSION

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Council Awarded  
Architectural &  
Engineering Services  
Contract

Council Approved  
CMGC Delivery  
Method

\*Council Awards  
CMGC Construction  
Contract

# DESIGN AND CONSTRUCTION TIMELINE

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**Schematic Design**

**Full Design/GMP  
Debt Issuance**

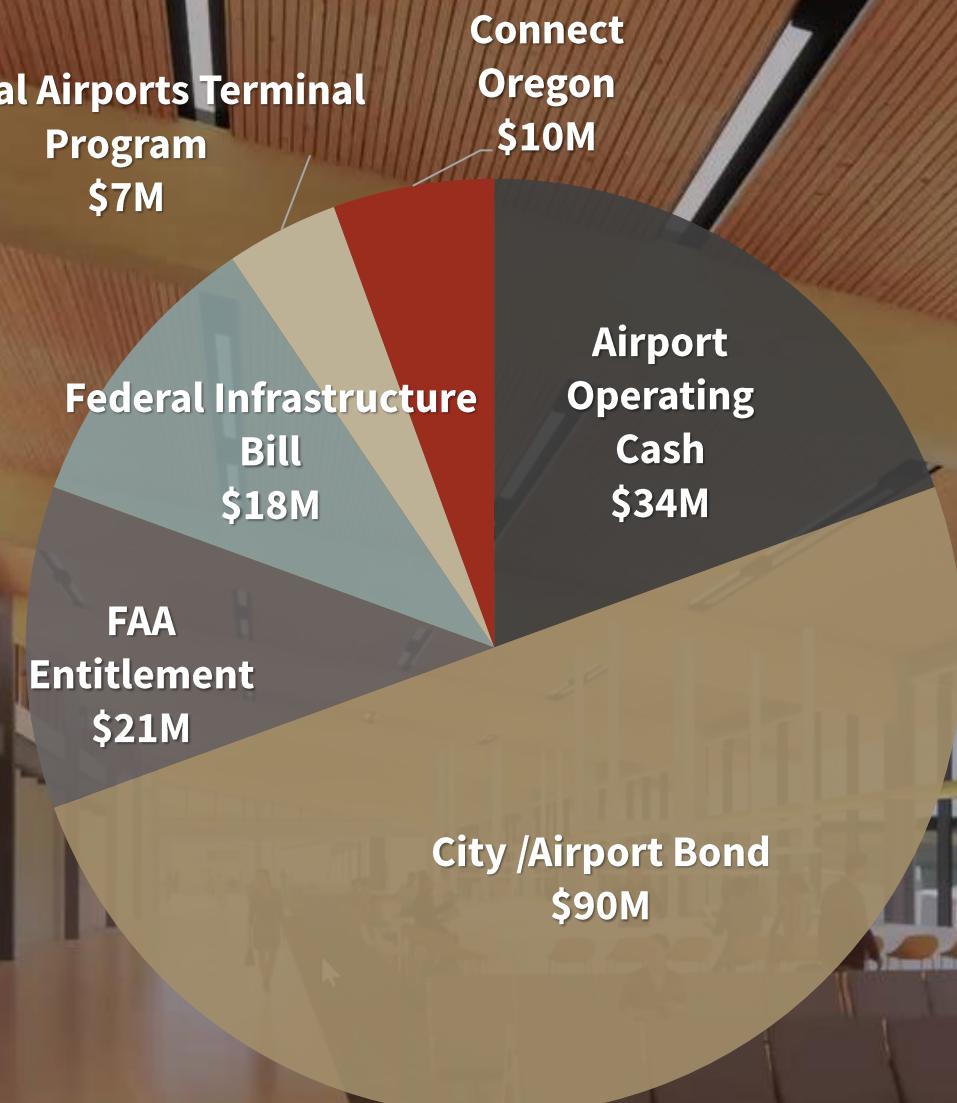
**Retail/Concession  
& Airline  
Agreements**

**Construction**

**Construction  
Complete**

# TERMINAL EXPANSION FUNDING

PROJECT ESTIMATE:  
**\$180  
MILLION**



# ONGOING & UPCOMING

- Retail/Concessions RFP
- \$1M ART RFP
- Quick Turnaround Facility
  - \$14M Car Rental Facility
- Terminal Expansion Phase 2
- Aircraft Overnight Parking Pad





# QUESTIONS

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