



**MEETING MINUTES
SESSION OF THE CITY COMMISSION
CITY OF KISSIMMEE
CITY HALL, COMMISSION CHAMBERS
101 CHURCH STREET, KISSIMMEE, FLORIDA 34741-5054
TUESDAY, OCTOBER 15, 2024 AT 6:00 PM**

1. MEETING CALLED TO ORDER

Members Present: Mayor Olga Gonzalez, Commissioners Olga Castano, Angela Eady, Carlos Alvarez, III

Staff Present: City Manager Mike Steigerwald, City Attorney Olga Sanchez de Fuentes, Deputy City Manager Desiree Matthews, Deputy City Manager Austin Blake, City Clerk Tameara Crespo

Members Absent: Commissioner Janette Martinez

Mayor Gonzalez called the meeting to order at 6:00 PM.

2. MOMENT OF SILENCE AND PLEDGE OF ALLEGIANCE

After a Moment of Silence, Commissioner Alvarez led the audience in the Pledge of Allegiance.

3. PROCLAMATIONS AND SPECIAL PRESENTATIONS

3.A Proclamation - Orlando Health's Air Care Team 40th Anniversary

To present a proclamation to the Orlando Health's Air Care Team, including Nina Hilton-Cannon, Chief Flight Nurse & Assistant Nurse Operations Manager and Ty Campbell, Clinical Assistant Nurse Manager, in celebration of their 40th Anniversary.

City Manager Steigerwald read a proclamation in honor of Orlando Health Air Care Team's 40th Anniversary, as the Mayor and Commissioners presented the proclamation to the recipients.

3.B Proclamation - Florida City Government Week

To present a Proclamation to the City Commission and City Staff in honor of Florida City Government Week.

City Manager Steigerwald read a proclamation in honor of Florida City Government Week as the Mayor and Commissioners accepted the proclamation.

3.C Swearing in Ceremony for New Police Officers

Swearing in and administering of oath for four new Police Officers.

Deputy Police Chief Munoz administered the Oath of Office to Francisco Lopez, Jomar Lopez Figueroa, Michael Manza and Sasha Sicard.

3.D Swearing in Ceremony for New Firefighters

Staff requests that our two (2) new employees be sworn in as City of Kissimmee firefighters.

Fire Chief Walls administered the Oath of Office to Mitchell Soberon and Virginia Lewis.

3.E Swearing in Ceremony for newly promoted Fire Department Battalion Chiefs, Lieutenants, and Engineers

Staff requests that our newly promoted employees be sworn into their newly appointed position.

Fire Chief Walls administered the Oath of Office to Battalion Chiefs' Stephen Gonnella and Ryan Appleman, Lieutenants' Michael Taylor and Logan Broberg, and Engineers' Steven Cole and Victor Garza.

4. PUBLIC HEARINGS - FIRST AND SECOND READINGS

4.A Public Hearing - Second & Final Reading - Proposed Ordinance #24-14 - Amending Land Development Code, Creating a Processing Fee

AN ORDINANCE AMENDING THE CODE OF THE CITY OF KISSIMMEE, FLORIDA PART II CODE OF GENERAL ORDINANCES, CHAPTER 9 BUILDINGS AND BUILDING REGULATIONS, ARTICLE II ADMINISTRATION; AMENDING DIVISION 5 SECTION 9-126 BUILDING PERMITS; DIVISION 6 SECTION 9-146 MECHANICAL PERMITS; DIVISION 7 SECTION 9-173 PLUMBING PERMITS; DIVISION 8 SECTION 9-193 ELECTRICAL PERMITS; AND PART III LAND DEVELOPMENT CODE CHAPTER 14-3 DEVELOPMENT REVIEW BOARDS AND PROCEDURES SECTION 14-3-19 APPLICATION SUBMITTAL AND REVIEW, BY ADDING A PROCESSING FEE; REPEALING ALL ORDINANCES IN CONFLICT HEREWITH AND PROVIDING AN EFFECTIVE DATE.

Request approval to amend the Land Development Code by creating a processing fee that will be applied to all credit card and e-check transactions conducted within the Development Services Department.

City Attorney Sanchez de Fuentes read Ordinance # 3110 by title.

Assistant Development Services Director Doug Etheredge stated that the City incurred between \$250-300 thousand dollars in uncovered processing fees last year at the tax payers expense. He's proposing implementation of a 3% processing fee for all credit card transactions and a \$1.99 processing fee for e-checks. Customers who do not wish to pay this fee may come inside and pay by cash or check at the permit counter. A fee study has been conducted and concluded that the proposed fee is consistent with surrounding jurisdictions.

Mayor Gonzalez announced the Public Hearing with no response from the audience.

Commissioner Alvarez moved to adopt Ordinance # 3110. Commissioner Eady seconded the motion.

Upon roll call, the vote was as follows:

Commissioner Castano	AYE
Commissioner Eady	AYE
Commissioner Alvarez	AYE
Commissioner Martinez	ABSENT
Mayor Gonzalez	AYE

Motion carried 4 - 0.

5. PUBLIC HEARINGS

5.A Public Hearing - Approval of a Pain Management License for Viva Pharmacy at 1060 North John Young Parkway.

Approval of a Pain Management License for Viva Pharmacy located at 1060 North John

Young Parkway.

Planning Manager Brenda Ryan stated that the city's current code outlines provisions and exemptions relating to issuances of pain management licenses'. Those who do not qualify for an exemption, require commission approval. After holding the public hearing, staff recommends approval subject to the conditions listed within the agenda.

Mayor Gonzalez announced the Public Hearing with no response from the audience.

Commissioner Eady made a motion to approve the Public Hearing and pain management license. Commissioner Castano seconded the motion.

AYE: Mayor-Commissioner Gonzalez, Commissioner Alvarez, Commissioner Castano, Commissioner Eady

NAY: None

Motion carried 4 - 0

5.B Public Hearing - Approval of a Pain Management License for Central Avenue Pharmacy at 1211 North Central Avenue.

Approval of a Pain Management License for Central Avenue Pharmacy located at 1211 North Central Avenue.

Planning Manager Brenda Ryan stated that the city's current code outlines provisions and exemptions relating to issuances of pain management licenses'. Those who do not qualify for an exemption, require commission approval. After holding the public hearing, staff recommends approval subject to the conditions listed within the agenda.

Mayor Gonzalez announced the Public Hearing with no response from the audience.

Commissioner Castano made a motion to approve the Public Hearing and pain management license. Commissioner Eady seconded the motion.

AYE: Mayor-Commissioner Gonzalez, Commissioner Alvarez, Commissioner Castano, Commissioner Eady

NAY: None

Motion carried 4 - 0.

6. HEAR AUDIENCE *Anything requiring a vote will be heard at a later time.*

Dr. Troy Techau spoke in opposition to the Vector Agreement (Item 7.F.) and requested the item be removed from the consent agenda.

Darlene Ramirez Rivera, 112 Broadway, Kissimmee provided a handout to the Commission (Exhibit "A") regarding issues she's experiencing downtown with public restrooms. City Manager Steigerwald notified the Commission that if the board wishes, this can be included in next year's strategic plan and incorporated into the budget as a future project.

7. CONSENT AGENDA *The consent agenda is a technique designed to expedite the handling of routine miscellaneous business of the City Commission. The City Commission in one motion may adopt the entire Consent Agenda. The motion for adoption is non-debatable and must receive unanimous approval. By request of any individual member, an item may be removed from the Consent Agenda for discussion.*

Commissioner Eady made a motion to approve the Consent Agenda minus item 7.F. Commissioner Castano seconded the motion.

Motion carried 4 - 0

- 7.A Approval of City Commission Minutes from the October 1, 2024 meeting
Request Commission approval of the October 1, 2024 Commission Minutes.
 - 7.B CentralSquare Technologies annual software maintenance fee for OneSolution Public Safety Software Suite
Approval of the annual maintenance fee for OneSolution Public Safety Software suite with CentralSquare Technologies in the amount of \$237,601.65.
 - 7.C Resolution to accept grant funding from the Florida Department of Transportation
Approval to accept, by Resolution, a Public Transportation Grant Agreement (PTGA) from the Florida Department of Transportation (FDOT) in the amount of \$914,725.00 to Rehabilitate Taxiway Delta at Kissimmee Gateway Airport. Grant Master No. TxyD Con S.
 - 7.D Task Order No. 5 for Professional Service Agreement with Avcon Inc
Approval of Task Order No. 5 of the professional service agreement, contract No. 20230139 between the City of Kissimmee and AVCON, Inc. that was executed on February 7, 2023, for construction engineering services for rehabilitate, mark, and light Taxiway Delta & RIMS.
 - 7.E Advertising Funding from Experience Kissimmee for Kissimmee Gateway Airport
Request Commission approval to accept advertising funding in the amount of \$30,000.00 from Experience Kissimmee for Kissimmee Gateway Airport, Grant Master No. Ad FY25.
 - 7.F Transient Aircraft Landing Fee Process Agreement With Vector Airport Systems, LLC
Request approval of contract # 20250010 with Vector Airport Systems, LLC to identify, invoice and collect transient aircraft landing fees on behalf of the Kissimmee Gateway Airport at a cost of 15% of landing fees collected for three years.
- Item was removed from consent and placed on discussion for consideration.
- 7.G Authorization to purchase the annual city vehicle requirements for FY2024-25
This request is for authorization to purchase the FY 2024-25 City vehicle requirements from the State Contract, Sheriff's Contract, Cooperative Purchasing Contracts or the City bid, whichever is most cost-effective, considering the requirements of the departments.
 - 7.H Bid Award for West Oak Street at John Young Parkway Intersection Improvement Project
Approval to award the bid for the construction of the West Oak Street at John Young Parkway Intersection Improvement to Atlantic Civil (contract # 20250015), in the amount of \$3,341,153.31. This project will be funded by the Florida Department of Transportation (FDOT) and the City of Kissimmee local fund, FIN 434916-1-58-01.
 - 7.I Resolution authorizing the West Oak Street Intersection Improvements and Supplemental Agreement No. 1
Approval of the Local Agency Program (LAP) Supplemental Agreement No. 1 (Contract #20250014) with the Florida Department of Transportation (FDOT) to provide additional funding of \$1,883,985 for the West Oak Street Intersection Improvements Project (FPN 434916-1-58-01), bringing the total grant funding to \$3,225,923. Approval is also requested for the resolution authorizing the City Manager to execute and deliver this agreement, along with any subsequent documentation or amendments for the project.
 - 7.J Ratification of Executive Order 2024-02 for Hurricane Milton

Commission ratification of Executive Order 2024-02 issued by the City Manager declaring a state of emergency relating to Hurricane Milton.

8. **DISCUSSION ITEMS**

City Manager Steigerwald initiated the discussion on item 7.F. Aviation Director Shaun Germolus addressed an email from an opposing attendee (Exhibit "B") and reiterated that the City will not impose charges for low passes of aircraft, with fines only applying to touch-and-go operations. He clarified that Vector is based in Virginia, not Germany, as previously mentioned, and noted their 99.6% collection rate. He emphasized that the third-party arrangement would relieve staff from managing collection fees internally and expressed his support for the project's efficiency.

City Manager Steigerwald also provided clarification on several points, including a 60-day termination clause in the contract and the liability shared by the City and the vendor in the event of a legal issue for either party.

Several individuals spoke in opposition of the Vector Agreement (Item 7.F.), including Ron Creel (Exhibit "C"), Dr. Troy Techau, Robert Rockmaker, Donald Frano, Randy Chive, Sam Devnari, Bob Brown, and David Go. They raised concerns about the impact the fees would have on aviation students. Many urged the commission to consider tabling the item and suggested establishing an Airport Authority or Advisory Board. Following the discussion, the commission reached a consensus to hold a public workshop on the issue.

Commissioner Castano made a motion to continue the item to a future meeting after holding an Airport Workshop. Commissioner Eady seconded the motion.

AYE: Mayor-Commissioner Gonzalez, Commissioner Alvarez, Commissioner Castano, Commissioner Eady

NAY: None

Motion carried 4 - 0.

8.A UCF Business Incubation Program - Kissimmee Annual Presentation and Approval of the 2024-2025 Agreement

Approval of Agreement #20250018 with UCF Business Incubation Program - Kissimmee for the 2024-2025 program year in the amount of \$150,000.

CRA Manager Samia Singleton introduced Incubator Site Manager Esther Vargas, to provide the annual update. Ms. Vargas presented a PowerPoint attached to the agenda which reviewed support services, collaborative partnerships, and upcoming training and networking events. She appreciates the City's support and all the organizations they collaborate with to offer these services.

Commissioner Eady made a motion to approve. Commissioner Castano seconded the motion.

AYE: Mayor-Commissioner Gonzalez, Commissioner Alvarez, Commissioner Castano, Commissioner Eady

NAY: None

Motion carried 4 - 0.

CITY COMMISSION RECESSES AND CONVENES AS THE COMMUNITY
REDEVELOPMENT AGENCY BOARD

- 8.B Approval of Agreement with LandDesign, Inc. for Vine Street landscape design services.
Approval of an agreement with LandDesign, Inc., Contract #20250000, for Vine Street landscape design services and a budget transfer for associated costs.

CRA Manager Samia Singleton requested commission approval of the agreement for the design and landscaping of the Vine Street CRA corridor.

CRA Board Member Castano made a motion to approve. CRA Board Member Eady seconded the motion.

AYE: Mayor-Commissioner Gonzalez, Commissioner Alvarez, Commissioner Castano, Commissioner Eady

NAY: None

Motion carried 4 - 0

COMMUNITY REDEVELOPMENT AGENCY BOARD ADJOURNS AND
RECONVENES AS THE CITY COMMISSION

- 8.C Resolution to amend the Rates & Charges Policy for Kissimmee Gateway Airport
Approval to amend the Rates & Charges Policy by Resolution for Kissimmee Gateway Airport (KISM) approved on October 20, 2020.

Aviation Director Shaun Germolus returned to the podium to outline the City's recent efforts to boost revenue streams, including renewing leases that were previously below fair market value. He discussed the decline of the capital outlay reserve over time, upcoming capital improvements and their associated costs, and the future economic development of the airport. He emphasized that various aircraft are exempt from fees, as are all airport tenants. The City is dedicated to transparency and will publish an annual report detailing the collection and distribution of fees.

The following attendees spoke in opposition to item 8.C.: Ron Creel, Sam Devnari, Bob Brown, Robert Rockmaker, Dr. Troy Techau, and Joleen Chive. The comments restated their concerns with the landing fees affecting aviation students and supported the idea to establish an airport advisory board. Following the discussion, the commission reached a consensus to hold a public workshop on the issue.

Commissioner Eady made a motion to continue the item to a future meeting after holding an Airport Workshop. Commissioner Castano seconded the motion.

AYE: Mayor-Commissioner Gonzalez, Commissioner Alvarez, Commissioner Castano, Commissioner Eady

NAY: None

Motion carried 4 - 0.

- 8.D Social Service and Quality of Life Competitive Funding Awards
Approval of the Social Services and Quality of Life Competitive Grant awards for FY 2024-25

City Manager Steigerwald requested the item be continued to the November 5, 2024 meeting.

Commissioner Castano made a motion to continue the item to November 5, 2024. Commissioner Eady seconded the motion.

AYE: Mayor-Commissioner Gonzalez, Commissioner Alvarez, Commissioner Castano, Commissioner Eady

NAY: None

Motion carried 4 - 0.

9. HEAR CITY OFFICIALS

9.A CITY MANAGER

City Manager Steigerwald requested an extension of the State of Emergency for Hurricane Milton for FEMA reimbursement eligibility. The Executive Order will remain in affect for 7 additional days (Exhibit "D").

Commissioner Castano made a motion to extend and ratify Executive Order #2024-03 for Hurricane Milton. Commissioner Alvarez seconded the motion.

AYE: Mayor-Commissioner Gonzalez, Commissioner Alvarez, Commissioner Castano, Commissioner Eady

NAY: None

Motion carried 4 - 0.

City Manager Steigerwald stated that a significant amount of debris needs to be collected since Hurricane Milton. At present, the contractual rates for our two debris management and disaster recovery services do not meet the minimum standards established by the Florida Department of Transportation. He is seeking approval to adjust the rates in the agreements (Exhibit "E").

Commissioner Eady made a motion to amend the rates within the Crowder Gulf and Southern Disaster agreements to match the Florida Department of Transportation requirements and authorize the City Manager to execute any necessary documents to finalize the changes. Commissioner Castano seconded the motion.

AYE: Mayor-Commissioner Gonzalez, Commissioner Alvarez, Commissioner Castano, Commissioner Eady

NAY: None

Motion carried 4 - 0.

City Manager Steigerwald reminded the audience and Commissioners of upcoming events: The Domestic Violence Walk and Vigil at October 24th at the Lakefront, and the Kissimmee Fire Department Open House at Station #11 on October 26th.

9.B CITY ATTORNEY

9.C CITY COMMISSION

Commissioner Eady and Alvarez thanked the various city officials and departments for their efforts in preparing for the hurricane. The Commissioners and the City Manager discussed future sand bag operations and areas of improvements during the next event, including collaboration with the County Officials.

10. ADJOURNMENT

10/15/2024

There being no further business to come before the Commission, Mayor Gonzalez adjourned the meeting at 8:31 PM.



ATTEST:

Tameara Crespo

CITY CLERK

Olga Gonzalez

MAYOR-COMMISSIONER

Exhibit "A"

Darlene Ramirez Rivera
Casa del Artesano Fine Arts
and Educational Consulting, Inc
112 Broadway
Kissimmee FL 34741
(407)910-4275/ (407)489-1813
casadelartesanopr@gmail.com



October 15, 2024

Honorable Olga González
Mayor
City Hall of Kissimmee
101 Church St.
Kissimmee, FL 34741

Dear Olga Gonzalez,

I am writing to you as the owner of Casa del Artesano Fine Arts and Educational Consulting located at 112 Broadway Kissimmee FL, to bring attention to a situation that is affecting both businesses and the residents and visitors of our beloved city of Kissimmee.

In recent years, we have witnessed a notable increase in the number of people visiting our commercial and tourist areas, which is a positive sign of growth. However, this influx of visitors has also brought certain challenges, chief among them the insufficient availability of public restrooms in high-traffic areas.

Unfortunately, the lack of adequate facilities has led many individuals to use the restrooms of local businesses without making purchases, placing an added strain on our resources and creating an uncomfortable experience for both owners and visitors. Additionally, we

Distribution:

Olga Castaño Vice- Mayor

Angela Eady- Mayor Pro-Tem

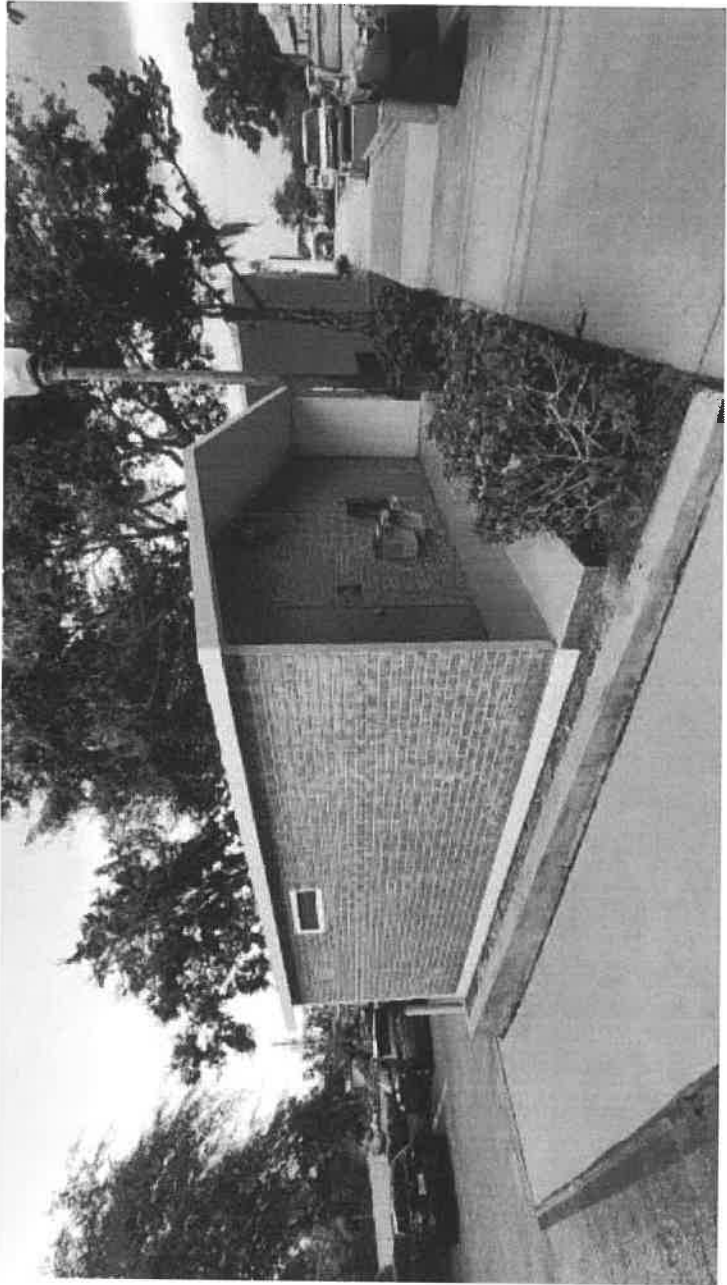
Carlos Alvarez III- Commissioner

Janette Martinez- Commissioner

Mike Steigerwald- City Manager

Desiree Matthews- Deputy City Manager

Austin Blake- Deputy City Manager





United States
of America

Congressional Record

PROCEEDINGS AND DEBATES OF THE 118th CONGRESS, SECOND SESSION

House of Representatives

HONORING DARLENE RAMÍREZ-RIVERA AS A DISTINGUISHED LEADER IN CENTRAL FLORIDA FOR HISPANIC HERITAGE MONTH

HON. DARREN SOTO
OF FLORIDA
IN THE HOUSE OF REPRESENTATIVES
Tuesday, October 1, 2024

Darlene Ramírez-Rivera holds a bachelor's degree in natural sciences from the University of Puerto Rico, with a major in chemistry and biology. She is also a pianist and flutist, having graduated from the Escuela Libre de Música in Puerto Rico.

Her background as a chemistry and biology teacher demonstrates her commitment to scientific education. Darlene is the founder of Casa del Artesano Fine Arts and Educational Consulting, a nonprofit organization established in 2018 to support Puerto Rican artisans who arrived after Hurricane Maria. Together with her husband, Igor Báez-Muñoz, she is now expanding Casa del Artesano with Pa'l Callejón, the first center in the Kissimmee region that combines an art gallery with a cultural restaurant.

In 2004, she became the leader of the bobbin lace group "Mundillo en Orlando" and organized the first Bobbin Lace "Mundillo" Festival in Downtown Kissimmee. Darlene and her daughter, Vanahi, also founded a group of young "Mundillo" spidering lacers. Certified as an artisan by the Puerto Rican Industrial

Development Company's Artisan Development Program in 2007, she has been instrumental in promoting Puerto Rican craftsmanship. In 2010, she received a proclamation for Bobbin Lace "Mundillo" Festival Day from Orange County Mayor, Richard T. Crotty, celebrated on April 11.

Her accolades include the "Women Who Make a Difference" award from La Prensa in 2010 and the "Florida Folklife Program Bobbin Lace Mundillo Master Award" in 2018. She was named Artisan of the Year by the Asociación de Artesanos y Artistas PR de Florida in 2019 and received the Eugenio María de Hostos Award from the National Puerto Rican Association in New York in 2022.

Since 2017, Darlene has been an instructor for the GED YouthBuild program at Valencia College, where she has graduated over 300 students in Osceola.

HON. DARREN SOTO
MEMBER OF CONGRESS

Tameara Crespo

From: Olga Sanchez de Fuentes
Sent: Tuesday, October 15, 2024 3:26 PM
To: Mike Steigerwald; Shaun Germolus
Cc: Marisela Roura; Tameara Crespo
Subject: FW: Landing Fees - Comments in Opposition
Attachments: Statement - Troy Techau - Landing fees 10-15-2024.pdf

FYI

From: Troy Techau <troy.techau@gmail.com>
Sent: Tuesday, October 15, 2024 2:41 PM
To: Olga Sanchez de Fuentes <OLGA.SANCHEZDEFUENTES@kissimmee.gov>
Cc: Kalanit Oded <KALANIT.ODED@kissimmee.gov>; Curtis McGehee <CURTIS.MCGEHEE@kissimmee.gov>
Subject: Landing Fees - Comments in Opposition

EXTERNAL EMAIL: This email originated from outside of the organization. DO NOT REPLY, CLICK LINKS, or OPEN ATTACHMENTS unless you recognize the sender and know the content is safe

Olga Sanches de Fuentes, Esquire

I will speak briefly tonight in opposition of the approval of Landing Fees for the Kissimmee Gateway Airport and the contract with Vector.

In addition to the points I will make below, I am very concerned that the City is considering entering the proposed agreement with Vector Airport Systems in it's current form given that the City would be explicitly liable for defense of suits related to billing errors that would follow passage of the currently flawed *Rates & Charges Policy for Kissimmee Gateway Airport document*. ***Liability for errors in landing fees or their collection will remain the City's liability, and Vector, a foreign-owned business, has nothing to lose if any Landing Fees are contested in court.*** Here is the language in that draft agreement that retains all the burden on the City:

13. To the extent allowed by the Laws of the state of Florida, the CLIENT hereby agrees to indemnify, defend, save, and hold harmless the CONTRACTOR from all claims, demands, liabilities, and suits arising out of or due to unlawful or otherwise impermissible directives given by the CLIENT, its agents or employees to the CONTRACTOR in the performance of this AGREEMENT.

Candidly, I think this is a complex issue and the City just hasn't thought it all the way through. I believe the City is taking on an enormous amount of liability in this instance and opening the opportunity for extensive legal costs as the City defends the costs of this incompletely analyzed proposal. I've written the Mayor and City Manager - were the City to reinstate the Airport Advisory Board I'd be happy to volunteer my time and help with the tasks I've outlined below.

Warm regards,

Troy

Dr. Troy Techau, Ph.D.
1630 Marina Lake Drive
Kissimmee, FL 34744
813.766.2056

My comments are below and attached as a PDF for your convenience.

1. Legal Inadequacy / Increased City Liability

The Landing Fee schedule as proposed is legally inadequate and should not be approved as presently proposed. The City is obligated and has agreed to follow the requirements of the FAA's *Policy Regarding Airport Rates and Charges*. That policy has two key requirements that the City has yet to meet:

2.2 "Revenues from fees imposed for use of the airfield ("airfield revenues") may not exceed the costs to the airport proprietor of providing airfield services and airfield assets currently in aeronautical use..."

2.3 "The "rate base" is the total of all costs of providing airfield facilities and services to aeronautical users (which may include a share of public-use roadway costs allocated to the airfield in accordance with this policy) that may be recovered from aeronautical users through fees charged for providing airfield aeronautical services and facilities ("airfield fees"). Airport proprietors must employ a reasonable, consistent, and "transparent" (i.e., clear and fully justified) method of establishing the rate base and adjusting the rate base on a timely and predictable schedule."

The City of Kissimmee has not met these requirements as no justification method to define the costs of aircraft operations that the proposed landing fees intend to recoup has been provided at all, much less any analysis that meets the requirements for transparency as required by the FAA. The City has not provided sufficient basis for setting of the fees that relates those fees to actual operational costs, i.e. actual costs to the City on a per-operation basis, as required by Appendix 1—Information for Aeronautical User Charges Consultations of the *Policy Regarding Airport Rates and Charges*. (See below).

The City is liable for defense of legal actions by aeronautical users that protest the proposed fees. Under 49 U.S.C. 47129, aeronautical users affected by the proposed landing fees have standing to file written protests to the Secretary of the Department of Transportation of the United States, and the City will be obligated to respond and defend to such protests. This creates an increase to the City's liability that has not been accounted for or addressed in the proposals to the City Commission to date.

RECOMMENDATION: Commission reject Item 8C Resolution to amend the Rates & Charges Policy for Kissimmee Gateway Airport and direct the City Attorney and

Airport Manager to conduct analysis that meets the analytical requirements directed by the FAA.

2. Proposed Policy fails to define or address key protected aviation

operations. The proposed Rates & Charges Policy for Kissimmee Gateway Airport fails to address low pass operations in which an aircraft maneuvers over a runway but does not touch the surface of the airport.

Low pass operations are a critical component of aviation instruction in that pilots are taught to discontinue landings in unfavorable conditions (weather, obstructions, or equipment issues) and continue flight beyond the runway. Pilots are then trained to then position aircraft for another landing attempt (go around) or travel to an alternate airport.

In the United States v. Causby (328 U.S. 256, 1946) the Supreme Court held that navigable airspace is in the public domain and not subject to 'takings' by local or state governments. Congress defined navigable airspace to include "airspace above the minimum altitudes of flight prescribed by regulations under this subpart and subpart II of this part, including airspace needed to ensure safety in the takeoff and landing of aircraft" in 49 United States Code Section 20102(a)(32).

Consequently, the City has no legal basis to charge a landing fee for aircraft that enter the traffic pattern at Kissimmee but does not touch the surface of the runway and has remained in federally controlled navigable airspace. The proposed agreement with Vector Airport Systems does not address low pass operations. Without augmentation, the technology utilized by Vector in assessing landing fees is not capable of determining whether an aircraft has remained in federally controlled navigable airspace or entered the runway environment controlled by the City unless the aircraft turns off of the runway and utilizes a taxiway. This will lead to billing errors which the City will remain liable to resolve.

Vector Airport Systems also has limited ability without technological augmentation or input from airport management to discriminate low pass operations from 'touch and go' operations in which an aircraft briefly touches the airport surface and then continues flight. Touch and go operations are a key part of training landing operations for light aircraft have inconsequential impact on the City's airport operational costs (and those costs have not been adequately analyzed or defined by the City as noted in point 1 of this statement).

RECOMMENDATIONS:

- a. **The City Commission remove Item 7F *Transient Aircraft Landing Fee Process Agreement With Vector Airport Systems, LLC* from the Consent Agenda, and;**
- b. **Reject Item 8C *Resolution to amend the Rates & Charges Policy for Kissimmee Gateway Airport* and instruct City staff to revise the proposal to address low pass operations as**

not billable, and specifically authorize 'touch and go' operations as a means to minimize the City's liability for incorrect billing by Vector Airport Systems.

PUBLIC RECORDS NOTICE: All e-mail sent to and received from the City of Kissimmee, Florida, including e-mail addresses and content, are subject to the provisions of the Florida Public Records Law, Florida Statute Chapter 119, and may be subject to disclosure.

Statement
Dr. Troy Techau
1630 Marina Lake Drive, Kissimmee, FL
City Commission Meeting – October 15, 2024

1. Legal Inadequacy / Increased City Liability

The Landing Fee schedule as proposed is legally inadequate and should not be approved as presently proposed. The City is obligated and has agreed to follow the requirements of the FAA's *Policy Regarding Airport Rates and Charges*. That policy has two key requirements that the City has yet to meet:

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2.3 "The "rate base" is the total of all costs of providing airfield facilities and services to aeronautical users (which may include a share of public-use roadway costs allocated to the airfield in accordance with this policy) that may be recovered from aeronautical users through fees charged for providing airfield aeronautical services and facilities ("airfield fees"). Airport proprietors must employ a reasonable, consistent, and "transparent" (i.e., clear and fully justified) method of establishing the rate base and adjusting the rate base on a timely and predictable schedule."

The City of Kissimmee has not met these requirements as no justification method to define the costs of aircraft operations that the proposed landing fees intend to recoup has been provided at all, much less any analysis that meets the requirements for transparency as required by the FAA. The City has not provided sufficient basis for setting of the fees that relates those fees to actual operational costs, i.e. actual costs to the City on a per-operation basis, as required by Appendix 1—Information for Aeronautical User Charges Consultations of the *Policy Regarding Airport Rates and Charges*. (See below).

The City is liable for defense of legal actions by aeronautical users that protest the proposed fees. Under 49 U.S.C. 47129, aeronautical users affected by the proposed landing fees have standing to file written protests to the Secretary of the Department of Transportation of the United States, and the City will be obligated to respond and defend to such protests. This creates an increase to the City's liability that has not been accounted for or addressed in the proposals to the City Commission to date.

RECOMMENDATION: Commission reject *Item 8C Resolution to amend the Rates & Charges Policy for Kissimmee Gateway Airport* and direct the City Attorney and Airport Manager to conduct analysis that meets the analytical requirements directed by the FAA.

Statement
Dr. Troy Techau
1630 Marina Lake Drive, Kissimmee, FL
City Commission Meeting – October 15, 2024

2. Proposed Policy fails to define or address key protected aviation operations. The proposed Rates & Charges Policy for Kissimmee Gateway Airport fails to address low pass operations in which an aircraft maneuvers over a runway but does not touch the surface of the airport.

Low pass operations are a critical component of aviation instruction in that pilots are taught to discontinue landings in unfavorable conditions (weather, obstructions, or equipment issues) and continue flight beyond the runway. Pilots are then trained to then position aircraft for another landing attempt (go around) or travel to an alternate airport.

In the United States v. Causby (328 U.S. 256, 1946) the Supreme Court held that navigable airspace is in the public domain and not subject to 'takings' by local or state governments. Congress defined navigable airspace to include "airspace above the minimum altitudes of flight prescribed by regulations under this subpart and subpart II of this part, including airspace needed to ensure safety in the takeoff and landing of aircraft" in 49 United States Code Section 20102(a)(32).

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Vector Airport Systems also has limited ability without technological augmentation or input from airport management to discriminate low pass operations from 'touch and go' operations in which an aircraft briefly touches the airport surface and then continues flight. Touch and go operations are a key part of training landing operations for light aircraft have inconsequential impact on the City's airport operational costs.

RECOMMENDATIONS:

- a. **The City Commission remove Item 7F *Transient Aircraft Landing Fee Process Agreement With Vector Airport Systems, LLC* from the Consent Agenda, and;**
- b. **Direct the Airport Manager to revise Item 8C *Resolution to amend the Rates & Charges Policy for Kissimmee Gateway Airport* to address low pass operations and specifically authorize 'touch and go' operations as a means to minimize the City's liability for incorrect billing by Vector Airport Systems.**

Excerpt from FAA *Policy Regarding Airport Rates and Charges*: Appendix 1—Information for Aeronautical User Charges Consultations.

Appendix 1—Information for Aeronautical User Charges Consultations

The Department of Transportation ordinarily expects the following information to be available to aeronautical users in connection with consultations over changes in airport rates and charges:

1. Historic Financial Information covering two fiscal years prior to the current year including, at minimum, a profit and loss statement, balance sheet and cash flow statement for the airport implementing the charges, and any financial reports prepared by the airport proprietor to satisfy the provisions of [49 U.S.C. 47107\(a\)\(19\)](#) and [47107\(k\)](#).
2. Justification. Economic, financial and/or legal justification for changes in the charging methodology or in the level of aeronautical rates and charges at the airport. Airports should provide information on the aeronautical costs they are including in the rate base.
3. Traffic Information. Annual numbers of terminal passengers and aircraft movements for each of the two preceding years.
4. Planning and Forecasting Information.
 - (a) To the extent applicable to current or proposed fees, the long-term airport strategy setting out long-term financial and traffic forecasts, major capital projects and capital expenditure, and particular areas requiring strategic action. This material should include any material provided for public or government reviews of major airport developments, including analyses of demand and capacity and expenditure estimates.
 - (b) Accurate, complete information specific to the airport for the current and the forecast year, including the current and proposed budgets, forecasts of airport charges revenue, the projected number of landings and passengers, expected operating and capital expenditures, debt service payments, contributions to restricted funds, or other required accounts or reserves.
 - (c) To the extent the airport uses a residual or hybrid charging methodology, a description of key factors expected to affect commercial or other nonaeronautical revenues and operating costs in the current and following years.

Statement
Dr. Troy Techau
1630 Marina Lake Drive, Kissimmee, FL
City Commission Meeting – October 15, 2024

**Excerpt from Transient Aircraft Landing Fee Process Agreement With
Vector Airport Systems, LLC**

In the proposed agreement with Vector Airport Systems (Item 7f on the Consent Agenda) **the City would be explicitly liable for defense of suits related to billing errors** caused by the City in passing a flawed ***Rates & Charges Policy for Kissimmee Gateway Airport that does not direct Vector Airport Systems regarding low pass operations or touch and go operations.***

13. To the extent allowed by the Laws of the state of Florida, the CLIENT hereby agrees to indemnify, defend, save, and hold harmless the CONTRACTOR from all claims, demands, liabilities, and suits arising out of or due to unlawful or otherwise impermissible directives given by the CLIENT, its agents or employees to the CONTRACTOR in the performance of this AGREEMENT.

**Executive Summary – City Council Members
October 15, 2024**

Agenda Items

**Implementing Landing Fees
Utilizing Vector as a 3rd Party Vendor
at
Kissimmee Gateway Airport**

Discuss & Define:

General Aviation - for a better understanding for all non-aviation experts.

Landing Fee Calculations – what are the REAL computations and impacts?

Reliever Airports - let's not compare a canoe to the Titanic!

Analysis of Current Known Landing Fees

Let's look at Vector!

Recommendations

- **Possible Airport Advisory Committee**

Ron Creel

407-908-5189

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Implementing Landing Fees
Utilizing Vector as a 3rd Party Vendor
at
Kissimmee Gateway Airport

Definitions: From the Sept meeting, it seems there may be some misunderstandings about some of the terms used in our discussions. Let me try to clear up some verbiage used in our ongoing discussions.

General Aviation (GA) is defined as “all civil aviation OPERATIONS other than scheduled air services (Airlines) and nonscheduled air transport operations for remuneration or hire.(Charter Flights) ” Military and airline operations do not fall under the umbrella of GA, a wide variety of other types of aerial work—such as flight training, firefighting, banner towing, pipeline patrols, and medevac operations are GA. (Source ICAO and AOPA)

General Aviation is based on **TYPES of flying Operations by the Air Regulations**, (Part 91, Part 135, Part 121, etc.) NOT TYPE of aircraft.

Landing Fees are almost always based on TYPE of aircraft and/or Weight of said aircraft.

GA airplanes can range from an experimental type aircraft weighing 1,100 pounds, up to a Global 7500 corporate jet weighing 106,250 pounds. At \$3/1000 pounds of weight, these 2 different aircraft would pay \$3.30 and \$318.75 respectively per landing. One may do several landings at KISM, the other probably will not do more than one landing.

This is my canoe vs Titanic comparison! All GA aircraft are not the same. Just as all boats are not the same!

There are 4 categories of airports as classified by the FAA. Let's confine our discussion to Kissimmee Gateway airport, which is one of 17 “reliever airports” in Florida.

A Reliever Airport is an airport designated to relieve congestion at a commercial service airport and to provide “**MORE GENERAL AVIATION ACCESS TO THE OVERALL COMMUNITY.**” (Source FAA.gov)

NONE of the other 16 reliver airports in the entire State of Florida charge landing fees to GA aircraft under 6,000 gross weight.

On a NATIONAL BASIS, if you search the FAA Airport Data and Information Portal with criteria of: Airport, Public Use/Public Owned, with a control tower and runway length greater than 5,000'; then sort by RELIEVER AIRPORTS, you will see that query nets 85 airports, including KISM. **Of the 85 airports, only 6 airports (7%) charge landing fees for light general aviation piston aircraft:**

ID	NAME	LANDING FEE REMARKS
KISM	Kissimmee Gateway	Transient landing fee proposed at \$3/1000 lbs, exempting one landing per day for aircraft under 5,000 lbs.
FMY	PAGE FLD, FL	Transient landing fee for commercial operators only, flight instruction capped at \$50. Fee is \$5 for piston, \$10 for turbine, \$8 for helicopter. Part of Lee County system of airports.
OQU	QUONSET STATE, RI	Transient landing fee for commercial operations and non-RI registered aircraft.
SCH	SCHENECTADY COUNTY, NY	Transient landing fee of \$5 Single Engine piston, \$9+ Multi Engine piston.
PNE	NORTHEAST PHILADELPHIA, PA	Transient and commercial based aircraft: \$5 Under 5,000 lbs, \$10 5K-10K lbs, to max of \$95. Part of the Philadelphia system of airports.
MMU	MORRISTOWN MUNI, NJ	Transient landing fee of \$12 Single engine piston and increases w/ weight. Reliever for NYC Area hub airports.
TOA	ZAMPERINI FLD Torrance, CA	For transient and based aircraft \$3/1000 lbs, public and medical exempted or private heli-pad.

The airports identified in your proposal are better described as commercial airports, or airports with commercial services, of which KISM is not.

It appears the proposed landing fee rate would be based on the airport's own perception of its aircraft operations and not on past precedent or on the examples of other similar airports.

Now let's look at Vector!

Of the 9 Testimonials on their website, only 1 is about a “reliever airport.”

**Testimonials from Vector-USA.com Website
&
The FACTS!**

Mark Duebner

Director of Aviation
Dallas Love Field Airport (DAL)

“Outsourcing Love Field's aircraft fee billing process to Vector allows the airport staff to focus more on our mission of keeping the airport safe and operating smoothly. Vector's PlanePass service more than pays for itself in increased revenue and cost savings at the airport.”

FACTS: This airport is a comparable to Orlando International – MCO Classified as a Primary - Large Hub airport. Landing Fee is \$6.55 or \$4/1000 lbs. depending on type of operations.

Jim Brundige

Airport Manager
East Hampton Airport (HTO)

“The Vector landing fee collection system, is completely automated, saving labor and freeing Airport staff to work on other tasks. Because the system captures operations 24/7, revenues have increased significantly. It is a pleasure working with the Vector staff. They are extremely cooperative and responsive to our requests for information and reports. Vector is more than just an outside contractor, they are part of our Airport team.”

FACTS: Now PRIVATE Airport (KJPX) Landing fees: \$20. <4,500 lbs to \$700. >50,000 lbs.

Mike Cooke

Aviation & Community Services Manager
Truckee Tahoe Airport District (TRK)

“Vector’s VNOMS solution is exactly what we needed to marry together our many disparate data sources. They took a complicated table of information streams and turned it into a user-friendly, precision tool which saves our organization time and money. The installation was a breeze and the Vector team makes sure the system meets and often exceeds expectation.”

FACTS: GA Airport_Mr. Mike Cooke is the I.T. Manager. Robb Etnyre, Airport General Manager, NO Landing Fees for aircraft under 5,500 lbs. Overnight tie-down - \$20.

George M. Stokus, A.A.E.

Airport Manager

Martin County Airport/Witham Field (SUA)

“Vector has enabled my staff and me to identify aircraft operating at SUA in ways not possible with other systems. Their integrated aircraft ID technology, and easy-to-use internet-based software, has allowed us to better understand aircraft operations on the airport and over the surrounding communities.”

**FACTS: GA Airport Andres McBean is the Airport Manager. (FDOT)
Witham Field does NOT have LANDING FEES.**

Jon Stout

Airport Manager

Sonoma County Airport (STS)

“In the last 10 months, Vector has enabled us to collect up to twice as much landing fee revenue compared to the same time period last year. Vector has nearly eliminated the staff hours that used to be required. The identification and operations data provided through the web-based Airport Portal gives us a clear picture of our operations.”

FACTS: Primary – Non-Hub airport Sonoma County Airport charges \$1.52/1000 for aircraft >12,500 lbs., for NON-BASSED aircraft. Has been same rate since May 2020.

R.W. "Bud" Breault, Jr.

Airport Manager

Hyannis Municipal Airport (HYA)

“Since installing the Vector System in July 2015, my team has been very pleased with their system and service. Landing fee revenue increased in the first year and I no longer have the feeling I am missing revenue. Since PlanePass is completely automated and Vector staff handles all the support, my staff has been freed up to focus on other tasks.”

FACTS: Primary – Non-Hub airport This airport is known as Cape Cod Gateway Airport. Landing Fee is \$2.35/1000 lbs. > 6000 lbs. – 12,499 lbs. Increases to \$3.75/1000 lbs. above 30,000 lbs. Vector uses his letter of Recommendation, dated Jun 22, 2018 to tout the July 2015 initiative. Cape Cod pays Vector 10% fee + \$77,000 per year for camera maintenance. Wonder why they left that out of the testimonial?

Chris Padilla

Airport Controller
Aspen-Pitkin County Airport (ASE)

"Vector's system has made the billing and collections process very streamlined and much more transparent. The ability to track our landing fee revenues along with detailed breakdowns of monthly reports have greatly improved our metrics reporting. Vector's full-service billing and collection group has been responsive, courteous, and an asset to our revenue collection. The Airport Portal also gives us better understanding of our airport traffic."

FACTS: Primary – Non-Hub airport Landing Fee – all non-based GA, \$9.18/1000 lbs. Increased \$.85 in 2024. This is rich, snow-country resort area.

Mark Gibbs

Director of Aviation
SBD International Airport (SBD)

"Vector made the entire landing fee billing and collection process simple, reliable, and efficient, freeing up airport staff to focus on other duties at the airports. The reports we receive are thorough and detailed, showing all payments received through Vector and ensuring nothing goes missing. We are very pleased with the service and professionalism of the Vector staff and look forward to our continued partnership."

FACTS: Reliver Airport :San Bernardino International Airport has a landing fee of \$1.00/1000 for all aircraft >12,499 lbs.

Paul Mehrlich

Executive Director of Aviation
Texarkana Regional Airport (TXK)

"Finding a cost effective way of processing billing and collecting landing fees, especially during this current pandemic when revenue was expected to be down and we were short on staff, was crucial to our operation. Having come from an airport that used Vector's system, I had seen firsthand how PlanePass was able to automate the entire billing process; I knew right away it would be a great fit for what Texarkana Regional Airport wanted to accomplish and allowed me, and my staff, to focus on other needs at the airport, while bringing in much needed additional revenue."

FACTS: Primary – Non-Hub airport Landing Fee \$2.00/1000 lbs. – non-tenant aircraft with gross weight > 7,999 lb

Recommendations:

1. Rescind the ordinance allowing KISM to charge landing fees.
2. In the alternative, follow the path of almost all other FLORIDA and NATIONWIDE RELIEVER Airports, by exempting all tenant based aircraft and charge a minimal fee for transient aircraft > 6000 lbs.
3. Take more time to research the transparency and honesty of the company you are currently suggesting.
4. Ask yourselves, "Why does KISM need to implement landing fees when 79 out of 85, again 79 out of 85 similar airports, have found other ways to meet their financial needs and do NOT charge light GA Aircraft???"
5. I would ask you to consider re-implementing the "Airport Advisory Committee" to work with the Airport Manager and Council to get additional input on this and other issues so we can become number 80 out of 85 airports to NOT charge landing fees for light GA Aircraft!!

I will be first to volunteer, should the council create such a committee.

Thank you for your time,

Ron Creel
407-908-5189
Ron41w@gmail.com

**EXECUTIVE ORDER 2024-03
CITY OF KISSIMMEE, FLORIDA
EXTENDING THE LOCAL STATE OF EMERGENCY DECLARATION
RELATING TO MILTON**

WHEREAS, Governor DeSantis issued Executive Orders 24-214, declaring a state of emergency in the State of Florida, due to dangers presented by Hurricane Milton, which made landfall near Tampa on Wednesday, October 9, 2024, and traversed the central corridor of Florida, including Osceola County; and

WHEREAS, On October 7, 2024, the City Manager, through Executive Order 2024-02, declared a local state of emergency in anticipation of Hurricane Milton; and

WHEREAS, the City continues local response and recovery efforts for emergency work, including debris removal from the storm, which has accumulated on City roads and right of way as citizens attempt to clear their properties, and said debris is impeding access to sidewalks and roadways, and is a nuisance and must be immediately removed for the health, safety, and welfare of the citizens.

NOW, THEREFORE, I, MIKE STEIGERWALD, as City Manager of the City of Kissimmee, Florida, by the authority vested in me by Chapter 14 of the City Code and by the Florida Emergency Management Act, as amended and all other applicable laws, promulgate this Executive Order extending the local state of emergency for an additional seven (7) days from the effective date of this extension, and do hereby direct and order as follows:

Section 1. Debris Removal.

- A. Beginning immediately, City Staff shall engage the Emergency Response Recovery and Disaster Debris Monitoring Services contractors in the areas within the City of Kissimmee most affected by downed trees and debris.
- B. If the contractors are not immediately available to perform the debris removal the City Public Works Department shall begin the process of debris removal due to the urgent need during this emergency. The removal of debris by the City shall be documented per standards established by the Federal Emergency Management Agency (FEMA) and the Stafford Act.

Section 2. In response to the continued recovery, the City may be required to suspend the application of specific rules, ordinances, and orders administered by the City. The City Manager or his designee may execute interlocal agreements, mutual aid agreements, or addendums to existing franchise agreements or enter into any other agreement for the benefit of the City to assist in the emergency operation as provided pursuant to City Code Chapter 14, Civil Emergencies.


ATTEST:

City Clerk
Date: 10/15/2024

CITY OF KISSIMMEE


Mike Steigerwald, City Manager

Authorization to amend the agreement Crowder Gulf and Southern Disaster for Disaster Recovery and Debris Management

Request

Authorization to amend the Disaster Recovery and Debris Management agreement rates

Explanation

In response to Hurricane Milton, the City engaged the services of Crowder Gulf under the existing contract. Unfortunately, the widespread demands of debris removal throughout the state and Southeastern US, haulers are demanding a rate more in line with the market. Our current contract rates were established in 2020. In response, staff is requesting Commission approval to amend the rates to ensure responsiveness from haulers. This change will relieve the City debris removal team and allow City operations to return to normal daily operational functions.

Recommendation

Staff recommends Commission approval to amend the rates within the Disaster Recovery agreements with Crowder Gulf and Southern Disaster and authorize the City Manager to execute any documents necessary to finalize the changes.

INVITATION/BID: RFP2020-002 Emergency Response & Recovery Services

OPENING DATE: 2/12/20

Unit	Field Name and Description Attachment "A" (All Final Disposal Sites are Approved by the City Prior to Final Disposal)	Cost Per Unit	Estimated Total Units	Total Cost
Collect & Haul				
CY	0-15 miles: Veg from ROW to DMS	\$8.54	1	\$8.54
CY	15.01-30 miles: Veg from ROW to DMS	\$8.60	1	\$8.60
CY	30.01-60 miles: Veg from ROW to DMS	\$8.65	1	\$8.65
CY	Greater than 60 miles: Veg from ROW to DMS	\$8.76	1	\$8.76
CY	Single price - Veg from ROW to DMS	\$9.08	1	\$9.08
Management and Reduction				
CY	Grinding/Chipping vegetative debris	\$3.18	1	\$3.18
CY	Air curtain burning vegetative debris	\$2.03	1	\$2.03
CY	Open burning vegetative debris	\$1.23	1	\$1.23
CY	Compacting vegetative debris	\$1.23	1	\$1.23
CY	Preparation, Management & Segregating debris at Management Site (DMS)	\$1.60	1	\$1.60
C & D Collect and Haul				
CY	0-15 Miles: C&D collect and removal	\$8.54	1	\$8.54
CY	15.01-30 Miles: C&D collect and removal	\$9.08	1	\$9.08
CY	30.01-60 Miles: C&D collect and removal	\$10.15	1	\$10.15
CY	Greater than 60 Miles: C&D collect and removal	\$11.21	1	\$11.21
Final Disposal				
CY	0-15 Miles: DMS to final disposal site	\$3.20	1	\$3.20
CY	15.01-30 Miles: DMS to final disposal site	\$5.13	1	\$5.13
CY	30.01-60 Miles: DMS to final disposal site	\$6.41	1	\$6.41
CY	Greater than 60 Miles: DMS to final disposal site	\$8.52	1	\$8.52
CY	Single Price - DMS to final disposal site	PassThru	1	PassThru
CY	Tipping Fees (pass through cost with-out markup) (Vegetative)	PassThru	1	PassThru
CY	Tipping Fees (pass through cost with-out markup) (Mixed)	PassThru	1	PassThru
CY	Tipping Fees (C & D) - fee includes negotiated contract price or pass through amount for C & D	PassThru	1	PassThru
Tree Operations				
Tree	6" to less than 13": Hazardous Tree	\$40.59	1	\$40.59
Tree	13" to less than 25": Hazardous Tree	\$80.10	1	\$80.10
Tree	25" to less than 37": Hazardous Tree	\$170.88	1	\$170.88
Tree	37" to less than 48": Hazardous Tree	\$234.96	1	\$234.96
Tree	48" diameter and greater: Hazardous Tree	\$299.04	1	\$299.04
Hanger(s)	Hazardous limbs or hangers removal to be paid on per tree basis	\$101.46	1	\$101.46
Stump	Greater than 24" to less than 49" diameter: Hazardous stump removal	\$283.02	1	\$283.02
Stump	49" and greater diameter: Hazardous stump removal	\$363.12	1	\$363.12
CY	Stump Fill Dirt (Fill stump holes after removal)	\$14.95	1	\$14.95
Specialty Removal				
CY	Waterway Debris Removal (Canals, Rivers, Creeks, Streams & Ditches)	\$40.59	1	\$40.59
CY	Sand Collection and Screening	\$12.82	1	\$12.82
Unit	Vehicle Removal	\$80.10	1	\$80.10

\$14.98/CY

\$14.98/CY

\$14.98/CY

\$14.98/CY

\$14.98/CY

\$14.98/CY

\$18.00/CY

\$18.00/CY

\$18.00/CY

\$18.00/CY

\$18.00/CY