

CITY COUNCIL RETREAT MINUTES

November 18, 2014

The City Council of the City of Norman, Cleveland County, State of Oklahoma, met in a Retreat at 5:30 p.m. in the Municipal Building Conference Room on the 18th day of November, 2014, and notice and agenda of the meeting were posted at the Municipal Building at 201 West Gray, and the Norman Public Library at 225 North Webster 48 hours prior to the beginning of the meeting.

PRESENT: Councilmembers Castleberry, Heiple, Holman, Lang, Miller, Mayor Rosenthal

ABSENT: Councilmembers Jungman, Quinn, Williams

DISCUSSION REGARDING THE FYE 2016 CAPITAL BUDGET.

Mr. Steve Lewis, City Manager, said this meeting is the initial discussion of the FYE 2016 Capital Budget and Staff is looking for input from Council as we move into the next budget process.

Ms. Linda Price, Revitalization Manager, said Capital projects have to be submitted the first week of January, 2015, and Council's input will be very helpful during budget preparation. She said future meetings will be held in February and April to finalize the budget. She highlighted the various funds included in the Capital Improvement Project Budget that include Fund 22 – Special Grants Fund; Fund 23 – Room Tax Fund; Fund 27 – Campus Corner Tax Increment Finance District (TIF) Fund; Fund 31 – Water Fund; Fund 32 – Water Reclamation Fund; Fund 321 – Sewer Maintenance Fund; Fund 322 – Development Excise Tax Fund; Fund 323 – Sewer Sales Tax Capital Fund; Fund 33 – Sanitation Fund; Fund 50 – Capital Fund; Fund 52 – Park Land Development Fund; Fund 57 – University North Park Tax Increment Finance District (UNPTIF); and Fund 78 – Arterial Road Recoupment Fund.

Ms. Price said other sources of funding for capital projects include the Public Safety Sale Tax (PSST) Fund and Community Development Block Grant (CDBG) Fund.

Ms. Price highlighted capital projects completed in 2014 as follows:

- Robinson Street and 12th Avenue N.E. Intersection Improvements
- Porter Avenue: Rock Creek Road to north of Tecumseh Road Gap Paving
- I-35 and Indian Hills Road Bridge Repairs
- Citywide flashing yellow arrow traffic signals (57 total)
- Major roadway resurfacing of Tecumseh Road, 24th Avenue N.W., and West Lindsey Street
- Citywide school zone flashers
- Three new traffic signals at Jenkins Avenue and Brooks Street, Jenkins Avenue and Stinson Avenue, and Reagan Elementary School and 24th Avenue S.E.
- Citywide pavement markings
- I-35 North and Main Street Interchange
- I-35 Canadian River Bridge

Ms. Price said the reconciliation amount projected for the Robinson Street Underpass Project was \$1.2 million; however, that figure has been reduced to \$500,000 through contractor negotiations, additional fund balances paid to Burlington Northern and Santa Fe Railroad (BNSF), interest on bond funds, and sales of surplus property. She said Council budgeted \$600,000 for this project in the FYE 2015 Budget so no further Capital funds will be needed for this project. She said final payment will be made to the Oklahoma Department of Transportation (ODOT) in February 2015.

Ms. Price highlighted other projects that are underway as follows:

- Roofs, HVAC, and Lighting in Municipal Buildings
 - Roofs: over 30 roofs have been replaced
 - HVAC: over 20 facilities have had units replaced
 - Lighting: over 20 facilities have had complete lighting replacement
- I/35/State Highway 9 East Interchange, Phase I
- Legacy Park construction
- State Highway 9 widening from 24th Avenue S.E. to 36th Avenue S.E.
- Lindsey Street Bond Project - 12th Avenue S.E. to 24th Avenue S.E.
- Cedar Lane Road Project – 12th Avenue S.E. to 24th Avenue S.E.
- Imhoff Creek Stabilization Study
- TMDL (Total Maximum Daily Load) Compliance Plan and Monitoring Plan
- Animal Welfare Facility construction
- Sutton Wilderness Dam Project

Ms. Price said projects projected to move forward in FYE 2016 include:

- State Highway 9 widening between 36th Avenue S.E. and 72nd Avenue S.E.
- I-35/State Highway 9 Interchange, Phase II and Lindsey Street Interchange
- Lindsey Street widening from 24th Avenue S.W. to Berry Road
- Franklin Road Bridge Replacement
- TMDL Compliance Plan Implementations
- Railroad Quiet Zone
- Downtown Streetscape/Legacy Trail West
- CDBG-Disaster Relief (DR) Infrastructure Program

Ms. Price said the proposed State Highway 9 and Lindsey Street Interchanges will cost an estimated \$81,500,000. Bids will be mailed out this month and contractors will have until April 1, 2015, to begin work. The Lindsey Street Bridge will be closed in April, 2016 and the interchange should be completed and bridge reopened in April, 2017. The Lindsey Street Interchange Project will include aesthetic features on the bridge.

Ms. Price said Phase I of the Lindsey Street drainage structure for the Lindsey Street Bond Project will be completed in Phase I of the State Highway 9 improvements. Phase II of the drainage structure will be included in the next ODOT bid. She said the Lindsey Street Bond Project right-of-way acquisition and utility relocation is underway. The design is about 60% complete and construction is expected to begin in April 2016, with a projected completion date in April, 2017. She said splitting the Lindsey Street Bond Project to maximize federal funding contributions is being considered. Councilmember Miller asked what it meant to split a project into funding phases and Mr. Shawn O'Leary, Director of Public Works, said it is simply a funding strategy allowing Staff to submit two projects to the Association of Central Oklahoma Governments (ACOG) that will get the City an additional \$3 million for the project. He said if that is successful, the construction will stay fluid and there will be no delays in construction phases.

Ms. Price said Staff was advised by Housing and Urban Development (HUD) they had not interpreted the rules correctly for CDBG-DR Infrastructure Projects. HUD said any proposed projects had to have been proposed as a result of damage done by a specific disaster that had been declared. She said the City had listed four bridges as top priorities because of their load capacities, which would not allow the City to get heavy equipment to areas damaged by fires and tornado, but the bridges were not damaged because of the fires or tornados Norman experienced. She said some equipment requests were denied because the

equipment would not be replacing equipment damaged by the fires or tornado. Staff has reviewed the list of 27 projects submitted and selected projects that fit HUD criteria. She said Staff is planning to appeal denial of the equipment; however, if HUD does not approve the equipment requests, the City will add more roadway projects in their place. Councilmember Holman asked the estimated costs to the City of repairing the four bridges and Mr. O'Leary said approximately \$9 million. Mr. O'Leary said bridge replacement money is not available to municipalities through the federal government so cities have to find other funding sources. Councilmember Castleberry asked if any of the bridge repairs are critical and Mr. O'Leary said all four bridges are considered critical because they are limiting the ability to move large equipment across them including school buses, but they are not in danger of failing. He said there are also another ten bridges in need of replacement.

Ms. Price highlighted the status of 2010 General Obligation (GO) Bond Projects as follows:

Proposition 1

- Street Maintenance FYE 2011 – complete
- Street Maintenance FYE 2012 – complete
- Street Maintenance FYE 2013
 - Urban Asphalt Pavement – complete
 - Urban Concrete Pavement – complete
 - Rural Road Reconstruction – 75% complete
 - Road Reconstruction – to be bid in January 2015
- Street Maintenance FYE 2014
 - Urban Asphalt Pavement – complete
 - Urban Concrete Pavement – 50% complete
 - Rural Road Rehabilitation – 85% complete
 - Urban Road Reconstruction – under design
- Street Maintenance FYE 2015
 - Urban Asphalt Pavement – complete
 - Urban Concrete Pavement – to be bid in Spring 2015
 - Rural Road Rehabilitation – 20% complete
 - Urban Road Reconstruction – under design

Proposition 2

- Outdoor Emergency Warning System – complete

Ms. Price highlighted the 2012 Transportation/Storm Water Bond Program as follows:

2014 Cedar Lane: 12th Avenue (1/2 mile east of 24th Avenue S.E.)

Under construction – completion date of April 2015

2015 Lindsey Street: 24th Avenue S.W. to Berry Road

Phase 1 Stormwater construction complete
Project design 65% complete
Environmental review complete
Right-of-way acquisition and utility relocation underway

2012 Transportation/Storm Water Bond Program, continued:

2016 Franklin Road Bridge: 1/2 mile west of 12th Avenue N.W.

Design 98% complete

Right-of-way acquisition and utility relocation complete

2017 Main Street Bridge: 1/2 mile west of 36th Avenue S.W.

Design 65% complete

Right-of-way acquisition and utility relocation underway

12th Avenue S.E.: State Highway 9 to Cedar Lane Road

Plan review 35% complete

2018 24th Avenue East: Lindsey Street-Robinson Street

Plan review 35% complete

2019 Alameda Street: 1/2 mile east of 24th Avenue S.E. – 48th Avenue S.E.

Plan review 35% complete

36th Avenue N.W.: Tecumseh Road – Indian Hills Road

35% of plans submitted to ODOT for review

Ms. Price said the City has done really well in FYE 2014 in obtaining federal funding and is expecting to do as well over the next three years. She highlighted several federally funded transportation projects.

Ms. Price highlighted new infrastructure projects budgeted in FYE 2015 as follows:

- Lake Thunderbird TMDL Compliance Plan - \$250,000
- Citywide American with Disabilities Act (ADA) Update and Compliance Projects - \$300,000
- Lindsey Street Interchange Aesthetics - \$150,000
- McGee Sidewalks: State Highway 9 to Cherry Stone - \$40,000
- Robinson Street and 48th Avenue N.W. Signalization Project - \$20,000
- Rock Creek Road and Sequoyah Trail Signalization Project - \$20,000
- Wayfinding Signage (Pilot) - \$40,000
- Traffic Signal Adaptive Control System - \$50,000
- Fleet Maintenance Division Power Washer and Plumbing Replacement - \$39,000
- Fleet Maintenance Division Lifts Replacement - \$93,000
- Porter Avenue/Acres Street Intersection and Signalization Project - \$160,000
- Griffin Park Master Plan - \$125,000
- McKinley School Circulation Project (match) - \$25,000
- Downtown Library Landscaping - \$35,000
- Reaves Park Road Resurfacing - \$50,000
- Andrews Park Rental Building Kitchen Roof Replacement - \$8,000
- Lions Park Tot Lot - \$75,000
- Firehouse Art Center Gutter Replacement - \$14,000
- NE Lions, Tull's, Andrews, Griffin, Reaves, and Eastwood Park Projects - \$442,300
- Park Maintenance Division Office and Breakroom Rewire - \$30,000
- Griffin Soccer Drainage Improvements Materials - \$14,000
- Little Axe Community Center Kitchen Improvements - \$30,000

New infrastructure projects budgeted in FYE 2015, continued:

- Sooner Theatre Sign and Marquee Repairs - \$20,000
- Park Electrical, Shelter, and Restroom Upgrades - \$15,000
- Andrews Park Electrical Service Upgrades - \$10,000
- Park Shelters - \$40,000
- Westwood Golf Tournament Shelter - \$130,000
- I-35/Indian Hills Interchange Study (Norman's share) - \$75,000
- Sidewalk on Robinson Street: 24th Avenue N.W. to 12th Avenue N.E. - \$200,000
- Mapping Update: Orthophoto, Planimetric, Contours - \$110,000
- Police Training Center Classroom Expansion - \$90,000
- Animal Welfare Generator Installation - \$51,000
- Special Investigations Facility Painting - \$5,000
- Special Investigations Facility Flooring - \$15,000
- Police Training Connectivity - \$24,000
- Fire Station No. 7 Rehabilitation - \$5,500
- Fire Station No. 1 Front Driveway Replacement - \$13,000
- Fire Station No. 2 Rear Driveway Replacement - \$35,000
- Hallway Door Project in Building C - \$7,500
- Access Control System Consolidation/Migrations - \$111,500
- City Data Center Backups and Recovery of Data - \$195,000
- City Data Center Return Air System - \$30,000
- Security Projects - \$50,000

Ms. Price highlighted Fund 23 and Fund 52 new projects as follows:

Fund 23 – Room Tax Fund

- Three Recreation Centers Air Conditioning Replacement - \$120,000
- Andrews Park Rental Building Air Conditioning Replacement - \$22,000
- Saxon Community Park Development - \$60,000
- Westwood Tennis Youth Courts - \$95,000
- Sports Complex Bleacher Replacements - \$37,500

Fund 52 – Parkland and Development Fund

- Andrews Park Tot Lot - \$65,000
- Sports Complex Bleacher Replacements - \$37,500

Councilmember Heiple said Ward One does not have a nice community park and asked if funds are available in the capital budget to invest in a park. Ms. Price said there is nothing currently budgeted and she did not know if park development funds were available. Mr. James Briggs, Park Planner, said the Parks Master Plan recommends upgrading Eastridge Park, which is adjacent to Reagan Elementary in Ward One. Councilmember Heiple said he would like to look into that further and invest money into that park.

Mayor Rosenthal said there is growth in a number of areas in Norman and the City should be looking at those areas and making sure parks are keeping up with the growth that is occurring. She felt it would be beneficial to review the Parks Master Plan and look at high growth areas and to see whether or not there are additional needs to serve families in those areas. Councilmember Castleberry reminded Council that part of Norman Forward's initiative is to upgrade all of the parks in Norman.

Councilmember Castleberry asked if the Sports Complex bleachers will be moveable and Mr. Jud Foster, Director of Parks and Recreation, said yes, they can be moved, but are not intended to be portable and moved from one location to another.

Ms. Price said upcoming project challenges include a stormwater utility fee; coordination with ODOT on I-35 South and State Highway 9 East; management of CDBG-DR Grant; I-35/Robinson Street Interchange West; Downtown Streetscape Project/One-way or Two-way Main Street; I-35/Indian Hills Road Corridor Study; Norman Municipal Library Projects; and Norman Forward.

Mr. Angelo Lombardo, Transportation Traffic Engineer, said Council approved a contract with Garver Engineers for an analysis of the I-35/Robinson Street West Corridor. He said Garver developed various alternatives and the preferred alternative moves the eastern most intersection 200 feet east of its current location. He said there was also a recommendation to add more lanes on Robinson Street, particularly eastbound traffic lanes. The estimated improvement costs of \$4.8 million are two and one-half times higher than what is currently budgeted in the UNPTIF so Staff is trying to obtain federal funds through ACOG. The request for funding through ACOG will be submitted in December and Staff should have an answer in January. He said ODOT must approve any modifications to the interchange prior to the proposed construction in 2017.

Ms. Price said the Downtown Main Street Improvements Project extends west of University Boulevard to James Garner Avenue. She said the scope of the project includes street landscaping; cobblestone furniture; paving band; sidewalks; decorative lighting upgrade; stamped and colored asphalt; and ADA ramps.

Ms. Price said the I-35/Indian Hills Road Interchange Project Study is a cooperative effort between the City of Norman, City of Moore, ODOT, and Cleveland County.

Ms. Price said future major capital public safety needs include radio system replacement - \$15,000,000; Emergency Operation/Dispatch Center - \$6,500,000; Fire Station No. 5 relocation - \$3,500,000; Police Firing Range renovation - \$5,600,000; fire apparatus replacement - \$6,800,000; and fire station land acquisitions - \$1,000,000.

Mayor Rosenthal said the cost for the Police Firing Range renovation seems to be a large amount and asked what is included in that figure. Mr. Keith Humphrey, Police Chief, said the PSST Oversight Committee asked him to identify future public safety needs and this project was one of the needs submitted to the Committee. He said the firing range building is 30 to 40 years old and needs to be replaced and the firing range berms, which keep ammunition rounds from going into areas behind them, need to be replaced. Mr. Humphrey said there is no danger of ammunition rounds getting beyond the existing berms; however, they are the original berms and are long overdue for replacement due to erosion by the many thousands of rounds of ammunition that has gone into them. Councilmember Holman asked if the berms would be considered a number one priority for the firing range and Chief Humphrey said yes, that would take priority over a new building. Mayor Rosenthal asked if the City charges other jurisdictions that use the firing range and Chief Humphrey said no, because the other jurisdictions only use the range sporadically and they provide their own ammunition and targets. In return, the City of Norman can utilize other jurisdictions' resources if needed.

Councilmember Holman asked if there is a proposal to realign Constitution Avenue and Imhoff Road and Mr. O'Leary said there has been a lot of discussion and interest by the City and University of Oklahoma (OU) to do the project and the OU recently demolished some buildings that would allow the realignment to make one intersection instead of two, but there are funding issues. He said OU would also need to dedicate land to the project. Councilmember Holman said from a Ward Seven standpoint, the project is something significant to consider.

Councilmember Heiple asked about the progress of the Bicycle Lane Painting Project and what the Bicycle Advisory Committee has recommended. Mr. Lombardo said there has been a trend in the country to colorize bicycle lanes and the color green was recently adopted nationally. He said the City has a construction project on Cedar Lane Road and the City has designed colorized bicycle lanes for that project. He said the City is also designing the Lindsey Street Project, which has bicycle lanes in the same fashion. He said it is cost effective to add color to the concrete mix during a construction project. Mr. Lombardo said there are currently six miles of bicycle lanes in the City. He said the most inexpensive product is a special paint applied to the lane and it would cost a little over \$1 million to paint the existing six miles, which would have a life expectancy of two years. He said a more durable product is available at a cost of \$4 million. The Bicycle Advisory Committee felt that money would be better spent on other projects than colorizing existing bicycle lanes. He said Staff is reviewing opportunities to colorize bicycle lanes through future construction projects.

Councilmember Miller said in the future, the City may want to think about extending multi-modal paths north to I-240 and south to State Highway 9.

Councilmember Castleberry asked the status of trails to Lake Thunderbird on State Highway 9 and Mr. O'Leary said there is a plan for a bicycle lane from 24th Avenue to 72nd Avenue and Staff has applied for a grant to extend the bicycle lane on State Highway 9 to Lake Thunderbird since that is not in the current project design.

Councilmember Castleberry said when the Main Street Bridge was under construction he saw several loads of dirt being hauled away and asked if the City can store dirt from capital projects for its own use since it is the City's dirt. Mr. O'Leary said timing is everything and the issue is finding a place to store large volumes of dirt plus hauling it is cost prohibitive. He said discussion regarding this has taken place during every major capital project and there is no clear solution.

Mayor Rosenthal said in the February budget meeting she would like to see specifications for a two way Main Street and Gray Street. She said there was overwhelming support for that during the Center City Vision process and she said would like to know the cost. She would also like to see the Boyd Street road diet that is part of the Center City Vision, which consists of a three lane section of roadway with a center turn lane and bicycle lanes.

Mayor Rosenthal said she would also like to see the cost of a 2030 Land Use and Transportation Plan update because of all the multi-family units being constructed.

Councilmember Holman said he receives a lot of requests for left turn signals at the Stinson Street and Jenkins Avenue intersections. He also would like to find an alternative emergency rural route, other than State Highway 9, that could be striped.

Councilmember Miller asked for an update about the intersection of Cedar Lane and 36th Avenue S.E. and Mr. O'Leary said an upcoming capital project could include discussion regarding an upgrade of that intersection.

Councilmember Heiple asked for an update on plans for the Senior Citizen Center, Downtown Library, and Municipal Court. Mr. Lewis said in 2008, \$11.25 million in bonds was authorized contingent on the passage of an initiative for a new library at a new location. He said the authorization is still there, but the bonds cannot be sold until the Library moves. He said it was clear at that time that the Senior Citizen Center would be moved to the current Library's location.

Ms. Joy Hampton, The Norman Transcript, said there will be questions from the public about spending \$35,000 on landscaping around the Library when the City is discussing building a new Library. She said if the Senior Citizen Center is not located there, what will the building be used for? Councilmember Miller said the Library is *the* most visited building in the City and needs to look nice whether it is a Library, Senior Citizen Center, or City offices. Ms. Hampton asked if that building was originally supposed to be for Municipal Court and Mr. Lewis said the Municipal Court was proposed to move to Building A and Building A offices would move to the Library building as well as house a new Senior Citizen Center. Ms. Hampton asked if the building is big enough for municipal offices and a Senior Citizen Center and Mr. Lewis said yes, the Library building is 50,000 square feet while Building A is 18,000 square feet.

Councilmember Lang said it appears traffic on 24th Avenue N.E. has increased and is being used as an international speedway. He asked if there are plans in the future to construct four lanes on 24th Avenue N.E. He said Tecumseh Road is four lanes with a speed limit of 45 miles per hour that empties into a two lane Tecumseh Road where the speed limit jumps to 50 miles per hour. He rides a bicycle and would not go onto Tecumseh Road no matter what color a bicycle lane is painted. He said 24th Avenue N.E. and Tecumseh Road traffic issues need to be addressed from a safety standpoint and Mr. O'Leary said that is part of a near future project.

Items submitted for the record

1. PowerPoint presentation entitled, "FYE 2015 Capital Improvement Projects Budget Status and FYE 2016-2019 Capital Improvements Plan"

The meeting adjourned at 6:44 p.m.

ATTEST:

City Clerk

Mayor