

CITY COUNCIL CONFERENCE MINUTES

May 26, 2015

The City Council of the City of Norman, Cleveland County, State of Oklahoma, met in a conference at 5:30 p.m. in the Municipal Building Conference Room on the 26th day of May, 2015, 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 Allison, Castleberry, Heiple, Holman, Jungman, Lang, Miller, Williams and Mayor Rosenthal

ABSENT: None

Item 1, being:

DISCUSSION REGARDING CHANGE ORDER NO. TWO TO CONTRACT K-1112-85 WITH CENTRAL CONTRACTING SERVICES INCREASING THE CONTRACT AMOUNT BY \$350,000 TO PROVIDE ADDITIONAL PAVEMENT REPAIRS AND REPLACEMENT IN CASTLEROCK ADDITION AS PART OF THE 2014 URBAN CONCRETE REHABILITATION BOND PROJECT.

Mr. Shawn O'Leary, Director of Public Works, said this change order adds \$350,000 to the contract for a revised contract price of \$1,225,727. He said on February 28, 2012, Council awarded the FYE 2012 Urban Concrete Street Project to Central Contracting Services, Inc., approved K-1112-85 in the amount of \$790,420. The contract included a number of neighborhood streets located in Starbrook, Brookhaven, Park Central, Hetherington Heights, and Castlerock Additions.

Mr. O'Leary said since the scope of the 2012 Urban Concrete Street Project was first established prior to the Bond Election in 2010, additional large areas of concrete pavement have deteriorated significantly within the project area of Castlerock Addition and the repairs to the additional concrete pavement areas have utilized all available funds originally allocated for the project. He said Change Order No. Two to Contract K-1112-85, will add the additional funding will be used to perform street repairs to Castlerock Road, the neighborhood collector street, between Tecumseh Road and Brownwood Lane that deteriorated since the original estimate was prepared.

Mr. O'Leary said Castlerock Road was the detour route for residents in Castlerock and Carrington Additions following the May 6th tornado due to the closure of 36th Avenue N.W. for downed electrical lines. He said the tornado and subsequent flooding as well as the increased car and truck traffic have accelerated the pavement deterioration. A future project is being planned to perform additional repairs to side streets located in the Castlerock Addition and if Change Order No. Two is approved, a time extension of six (6) months from notice to proceed will be added to the contract with Central Contracting Service, Inc.; however, it is anticipated the street repairs on Castlerock Road will be completed by October, 2015.

Mr. O'Leary said there is currently a surplus balance in the 2010 Street Maintenance Bond Program based upon the planned annual allocations, funds spent, current encumbrances and anticipated remaining projects. The current balance in the Urban Asphalt Street Program is \$1,077,506, due primarily to a favorable bidding climate throughout the program and all the urban asphalt streets contained in the original Bond Election language have been completed. Therefore, Staff recommends a transfer of funds within the Bond Program for the Urban Asphalt Street category to the Urban Concrete Streets projects in order to address the additional work on this urban concrete project. Mr. O'Leary said the bond money is restricted for the purpose of repair of neighborhood streets and once all the streets are repaired that was on the original list, the City is allowed to go beyond the original list. He said in the near future, Staff will be bringing a list of additional concrete projects for neighborhood streets for Council consideration.

Mr. O'Leary said Change Order No. Two to Contract No. K-1112-85 is included as an agenda item for Council consideration later this evening..

Items submitted for the record

1. Text File No. K-1112-85 dated April 2, 2015, with attached map of the Castlerock Addition 2010 Bond Project Concrete Paving Projects dated May 13, 2015
2. Change Order No. Two to Contract No. K-1112-85 with Change Order Detail and Detailed Cost Itemization

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Item 2, being:

DISCUSSION REGARDING A DRAFT MEMORANDUM OF UNDERSTANDING TO CREATE A CENTRAL OKLAHOMA REGIONAL TASK FORCE FOR THE DEVELOPMENT OF A REGIONAL TRANSIT AUTHORITY.

Mr. Danny O'Connor, Transportation Director, Association of Central Oklahoma Governments (ACOG) said Norman has been a very solid partner for many years as far as advancing transportation plans and tonight's presentation is a brief update on Central Oklahoma Regional Transit including the next steps for a Regional Transit System (RTS).

Mr. O'Connor said Central Oklahoma has 37 cities and six (6) counties stating that Central Oklahoma has had some historical growth and growth increases jobs which in turn increases economic development as well as all modes of transportation, i.e., pedestrian, bike, vehicle, transit, etc. He said the population in 2010 was 1.1 million with 600,000 jobs and the 2040 population is predicted to be 1.6 million and have 925,000+ jobs.

Mr. O'Connor said, not only regionally but nationally, transit expansion is being planned and implemented to increase movement and enhance economic development and includes light rail, commuter rail, modern streetcar, and bus rapid transit. He said ACOG has been looking at what other regions have done regarding a RTS as well as looking at what the next critical steps are for Central Oklahoma. He said typically a RTS includes a Regional Transit Authority (RTA), an entity that can plan, advance, implement, and fund regional transit across city limits and basically try to fit the right transit solutions to the right transit patterns.

Mr. O'Connor said a lot of headway has been made in the last 10 years; 2005 Fixed Guideway Study, a Regional Transit Dialogue, Commuter Corridors Study, and House Bill (HB) 2480.

Mr. O'Connor said HB 2480 was passed in 2014 and allows for a RTA to be established for specific service areas including submitting a vote to the public regarding a funding tax mechanism for transportation needs.

Mr. O'Connor highlighted the 2005 Fixed Guideway Study and said it identified 10 corridors region-wide for enhanced transits. He said the regionally significant corridors include: north to Edmond; north to Northwest Expressway; south to Moore and Norman; connections to the Will Rogers World Airport and Tinker Air Force Base; I-40 west to the Yukon/Mustang area. Mr. O'Connor said the 2005 Fixed Guideway Study sparked the Regional Transit Dialogue discussions.

Item 2, continued:

ACOG has hosted a Regional Transit Dialogue since 2009 and includes regional collaboration with Norman, Oklahoma City (OKC), Edmond, and Moore as well as local elected officials, policy stakeholders, private sector leaders, and the general public to find the right opportunities to design a plan to advance regional transit in Central Oklahoma from a planning standpoint to an actual implementation/funding strategy. He said a great example is OKC has fully funded a \$27 million downtown streetcar that will be going to Sante Fe Station, which will be a center hub for all transit.

Mr. O'Connor said the Commuter Corridors Study began looking at north and south connections; specifically, how to move from a plan to an implementation of transit opportunities. He said the Commuter Corridors Study sponsors included Del City, Edmond, Midwest City, Moore, Norman, OKC, and ACOG. Mr. O'Connor said the all the city sponsors collectively came together and conducted a detailed analysis, specifically the preferred transit options, for three (3) of the 10 corridors, 1) north corridor to Edmond, 2) south corridor to Norman, and 3) east corridor to Midwest City/Tinker Air Force Base.

Mr. O'Connor said the preferred transit option for the south corridor (to Norman) included a commuter rail between Santa Fe Station in OKC to Highway 9 in Norman with limited stops as follows:

- Norman -Three (3) stops: Downtown, near the University, and on Highway 9;
- Moore - Two (2) stops; and
- Oklahoma City - straight stop into OKC Santa Fe Station – the proposed regional hub for the south corridor.

Mr. O'Connor said the proposed commuter rail for the south corridor transit to Norman from OKC would be a 30 minute commute and also include a connection/through-service to Edmond for an additional 20 minute commute. He said it also came with a recommendation for a street car that would connect via Reno Avenue to Del City and Midwest City utilizing an abandoned railway line running through Midwest City; therefore, taking advantage of a direct line to Tinker Air Force Base. A RTS includes being multi-modal with enhanced bus system; expansion opportunities; access to 20+ activity centers; and an estimated 32,000+ daily ridership. Mr. O'Connor said the capital costs are \$310 to \$410 million with annual operating cost at \$5 to \$6 million. Daily ridership is estimated at 5,700.

Mr. O'Connor said the next steps include:

- Local collaboration to launch a Regional Transit Authority (RTA) e.g., RTA Task Force;
- Memorandum of Understanding (MOU) among the six (6) partners;
- Steps done within the next two (2) to three (3) years.

Goals include a regional governance structure; new RTA and staffing; a system plan; regional funding mechanism; and a phased implementation.

Mr. Marion Hutchinson said he has worked with ACOG, OKC, and others for approximately six (6) years. He said there has always been great support in Norman for a RTA. He felt Norman needed to do something now rather than later before transportation gets so congested that it will take longer to get ahead and resolve future transportation issues.

Mr. Tom Sherman said transit is challenging primarily because the traffic/transit decisions, as well as the funding, are made on the front end before results are seen. He felt if funding for transit were to begin fairly quickly via a tax; the expansion of bus services could happen very rapidly. Mr. Sherman said even though corridors have been studied and are important to future rail service; he felt expanding bus service would be the first priority because

Item 2, continued:

there are gaps in the routes/services between Norman and OKC and OKC to Edmond. He said the expansion and improvement of Norman's bus system would be the "feeder" system that will assist and make other modes of transportation work, as well as provide a multi-modal hub structure to accommodate transportation needs. Mr. Sherman said the time has come that the six (6) partner cities need to make a (beginning) monetary commitment via the Memorandum of Understanding (MOU) for future transportation needs and stated a transportation tax would be a pro-rata amount based off each city's population; therefore, each city would pay their fair share.

Councilmember Castleberry asked *who* will vote for a system and Mr. Sherman said the Transit Authority's initial boundaries may not include entire borders and/or city limits for each city and/or community because the idea is for the boundaries to reach people who would primarily be service users of the transit system. Mayor Rosenthal said each City would call for an election and registered voters would have the opportunity to vote for or against a transportation tax. She said it is a one yes or no vote for each participating city; for example if one city did not pass the vote, but the other cities approved the vote, a transportation tax could go into effect for each city, even the city that did not have voter approval.

Councilmember Castleberry asked about the Transit Authority governance and Mr. Sherman said most likely trustees would be appointed to the Transit Authority based upon population of their represented city, however, governance has not been established yet. Mayor Rosenthal said models looking at both the combination of population driven and community driven have been discussed in order to make certain each community has reasonable and fair representation on the Transit Authority. She said discussions also included making certain smaller communities have fair representation as well.

Councilmember Heiple said he supports RTA and it would provide more transportation options. Councilmember Holman felt the population continues to grow quickly and the population may be even more than the predicted 1.6 million in the year 2040.

Councilmember Allison asked for clarification regarding the RTA boundaries not including all of Norman and Mr. Sherman said the initial RTA boundaries are basically going to be set where the heart of the services users are located. Mr. Sherman said the idea behind a RTA and what has happened in other communities being researched is the fact the boundaries tend to expand as service becomes more available. Mr. O'Connor said, for example, there are 617 square miles in OKC and felt there is not a transit solution that would make sense in every area of OKC; therefore, the Transit Authority district will be designed where transit options will work well.

Councilmember Allison asked whether a RTA tax would be applied to only those areas where transit options will work well and Staff said that is correct. Councilmember Lang asked if a person outside the district would pay the tax if they shop inside the district and Staff said yes. He said he is not against rail; however, he felt if a person has to pay for a (RTA) tax they should have the option to vote for or against it.

Councilmember Miller said a person living outside the district will benefit from a RTA tax because there will be more alternative traffic options and therefore roads will be less congested helping all-over traffic flows better. She said something needs to be done for alternatives to address transportation and felt once a RTA is established there will be other funding opportunities.

Councilmember Jungman said citizens are going to have to pay for transportation one way or another whether it is additional highways or alternative transportation solutions. He felt the expense of what transit will cost needs to be put into context.

Item 2, continued:

Councilmember Castleberry asked what it would cost a person to ride a bus or train if a transit system was built. Mr. O'Connor said nationwide user fare estimates are approximately 30% to 50% for rail and 15% to 20% for bus for what it costs to operate the rail and he said that is why regional funding mechanisms through the RTA are not only to build the system but to also operate the system as well.

Mr. O'Connor said the MOU will be given to each of the six (6) member cities as the next step to launching the RTA. On behalf of ODOT, he was requesting each City have its Legal Staff look over the MOU and make certain the language was accurate.

Items submitted for the record

1. PowerPoint presentation entitled, "Project Update: Central Oklahoma Regional Transit," presented by Association of Central Oklahoma Governments (ACOG) dated May 26, 2015
2. ACOG Draft Conceptual Timeline: Regional Transit Authority, dated March 11, 2015

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Item 3, being:

DISCUSSION REGARDING PROPOSED AMENDMENTS TO THE FYE 2016 CITY OF NORMAN OPERATING AND CAPITAL BUDGETS.

Mayor Rosenthal said FYE 2016 proposed budget amendments include a contribution that is outlined for the Association of Central Oklahoma Governments (ACOG) Regional Transit Authority (RTA) and the City's share is \$62,763. She said Council received the City's share amount for the RTA after the initial FYE 2016 budget was drafted and would need to be amended accordingly if Council desires to move forward. Councilmember Castleberry asked if it was possible to take this budget amendment out of the Capital Fund rather than the General Fund and Mr. Steve Lewis, City Manager, said yes, Staff would make the adjustment.

Mr. Lewis distributed a list of Council requested amendments to FYE 2016 stating the list is mainly a copulation of Police Department Staff requests as well as Animal Oversight Committee requests. He said some of the Animal Welfare budget amendments are funded from last fiscal year, this fiscal year, and/or next fiscal year, while some are not being recommended at all. He asked if Council had any questions and/or additional amendments.

Mayor Rosenthal said the parking at the Senior Citizens Center (SCC) is in dire straits because the owner of the parking lot has begun leasing the parking lot to his tenants; therefore, the 20 parking spaces that have been utilized by the SCC are not available anymore. She said the City needs a solution sooner rather than later. Mr. Jud Foster, Parks and Recreation Director, said an off-street parking option along Symmes Street is being discussed; however, it will provide only six (6) to eight (8) parking spaces. He said Staff is still working on a plan and may contact area businesses to see if they would lease the City additional parking spaces for the SCC.

Councilmember Allison said 20 parking spaces were lost, but does the SCC need more than 20 and Staff felt 25 to 30 spaces would be ideal. Councilmember Castleberry agreed parking needed to be found for the SCC and Councilmember Heiple said the City may need to get creative and find a temporary location for the SCC.

Mayor Rosenthal asked if any future SCC capital projects could be moved up and Mr. Foster said basement and restroom improvements are scheduled for this fiscal year. He said parking resurfacing, exterior brick improvements, and interior floor improvements are scheduled in FYE 2017 and FYE 2018. Councilmember Castleberry felt the SCC needed to be added to the Norman Forward projects and he did not feel the City should invest in the old SCC in FYE 2017 and FYE 2018 when monies could go towards a better and new facility.

Item 3, continued:

Councilmember Miller said it may take a few years before a new SCC facility is ready and/or available and Mayor Rosenthal said the interior flooring and American with Disabilities Acts (ADA) compliant restrooms could not wait. Councilmember Allison felt the interior improvements should be moved up and the City could possibly push out the exterior improvements.

Councilmember Holman asked if additional parking could be gained on the north side of June Benson Park and Councilmember Williams agreed, stating that would make a lot more sense. Councilmember Williams said he works on Symmes Street and cannot fathom the notion of cars parking on both sides of the street because of the Cleveland Area Rapid Transit (CART) routes and Hiland Dairy trucks who utilize Symmes Street on a regular basis.

Mayor Rosenthal said there have been discussions during the Norman Forward presentations about what is and what is not possible regarding parking for the SCC on the Municipal campus. She said a space and parking study was conducted in 2007 and felt it needed to be updated since parking and adequate space questions have been asked. Mr. Lewis said he and Staff has spoken to Mr. Rick McKinney, McKinney Architects, who did the 2007 Space and Parking Study and said Mr. McKinney is currently preparing a proposal for an update on the space study for Council consideration. He said Mr. McKinney has been considering a partner who does a lot of work in senior citizens service to collaborate on the review and address parking issues at the SCC as well. Councilmember Castleberry asked whether the update on the space and parking study could be included the Norman Forward budget and Mr. Lewis said it certainly can be; however, the parking and space issues for the SCC, as well as the Municipal complex as a whole, needs to be accomplished in a timely manner and the Norman Forward projects will not go to the citizens for voter approval until this fall.

Councilmember Allison asked whether Staff had an estimate cost for the study and Mr. Lewis said that will be brought forward in the proposal for Council consideration. Councilmember Allison agreed the update should be done prior to the Norman Forward vote so the information can be used as a marketing tool for the Norman Forward projects.

Councilmember Castleberry asked about the salary difference between a full-time and part-time Code Enforcement Inspector and Staff said full-time employees get health insurance, life insurance, and retirement which a part-time employee does not. Councilmember Castleberry suggested hiring two (2) or three (3) part-time employees rather than a full-time employee and Councilmember Jungman felt there is value in hiring full-time employees. Councilmember Castleberry asked if the part-time position is for nights and/or weekend work and Mr. Lewis said Staff can structure the schedule(s) to Council's desires. Mayor Rosenthal felt more discussion was needed regarding hiring employees because those expenses are ongoing and Councilmember Jungman agreed.

Councilmember Allison whether Code Enforcement positions can be funded from Public Safety Sales Tax (PSST) and Mr. Anthony Francisco, Finance Director, said that was not specifically discussed. Mr. Francisco said the PSST resolution does state any access funds can be used for critical capital needs.

Mayor Rosenthal asked Staff to clarify the need of two emergency response boats for the Fire Department and Mr. James Fullingim, Fire Chief, said one (1) boat will only hold three (3) emergency responders. Chief Fullingim said typically, high rescues are dispatched to emergency personnel in the multiples and over 20 high water rescues were dispatched during recent flooding events. He said should the rescuers need rescuing; without a second boat there is no alternative. Mayor Rosenthal did not object to two (2) emergency rescue boats and felt the need has been adequately demonstrated.

Item 3, continued:

Items submitted for the record

1. FYE16 Proposed Amendments
2. FYE16 Budget Information requested by Members of Council

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The meeting adjourned at 6:29 p.m.

ATTEST:



City Clerk



Mayor

