

## CITY COUNCIL BUDGET RETREAT MINUTES

November 18, 2008

The City Council of the City of Norman, Cleveland County, State of Oklahoma, met in Budget Retreat in the Municipal Building Conference Room at 5:30 p.m. on the 18th day of November, 2008, and notice and agenda of the meeting were posted in 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 Butler, Cubberley, Dillingham, Griffith, Kovach, Quinn, Thompson, Mayor Rosenthal

ABSENT: Councilmember Ezzell

### STATUS REPORT FROM CAPITOL DECISIONS ON THEIR EFFORTS TO ADDRESS FUNDING ISSUES FRO THE CITY OF NORMAN.

Mr. J. R. Rescovac, Capitol Decisions, highlighted recent developments in Washington. He said the Senate is in session this week to discuss the automobile industry and the 700 billion stimulus package and the 25 billion loan package. He said the Reid/Byrne stimulus package was released today, but it is not expected to go through this week. He said it is thought the Appropriations Committee will pass the Omnibus Bill on January 20, 2009. He said President Elect Obama is making a big infrastructure push in the stimulus package and it is proposed there will be approximately 470,000 new infrastructure jobs as a result of the package. He said he will begin to work on reauthorization of the Highway Bill and continue to work on retaining the \$10 million set aside in the Water Resources Development Act (WRDA).

Mayor Rosenthal said she worked with Staff to submit projects on a survey to the the U.S. Conference of Mayors and asked if Staff should be looking to submit other new projects as part of the stimulus package. He said this will be a good time to submit alternative projects with good environmental return, i.e., expansion of the Cleveland Area Rapid Transit system, bike paths, etc.

Councilmember Kovach asked if it looked as if there would be additional funding for community policing and Mr. Rescovac said there is \$490,000 million include in the Reid/Byrne stimulus package for community policing. He proposes there to be a larger effort focused at urban projects versus rural projects.

### DISCUSSION REGARDING THE FYE 2010 CAPITAL BUDGET AND THE FIVE YEAR CAPITAL IMPROVEMENTS PLAN.

Ms. Linda Price, Revitalization Manager, provided an overview of the Capital Improvements Plan (CIP) and said it represents the multi-year scheduling of public infrastructure improvements and expansion. She said the benefits of adopting a CIP are that it offers a vital link between the Comprehensive Plan and the actual construction of public improvements; ensures that plans for community facilities are carried out; improves coordination and scheduling of public improvements that require more than one year to construct; and provides an opportunity for residents and community interest groups to participate in decisions that impact their quality of life. She said each year Staff attempts to reassess projects by their financial feasibility, environmental impact, conformance to previously adopted plans, and priorities from the citizen input process.

Ms. Price highlighted the FYE 2009 Capital Budget totaling \$114,633,903 and said year to date encumbrances total \$18,302,761.73 (16%), year to date expenses total \$7,987,066.26 (7%), and the current balance is \$88,344,075.01 (77%). She provided the status of prior year projects and said the East Lindsey Street Widening: Oakhurst Avenue to 24th Avenue S.E., 24th Avenue S.E. Widening: Imhoff Road to Lindsey Street, and 24th Avenue N.W. and Boardwalk Intersection Improvements Projects are substantially complete; the 36th Avenue West and Main Signal and Intersection Improvements and the 36th Avenue West Widening from Main to Brookhollow including intersection improvements are 85% complete on the south section and 50% complete

City Council Budget Retreat Minutes

November 18, 2008

Page 2

on the north section; the Tecumseh Road new construction and reconstruction from 12th Avenue N.W. to 12th Avenue N.E. is 75% complete with opening in February 2009; and the Traffic Calming Projects in 21 neighborhoods, the Signal Retiming on 12th Avenue East from Lindsey to Rock Creek Road, and the LED/battery backup units for signals on Lindsey: I-35 to 12th Avenue East Projects are all complete.

The FYE 2009 projects include the East Main: Carter to 12th Avenue East plus the round-a-bout at Carter and intersection improvements at 12th Avenue - 40% complete – roundabout open by Thanksgiving and balance by March 2009; Rock Creek Road: Porter to Queenston Widening – utility relocation underway; Robinson and I-35 interchange improvements – pending outcome of Frontage Road Study; new traffic signal interconnect on 36th Avenue N.W.: Main to Brookhaven – under construction; retiming signals on West Robinson: 24th Avenue N.W. to Brookhaven – under construction to be completed by Thanksgiving; and the I-35 Widening: Main to Indian Hills Road – bid letting in December 2008.

Ms Price provided an update on the 2005 General Obligation Bond projects as follows:

	2005 BOND PROJECTS	STATUS
<b>Proposition No. 1</b>	Duffy Railroad Crossing and Realignment	Substantially complete
	Robinson Street Grade Separation	Environmental Assessment complete; final design underway; land acquisition-9 homes and 2 commercial properties secured - negotiations continuing; project to bid in Fall 2009
<b>Proposition No. 2</b>	East Main: Carter to 12th Avenue East plus round-a-bout at Carter and intersection improvements at 12th Avenue	40% complete – roundabout open by Thanksgiving - balance by March 2009
	36th Avenue West and Main Signal and Intersection Improvements	85% complete to be substantially complete November, 2008
	East Lindsey Street Widening: Oakhurst Avenue and 24th Avenue S.E.	Substantially Complete
	24th Avenue S.E. Widening: Imhoff Road to Lindsey Street	Substantially Complete
	Lindsey: Jenkins to Classen Widening	Environmental Assessment underway
	Rock Creek: Porter to 12th Avenue N.E. Widening	ROW acquisition underway and utility relocation plans in design
	Jenkins and Imhoff signal	Complete
Proposition 3 Rural Roads Improvements	Post Oak: 108th Avenue S.E. to 132nd Avenue S.E. 132nd Avenue: Post Oak to Cedar Lane Tecumseh: 156th Avenue to 168th Avenue; Minor erosion control project	Complete Complete Complete Being scheduled
<b>Proposition 3</b> Urban Asphalt Pavement Reconstruction	FYE 2008 – 58 project locations The remaining two require total reconstruction and will be scheduled at a later date FYE 2009 – 42 locations FYE 2010 – 18 locations	47 complete and 9 under contract
Urban Concrete Pavement Reconstruction	FYE 2008 – 13 project locations The remaining two require total reconstruction and will be scheduled at a later date FYE 2009 – 20 locations FYE 2010 – 13 locations	10 complete and 3 under contract

Ms. Price highlighted the potential new projects as a new library; municipal court; upgrades to the Smalley Center; Animal Shelter improvements; Building Maintenance/Storage Facility; Porter Avenue Corridor improvements; East Side Service Center; Material Recovery Facility; and a homeless shelter. Other possible projects identified by Council included a CNG fueling facility; lights in Normandy Park; curb and gutter along Osborne and Butler; intersection improvements at 24th Avenue S.W. and Riverside; sidewalks along Flood Avenue between Gray Street and Acres Street, and traffic congestion on Robinson Street between 36th Avenue N.W. and I-35. Councilmember Dillingham said as the neighborhood plans are completed in Community Development Block Grant (CDBG) area, she hoped the Capital Fund would be able to supplement CDBG funds as a result of decreased Federal funding. Councilmember Cubberley said once the drainage study that is being done in conjunction with the Lindsey Street widening between Jenkins and Classen is completed additional funds may need to be budgeted to address regional drainage issues. He also said unfunded drainage projects should be included in one document so that costs could be identified. Mayor Rosenthal suggested all drainage projects, regardless of their funding source, be listed in one area of the Capital Budget for easier review. Councilmember Quinn said he would like to see construction begin at Legacy Park. Councilmember Butler hoped additional storm warning sirens could be added in the rural area and Fire Chief James Fullingim said there are two new sirens budgeted for FYE 2009, but he was working on an outdoor warning system project to submit for the FYE 2010 Budget, which would replace the entire system plus add additional sirens to cover the entire city limits. Chief Fullingim said the current sirens are out of date and replacement parts are no longer available.

Items submitted for the record

1. Memorandum dated November 13, 2008, from Linda Price, Revitalization Manager, to Honorable Mayor and Councilmembers with attachments, Capital Projects Finance Summary dated October 31, 2008; capital project summaries identified by fund; Potential Closeout Savings and Unencumbered Reserves; and Unprogrammed Capital Projects by fund
2. PowerPoint presentation entitled, "FYE 2009 Capital Improvement Projects Budget Status and FYE 2010-2013 Capital Improvements Plan"

STATUS REPORT ON THE ROBINSON STREET RAILROAD GRADE SEPARATION PROJECT.

Mr. Shawn O'Leary, Director of Public Works, updated Council on the Robinson Street Railroad Grade Separation Project, which included the project schedule, budget, and design options. He said Council has accepted warranty deeds for nine single family properties and two commercial properties to date, of the 18 properties needed for the project. He added utility relocation is underway and the bid opening for the construction is scheduled for the fall of 2009. He said the current project budget is \$27,577,399 broken down City funds in the amount of \$14,080,207 and Federal funds in the amount of \$13,497,191. He said the Federal aid received to date is \$8,290,039 and the estimated 2009 allotment is \$1,800,000 leaving a deficit of \$3,407,000. He said with the original budget estimated construction costs at \$19,658,568 and with the design plans 50% complete; the construction estimate has been updated to \$17,350,000 reducing the original estimate by \$2,309,000. Once that savings is added back to the Federal funding deficit, the final budget shortfall is \$1,098,000.

Mr. Angelo Lombardo, Traffic Engineer, offered an alternative funding option, which would to break the intersection improvements at Robinson Street and Flood Avenue into a separate project for purposes of funding through the Association of Central Oklahoma Governments (ACOG). He said this portion of the project is estimated at \$3,523,400 and would be broken down as follows: ACOG's 80% funding would be \$2,808,000, the City's 20% funding would be \$705,000, and an additional design fee to split the project would be \$42,500. He said, with Council's directive, this project would be submitted to ACOG. He said the Oklahoma City metro area receives approximately \$50 million and said adding this project would not exceed Norman's maximum allotment. He said if the funding was approved there would be an additional \$2,425,400 for construction. Council felt that Staff should pursue this alternative funding option.

Mr. Lombardo said the extra funds could be used towards the extra cost in the amount of \$664,810 for added aesthetic improvements for the underpass wall. The standard underpass includes a plain concrete retaining wall, stock bridge railing, standard sidewalks, and grass only with no landscaping. The additional aesthetics include realigning the retaining wall, stone texture with single color, a center pier cap, landscaping, and Legacy Trail on the north side of Robinson Street. The inclusion of Legacy Trail on the north side includes widening the bridge by four feet. Councilmember Kovach felt Council should wait approximately three months to see how the economy shakes out. Councilmember Butler said marginally the cost is not much more. Councilmember Quinn felt it was well worth the additional money. Councilmember Dillingham said it is one of the gateways into the City and it is well worth the additional cost. Mayor Rosenthal said the community has an expectation for the City to look at landscaping and aesthetics. Councilmember Cubberley said overall, the project costs are still within the original budget and felt it was a good design as it tied into the landscaping on Flood and Councilmember Quinn said it also ties into Legacy Trail. It was a general consensus of Council for Staff to move forward with this option.

Mr. O'Leary said the final option for Council's consideration was the result of a desire to have additional southbound access for eastbound motorists on Robinson Street to provide quick access to the downtown area and a possible future library at the Rhodes Granary site. This would be accommodated by creating a slip ramp from Robinson Street to the proposed extension of James Garner Avenue. Mr. Kit Strauss, Senior Traffic Engineer, and Mr. Chris Price, Project Manager, with HNTB, presented their operational analysis of the proposed slip ramp. Mr. Strauss said an additional traffic signal would be included north of Robinson Street on Flood Avenue for motorists wishing to proceed south of Robinson Street on James Garner Avenue. He said for motorists to travel south to Robinson Street before making an eastbound turn and then proceeding to maneuver to the most southern lane to utilize the slip ramp would be problematic. He said in order to avoid traffic hazards, a permanent barrier would need to be placed on Robinson Street prohibiting motorists from accessing the southern lane when turning eastbound from Flood Avenue. This modification would require extension of the eastbound left turn bay storage on Flood Avenue pushing the project limits 200-300 feet to the west. The design plans would also require modification of the intersection geometry; the master plan ramp geometry, grading, and drainage; the master plan pump station location; design a retaining wall modification; plus additional surveys. Total cost for the slip ramp is \$2,497,500. Councilmembers felt the additional costs, negative traffic impacts at the intersection of Robinson and Flood, and topographic concerns with the retaining wall at the slip ramp make this option undesirable. Council also raised concerns about the safety of the motoring public. Mayor Rosenthal asked if additional drawings could be provided so that proponents of the slip ramp could see its challenges. Mr. O'Leary said those drawing could be prepared for Council's review.

The meeting adjourned at 6:10 p.m.

ATTEST:

---

City Clerk

---

Mayor