

CITY COUNCIL CONFERENCE MINUTES

April 13, 2021

The City Council of the City of Norman, Cleveland County, State of Oklahoma, met in a virtual conference at 5:00 p.m. in the Municipal Building Council Chambers on the 13th day of April, 2021, and notice and agenda of the meeting were posted at the Municipal Building at 201 West Gray 24 hours prior to the beginning of the meeting.

PRESENT:

Councilmembers Bierman, Foreman, Hall, Holman, Nash, Petrone, Mayor Clark

ABSENT:

Councilmember Peacock

Item 1, being:

CHANGE ORDER NO. THREE TO THE CONTRACT K-1920-46: WITH CIMARRON CONSTRUCTION COMPANY, L.L.C., INCREASING THE CONTRACT AMOUNT BY \$132,940 FOR A REVISED CONTRACT AMOUNT OF \$2,277,439.56 AND ADDING 150 CALENDAR DAYS TO THE CONTRACT FOR THE GRAY STREET AND TONHAWA STREET WATER LINE REPLACEMENT PROJECT.

Mr. Nathan Madenwald, Utilities Engineer, said the Gray Street and Tonhawa Street Water Line Replacement Project replaced 11,500 feet of six, eight, and 12-inch water lines along Gray Street and Tonhawa Street as well as associated side streets from North Base Avenue to Porter Avenue. The existing water lines were cast iron pipe constructed 50 years ago and there have been numerous leaks resulting in significant loss of water and damage to overlying and adjacent roadway. Repairs to the water line were time consuming for Staff and very disruptive to traffic in the area. The new water lines will improve water transmission and construction of non-corrosive materials, such as polyvinyl chloride (PVC).

On May 22, 2020, and October 9, 2020, the Norman Utilities Authority (NUA) approved Change Order No. One and Change Order No. Two. Change Order No. One authorized the contractor to utilize directional drilling for areas of the project and added 350 linear feet of pipe for replacement along University Boulevard from Tonhawa Street to Daws Street. Change Order No. Two adjusted the amount of 8-inch and 12-inch water lines replaced by directional drilling and added new pay items for fire services identified during the course of the project.

Change Order No. Three proposes to allow the contractor to replace 570 feet of additional water lines along Porter Avenue outside the scope of the Porter/Acres Intersection Project where existing water lines are being replaced. The change order will also add 150 calendar days to the contract timeline.

Items submitted for the record

1. Staff report dated March 29, 2021, by Nathan Madenwald, PE, Utilities Engineer

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Item 2, being:

UPDATE FROM MARION HUTCHISON, THE CITY OF NORMAN'S REPRESENTATIVE TO THE REGIONAL TRANSPORTATION AUTHORITY OF CENTRAL OKLAHOMA, REGARDING THE STATUS OF THE PROJECT(S).

Mr. Marion Hutchison, City Representative to the Regional Transportation Authority (RTA) of Central Oklahoma, said the RTA was established in 2019 under laws of the State of Oklahoma by founding member cities that include Norman, Edmond, Moore, Midwest City, and Del City. He said RTA's responsibilities include developing, funding, constructing/implementing, and operating/maintaining regional transportation projects within district boundaries.

The district boundaries are the combined city limits of member cities that have governance and regional transit operations within the district. A dedicated funding referendum would be accomplished through a single district-wide vote and board representation and voting is based on population tiers as follows:

TIER	CITY	MEMBERS	WEIGHTED VOTE
Tier I	Oklahoma City (1)	1	26%
Tier I	Oklahoma City (2)	1	26%
Tier II	Norman	1	14%
Tier II	Edmond	1	14%
Tier III	Moore	1	6.6%
Tier III	Midwest City	1	6.6%
Tier III	Del City	1	6.6%

Mr. Hutchison said major decisions require 67% weighted vote approval.

As of 2016, member city RTA funding is as follows:

LOCAL SPLIT	POPULATION	% POPULATION	LOCAL SHARE CONTRIBUTED
Del City	21,332	2.3631%	\$49,580
Edmond	84,405	9.0138%	\$189,200
Midwest City	54,371	6.0204%	\$126,368
Moore	55,081	6.0993%	\$128,018
Norman	110,925	12.2825%	\$257,810
Oklahoma City	579,999	64.2222%	\$1,348,024
TOTAL	903,113	100.0000%	\$2,099,000

Mr. Hutchison highlighted the planning and development timeline that began with a Central Oklahoma Transportation and Parking Authority (COTPA) Fixed Guideway Study in 2006. Between 2009 and 2012, the Association of Central Oklahoma Governments (ACOG) began RTA dialogue with voters, which funded a modern streetcar system and intermodal hub, approved Oklahoma City's Maps 3. Between 2011 and 2012, an ACOG Intermodal Transit Hub Study was completed and the Santa Fe Station in Oklahoma City was selected as the hub. Between 2012 and 2015, ACOG dialogue continued and an ACOG Commuter Corridor Alternatives Analysis was completed. Between 2015 and 2016, Santa Fe Station development began and between 2015 and

Item 2, continued:

2017, the official Municipal RTA Task Force was created. In 2017, streetcar construction in Oklahoma City began. In 2019, the RTA was created, streetcar operations began in Oklahoma City, and between 2020 and 2021, an RTA Plan Study commenced. Mr. Hutchison said future plans include RTA dedicated funding vote; bus system expansion; Bus Rapid Transit (BRT) construction; streetcar system expansion; and commuter rail system construction.

Mr. Hutchison said final planning and engineering stages include a Transit System Plan to include vision, goals, and potential corridors; Alternative Analysis – corridor planning, stations and land use, concept development; Environmental and Engineering – environmental review, preliminary engineering, Federal Transit Administration (FTA) capital, and investment grant; and Implementation – FTA assessment, risk assessment, construction, and beginning operations.

Agencies involved in the RTA include the United States Department of Transportation, Oklahoma Department of Transportation (ODOT) and ACOG. Existing transit operators include COPTA, CityLink, Edmond, and City of Norman.

The RTA Transit System Plan is a plan that guides transportation policies, investments, and projects in the RTA region for the next 10 to 25 years. The plan also identifies projects that align with the region's goals and communities input by leveraging previous studies and plans as well as creating a vision for how the region can look in the future.

Mr. Hutchison said RTA released a Request for Proposal (RFP) last year for a consultant to update the Commuter Corridor Study and create a great system plan. RTA hired Kimley Horn, a company highly experienced in rail transit systems, and familiar with agency operations with municipalities.

Prior studies used by RTA include the Fixed Guideway Study by COTPA that identified 2030 System Plan visions including a blend of enhanced bus systems, BRT, streetcars, and commuter rail corridors; Intermodal Transportation Plan by ACOG that identifies a feasible, centralized intermodal hub site to accommodate the Fixed Guideway System; Commuter Corridors Study by ACOG that identifies corridors and recommends north to south commuter rail corridors and a streetcar system east to Tinker Air Force Base; and Encompass 2040 by ACOG that identifies how to invest \$10 billion in a transportation system over the next 25 years.

RTA goals include:

- Mobility and Connectivity – increase regional transportation choices by connecting activity centers with high-capacity transit that is fast and reliable;
- Equity and Accessibility – implement a safe and accessible system for all people that creates a community with options;
- Economic and Workforce Development – develop a transit system that inspires economic development to promote growth in the region and national competitiveness; and
- Sustainability and Viability – provide a cost-effective sustainable system that invests resources responsibly.

Virtual public participation meetings were held on January 28, 2021, to introduce the projects and engage the public; March 31, 2021, to present and solicit feedback on a draft Transit System Plan; and April 14 and April 21, 2021, to prioritize corridors and submit ideas on implementation goals

as well as asking questions and providing comments. On April 21, 2021, the RTA Board will hold a virtual meeting to adopt a Transit System Plan.

Additional requests for local funding for FY22 consist of the following:

LOCAL SPLIT	POPULATION	% POPULATION	LOCAL SHARE CONTRIBUTED
Del City	21,332	2.3631%	\$29,113
Edmond	84,405	9.0138%	\$111,097
Midwest City	54,371	6.0204%	\$74,20368
Moore	55,081	6.0993%	\$75,172
Norman	110,925	12.2825%	\$151,384
Oklahoma City	579,999	64.2222%	\$791,551
TOTAL	903,113	100.0000%	\$1,232,520

Mr. Hutchison said more information can be found at RTAOK.org and public meetings can be viewed at RTAMoves.com.

Councilmembers thanked Mr. Hutchison for representing the City of Norman.

Items submitted for the record

1. PowerPoint presentation entitled, "Regional Transportation Authority of Central Oklahoma (RTA) Update," dated April 2021

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The meeting was adjourned at 5:55 p.m.

ATTEST:

City Clerk

Mayor