

**MINUTES OF THE REGULAR MEETING OF
OF THE MOORE CITY COUNCIL
THE MOORE PUBLIC WORKS AUTHORITY
THE MOORE RISK MANAGEMENT BOARD
AND THE MOORE ECONOMIC DEVELOPMENT AUTHORITY
FEBRUARY 20, 2018 – 6:30 P.M.**

The City Council of the City of Moore met in the City Council Chambers, 301 North Broadway, Moore, Oklahoma on February 20, 2018 at 6:30 p.m. with Mayor Glenn Lewis presiding.

Adam Webb
Councilman, Ward I

Danielle McKenzie
Councilwoman, Ward I

Melissa Hunt
Councilwoman, Ward II

Mark Hamm
Councilman, Ward II

Jason Blair
Councilman, Ward III

Louie Williams
Councilman, Ward III

PRESENT: McKenzie, Hunt, Webb, Hamm, Lewis
ABSENT: Blair

STAFF MEMBERS PRESENT: City Manager, Brooks Mitchell; Assistant City Manager, Stan Drake; Assistant City Manager, Todd Jenson; City Attorney, Randy Brink; Assistant City Manager, Brian Miller; Community Development Director, Elizabeth Weitman; Economic Development Director, Deidre Ebrey; Emergency Management Director, Gayland Kitch; Finance Director, Betty Koehn; Fire Chief, Gary Bird; Human Resources Director, Christine Jolly; Manager of Information Technology, David Thompson; Police Chief, Jerry Stillings; Sergeant Troy Fullbright; Public Works Director, Richard Sandefur; Veolia Water Project Manager, Robert Pistole; and City Clerk, Linda Stewart.

Agenda Item Number 2 being:

CONSENT DOCKET:

- A) APPROVE THE MINUTES OF THE REGULAR CITY COUNCIL MEETING HELD FEBRUARY 5, 2018.
- B) RECEIVE THE MINUTES OF THE REGULAR PARKS BOARD MEETING HELD JANUARY 8, 2018.
- C) ACCEPT PUBLIC WATER, SANITARY SEWER, AND DRAINAGE IMPROVEMENTS FOR THE FOLLOWING DEVELOPMENTS: THE WATERS ADDITION, SECTION 1 LOCATED NORTH OF NE 27TH STREET AND EAST OF EASTERN AVENUE; THE EDGEWATER ADDITION, SECTION 1 LOCATED SOUTH OF SE 19TH STREET AND WEST OF SUNNYLANE; AND THE MISSION POINT APARTMENTS, PHASE II LOCATED SOUTH OF SW 19TH STREET AND EAST OF I-35.
- D) ACCEPT PUBLIC WATER IMPROVEMENTS FOR THE FOLLOWING DEVELOPMENTS: GANN RETAIL CENTER LOCATED NORTH OF SW 4TH STREET AND WEST OF TELEPHONE ROAD AND THE HOLIDAY INN EXPRESS AND HAMPTON INN LOCATED NORTH OF NW 5TH STREET AND EAST OF CITY AVENUE.
- E) ACCEPT PUBLIC SEWER IMPROVEMENTS FOR THE FOLLOWING DEVELOPMENTS: SHADY CREEK LOT SPLITS LOCATED NORTH OF SE 34TH STREET AND WEST OF SUNNYLANE AND GENTLE DENTAL LOCATED NORTH OF NW 12TH STREET AND WEST OF BROADWAY AVENUE.

- F) APPROVE THE CURRENT EMPLOYEES POLICIES AND PROCEDURES MANUAL IN ITS ENTIRETY WITH AN ADOPTION DATE OF FEBRUARY 20, 2018, INCLUDING THE RENUMBERING OF APPENDIX F AND ATTACHMENT 1 (EMPLOYEE ASSISTANCE PROGRAM), AND THE RENUMBERING OF APPENDIX E (DRUG TESTING POLICY) PREVIOUSLY ADOPTED ON DECEMBER 4, 2017.
- G) APPROVE AND RATIFY CLAIMS AND EXPENDITURES FOR FY 2017-2018 IN THE AMOUNT OF \$1,712,316.71.

Councilwoman McKenzie moved to approve the consent docket in its entirety, second by Councilman Webb. Motion carried unanimously.

Ayes: McKenzie, Hunt, Webb, Hamm, Lewis
Nays: None
Absent: Blair

Agenda Item Number 3 being:

CONSIDER THE APPOINTMENT OF LOUIE WILLIAMS TO FILL THE UNEXPIRED TERM OF WARD 3 COUNCILMAN TERRY CAVNAR WHO RESIGNED HIS SEAT FROM THE CITY COUNCIL ON DECEMBER 18, 2017.

Councilwoman Hunt moved to appointment Louie Williams to fill the unexpired term of Ward 3 Councilman Terry Cavnar who resigned his seat from the City Council on December 18, 2017, second by Councilman Webb. Motion carried unanimously.

Ayes: McKenzie, Hunt, Webb, Hamm, Lewis
Nays: None
Absent: Blair

Agenda Item Number 4 being:

SWEARING IN OF NEWLY ELECTED CITY COUNCIL MEMBER BY JUDGE BLAINE NICE.

Judge Blaine Nice administered the Oath of Office to Louie Williams as the newly appointed City Councilman for Ward 3.

Agenda Item Number 5 being:

ROLL CALL

PRESENT: McKenzie, Hunt, Williams, Webb, Hamm, Lewis
ABSENT: Blair

Agenda Item Number 6 being:

CONSIDER APPROVAL OF AN INVESTMENT AGREEMENT INCORPORATING CHANGES TO THE CITY'S RETIREMENT PLAN APPROVED AT THE AUGUST 7, 2017 CITY COUNCIL MEETING.

Brooks Mitchell, City Manager, advised that the proposed Investment Agreement should have been a companion item to the retirement plan previously approved by the City Council but was omitted through an oversight.

Councilwoman McKenzie moved to approve an Investment Agreement incorporating changes to the City’s Retirement Plan approved at the August 7, 2017 City Council Meeting, second by Councilwoman Hunt. Motion carried unanimously.

Ayes: McKenzie, Hunt, Williams, Webb, Hamm, Lewis
Nays: None
Absent: Blair

Agenda Item Number 7 being:

RECEIVE A PRESENTATION FROM ACOG REGARDING THE PROPOSED LIGHT RAIL TRANSIT SYSTEM THROUGH THE I-35 CORRIDOR.

Brooks Mitchell, City Manager, advised that John Sharp and Kathryn Holmes with ACOG would be giving an update to the proposed Light Rail Transit System.

John Sharp stated that in 2005 ACOG began looking for ways to alleviate traffic congestion which was anticipated following a 30-year plan which predicted a rapid increase in population, employment, and traffic. A Fixed Guideway Study was conducted to look at ways to move traffic throughout the metro area. Mr. Sharp stated that mass transit could include commuter rail, light rail, street cars, and bus rapid transit. He indicated that over \$28 million had been spent in Oklahoma City on the Intermodal Transportation Hub. The Hub was in the process of being updated. The first street car came very recently and would move up and down Gaylord and through the downtown area with two routes being proposed. A Commuter Corridor Study looked at the old Fixed Guideway Study to identify the best corridors going forward. Mr. Sharp advised that House Bill 2480 allowed for the creation of a Regional Transit Authority (“RTA”) to assist with determining the best footprint for providing service to an area. The North Corridor included the area of downtown Oklahoma City to Edmond. The South Corridor included the downtown area of Oklahoma City through Moore to Norman. The East Corridor was from downtown Oklahoma City through Del City and Midwest City to the east side of Tinker Air Force Base. However, Mr. Sharp noted that costs included in the report were approximately four years old and updated costs would be obtained. He added that they looked into creating a task force for the RTA. In 2015 six ACOG member cities signed a Memorandum of Understanding on a three-year budget for the RTA.

Kathryn Holmes stated that she was a consultant hired by ACOG last fall. She had been consulting in the transit arena for most of her 35 year career. She advised that she was an attorney and had served as General Counsel to the Utah Transit Authority as it was creating its rail system. Ms. Holmes advised that she also served as General Counsel for the Washington Metro Transit System in Washington, D.C. She also worked for engineering consulting firms and other entities to help communities bring their bus and rail transit systems online.

Ms. Holmes stated that she began her work with ACOG by using all of the studies previously obtained to create a legal entity that that could operate a transit system. Ms. Holmes stated the cost of a project such as this would necessitate federal participation. In order to qualify for federal discretionary funds an RTA was required. She indicated that the system must pass through city and county lines and seamlessly connect throughout the region to be effective. Work performed over the past four or five years was being updated and she was working with the task force to make decisions on various key issues. The first issue was setting the district boundary. Legislation allows a district boundary to be set at a voter precinct level.

The RTA task force recommended a boundary configuration. However, since the boundary must align with an urbanized area recognized by the federal government, and because some of the early work was

done using 2010 population and employment density numbers and the configuration must ensure population and employment assumptions were based on a 2040 projection, the boundary configuration must be reworked.

Ms. Holmes stated that a question was posed about whether the Oklahoma Tax Commission could collect tax at a precinct level. She met with the Oklahoma Tax Commission who confirmed that taxes could be collected for those communities that want to have their boundary defined at a precinct level. Ms. Holmes indicated that this would likely not be an issue for Moore.

The second issue dealt with board representation, selection, and equitable representation. Ms. Holmes advised that several years ago the RTA task force proposed nine sub-districts and a process for each board member to be selected within each sub-district. Ms. Holmes recommended a model to achieve equitable representation using an approach that was more durable and could be easily modified. Ms. Holmes felt the most common way to achieve equity among the member cities was to define the number of board representatives that may be appointed by each city. However that would depend upon how many members would be on the board. Equity could be achieved in representation by weighing votes. This could mean having a tally vote plus a weighted vote. They can also make certain each member's voice was being fairly considered by being very specific about what level of approval would be required for what types of issues. For example, it may be determined that items are typically approved by a majority vote; however, they may want a unanimous or a supermajority vote for budget approval. She stated that she would be presenting options to the task force on February 21, 2018 regarding board representation that was equitable based on population and sales tax contribution but then leveling it out by using voting protocols combining a weighted vote with majority, unanimous, and supermajority voting procedures.

A final issue would be determining what types of transportation modes would be operated and by whom. Some transit systems have all modes of transportation, such as street car, commuter rail, light rail, and buses under one umbrella. Other systems have only commuter rail and light rail and keep the street car separate and run it under the city or sometimes with a business interest. They would discuss what the region may want to do with the existing bus systems, and whether COTPA would be included or remain a separate entity.

Ms. Holmes stated that several other steps would be required before formation. It would be important to refresh the assumptions made from studies performed several years ago. They need to confirm access arrangements for commuter rail service that would operate in the I-35 Corridor. There would be time spent drafting the RTA formation documents including a charter and bylaws. There would be an initial staffing plan and budget, and some key policy documents. Finally, there would be some educational information for the public and outreach to stakeholders and constituency groups. Ms. Holmes expressed their interest in keeping the City engaged and would appreciate opportunity to come back and answer questions or provide updates.

Mayor Lewis stated that when the possibility of a commuter rail system was first being discussed they decided economic factors were more important. The rail line in the East Corridor would run from downtown Oklahoma City to a closed base. There was no shopping opportunities. He felt that Moore has a large number of Tinker employees living here who would not get in their car and drive downtown to board a train that takes them to Tinker when they could drive there more directly. Mayor Lewis commented that the original conversation involved developing a rail line from the airport to downtown Oklahoma City to the convention centers to help pay for the rail system. But he did not see this proposed route in the presentation. Mr. Sharp stated that the task force planned to revisit the routes, more particularly to the west toward Yukon and southwest toward the airport. He agreed that a lot of money has been invested in the convention center and hotels. He commented that when the route was initially discussed several years ago the numbers did not support it. However, downtown has changed and the

issue would be revised. Mayor Lewis asked if the City would have a train station. Mr. Sharp stated that they have suggested areas for basic train stations for which the RTA would pay. Mayor Lewis stated that the City of Moore did not want to invest in a rail system that would not stop in Moore. Mr. Sharp stated that the report currently includes a train station in Old Town and in the 19th Street areas.

Mayor Lewis also commented that most citizens would not vote for additional train traffic through Moore since there is already a major problem with trains stopping traffic at two major intersections. He felt that some issues needed to be worked out before the City could move forward with the project.

Councilman Webb asked if they anticipated any self-driving vehicles coming into play by 2040 that would diminish the use of the transit system. Ms. Holmes stated that no one really knows how it would work; but the expectation is it would complement public transit in those situations when passengers can't get from the end of the bus or rail line to their job, a hospital, or their school. In those cases a fully automated vehicle fleet sponsored presumably by the end of the line communities could meet the train or bus and carry the passengers that last mile. However, she added that some large communities such as New York City are moving to congestion pricing within the next year because they need to keep cars out of the city. The fact that fully automated vehicles are available would not be a solution to the problems in major markets. Current projections show the cost of a fully automated vehicle available in the 2040s to be around \$100,000. She did not think many people could afford them and therefore, probably would not replace the bus line or the rail line because it wouldn't be practical for a very long time.

Mayor Lewis thanked Mr. Sharp and Ms. Holmes for all of the work they have put into the project.

Councilman Hamm requested staff research the cost of providing bus service in Moore and presenting it to the City Council on a future agenda. Councilwoman McKenzie felt that the City should also try to determine the demand for bus service. Councilman Williams stated that extensions into Oklahoma City should also be considered.

Agenda Item Number 8 being:

CONSIDER APPROVAL OF ORDINANCE NO. 878(18) AMENDING PART 8, CHAPTER 11, ARTICLE B, SECTION 8-1111 BY ESTABLISHING REGULATIONS AND PROVISIONS FOR FENCE MAINTENANCE REQUIREMENTS.

Elizabeth Weitman, Community Development Director, stated that in 2003 the City Council approved an ordinance which provided the definition of a dilapidated fence. Ms. Weitman advised in 2013 an update to the City Code occurred and the definition of a dilapidated fence was inadvertently removed. Ms. Weitman requested approval of Ordinance No. 878(18) which would insert the definition of a dilapidated fence back into the code and move it to the more appropriate section of Exterior Property Maintenance. This would allow staff to post the property of an individual in violation of the code and give them 30 days to bring the fence into compliance. If no attempt was made by the property owner to rectify the situation, or contact City offices to work on a timeline for the repairs, a citation could be issued.

Councilwoman McKenzie moved to approve Ordinance No. 878(18) amending Part 8, Chapter 11, Article B, Section 8-1111 by establishing regulations and provisions for fence maintenance requirements, second by Councilwoman Hunt. Motion carried unanimously.

Ayes: McKenzie, Hunt, Williams, Webb, Hamm, Lewis
Nays: None
Absent: Blair

Agenda Item Number 9 being:

CONSIDER APPOINTING TWO MEMBERS OF THE CITY COUNCIL TO SERVE ON THE OLD TOWN PLAN ADVISORY COMMITTEE.

Council members Hunt, McKenzie, and Hamm volunteered to serve on the Old Town Plan Advisory Committee.

Councilman Webb moved to appoint Councilwoman Hunt, Councilwoman McKenzie and Councilman Hamm to the Old Town Plan Advisory Committee, second by Councilman Williams. Motion carried unanimously.

Ayes: McKenzie, Hunt, Williams, Webb, Hamm, Lewis
Nays: None
Absent: Blair

Agenda Item Number 10 being:

CONSIDER APPROVAL OF A NEW JOB DESCRIPTION FOR THE POSITION OF IT SECURITY SPECIALIST AND APPROVE PLACEMENT IN PAY GRADE 115 OF THE CITY'S SALARY TABLE APPROVED BY CITY COUNCIL ON JUNE 20, 2016 (EFFECTIVE JULY 1, 2016).

Brooks Mitchell, City Manager, stated that municipalities have recently become the target of cyber-attacks. The City of Lawton experienced a cyber-attack in August 2017 and they still have not fully recovered. The Information Technology department recommended the creation of a new position that would be responsible for maintaining the City's computer system and allow the remaining staff members to keep up with security protocols.

Councilwoman Hunt moved to approve a new job description for the position of IT Security Specialist and approve placement in pay grade 115 of the City's salary table approved by City Council on June 20, 2016 (effective July 1, 2016), second by Councilman Webb. Motion carried unanimously.

Ayes: McKenzie, Hunt, Williams, Webb, Hamm, Lewis
Nays: None
Absent: Blair

Agenda Item Number 11 being:

CONSIDER AWARDED BID NO. 1718-05 "FIRE STATION NO. 2" ON BID PACKAGE NO. 3A FOR POLISHED CONCRETE TO MLB, LLC IN THE AMOUNT OF \$5,973 AS THE LOWEST AND BEST BIDDER; AND APPROVE CONTRACT FOR SAME.

Brooks Mitchell, City Manager, stated that Agenda Items No. 11 and 12 were additional bids for the construction of Fire Station No. 2. Mr. Mitchell recommended approval of the items.

Councilwoman McKenzie moved to award Bid No. 1718-05 "Fire Station No. 2" on Bid Package No. 3A for Polished Concrete to MLB, LLC in the amount of \$5,973 as the lowest and best bidder; and approve contract for same, second by Councilwoman Hunt. Motion carried unanimously.

Ayes: McKenzie, Hunt, Williams, Webb, Hamm, Lewis
Nays: None
Absent: Blair

Agenda Item Number 12 being:

CONSIDER AWARDING BID NO. 1718-05 "FIRE STATION NO. 2" ON BID PACKAGE NO. 8B FOR ALUMINUM FRAMED ENTRANCES AND STOREFRONTS TO BINSWANGER GLASS IN THE AMOUNT OF \$47,000 AS THE LOWEST AND BEST BIDDER; AND APPROVE CONTRACT FOR SAME.

Councilwoman McKenzie moved to award Bid No. 1718-05 "Fire Station No. 2" on Bid Package No. 8B for Aluminum Framed Entrances and Storefronts to Binswanger Glass in the amount of \$47,000 as the lowest and best bidder; and approve contract for same, second by Councilwoman Hunt. Motion carried unanimously.

Ayes: McKenzie, Hunt, Williams, Webb, Hamm, Lewis
Nays: None
Absent: Blair

Agenda Item Number 13 being:

CONSIDER APPROVAL OF THE EXCLUSIVE NEGOTIATION AGREEMENT WITH BELMONT DEVELOPMENT COMPANY, LLC AND RRC DEVELOPMENT MOORE, LLC FOR THE REDEVELOPMENT OF THE SW 17TH STREET AND JANEWAY SITE.

Todd Jenson, Assistant City Manager, advised that Jeff Sabin with the Center for Economic Development Law would be addressing the item as the consultant on the redevelopment of the SW 17th Street and Janeway project.

Jeff Sabin stated that this would be the first of two agreements with Belmont Development Company. This agreement sets up a 90-day negotiation period during which the developer would submit development plans for the design review process along with evidence of financing and a finance plan. Based on those submissions they would finalize a disposition and development agreement that sets out the terms of the conveyance of the site, the development obligations, schedule for the developer, and the terms of any financial assistance provided by the CDBG-DR funds.

Mr. Sabin advised that upon approval of the Exclusive Negotiation Agreement Belmont must submit development plans within three days which would go through the design review process. Within 90 days the entire development should be under contract. He noted that the City has the option to extend the negotiation period if necessary.

Councilwoman McKenzie asked if this was in preparation for selection of a developer. Mr. Sabin stated that the developer was selected in December. This was the next step in negotiations and obligated the developer to provide a final design and finance commitments. Mr. Sabin advised that Corey Farmer with Belmont Development Company was available to answer any questions.

Councilwoman Hunt moved to approve an Exclusive Negotiation Agreement with Belmont Development Company, LLC and RRC Development Moore, LLC for the redevelopment of the SW 17th Street and Janeway site, second by Councilman Williams. Motion carried unanimously.

Ayes: McKenzie, Hunt, Williams, Webb, Hamm, Lewis
Nays: None
Absent: Blair

THE CITY COUNCIL MEETING WAS RECESSED AND THE MOORE PUBLIC WORKS AUTHORITY MEETING WAS CONVENED AT 7:12 P.M.

Agenda Item Number 14 being:

CONSENT DOCKET:

- A) RECEIVE AND APPROVE THE MINUTES OF THE REGULAR MOORE PUBLIC WORKS AUTHORITY MEETING HELD FEBRUARY 5, 2018.
- B) RATIFY ACTION OF THE CITY COUNCIL APPROVING THE CURRENT EMPLOYEES POLICIES AND PROCEDURES MANUAL IN ITS ENTIRETY WITH AN ADOPTION DATE OF FEBRUARY 20, 2018, INCLUDING THE RENUMBERING OF APPENDIX F AND ATTACHMENT 1 (EMPLOYEE ASSISTANCE PROGRAM), AND THE RENUMBERING OF APPENDIX E (DRUG TESTING POLICY) PREVIOUSLY ADOPTED ON DECEMBER 4, 2017.
- C) RATIFY ACTION OF CITY COUNCIL APPROVING AN INVESTMENT AGREEMENT INCORPORATING CHANGES TO THE CITY'S RETIREMENT PLAN APPROVED AT THE AUGUST 7, 2017 CITY COUNCIL MEETING.
- D) APPROVE AND RATIFY CLAIMS AND EXPENDITURES FOR FY 2017-2018 IN THE AMOUNT OF \$363,645.70.

Trustee Hunt to approve the consent docket in its entirety, second by Trustee Webb. Motion carried unanimously.

Ayes: McKenzie, Hunt, Williams, Webb, Hamm, Lewis
Nays: None
Absent: Blair

Agenda Item Number 15 being:

CONSIDER APPROVAL OF A LETTER TO THE OKLAHOMA WATER RESOURCES BOARD REQUESTING PLACEMENT ON THE STATE FY 2018 PROJECT PRIORITY LIST AND SUBMISSION OF THE FINANCIAL LOAN APPLICATION TO THE OKLAHOMA WATER RESOURCES BOARD.

Brooks Mitchell, City Manager, stated that last year the City Council approved a contract with Satish Dasharathy with Eagle Consultants to study the issues at the lift station and make recommendations for possible solutions. Mr. Mitchell advised Mr. Dasharathy would be giving a short presentation on his findings. He noted that he had spoken with the Oklahoma Water Resources Board and financing was available for the proposed project if Council decided to move forward with it.

Mr. Dasharathy stated that he had prepared a Southeast Drainage Basin Lift Station Study and would be giving his findings. He referred the City Council to Figure 5-1 of the study which showed the boundary of the southeast section of the City. He stated that the Southeast Lift Station takes in approximately 60% of the wastewater flow to the treatment plant. The diagram reflected areas already served, floodplain areas, areas that can be served using gravity lines, new developments, and existing lift stations. He noted that the area in yellow noted a planned subdivision and the anticipated location for another lift station.

Mr. Dasharathy indicated that the study included five options. He referred to Option 1 located in Figure 5-2 of the study. Since the construction of the 34th Street Lift Station in 2002, several lift stations were

added in Belmar, Joshua’s Landing, and Seiter Farms. Seiter Farms has a gravity line from the subdivision immediately south to the 34th Street Lift Station. There have been problems with sewer backups in the subdivision. The Southeast Lift Station was not designed to take in gravity flow because everything in the basin flows to the south and east. He indicated that Option 1 would be to rehabilitate the Southeast Lift Station by making it deeper, adding more pumps, and adding more capacity. Development would be allowed to occur along with the construction of lift stations as needed.

Option 2 in Figure 5-9 would be the construction of a small Regional Lift Station at the southern tip of the City limit line at Indian Hills Road west of the Belmar Golf Course. Gravity lines would be added from the Lift Stations at Belmar, Joshua’s Landing, and Seiter Farms and drain to a Regional Lift Station where it would be pumped to the Southeast Lift Station and continue with the rehabilitation of the lift stations. It would add a little over 10,000 feet of gravity sewer to drain to the Regional Lift Station.

Option 3 in Figure 5-10 was the addition of a new Southeast Lift Station along Indian Hills Road and gravity flow from the old Southeast Lift Station (currently the S. 34th Street Lift Station) to the new Southeast Lift Station and make it bigger with a 36” gravity sewer line to drain the Belmar Lift Station and the Joshua’s Landing Lift Station, and add a gravity line from Sooner Lake to a point in the Joshua’s Landing collection system to gravity into the Southeast Lift Station. This option would require abandoning the old Southeast Lift Station at 34th Street and the new Southeast Lift Station would connect the 30” force main into the existing 18” force mains and drain at 34th and Broadway as it is doing now.

Option 4 in Figure 5-11 involved installing a small Regional Lift Station to pump directly into the Wastewater Treatment Plant along Indian Hills Road and continue rehabilitation of the old Southeast Lift Station at S. 34th Street. Gravity lines must be built from Joshua’s Landing, the Belmar Lift Station, and Seiter Farms. The Regional Lift Station would pump directly into the Wastewater Treatment Plant.

Option 5 in Figure 5-12 was the construction of a new large lift station and abandon the old Southeast Lift Station at 34th Street. Gravity lines would be constructed from Joshua’s Landing, Belmar, and Seiter Farms to drain to the new lift station and pumped directly to the Wastewater Treatment Plant along Indian Hills Road.

Capital Costs were estimated for each option along with the Operation Maintenance Costs (O & M Costs). They were calculated using a 4% interest rate and an inflation rate of 2% for O & M Costs for personnel, pumps, and electricity.

Table 1-1: Summary of Costs for Each Option

Option #	Description	Capital Cost	PV of O&M Costs @ 4%, 20 years	Present Value @ 4%, 20 years	PV of O&M Costs @ 4%, 40 years	Present Value @ 4%, 40 years	Additional Living Units
1	Small Lift Stations, Rehab SELS	\$8,774,711	\$5,248,158	\$14,022,869	\$8,822,564	\$17,597,275	430
2	Regional Lift Station @ Indian Hills, Rehab SELS	\$8,443,993	\$4,426,688	\$12,870,681	\$7,442,946	\$15,886,939	668
3	Large Lift Station @ Indian Hills	\$10,843,582	\$3,807,050	\$14,680,632	\$6,422,382	\$17,295,964	668
4	Regional Lift Station @ Indian Hills with direct forcemain to WWTP, Rehab SELS	\$9,759,689	\$3,836,600	\$13,596,289	\$6,452,680	\$16,212,369	1,901
5	Large Lift Station @ Indian Hills with direct forcemain to WWTP	\$12,277,444	\$3,026,624	\$15,304,068	\$5,062,353	\$17,369,797	1,901

Mr. Dasharathy included a matrix where factors such as Capital costs, O&M Cost, Present Worth Cost, Regulatory Compliance, Land Requirements, Odor, etc. were weighted and ranked from 0 to 10 with 10 being the best option.

Option #		1	2	3	4	5
Description	Weight	Small Lift Stations	Regional Lift Station	New Southeast Lift Station	Regional Lift Station with direct forcemain to WWTP	New Large Southeast Lift Station with direct forcemain to WWTP
Capital Cost	10%	9	8	7	6	6
O&M Cost	20%	5	7	9	8	9
Present Worth Cost	15%	9	8	6	6	5
Regulatory Compliance	10%	10	10	10	10	10
Land Requirements	10%	6	8	9	8	9
Odor	7.5%	5	9	10	9	10
Environmental Factors	10%	5	7	8	7	10
Public Perception	12.5%	7	7	8	7	9
Security / Vulnerability	5%	6	7	8	7	9
Total Score	100%	6.90	7.80	8.25	7.50	8.38

Mr. Dasharathy noted the following advantages of Option 5 as the option which received the highest score. He also noted that concern about having Oklahoma City's 72" and 48" waterlines along 34th Street which would run parallel alongside Moore's two 18" force mains. There have been some breaks in the waterline in the past and it could cause sewer service to be compromised.

Advantages of Option 5 – From Info from Staff to Mayor & Council

- It opens the SE Drainage Basin to all types of development. Parts of South Oklahoma City and North Norman could be included providing another revenue source for the City of Moore.
- Eliminates the environmental risk by removing the 2 18" force mains that are alongside 34th Street in close proximity to Oklahoma City's 72" and 48" waterline.
- The O&M costs will be lower under Option 5.
- Non-regulatory compliance, odors, Emergency response times and vulnerability are mitigated under Option 5.
- Fewer pumps will be required potentially saving \$82,000 annually in repair and maintenance costs.
- The cost per 1000 gallons of water per new developed unit under Option 5 is \$0.61. The cost per 1000 gallons under Option 4 is \$0.78. Options 1-3 are significantly higher.

Option	Additional Living Units
1	430
2	668
3	668
4	1901
5	1901

Mr. Dasharathy felt that Option 5 would be the best option. He noted that he had a lot of assistance from Community Development Director Elizabeth Weitman, Veolia Project Manager Robert Pistole, Assistant City Manager Stan Drake, and City Manager Brooks Mitchell in the development of the options and the selection of Option 5 as the best option.

He stated that this could be an additional revenue source by providing service to areas in south Oklahoma City and north Norman. The environmental risk could be avoided by removing the two 18" force mains along 34th Street and have a direct line to the Wastewater Treatment Plant along Indian Hills Road. He added that O & M costs would be lower for Option 5. Non-regulatory compliance, odors, emergency response times and vulnerability are mitigated under Option 5. At some point it would pay for itself in the long run. Everything would be at one location with fewer pumps resulting in a potential savings of \$82,000 annually in repair and maintenance costs. The cost per 1,000 gallons would be significantly higher for Options 1-3. Option 5 also allows for the most number of living units that could be serviced.

Mayor Lewis asked for a timeline for construction of Option 5. Mr. Dasharathy advised that the plans would be developed in approximately nine months to a year, and the project bid out after obtaining approval from the Department of Environmental Quality. Approval of the proposed letter to the Oklahoma Water Resources Board would request placement of the project on the State FY 2018 Project Priority List and submission of the Financial Loan Application. He indicated that funding could be obtained through the OWRB loan program with an interest rate of approximately 2.4% or 2.26% depending on whether the loan was for 20 or 30 years.

Councilwoman McKenzie asked if payment of the loan would require an increase in utility fees to the citizens. Mr. Mitchell indicated that a sewer surcharge would be necessary to fund the project. Depending on the term of the loan the surcharge was estimated to be around \$3.00 per month. Councilwoman Hunt asked if the \$3.00 surcharge was taking into account the cost savings available under Option 5. Mr. Mitchell stated that the \$3.00 surcharge would service the loan and any cost savings in overhead and maintenance fees could negate the necessity for water rate increases and could also result in a savings on the Veolia contract due to lower maintenance costs. Mr. Mitchell indicated that an item would be placed on a future agenda for final approval of the project.

Trustee McKenzie moved to authorize the submittal of a letter to the Oklahoma Water Resources Board requesting placement on the State FY 2018 Project Priority List and submission of the Financial Loan Application to the Oklahoma Water Resources Board, second by Trustee Webb. Motion carried unanimously.

Ayes: McKenzie, Hunt, Williams, Webb, Hamm, Lewis
Nays: None
Absent: Blair

THE MOORE PUBLIC WORKS AUTHORITY MEETING WAS RECESSED AND THE MOORE RISK MANAGEMENT MEETING WAS CONVENED AT 7:37 P.M.

Agenda Item Number 16 being:

CONSENT DOCKET:

- A) ACCEPT THE MINUTES OF THE REGULAR MOORE RISK MANAGEMENT MEETING HELD FEBRUARY 5, 2018.
- B) APPROVE AND RATIFY CLAIMS AND EXPENDITURES FOR FY 2017-2018 IN THE AMOUNT OF \$177,555.06.

Trustee Hunt moved to approve the consent docket in its entirety, second by Trustee McKenzie. Motion carried unanimously.

Ayes: McKenzie, Hunt, Williams, Webb, Hamm, Lewis
Nays: None
Absent: Blair

THE MOORE RISK MANAGEMENT MEETING WAS RECESSED AND THE MOORE ECONOMIC DEVELOPMENT AUTHORITY MEETING WAS CONVENED WITH CHAIRMAN ADAM WEBB PRESIDING AT 7:37 P.M.

Agenda Item Number 17 being:

ROLL CALL

PRESENT: McKenzie, Hunt, Lewis, Williams, Hamm, Webb
ABSENT: Blair

Agenda Item Number 18 being:

CONSENT DOCKET:

- A) RECEIVE AND APPROVE THE MINUTES OF THE REGULAR MOORE ECONOMIC DEVELOPMENT AUTHORITY MEETING HELD JANUARY 16, 2018.

Trustee McKenzie moved to approve the consent docket in its entirety, second by Trustee Hunt. Motion carried by unanimously.

Ayes: McKenzie, Hunt, Lewis, Williams, Hamm, Webb
Nays: None
Absent: Blair

Agenda Item Number 19 being:

CONSIDER, AND IF DEEMED APPROPRIATE, ACCEPT NOMINATIONS AND ELECT A VICE-CHAIR OF THE MOORE ECONOMIC DEVELOPMENT AUTHORITY.

Trustee McKenzie moved to nominate Louie Williams as Vice-Chair of the Moore Economic Development Authority, second by Trustee Hunt. Motion carried by majority vote.

Ayes: McKenzie, Hunt, Lewis, Hamm, Webb
Nays: None
Abstentions: Williams
Absent: Blair

Agenda Item Number 20 being:

CONSIDER APPROVAL OF A BUDGET SUPPLEMENT FOR FY 17-18 IN THE AMOUNT OF \$215,056 FOR THE POLE ROAD PROJECT.

Betty Koehn, Finance Director, stated that the Moore Economic Development Authority's 2014 Sales Tax Revenue Note was passed for the purpose of making certain street improvements and utility projects. Ms. Koehn advised that while the major street improvements have been completed, there are remaining funds for other qualified projects. The funds were anticipated for use on the Pole Road Project, but because there was not an anticipated start date the funds were not budgeted. Ms. Koehn indicated that the project is now moving forward and staff requests approval of a budget supplement in the amount of \$215,056 for the Pole Road Project. Brooks Mitchell, City Manager, advised that the project amount was approved by the City Council a few years ago but funds were never budgeted.

Trustee McKenzie moved to approve a budget supplement for FY 17-18 in the amount of \$215,056 for the Pole Road Project, second by Trustee Hunt. Motion carried by unanimously.

Ayes: McKenzie, Hunt, Lewis, Williams, Hamm, Webb
Nays: None
Absent: Blair

THE MOORE ECONOMIC DEVELOPMENT AUTHORITY MEETING WAS RECESSED AND THE CITY COUNCIL MEETING RECONVENED WITH MAYOR GLENN LEWIS PRESIDING AT 7:41 P.M.

Agenda Item Number 21 being:

NEW BUSINESS:

A) CITIZENS' FORUM FOR ITEMS NOT ON THE AGENDA.

There were no citizens to speak.

B) ITEMS FROM THE CITY COUNCIL/MPWA TRUSTEES.

Councilwoman McKenzie stated thanked the City Council for participating in the public meetings recently held. She complimented the City staff for the good job that they do. She announced a public meeting would be held on February 22, 2018 at 6:30 p.m. at The Station on Old Town. Councilwoman McKenzie anticipated public participation and encouraged the City Council to attend.

Councilwoman McKenzie indicated that she had heard complaints regarding the Janeway and 17th Street road construction project. Road closures were causing problems accessing Plaza Tower and asked if there was another more direct route that could be taken other than driving to Markwell. Stan Drake, Assistant City Manager, stated that access could be obtained using Santa Fe, 4th and Wilson, or SE 19th and Eagle Drive.

Councilman Hamm asked for clarification on where political signs could be located in the City limits. Brooks Mitchell, City Manager, state that he would review the ordinances and report back to Councilman Hamm.

C) ITEMS FROM THE CITY/TRUST MANAGER.

Brooks Mitchell, City Manager, advised that he did not expect any weather related problems but he would contact the City Council if the anticipated ice storms necessitated a change in operations.

Mayor Lewis welcomed newly appointed Councilman Louie Williams to the City Council.

Agenda Item Number 22 being:

ADJOURNMENT

Councilwoman Hunt moved to adjourn the City Council meeting, second by Councilman Hamm. Motion carried unanimously.

Ayes: McKenzie, Hunt, Williams, Webb, Hamm, Lewis
Nays: None
Absent: Blair

The City Council, Moore Public Works Authority, and the Moore Risk Management meetings were adjourned at 7:44 p.m.

TRANSCRIBED BY:

RHONDA BAXTER, Executive Assistant

FOR:

ADAM WEBB, MPWA Secretary

FOR:

MARK HAMM, MEDA Secretary

These minutes passed and approved as noted this ____ day of _____, 2018.

ATTEST:

LINDA STEWART, City Clerk