



VISION_{FOR} NORMAN

OUR ROADS. OUR WATER. OUR FUTURE.

VisionForNorman.com

VOTE APRIL 2, 2019



OVERVIEW

The Vision For Norman proposal is a practical and fiscally responsible funding solution comprised of two general obligation bonds and a utility that will address community-wide issues of traffic congestion, flooding, and water quality caused by Norman's aging infrastructure.

The three propositions put forward in this proposal undertake critical infrastructure and maintenance needs that are unable to be supported by the City's General Fund. Significant planning, research, and community input went into the development of each proposition to take into account the diverse needs of Norman's citizens while keeping costs as low as possible for residents.

THE THREE PROPOSITIONS PUT FORWARD ARE:

**a \$72 million
transportation bond**

**a \$60 million
stormwater bond**

**a stormwater utility
that would raise
an estimated \$4.2
million to improve
maintenance and
operations**

These propositions were unanimously approved by City Council in January 2019 to be placed on the April 2, 2019 ballot for citizen approval.

This brochure is designed to provide a basic description of the City of Norman Bond and Utility Election. For more information visit VisionForNorman.com or contact the Public Works Department at 405-329-2524.

VOTER INFORMATION

Citizens must be registered to vote in the City of Norman in order to be eligible to vote in the April 2, 2019 Bond and Utility Election.

IMPORTANT ELECTION DATES:

- March 8: Last day to register to vote
- March 27: Last day to apply for an absentee ballot
- March 28 - 29: In-person early voting
- April 2: Election Day

Residents can download voter registration forms or find their polling place at clevelandcountyelectionboard.com.

PROPOSITION 1

TRANSPORTATION BOND

BOND TOTAL:

\$72 million

IMPACT TO CURRENT TAXES:

Does **not** increase taxes

If approved, this proposition would provide funding for the City to address issues with Norman's existing transportation infrastructure, including, but not limited to, construction of a new Traffic Management Center, widening and reconstruction of roads, installation of new traffic signals, improvements to stormwater drainage systems, and the addition of sidewalks and multimodal paths.

Proposition No. 1
Transportation Bond Projects

Shall The City of Norman, State of Oklahoma, incur an indebtedness by issuing its general obligation bonds in the sum of Seventy Two Million Dollars (\$72,000,000) to provide funds for the purpose of constructing, widening, and improving streets and bridges in said City (including signage/signalization, lighting, sidewalks/ bikepaths, landscaping, related drainage improvements, driveway reconstruction, and other related improvements), to be completed with or without the use of other funds, and levy and collect an annual tax, in addition to all other taxes, upon all the taxable property in said City sufficient to pay the interest on said bonds as it falls due, and also to constitute a sinking fund for the payment of the principal thereof when due, said bonds to bear interest at not to exceed the rate of ten percentum (10%) per annum, payable semi-annually and to become due within twenty-five (25) years from their date?

The voting machines or devices used at said election shall set out the proposition as above set forth and shall also contain the words:

- YES -FOR THE ABOVE PROPOSITION
 NO -AGAINST THE ABOVE PROPOSITION

PROPOSITION 1

IMPORTANT FACTS:

- The total cost of the 19 selected projects is estimated at **\$139 million** but will only cost Norman citizens **\$72 million** due to the City's ability to leverage federal funds
- The 19 projects were selected from the City's 2014 Comprehensive Transportation Plan (CTP), which was developed in collaboration with a 45-member citizen's committee and now serves as Norman's long-term vision for a range of transportation options
- Projects that are to be fully funded by the City were selected from the CTP based on a number of factors, including highest priority, project readiness, and ability to secure federal funds
- Federally-funded projects were selected based on specific recommendations made in the CTP
- This general obligation bond will replace the previous Transportation Bond that has been paid and **will not raise taxes**



To learn more about the proposed transportation bond projects and view an interactive map visit VisionForNorman.com under the Prop 1 tab.

PROPOSITION 1

Construction Year	Project Location	Construction Cost (Federal Share)	Total Cost	Bond Cost
2020	Porter Avenue and Acres Street	\$0	\$3,675,000	\$3,675,000
2021	Jenkins Avenue - Imhoff Road to Lindsey Street	\$0	\$9,601,000	\$9,601,000
2021	Porter Avenue Streetscape	\$0	\$2,471,000	\$2,471,000
2022	James Garner Avenue - Acres to Duffy	\$0	\$4,951,000	\$4,951,000
2022	Gray Street Two-Way Conversion	\$0	\$4,816,000	\$4,816,000
2023	Cedar Lane Road - East of 24th Avenue SE to 36th Avenue SE	\$7,500,000	\$13,104,000	\$5,604,000
2023	Constitution Street - Jenkins to Classen	\$3,887,539	\$6,563,539	\$2,676,000
2024	36th Avenue NW - North of Indian Hills Road to Moore City Limit	\$2,960,036	\$5,511,036	\$2,551,000
2024	Traffic Management Center	\$3,000,000	\$3,366,000	\$366,000
2025	36th Avenue SE - Cedar Lane Road to State Highway 9	\$5,075,919	\$8,108,919	\$3,033,000
2025	24th Avenue NE - Rock Creek Road to Tecumseh Road	\$6,517,615	\$10,207,615	\$3,690,000
2026	48th Avenue NW - Phase 1 - Robinson Street to Rock Creek Road	\$4,917,469	\$9,127,469	\$4,210,000
2027	Lindsey Street Special Corridor (Elm Avenue to Jenkins Avenue)	\$6,371,661	\$9,037,661	\$2,666,000
2028	Indian Hills Road - 48th Avenue NW to Interstate 35	\$7,500,000	\$16,203,000	\$8,703,000
2028	Indian Hills Road and I-35 Interchange Match Funds	\$0	\$2,009,000	\$2,009,000
2029	48th Avenue NW - Phase 2 - Rock Creek Road to Tecumseh Road	\$5,415,113	\$8,096,113	\$2,681,000
2029	Lindsey Street Special Corridor (Pickard Avenue to Elm Avenue)	\$2,789,062	\$4,901,062	\$2,112,000
2030	Tecumseh Road - 12th Ave NE to 24th Ave NE	\$6,901,160	\$10,872,160	\$3,971,000
2030	Rock Creek Road - Queenston to 24th Avenue NE	\$4,228,643	\$6,442,643	\$2,214,000
	Total Cost	\$67,064,218	\$139,064,218	\$72,000,000

PROPOSITION 1 FAQ

1. Will this proposition raise my taxes?

No. This general obligation bond will replace the previous Transportation Bond that has been paid.

2. Why do we need to pay for these with a bond?

The size of the City's capital budget does not allow us to take on a program of this magnitude. A general obligation bond, or GO bond, is a common financing tool local and state governments use to fund specific infrastructure projects - usually large capital improvements like roads, bridges, flood control, parks, and public buildings.

3. Do the bond projects include costs for inflation?

Yes. City staff engineers have carefully estimated the cost of each project based upon the best available information, and a contingency has been included in each cost estimate to address inflation, design issues and other unforeseen project costs.

PROPOSITION 2

STORMWATER BOND

BOND TOTAL:

\$60 million

IMPACT TO CURRENT TAXES:

Approximately **\$5.25** a month increase for average Norman property owner based on property's market value of \$150,000

If approved, this proposition would allow the City to fund critical stormwater infrastructure improvement projects with the aim of reducing flooding in Norman and replacing aging, undersized drainage structures.

Proposition No. 2
Stormwater Bond Projects

Shall The City of Norman, State of Oklahoma, incur an indebtedness by issuing its general obligation limited tax bonds in the sum of Sixty Million Dollars (\$60,000,000) for the purpose of economic and community development in said City, to include constructing, improving, and equipping stormwater drainage facilities, to be completed with or without the use of other funds, and levy and collect a special annual tax, in addition to all other taxes, upon all the taxable property in said City sufficient to pay the interest on said bonds as it falls due, and also to constitute a sinking fund for the payment of the principal thereof when due, said bonds to bear interest at not to exceed the rate of fourteen percentum (14%) per annum, payable semi-annually and to become due within thirty (30) years from their date; provided however, that in no event shall the real and personal taxable property in said City be subject to a special annual tax in excess of five mills on the dollar for all bonds issued pursuant to Section 35, Article X of the Oklahoma Constitution?

The voting machines or devices used at said election shall set out the proposition as above set forth and shall also contain the words:

- YES -FOR THE ABOVE PROPOSITION
- NO -AGAINST THE ABOVE PROPOSITION

PROPOSITION 2

IMPORTANT FACTS:

- This **\$60 million** bond would fund 33 of the 60 stormwater infrastructure projects identified as critical to addressing flooding and water pollution issues in Norman in the City's 2009 Storm Water Master Plan, which was developed with input from a Citizen's Task Force
- Projects were selected based on location, project cost, and highest priority, as indicated by a city-wide ranking system.
- This bond would raise property taxes based on market value, for example a property with a \$150,000 market value would pay approximately **\$5.25** a month



To see an interactive map of the proposed stormwater bond projects visit VisionForNorman.com under the Prop 2 tab.

PROPOSITION 2

33 CRITICAL PROJECTS

Project ID	Watershed	Ward	City Rank	Project Location	Estimated Project Cost
BC-10	Bishop Creek	1	4	Sinclair Dr and Beaumont Dr south of Boyd St and east of 12th Ave SE	2,766,000.00
BC-13	Bishop Creek	1	12	Behind Harbor Freight, south of Alameda on Triad Village Dr	988,000.00
BC-8	Bishop Creek	1	11	Lindsey Street south of Colonial Estates Park	905,000.00
CR-1	Canadian River	2	54	Intersection of Westbrooke Terrace Rd and Hollywood Street	986,000.00
IC-1	Imhoff Creek	2	3	South of State Highway 9 and east of S. Berry Rd	402,000.00
MC-1	Merkle Creek	2	19	At 24th Ave SW south of George Lynn Cross Dr	1,106,000.00
MC-2	Merkle Creek	2	8	At Main St between Merkle Dr and Hal Muldrow Dr	12,171,000.00
BHC-10	Brookhaven Creek	3	36	Intersection of Rambling Oaks Dr and Havenbrook St	1,811,000.00
BHC-2	Brookhaven Creek	3	35	At Main St between Lamp Post Rd and Willoway Dr	171,000.00
BHC-3	Brookhaven Creek	3	36	North of Main Street on the east side of Willow Branch Road	260,000.00
BHC-4	Brookhaven Creek	3	28	West of 36th Ave NW south of Hampton Ct	1,459,000.00
BHC-9	Brookhaven Creek	3	53	Intersection of Rambling Oaks Dr and Tall Oaks Circle	754,000.00
TMF-102	Ten Mile Flat Creek	3	49	West of 48th Ave NW and south of Robinson St	262,000.00
BC-3	Bishop Creek	4	12	South of Alameda St and S. Carter Ave	729,000.00
BC-4	Bishop Creek	4	7	Between Symmes Street and Main Street on either side of Bishop Creek channel	3,219,000.00
IC-4A	Imhoff Creek	4	8	Andrews Park	7,041,000.00
DBC-2	Dave Blue Creek	5	38	On 48th Ave SE north of Stonehenge Lane	402,000.00
RC-1	Rock Creek	5	41	On Robinson St east of 36th Ave NE	2,313,000.00
LR-1	Little River	6	12	North of Little River Rd west of 12th Ave NE	201,000.00
WC-101	Woodcrest Creek	6	28	East of the intersection Porter Ave and Highland Village Dr	402,000.00
WC-1B	Woodcrest Creek	6	28	North of Sequoyah Trail between Willow Creek Dr and Winding Creek Circle	1,056,000.00
WC-3	Woodcrest Creek	6	39	South of Sequoyah Trail between Willow Creek Dr and Winding Creek Circle	277,000.00
BC-1	Bishop Creek	7	30	North of State Highway 9 between Jenkins Ave and Marshall Ave	1,056,000.00
BC-11	Bishop Creek	7	19	South of Lindsey St north of The Reserve	870,000.00
BC-12	Bishop Creek	7	12	On East Brooks St between Trout Ave and the railroad tracks	810,000.00
BC-2	Bishop Creek	7	25	South of Lindsey St north of The Reserve	583,000.00
BHC-6	Brookhaven Creek	8	32	On Rock Creek Rd between Pendleton Dr and Interstate Dr	503,000.00
BHC-7	Brookhaven Creek	8	39	On Pendleton Dr west of Prairie Creek Park	267,000.00
BHC-8	Brookhaven Creek	8	32	On Rock Creek Road between 36th Ave NW and Pendleton Dr	639,000.00
TGLR-1	Trib G to Little River	8	22	On Franklin Rd near 24th Ave NW	1,609,000.00
IC-2	Imhoff Creek	2&4	5	South of Imhoff Rd between S. Berry Rd and Walnut Rd	10,562,000.00
MC-2B	Merkle Creek	2&8	46	On Iowa Street just west of Cleveland Elementary School	905,000.00
RC-2	Rock Creek	5&6	41	On 36th Ave NE between Robinson St and Alameda St	2,515,000.00
					60,000,000.00

PROPOSITION 2

PROPOSITION 2 FAQ

1. Why do we need a bond to fund stormwater infrastructure projects?

The size of the City's General Fund cannot support a program of this size and federal and state funding for stormwater infrastructure improvements are not currently available. The City needs to identify other sources of funding to make the necessary improvements to our stormwater system. General obligation bonds are a common financing tool used by local and state governments to fund infrastructure projects for flood control and water quality improvement.

2. How were the projects selected?

The 33 projects are a subset of the projects identified in the 2009 Storm Water Master Plan. Criteria for selection included the priority rank of the project (the highest priority projects were selected in each Ward), location (the goal was to have at least one project per Ward, at least three in each Ward were identified), and project cost (the total cost of all of the projects could not exceed \$60 million).

3. Will this proposition raise my taxes?

Yes, because this will be the first general obligation bond to fund stormwater improvement projects. The City's levy for debt service on this bond is 5 mils and is based on a property's market value. Estimated increases are provided below and continue to increase as market value increases.

- \$100,000 market value property pays approximately \$3.40 per month
- \$150,000 market value property pays approximately \$5.25 per month
- \$200,000 market value property pays approximately \$7.11 per month
- \$300,000 market value property pays approximately \$10.82 per month



PROPOSITION 3

STORMWATER UTILITY

UTILITY TOTAL:

estimated
\$4.2 million
annually

IMPACT TO UTILITY BILL:

Increase of **\$3, \$6 or \$9** a month
for residential properties
based on first-floor living area

Increase of **\$12, \$45, \$80 or \$160** a
month for non-residential properties
based on total parcel size

If approved, this stormwater utility would provide approximately \$4.2 million a year that, when combined with \$3.2 million from the General Fund, would create a program with a dedicated budget to fund critical stormwater maintenance needs and water quality improvements. These include, but are not limited to, increased infrastructure maintenance crews, Stormwater Compliance Inspectors, a Neighborhood Assistance Program, and necessary equipment such as street sweepers and a camera truck to inventory the state of stormwater infrastructure.

Proposition No. 3
Stormwater Utility Fee

Shall Ordinance 0-1819-27 of the Council of the City of Norman, Oklahoma, adding Section 21-118 of Chapter 21 of the Code of Ordinances of the City of Norman, Oklahoma, which establishes the monthly rates to fund a Stormwater Utility as follows: \$3.00 for residential property with a first floor living area less than or equal to 1,196 square feet; \$6.00 for residential property with a first floor living area of 1,197 to 1,983 square feet; \$9.00 for residential property with a first floor living area greater than 1,983 square feet; providing for a 30% reduction in the rate for qualifying low-income residences; providing for a 30% reduction in rates for agriculturally zoned residences; \$12.00 for non-residential property that has a parcel area less than 0.63 of an acre; \$45.00 for non-residential property that has a parcel area between 0.63 and 2.11 acres; \$80.00 for non-residential property that has a parcel area between 2.12 acres and 13.97 acres; \$160.00 for nonresidential property that has a parcel area greater than 13.97 acres; be approved?

The voting machines or devices used at said election shall set out the proposition as above set forth and shall also contain the words:

- YES -FOR THE ABOVE PROPOSITION
- NO -AGAINST THE ABOVE PROPOSITION

PROPOSITION 3

IMPORTANT FACTS:

- The **\$7.4 million** proposed program budget, with **\$4.2 million** from the utility and approximately **\$3.2 million** from the General Fund, was developed by City staff and a dedicated Stormwater Citizen Committee after more than a year of planning, research, and public input
- The stormwater utility rate structure put forward in Proposition 3 takes into account the diverse needs of Norman's citizens and aims to keep costs low for residents while providing necessary funding
- The utility will be established as an **Enterprise Fund**, which would not allow money raised to be spent on anything other than stormwater-related needs
- This utility includes a **30% low income credit**, a **30% agricultural credit** and a **Neighborhood Assistance Program** to help fund privately owned stormwater infrastructure projects
- A detailed program budget can be viewed under the Prop 3 tab on [VisionForNorman.com](https://www.visionfornorman.com)
- **All eight Wards** will see benefits from the proposed bond and utility fee with the aim of significantly reducing flooding and water pollution across Norman
- These projects would assist the City in meeting regulatory requirements set forth by the Oklahoma Department of Environmental Quality

To see your utility fee and available credits, view our interactive map under the Prop 3 tab at [VisionForNorman.com](https://www.visionfornorman.com).

PROPOSITION 3

RATE STRUCTURES

Residential Rates:

The three tier residential rate structure will be based on the first-floor living area of each property's house, excluding garages, porches and other spaces not commonly heated or cooled. This information can be obtained from the Cleveland County Assessor at clevelandcountyassessor.us.

RESIDENTIAL	LIVING AREA IN SQUARE FEET	MONTHLY FEE
TIER 1	≤1,196	\$3.00
TIER 2	1,197 - 1,983	\$6.00
TIER 3	>1,984	\$9.00

Non-residential Rates:

The four tier non-residential rate structure is based on each property's parcel size and includes residential properties with more than four dwellings on a single parcel. Parcel size information comes from the Cleveland County Assessor, clevelandcountyassessor.us, and the City of Norman GIS map, normanok.gov/planning/gis.

NON-RESIDENTIAL	PARCEL SIZE RANGE IN ACRES	MONTHLY FEE
TIER 1	< 0.63	\$12.00
TIER 2	0.63 - 2.11	\$45.00
TIER 3	2.12 - 13.97	\$80.00
TIER 4	> 13.97	\$160.00

PROPOSITION 3

PROPOSITION 3 FAQ

1. What is a stormwater utility fee?

A stormwater utility fee is an Enterprise Fund dedicated only for stormwater services such as the installation, operation and maintenance of infrastructure. Other utilities in Norman are Enterprise Funds, meaning that managing the utilities and their operations is paid by fees from rate payers and not from taxes. Examples include sanitation, water and wastewater utilities. Over 20 other Oklahoma cities have stormwater utility fees, including Oklahoma City, Tulsa, Edmond and Stillwater. If approved the stormwater fee would show up on residents' utility bills.

2. The Cities of Moore, Tuttle, Newcastle, Blanchard and Noble do not pay any stormwater utility fees. Why do we need a stormwater utility fee?

As the third largest city in Oklahoma, Norman has always been proactive and concerned about the environment. When it comes to stormwater, though, we are behind the curve, and Norman is the only large city in Oklahoma without a stormwater utility. The Stormwater Citizen Committee worked hard to keep the proposed fees as low as possible given the needs. Visit www.visionfornorman.com to see a comparison of rates to other cities similar to Norman.

3. How is this different from the 2016 Stormwater Utility Fee proposal?

In August 2016, a stormwater utility fee based on the amount of impervious surface failed. This fee was complicated, had no cap, and was not the right plan for Norman. In an effort to find the right plan for Norman, the Stormwater Citizen Committee was formed. It consisted of sixteen volunteer members representing every Ward from various professional backgrounds. They proposed a \$3, \$6 or \$9 a month fee for residential properties based on first-floor living area and a \$12, \$45, \$80 or \$160 a month fee for non-residential properties based on total parcel size. In January 2019, City Council voted unanimously to move this utility fee proposal forward for an April 2, 2019 election. A 30% credit for low income residents and a 30% agricultural credit were also approved. This means that, unlike the 2016 Stormwater Utility Fee proposal, no homeowner will pay more than \$9 per month for a residential property.

What will the utility fee pay for?

The utility fee would address day-to-day maintenance to reduce flooding across Norman and make water quality improvements in Lake Thunderbird.

Additional benefits residents will see from the utility fee include:

- Additional staff, including two additional Infrastructure Maintenance crews and a Capital Projects Engineer, to more efficiently manage infrastructure repair and replacement projects and apply for and manage any available grants;
- A Neighborhood Assistance Program to help with maintenance activities needed for privately-owned stormwater infrastructure (i.e. detention ponds, channels, etc.)
- Regular use of city equipment to clean storm drains and other infrastructure;
- A program to install stormwater treatment systems within the Lake Thunderbird Watershed to improve water quality by removing dirt and nutrients from stormwater runoff; and
- Annual Stream Blitzes to remove debris from City-owned/accessible channels.

For more FAQs about Proposition 3, visit VisionForNorman.com.

VISION FOR NORMAN

1. What is a general obligation bond?

A general obligation bond, or GO bond, is a common financing tool local and state governments use to fund certain infrastructure projects - usually large capital improvements like roads, bridges, flood control, parks, and public buildings.

In Oklahoma, the property tax received by the City of Norman, also known as ad valorem tax, is used to pay the interest and principal on GO bonds. GO bonds must be approved by a vote of the people.

2. When is the election?

April 2, 2019, is the election date.

3. Where do I vote?

You vote in the precinct assigned to you by the Cleveland County Election Board. To locate your precinct, view sample ballots, update your registration or complete an absentee ballot, you can contact the Cleveland County Election Board, www.clevelandcountyelectionboard.com.

4. Will I approve the entire infrastructure improvement package with a single vote?

No, there will be three separate propositions you will be asked to approve. Each proposition will require you to vote either for or against the proposition.

- Proposition 1 - Transportation Bond Projects
- Proposition 2 - Stormwater Bond Projects
- Proposition 3 - Stormwater Utility

5. How do I know the City will spend the money wisely and as promised?

Since the very beginning of this process, fiscal responsibility and transparency have been top priorities. The City will provide ongoing updates on budget performance and project progress for all three propositions through the website and during Council meetings. Additionally, the establishment of a Citizen Oversight Committee has been recommended by the Stormwater Citizen Committee to oversee both the stormwater bond program and the stormwater utility. Because the stormwater utility would be supported by a dedicated Enterprise Fund, revenue generated by the utility or specifically budgeted to the Stormwater Division from the General Fund cannot be spent on anything other than stormwater-related expenses.

6. What is the General Fund?

The General Fund is part of the budget that pays for day-to-day operations of the City. For example, the General Fund includes public safety operations, parks maintenance and general day-to-day maintenance of our streets and stormwater system.

GENERAL FAQ

7. What is the payment timeline for the bonds?

A bond is a low-risk loan that is paid back by raising property taxes for residential and commercial properties. The bond period for both transportation and stormwater is 20 years and is adjusted for inflation.

8. If the 2019 bond packages are approved in April, when will the projects be completed?

It is anticipated that work on all projects in the transportation and stormwater bond packages will take approximately 10 years to complete.

9. How do I know bond projects are actually being completed from prior bond programs?

You can visit www.visionfornorman.com for an up-to-date list of current bond projects and the status of each project.

10. What if there is money left over after the recommended infrastructure bond projects are completed?

The State Constitution allows for any excess funds to be spent on other projects with the same purpose as the original project, i.e. excess funds from a stormwater infrastructure project may be spent on another stormwater infrastructure project.



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