
MOORE POLICE
MOORE
CITY of MOORE
OKLAHOMA
POLICE
911
DEPARTMENT
Welcome
TO
HISTORIC
OLD TOWN
MOORE
VOTE
NOVEMBER 3RD
TO CONTINUE FUNDING AND SUPPORT FOR
PUBLIC SAFETY
CONTINUING 12 YEARS OF THE HIGHEST
PUBLIC SAFETY SERVICE IN OKLAHOMA

MOORE POLICE DEPARTMENT

PEOPLE | PROFESSIONALISM | PARTNERSHIPS | A SAFER MOORE

143 CALLS FOR SERVICE EVERY 24 HOURS



Our officers work around the clock to keep Moore a safe place to live, work and raise a family. **Calls for service are up, with more people counting on us to protect their safety and quality of life.**

143
CALLS EVERY 24 HOURS

6
CALLS EVERY HOUR

1 CALL
APPROXIMATELY EVERY 10 MINUTES

52,000
ANNUALIZED CALLS (AT 143 PER DAY)



RAPID RESPONSE
WHEN MINUTES MATTER



SAFER NEIGHBORHOODS
STRONGER COMMUNITIES



TRAFFIC SAFETY
SAFER STREETS



SUPPORTING FAMILIES
IN THEIR TOUGHEST MOMENTS

A HIGHER QUALITY OF LIFE FOR EVERY NEIGHBORHOOD.

TOGETHER WE ARE MOORE STRONG.

MOORE POLICE DEPARTMENT

PEOPLE | PROFESSIONALISM | PARTNERSHIPS | A SAFER MOORE

EQUIPMENT THAT PROTECTS LIVES

MODERN TOOLS FOR A SAFER MOORE



$1,000
BULLET-RESISTANT VEST

Protects the life of an officer who confronts dangerous situations.

PROTECTS OUR OFFICERS



$5,000
POLICE RADIO

An officer's lifeline — connecting them to dispatch, backup and emergency medical assistance.

KEEPS THEM CONNECTED AND SAFE



POLICE VEHICLES

Rising purchase and outfitting costs with constant wear from daily service. A dependable vehicle is essential for emergency response.

RELIABLE RESPONSE WHEN SECONDS MATTER



LESS-LETHAL TOOLS

Provide officers with more options to safely resolve dangerous situations and reduce the need for deadly force.

SAFER OUTCOMES FOR OFFICERS AND OUR COMMUNITY

INVESTING IN THE RIGHT TOOLS FOR A SAFER MOORE

PEOPLE | EQUIPMENT | TRAINING | TECHNOLOGY

MOORE POLICE DEPARTMENT

INVESTING TODAY FOR A SAFER TOMORROW

PUBLIC SAFETY EQUIPMENT | PUBLIC SAFETY OPERATIONS



20% PUBLIC SAFETY EQUIPMENT AND CAPITAL

MODERN TOOLS FOR A SAFER MOORE



PATROL VEHICLES
Rising purchase and outfitting costs



RADIOS & COMMUNICATIONS
$5,000 each
Officer's lifeline



BULLET-RESISTANT VESTS
$1,000 each
Protects the lives of our officers



LESS-LETHAL TOOLS
More options to safely resolve dangerous situations

10% PUBLIC SAFETY OPERATIONS

SUPPORTING MORE OFFICERS ON THE STREET

- A portion of staffing to put more officers on the street
- Training and readiness
- Supporting technology and operations
- Meeting the growing demands of our community

MORE OFFICERS IN OUR COMMUNITY

BETTER EQUIPPED AND SAFER OFFICERS

IMPROVED RESPONSE TO A GROWING MOORE

A HIGHER QUALITY OF LIFE FOR EVERY NEIGHBORHOOD.

TOGETHER WE ARE MOORE STRONG.

"Every day. Every call. Every time...

WE HAVE TO EARN IT."

Trust is built through the values of **PROFESSIONALISM, HUMILITY,** and **ACCOUNTABILITY** in every interaction.





MOORE POLICE DEPARTMENT



PROFESSIONALISM
We lead with integrity and competence.

HUMILITY
We treat everyone with respect and dignity.

ACCOUNTABILITY
We own our actions and our commitments.

TRUST
We earn it every day, in every interaction.

ONE COMMUNITY. ONE TEAM. ★ EARN THE TRUST.


MOORE FIRE DEPARTMENT
CITY of MOORE
OKLAHOMA
INCORPORATED
1893
1916
ISO 1







2010/2019

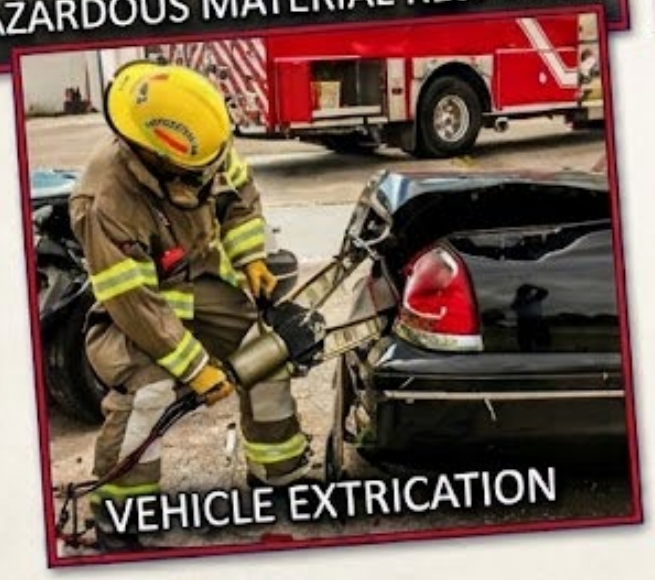
5% per year / ≈ 9,500 by 2030

MOORE FIRE DEPT. - FIELD OPERATIONS & TRAINING













MOORE FIRE DEPT EMT

WHY DO FIRE TRUCKS COST SO MUCH?

AND WHY DO THEY NEED REPLACED?



$750,000 – $1,000,000
COST OF A NEW FIRE ENGINE

ESSENTIAL EQUIPMENT ON A FIRE ENGINE:

- **750** GALLONS OF WATER
- RESCUE TOOLS
- EMS GEAR
- LADDERS & HOSES
- LIGHTS & RADIOS
- SAFETY & TECHNOLOGY

FIRE TRUCK REPLACEMENT TIMELINE (NFPA GUIDELINES)

0–15 YEARS	15–20 YEARS	20+ YEARS
FRONTLINE VEHICLE	RESERVE VEHICLE	REMOVE FROM SERVICE

FIRE ENGINES OFTEN TAKE
36 TO 48 MONTHS TO BUILD

WE MUST PLAN AHEAD TO KEEP EQUIPMENT SAFE & READY FOR EMERGENCIES



INVESTING IN APPARATUS = INVESTING IN PUBLIC SAFETY

REPLACEMENT YEAR & COST

- **2009** WAS ≈ **$350,000**
- **2011** WAS ≈ **$400,000**
- **2021** WAS ≈ **$591,000**
- **2022** WAS ≈ **$658,000**
- **2023** WAS ≈ **$760,000**

The Cost To Outfit One Firefighter



Respiratory Protection



65 SCBA, 145 cylinders, 100 mask, ≈$685,000

Essential Technology



Thermal Imaging



Reliable Communications



Cardiovascular Care



Hazardous Environment Monitoring



Mobile Data Terminals

Thank you for continuing to support the Moore Fire Department

Questions?

≈$4500

≈$4000



½ Cent Sales Tax Continuation For Residential Streets

City of Moore

Fiscal Year Expense by Ward

July 2022 – June 2026



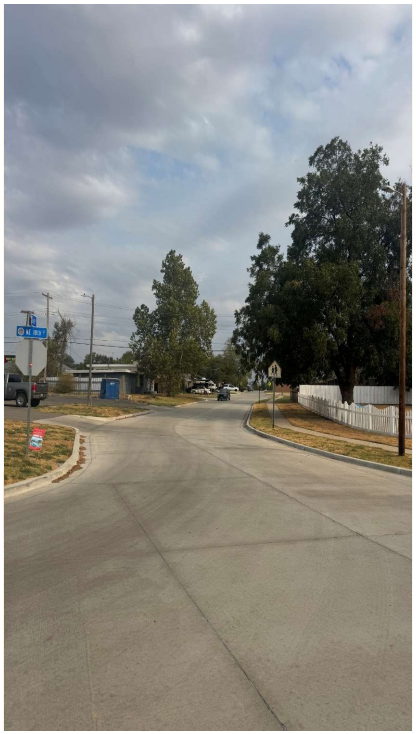
For Fiscal Years Ending 06/30/2023 through 06/30/2026

WARD	FY 2023	FY 2024	FY 2025	FY 2026	Ward Totals
Ward 1 Streets	$ 1,168,357.04	$ 845,076.49	$ 1,575,422.60	$ 584,555.39	$ 4,173,411.52
Ward 1 Sidewalks	$ -	$ 19,989.72	$ 51,310.08	$ 155,214.24	$ 226,514.04
Ward 2 Streets	$ 1,235,164.46	$ 1,485,686.30	$ 2,460,574.62	$ 1,120,975.71	$ 6,302,401.09
Ward 2 Sidewalks	$ -	$ 19,931.40	$ 34,835.96	$ 214,365.09	$ 269,132.45
Ward 3 Streets	$ 1,392,273.03	$ 1,386,048.33	$ 730,407.64	$ 1,944,749.13	$ 5,453,478.13
Ward 3 Sidewalks	$ -	$ 11,803.94	$ 36,858.34	$ 73,265.24	$ 121,927.52
Old Town	$ 193,040.92	$ 36,726.14	$ 72.50		$ 229,839.56
Annual Totals	**$ 3,988,835.45**	**$ 3,805,262.32**	**$ 4,889,481.74**	**$ 4,093,124.80**	**$ 16,776,704.31**

City of Moore

Fiscal Year 2023
Expense by Ward

July 2022 – June 2023



Julie Dr NE 18th to NE 21st Street

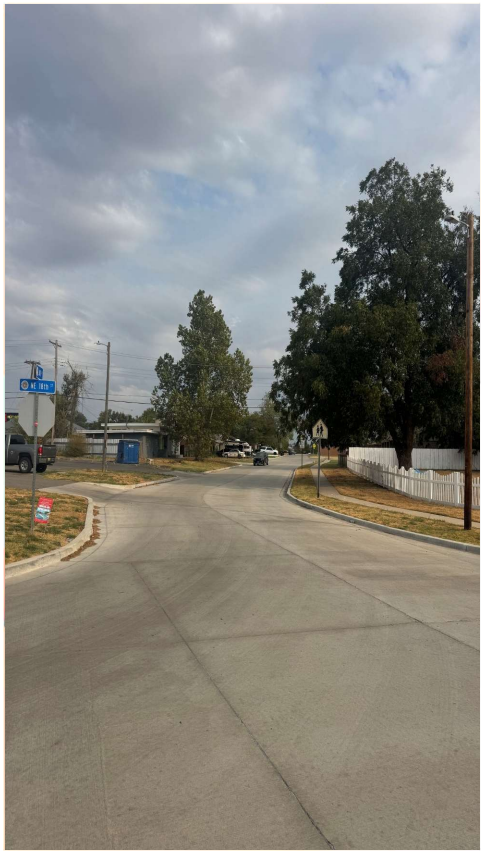
Ward	On Street / Description	From	To	Project Cost	Repair & Maintenance Cost	Total Funds Expended
1	The Clubs Addition (Panel Replacement)	Pauline Renee Dr Area	Willow Pine Dr Area	$200,000		
1	Central Park Drive Entrance (Concrete Replacement and Joint Repairs)	Broadway	SW 39th	$175,000		
1	Meadow Run (Joint Repairs)	SE 19th Street	SE 13th Street	$150,000		
	Sidewalks			$31,000		
			Ward 1 Totals	**$556,000**	**$612,000**	**$1,168,000**
2	Julie Drive (Reconstruct)	NE 18th Street	2015 Julie Drive	$325,000		
2	NE 24th Street (Reconstruct)	Eastern	Truitt	$175,000		
			Ward 2 Totals	**$500,000**	**$735,000**	**$1,235,000**
3	Penn Lane (Panel Replacement)	SW 5th	SW 8th	$175,000		
3	Crystal Heights Addition Panel Replacement)	SW 21st Street	SW 27th St Street	$200,000		
3	Thompson Drive (Reconstruct)	Broadway	Freeman	$300,000		
			Ward 3 Totals	**$675,000**	**$718,000**	**$1,393,000**
OLDT	SW 3rd Street (Reconstruct)	Howard	Broadway	$193,000	$0	$193,000
			FY 2023 TOTALS	**$1,924,000**	**$2,065,000**	**$3,989,000**

City of Moore

Fiscal Year 2023
Expense by Ward
July 2022 – June 2023



Before
Julie Dr NE 18th to NE 21st Street



After
Julie Dr NE 18th to NE 21st Street

City of Moore

Fiscal Year 2024 Expense by Ward

July 2023– June 2024

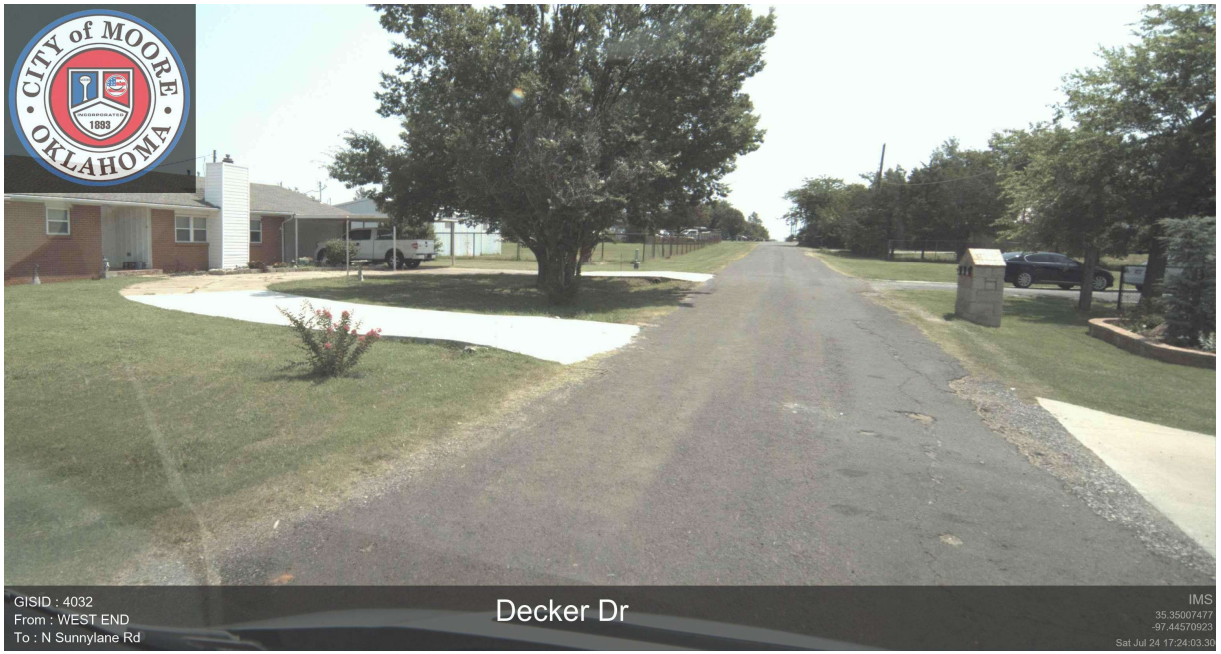


Decker Drive

Ward	On Street / Description	From	To	$0.00	Repair & Maintenance Cost	Total Funds Expended
1	SW 7th Street (Reconstruct)	Broadway	SW 8th Street	$0		
1	SW 8th Street (Reconstruct)	Broadway	Howard	$0		
Sidewalks				$20,000		
			Ward 1 Totals	**$20,000**	**$845,000**	**$865,000**
2	Decker Dr (Reconstruct)	N Sunnylane	West End	$130,000	Golden Acres Ice Damage	
2	Regina Dr (Reconstruct)	N Sunnylane	West End	$130,000		
2	Kelly Drive (Reconstruct)	Broadway	Freeman	$370,000		
Sidewalks				$20,000		
			Ward 2 Totals	**$650,000**	**$856,000**	**$1,506,000**
3	Markwell Ave (Reconstruct)	NW 6th St	NW 7th Place	$300,000		
3	Penn Lane Tower Addition (Panel Replacement)			$300,000		
Sidewalks				$12,000		
			Ward 3 Totals	**$612,000**	**$786,000**	**$1,398,000**
OLDT				$0	$37,000	$37,000
			FY 2024 TOTALS	**$1,282,000**	**$2,524,000**	**$3,806,000**

City of Moore

Fiscal Year 2024
Expense by Ward
July 2023– June 2024



Decker Drive Before



Decker Drive After

City of Moore

Fiscal Year 2025
Expense by Ward
July 2024– June 2025



Signal Ridge Addition
Andrea Ct

Ward	On Street / Description	From	To	Project Cost	Repair & Maintenance Cost	Total Funds Expended
1	Eastmoor Addition (Panel Replacement)			$210,000		
1	Clubs Addition (Panel Replacement)	Willow Pine Area	Elisabeth Anne Ter. Area	$200,000		
1	SE 41st Street (Reconstruct)	Timber Creek Way	Timber Valley Drive	$150,000		
Sidewalks				$51,000		
			Ward 1 Totals	**$611,000**	**$1,016,000**	**$1,627,000**
2	NE 24th Street (Reconstruct)	Eastern Ave	Truitt Ave	$210,000	Golden Acres Ice Damage	
2	Signal Ridge Addition (Panel Replacement)	NE 27th Street	SE 25th Street	$100,000		
Sidewalks				$35,000		
			Ward 2 Totals	**$345,000**	**$2,150,000**	**$2,495,000**
3	Norman Ave (Reconstruct)	SW 1st Street	NW 1st Street	$305,000		
Sidewalks				$37,000		
			Ward 3 Totals	**$342,000**	**$425,000**	**$767,000**
OLDT				$0	$0	$0
			FY 2025 TOTALS	**$1,298,000**	**$3,591,000**	**$4,889,000**

City of Moore

Fiscal Year 2025
Expense by Ward
July 2024– June 2025



Before
Signal Ridge Addition
Andrea Ct

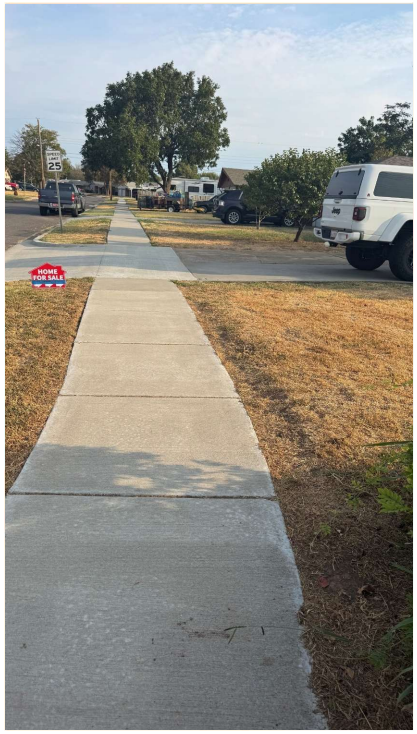


After
Signal Ridge Addition
Andrea Ct

City of Moore

Fiscal Year 2026
Expense by Ward

July 2025 – June 2026



Norman Street Sidewalk

Ward	On Street / Description	From	To	Project Cost	Repair & Maintenance Cost	Total Funds Expended
1	SE 12th Street & Drainage (Reconstruct)	Eastern	1108 SE 12th Street	$225,000		
Sidewalks				$155,000		
			Ward 1 Totals	**$380,000**	**$360,000**	**$740,000**
2	Hillcrest Dr (Reconstruct)	Cass	End	$125,000		
2	Estell Dr (Reconstruct)	NE 12th Street	End	$175,000		
Sidewalks				$215,000		
			Ward 2 Totals	**$515,000**	**$818,000**	**$1,333,000**
3	Norman Ave (Reconstruct)	SW 1st Street	NW 1st Street	$305,000		
3	NW 2nd Street (Reconstruct)	Norman	Arnold	$195,000		
3	Arnold Ave (Reconstruct)	NW 2nd Street	NW 5th Street	$180,000		
Sidewalks				$73,000		
			Ward 3 Totals	**$753,000**	**$1,267,000**	**$2,020,000**
OLDT				$0	$0	$0
			FY 2026 TOTALS	**$1,648,000**	**$2,445,000**	**$4,093,000**

City of Moore

Fiscal Year 2027
Projected Expense by Ward
July 2026 – June 2027



Chestnut During Reconstruct

Ward	On Street / Description	From	To	Estimated Project Cost	Repair & Maintenance Budgeted	Total Funds Budgeted
1	Jordan Dr (Reconstruct)	SE 13th Street	SE 14th Street	$175,000		
1	NE 7th Street (Reconstruct)	Bryant Ave	Allison Ln	$210,000		
1	Shady Creek Lane (Reconstruct)	SE 34th Street	End	$220,000		
Sidewalks				$50,000		
			Ward 1 Totals	**$655,000**	**$440,000**	**$1,095,000**
2	Highland Dr (Reconstruct)	Cedar Ln	2508 Highland Dr	$110,000		
2	Nail Parkway (Reconstruct)	NE 18th Street	South of Fox Ave	$400,000		
Sidewalks				$50,000		
			Ward 2 Totals	**$560,000**	**$660,000**	**$1,220,000**
3	Baer Dr (Reconstruct)	NW 5th Street	Janeway	$475,000		
Sidewalks				$50,000		
			Ward 3 Totals	**$525,000**	**$660,000**	**$1,185,000**
OLDT	Chestnut Dr w/Sidewalk & Drainage (Reconstruct)	NE 2nd Street	NE 1st Street	$250,000		
			PROPOSED FY 2027 TOTALS	**$1,740,000**	**$1,760,000**	**$3,500,000**

City of Moore

Fiscal Year 2027
Projected Expense by Ward
July 2026 – June 2027



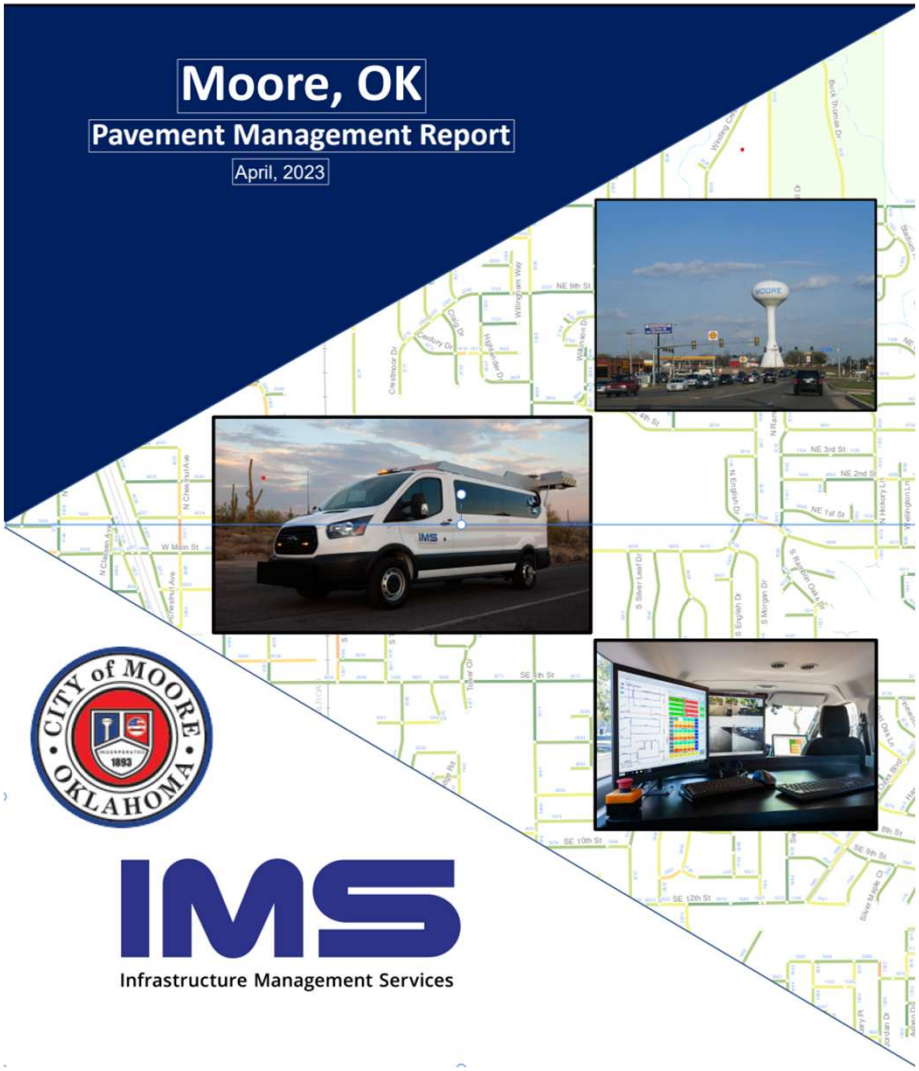
Before



During Reconstruct



Complete



IMS Study

July 2022

Project Overview

In July of 2022, IMS deployed a state-of-the-art Road Surface Tester (RST) (shown in Figure 1) to Moore (City) to capture continuous, high-resolution pavement cracking, rutting, and roughness data on 257 centerline miles of asphalt and concrete roadways. Collected data were entered into the Easy Street Analysis™ (ESA) pavement management system, and representative pavement condition scores were determined for each roadway segment. The ESA pavement management system was used to develop multi-year pavement maintenance and rehabilitation (M&R) recommendations, which are included in this report.

The Pavement Condition Index (PCI) method was used in accordance with the American Society for Testing and Materials (ASTM) D6433 to assess the condition of the City's pavements. Widely used in the industry, the PCI method is a standard, objective, and repeatable approach to assess pavement condition. Based on the PCI results, ESA prioritizes funding using a cost-of-deferral approach, recommending M&R activities that optimize funding by selecting rehabilitation candidates only when they approach the critical point where a heavier maintenance activity will soon be needed to restore the roadway to full service.

The analysis and data presented in this report are based on the inspections performed by IMS in July 2022 on the City's pavement network, using available work history and other assumptions that are elaborated on later in this report. The information presented in the Executive Summary is condensed from various sections of this report. It is essential that reviewers familiarize themselves with the detailed information provided in subsequent sections of this report prior to making any specific decisions based on these results.

IMS Study

July 2022

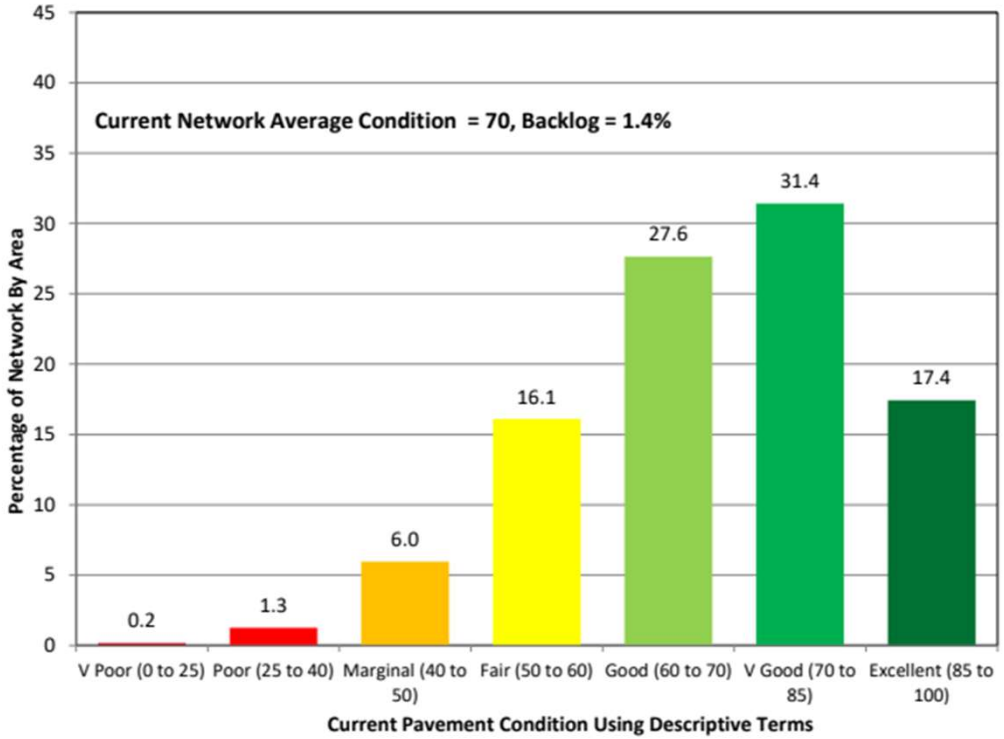


Figure 2 - Pavement Condition Overview

The City's roadways were found to be in good condition with an average PCI of 70. Approximately 49% of the City's roadways were found to be in excellent or very good condition. These pavements are candidates for more cost-effective pavement preservation treatments. Pavements with a PCI below 40 (i.e., pavements in poor or very poor condition) comprise the City's "backlog" of M&R. The City's backlog was found to be approximately 1%. A breakdown of the condition distribution of the City's pavement network is shown in Figure 2. Detailed information on pavement conditions can be found in section 3.

IMS Study

July 2022

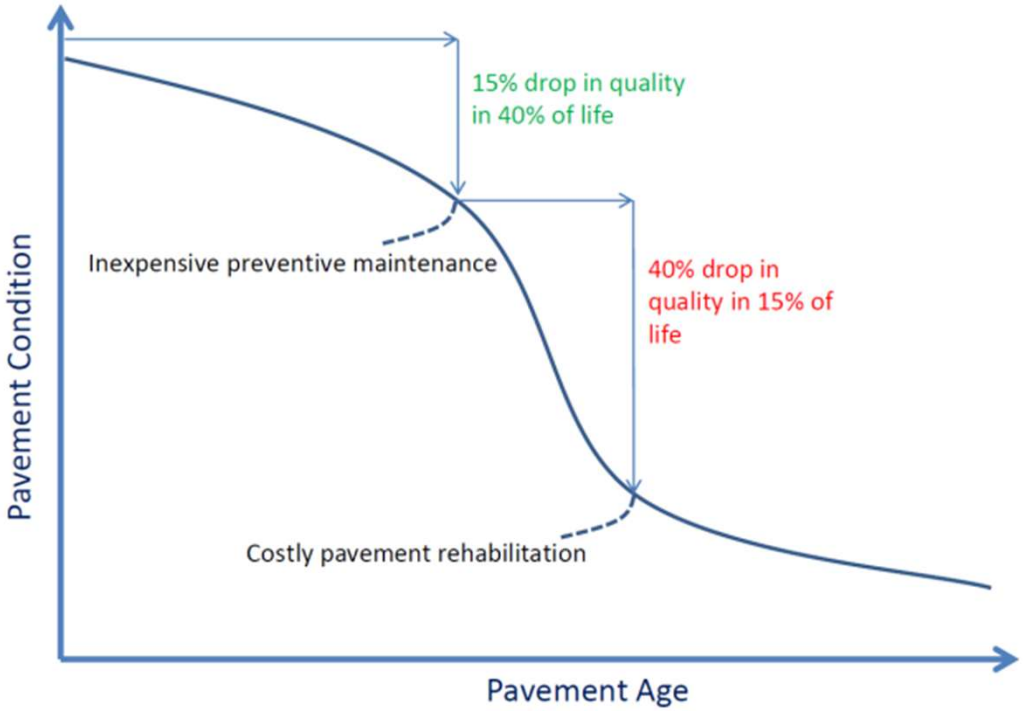
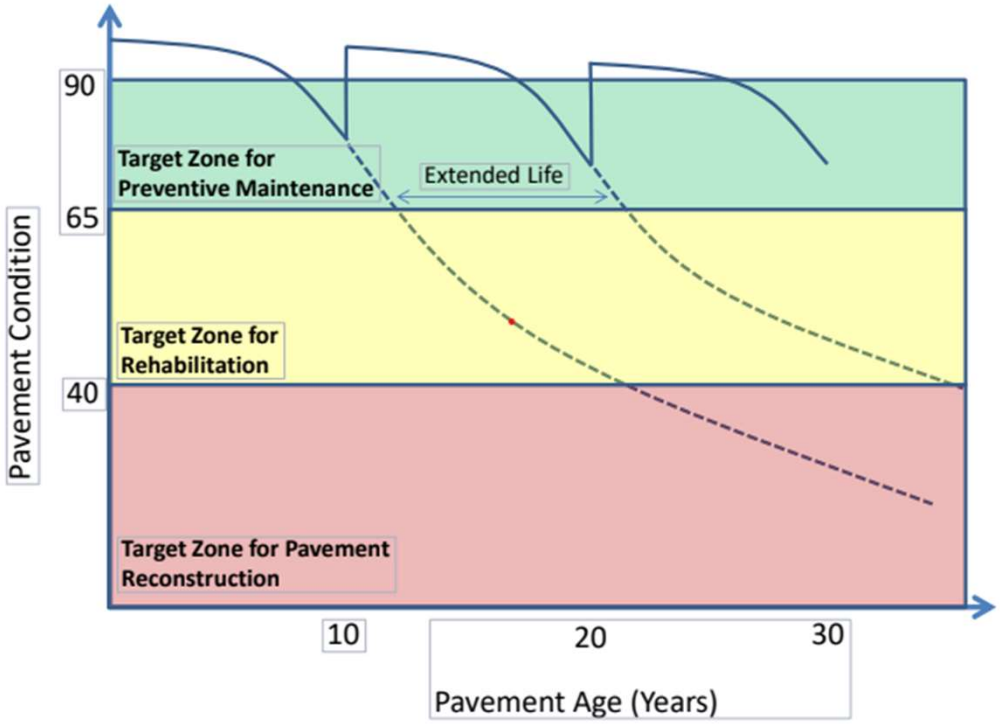


Figure 4 - Pavement Deterioration and Life Cycle Costs

Pavement management is the process of assessing, prioritizing, and preserving or rehabilitating pavements through a logical system that attempts to use available funds in the most cost-effective manner possible. It is generally an iterative process that grows in accuracy as more data becomes available to better refine prediction models. Figure 4 illustrates that, typically, pavements start deteriorating rapidly once they hit a specific threshold. A nominal investment in cheaper surface treatments at 40% lifespan is much more cost-effective than deferring maintenance until heavier overlays or possibly reconstruction is required just a few years later. Streets that are repaired while in good condition will have an extended lifetime and will cost less over their lifetime than those left to deteriorate to a poor condition. Without an adequate routine pavement maintenance program, streets will require more frequent reconstruction, thereby requiring significantly greater funding.

IMS Study

July 2022



The best method to obtain the most optimal usage of available funds or to determine the required funding to achieve a predetermined level of service is through the use of a pavement management system. An effective pavement management system can assist agencies in developing an organized catalog of pavement assets, store periodic condition assessments, track spending and costs, compare trends in data, and assess the effectiveness of maintenance activities and new technologies.

City of Moore

3 November 2026
½ Cent Residential Street Tax Continuation
Identified Projects by PCI



On_Street	From_Street	To_Street	Current PCI	Pavement type	Pavement Length ft	Pavement Width_ft	Pavement Area yd2	Ward	Function
Country Club Dr	Necia Dr	SE 34th St	44.4	Concrete	648	26	1966	Ward 1	Local
Stoneridge Dr	Glenwood Dr	Blue Ridge Rd	58.2	Concrete	371	30	1299	Ward 1	Local
Stoneridge Dr	SE 9th Ct	Blue Ridge Rd	45.4	Concrete	127	30	445	Ward 1	Local
Stoneridge Dr	Tower Dr	Glenwood Dr	57	Concrete	160	42	784	Ward 1	Local
Phillips Blvd	SE 38th St	SE 34th St	46.8	Concrete	1216	40	5675	Ward 1	Local
Poplar Dr	NW 27th St	Cass Ave	37.2	Asphalt	1624	22	4168	Ward 2	Local
24th St	Queensbury Rd	Yorkshire Ave	46.4	Asphalt	303	26	919	Ward 2	Local
24th St	Yorkshire Ave	Nottingham Way	33.6	Asphalt	306	26	928	Ward 2	Local
24th St	Regency Pl	N Janeway Ave	35.8	Asphalt	462	57	3072	Ward 2	Local
24th St	Nottingham Way	Regency Pl	35.8	Asphalt	327	41	1564	Ward 2	Local
18th St	Bellaire Dr	Fox Ave	29.5	Concrete	353	25	1030	Ward 2	Local
1st St	N Markwell Ave	N Norman Ave	41.8	Asphalt	1045	24	2926	Ward 3	Local
Norman Ave	SW 4th St	SW 4th Pl	44.8	Asphalt	220	26	667	Ward 3	Local
Norman Ave	SW 4th Pl	SW 3rd St	39.1	Asphalt	290	25	846	Ward 3	Local
Norman Ave	SW 3rd St	SW 2nd St	35.2	Asphalt	510	25	1488	Ward 3	Local
Markwell Ave	NW 6th Pl	NW 7th St	38.5	Concrete	290	28	947	Ward 3	Local
					8252				
					$6,601,600				



Kelly Drive

Q & A

Questions and Answers



Crystal Heights Addition



Panel Replacements
Reconstructions
New Sidewalks





Turner Street Sidewalk

CITY OF MOORE 2026 GO BOND
PROPOSED DRAINAGE IMPROVEMENT PROJECTS

NE 20th St. & N. Lincoln Ave

1. Detention Pond:
   - NE 18th & Eastern
2. 6’x5’ RCB:
   - Bond issue.
   - Add to Eastern Ave. reconstruction project
3. 10’x5’ RCB:
   - NE 19th & N. Lincoln Avenue
   - Purchase property
   - Install larger concrete box.

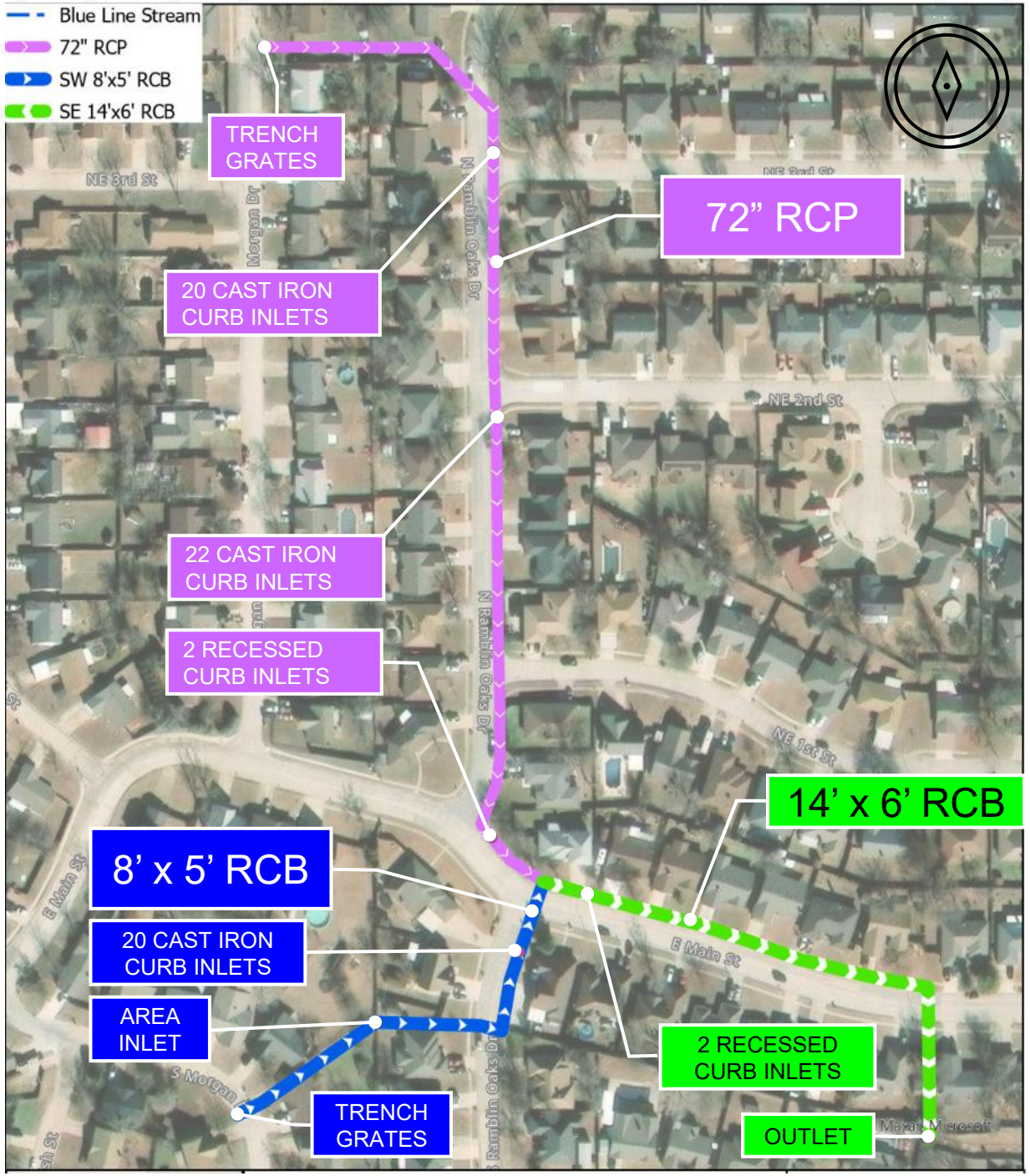
Project Cost: $7,700,000



Ramblin Oaks Storm Sewer

1. Reinforced Conc. Box
   - 14’ x 6’ RCB
   - 8’ x 5’ RCB
2. Reinforced Conc. Pipe:
   - 72” RCP

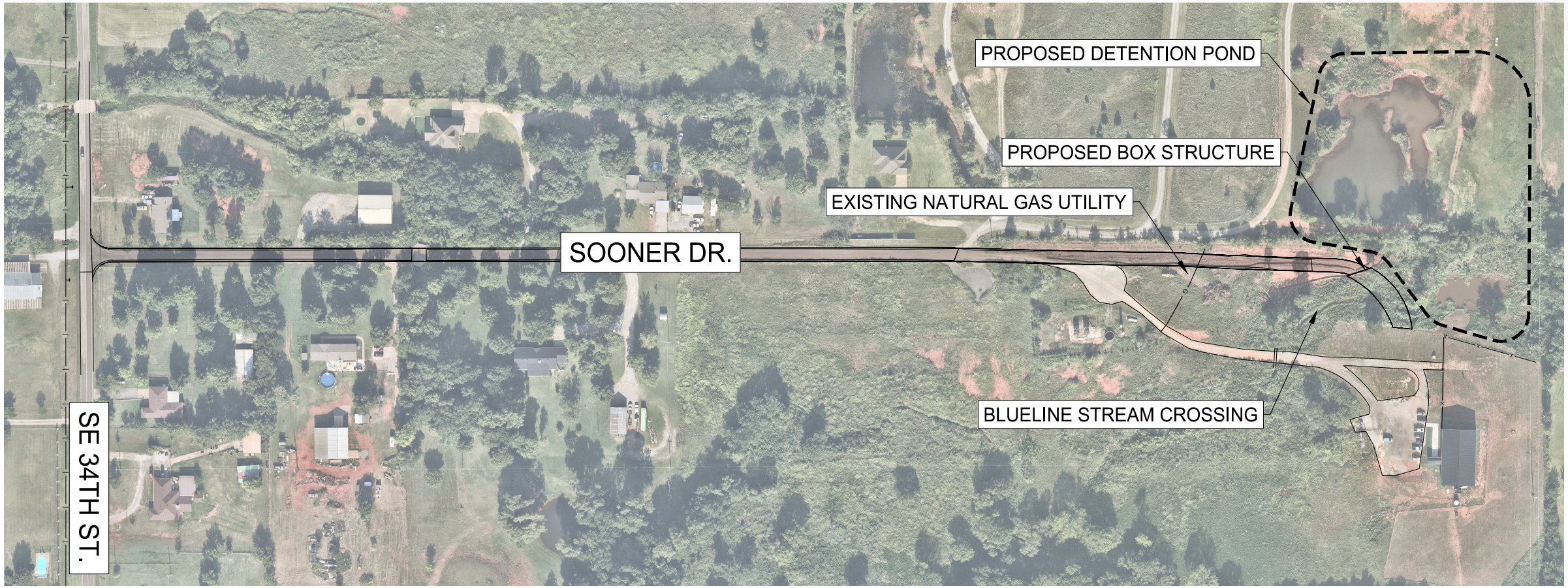
Project Cost: $8,800,000



Sooner Drive (planning, study, and design only)

1. Drainage Improvements
2. Detention Pond

Project Cost: $1,500,000



wsb

SCHEDULE

	2027				2028			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Project Location	Jan. 1 - March 31	April 1 - June 30	July 1 - Sept. 30	Oct. 1 - Dec.31	Jan. 1 - March 31	April 1 - June 30	July 1 - Sept. 30	Oct. 1 - Dec.31
NE 20th & N. Lincoln Avenue	FUNDING PENDING	DESIGN	DESIGN	DESIGN	DESIGN	**BID\CONSTRUCTION**	CONSTRUCTION	CONSTRUCTION
Ramblin Oaks Drive	FUNDING PENDING	DESIGN	DESIGN	DESIGN	DESIGN	DESIGN	**BID\CONSTRUCTION**	CONSTRUCTION

	2029				2030		
	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Project Description	Jan. 1 - March 31	April 1 - June 30	July 1 - Sept. 30	Oct. 1 - Dec.31	Jan. 1 - March 31	April 1 - June 30	July 1 - Sept. 30
NE 20th & N. Lincoln Avenue	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION				
Ramblin Oaks Drive	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	