



SECTION 6  
**CAPITAL PROGRAMS  
AND OPERATING IMPACT**

+ This section of the document summarizes the status of previously approved major capital programs and lists all of the capital projects scheduled for funding. It also describes the primary funding sources available to finance the City's capital needs and provides an analysis of each.

This section is for information only and is not part of the ordinances adopted by the City Council.

# FY20 CAPITAL BUDGET

## FUNDED PROGRAM STATUS & OPERATING IMPACT

### **Introduction**

This section describes the status of projects financed as part of past multi-year capital programs and potential sources for financing future projects. Since 1980, elected officials have aggressively sought funding for a large number of capital needs. The third-penny sales tax, general obligation bonds, revenue bonds backed by user fees, and state and federal loans and grants have all been used to finance almost \$5.8 billion of capital improvements. The following text briefly describes the past programs. More detailed information is provided about the more recent programs.

In order to tie capital project funding and budgetary considerations together, a summary of any known annual operational impact has been included with the capital program summaries on the following pages. Impact is identified by project name, estimated fiscal year, and known costs. If the project represents an expansion of a current operation, then only the incremental cost above current operations is listed below.

The first six voter-approved five-year Third Penny Sales Tax Programs in 1980, 1985, 1991, 1996, 2001, and 2006 financed 503 projects costing over \$1.62 billion. All of the originally funded projects are now complete or substantially complete.

From 1972 to 2014 voters approved \$1.3 billion of general obligation bonds for streets, sanitary sewers, flood control, police and fire facilities, maintenance of city buildings, and parks.

Since 1993, the Tulsa Metropolitan Utility Authority (TMUA) has authorized the issuance of over \$296 million in water revenue bonds. The 1993-2006 bonds financed the new Mohawk Water Treatment Plant and several other large water system projects. All have been completed and are in service except projects funded with water revenue bonds issued in the 2007 to 2016 calendar period. These bonds financed a number of new projects including water main and valve replacements, raw waterline and treatment plant improvements, and dam repairs.

In FY16, TMUA issued its first Utility Revenue Bond which provided \$25.2 million in funding for water and sanitary sewer projects. This was the first time the authority has issued a bond which financed projects for both systems. The proceeds were used to finance over \$13.0 million in water main replacements, \$4.0 million in concrete pipe replacement, \$3.5 million in sanitary sewer rehab and \$2.0 million to extend sanitary sewer service to currently unserved areas. Previously, as noted above, the authority financed water and sanitary sewer projects separately thru the issuance of water revenue bonds and sanitary sewer loans thru the Oklahoma Water Resources Board (OWRB). TMUA used a combination of these sources in 2017 and 2018 to finance sanitary sewer improvements utilizing a \$21.7 million OWRB loan in 2017 and a \$10.9 million Utility Revenue Bond in 2018 coupled with an additional OWRB loan of \$14.4 million.

### **1992-2019 Oklahoma Water Resources Board Loans**

Since 1992, the City of Tulsa has used the Oklahoma Water Resources Board (OWRB) loan program to address sanitary sewer system high priority needs. So far, this program, in addition to utility revenue bonds, has provided \$515.2 million in loans to finance 180 projects ranging from the \$15.5 million headwork improvement project at the Northside Wastewater Treatment Plant to the \$950,000 Southside Wastewater Treatment Plant dewatering facility improvement project. Most recently, in FY18, \$14.4 million was issued through OWRB to fund three sanitary sewer projects which included improvements to the 71<sup>st</sup> Drying Beds, Activated Sludge Aeration system and Grit Facility Rehabilitation.

# FY20 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

## 1992-2019 Oklahoma Water Resources Board Loans As of February 2019

Appropriation	Spent To Date	Obligated By Contract	Appropriation Balance*
\$529,553,000	\$455,848,687	\$29,950,843	\$43,753,470

\*Reserved for Projects

Source: City of Tulsa Department of Finance

## Status of OWRB Loan Program Projects Not Yet Finished As of February 2019

	Title and Description	Projects Financed	Estimated Completion	Original Principal Amount*
1	2014 C Sewer Improvements	Concrete Pipe Replacement Sewer Rehab Areawide Unsewered Areas RL Jones/Airport Lift Station Relief SSWWTP 71 <sup>st</sup> Lift Station Expansion	Complete Complete Fall 2019 Fall 2020 Complete	\$18,716,000
2	2015 A Sewer Improvements	NS WWTP Nitrification Improvements Activated Sludge Diffused Aeration SS WWTP System Odor Control 71 <sup>st</sup> Street Dewatering Facility	Complete Complete Summer 2020 Complete	\$28,330,000
3	2017 A Sewer Improvements	SSWWTP Solids Handling Access Rd Rose Dew Lift Station Relief Southside WWTP Infiltration Screens Northside WWTP Infiltration Screens	Fall 2019 Fall 2019 Fall 2019 Complete	\$21,725,000
4	2018 A Sewer Improvements	71 <sup>st</sup> Street Drying Bed Modifications Activated Sludge Diffused Aeration Grit Facility Rehabilitation	Fall 2019 Spring 2020 Winter 2020	\$14,350,000

\*Estimated Cost represents part of project funded by OWRB Loan Program. Additional funding may be provided by other programs.

## 2005 General Obligation Bond Program

On April 5, 2005 the voters approved the issuance of \$250 million in General Obligation Bonds. General obligation bond debt is retired through property tax levies. Through February 2011, all issues are complete. This program financed over 200 projects including arterial and residential street rehabilitation, bridge repair, expressway improvements, and engineering and right-of-way acquisition for future arterial street widening projects estimated to cost \$154 million. Over \$30 million was provided for sanitary sewers and another \$33 million for stormwater projects. The Police Forensic Lab and Property Room as well as improvements at the Uniform Divisions were financed. A major project for the Fire Department, a new \$11.1 million Regional Training Facility, is now complete and in service. Improvements to the Gilcrease Museum and Performing

# FY20 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

Arts Center were also included. Project cost savings in this program were applied to approved unfunded street improvement projects.

## 2005 General Obligation Bond Program As of February 2019

Appropriation**	Spent To Date	Obligated By Contract	Appropriation Balance*
\$273,800,000	\$272,571,721	\$49,540	\$1,172,739

\*Reserved for Projects \*\* OSU-Tulsa share of forensics lab included.

Source: City of Tulsa Department of Finance

### **Streets and Transportation Projects - \$154 million**

Over half of the streets and transportation funds were used to rehabilitate the city's streets - \$70 million for residential streets and \$54 million for arterial streets. The repair and replacement of bridges across the City received \$10 million in funding from the program. Another \$20 million was used for expressway projects along with arterial street engineering, right-of-way acquisition, and widening. Fifteen million was later captured from savings in completed projects, to address both arterials and intersections originally scheduled for funding in sales tax programs.

### **Sanitary Sewer Projects - \$33 million**

Funding was spent on providing sewer to unserved areas in the city. Rehabilitation and extension projects were allocated over \$20 million.

### **Flood Control Projects - \$33 million**

This funding was spent on critical repair and replacement of flood control facilities, such as the \$15 million Fred Creek rehabilitation program.

### **Police Projects - \$5 million**

This funding was spent on critical expansion, repair and replacement of the Police Forensic Laboratory Facility and Property Room. The Uniform Division facilities also received needed funding for rehabilitation and for expansion at the Uniform Division Southwest (UDSW) facility.

### **Fire Projects - \$19 million**

This funding was spent on the construction of a new \$11.1 million Regional Training Facility which is now complete and operational. The training center is located on the North Campus of Tulsa Community College (TCC). TCC, who will be a joint operator of the facility, will provide area Fire Departments training related to firefighting, hazardous incident response, emergency life support and security incident response. Funds from this allocation were also used to relocate Fire Station 16 and rehabilitate five other stations all of which are now complete and in operation.

### **Facilities Renovation and Capital Equipment - \$5 million**

This funding was spent on critical repair and replacement of the Gilcrease Museum HVAC system to protect the multi-billion dollar collection. The stage floor at the Performing Arts Center was replaced as it was a safety issue. Major roof rehabilitation projects and security improvements citywide also received funding.

### **2006 Sales Tax Extension Program**

To date, the tax has funded all of the original 130 projects in six broad categories. Program cost estimates refer to the part of the project funded by the 2006 Sales Tax Program - other programs may provide additional funding. The program, approved by voters on May 9, 2006, received its first sales tax revenue in September 2006. In addition to funding the shortfall in the 2001 program, \$383 million in new projects were funded with this tax. Originally, the program was forecast to generate approximately \$463.5 million in

# FY20 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

revenue. However, current projections total \$451.7 million. This program received its final sales tax revenue in 2013. In FY17, \$2.2 million was appropriated to begin construction of a new East Tulsa Fire Station. The project design is complete and will start construction in the summer of 2019.

## Current Projection 2006 Sales Tax Program February 2019

(amount expressed in thousands)

	Fiscal Year											
	2007-2010 (1)	2011	2012	2013	2014	2015	2016	2017	2018	2019 (2)	2020+	Total
Sales Tax	\$256,524	\$66,171	\$70,254	\$42,111	\$0	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$435,060</b>
Interest	7,943	1,606	1,526	1,269	910	674	559	461	475	244	244	<b>\$15,911</b>
Misc Income	0	0	0	0	1,037	0	0	0	0	0	0	<b>\$1,037</b>
<b>Total</b>	<b>\$264,467</b>	<b>\$67,777</b>	<b>\$71,780</b>	<b>\$43,380</b>	<b>\$1,947</b>	<b>\$674</b>	<b>\$559</b>	<b>\$461</b>	<b>\$475</b>	<b>\$244</b>	<b>\$244</b>	<b>\$452,008</b>

(1) FY07 thru FY18 actuals;

(2) FY19 Estimate

### **Public Safety - \$65 million**

Funds in this category have been used to replace police cars and helicopters, and fire and emergency medical apparatus and equipment. The largest Police Department project, the \$16 million Forensic Laboratory, Research and Property Room Facility, is complete and operational. Over \$17 million was used to keep the Police vehicle fleet up to standards. A Homeland Security Equipment Storage Facility was funded as well. The Information Technology Department continues its program of upgrading the City's computer capabilities and replacing the aging Citywide Network. A new, cost saving, state-of-the-art Voice Over Internet Protocol (VoIP) telephone system has replaced the old telephone system.

Critical Weather Alert Sirens were replaced all over the city. Repairs and modifications to the City's two communications towers and backup power protection for the City's prime communications site were also funded. In FY17, the City used remaining funds to complete work on a network core for one communication tower. As part of the program, a wireless communications system for the City will enhance all forms of critical communications between departments such as Police, Fire and Emergency Management.

### **Culture and Recreation - \$41 Million**

Capital maintenance projects at most of the City parks and the Zoo are the largest projects in this category. Maintenance and renovation of shelters, bathrooms, irrigation systems, water lines, playground safety surfaces and walkways will serve to keep parks useful and safe. The Zoo projects included a new Asian Cat Exhibit, renovations to the North American Living Museum and the Zoo's security system.

Expansion and repairs at the sports complexes and the development of a soccer complex were included in the plan. This program has funded repairs and improvements to the Gilcrease Museum, the Convention Center and the Performing Arts Center.

River Parks received over \$16 million in funding to implement phases of the Arkansas River Corridor Master Plan. West Bank Festival Park expansion and renovation received funding as did the east bank of the river. The West Bank Festival Park expansion is now complete. Major trail resurfacing, widening, and maintenance were also funded in this program.

# FY20 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

## ***Downtown, Economic and Neighborhood Development - \$24 million***

Over \$13 million of the funds in this category were used to support the development of a new multi-purpose Arena. Improved streets, parking, signage and linkages were built to coincide with the Arena's opening. Another \$2 million continued the downtown property acquisition program in the arts and entertainment district. Other projects were funded in the Kendall-Whittier and Dirty Butter Creek areas, as recommended in various plans. A \$3 million economic development fund to support the city's economic recovery was included in this program to provide infrastructure improvements for future retailers and employment sectors.

## ***Sanitary Sewer and Flood Control - \$52 million***

Twenty-eight million dollars has been used to fund sanitary sewer projects. Most of the projects involve providing service to unserved areas or newly annexed eastern areas of the city including the largest - an \$11 million expansion of the Bird Creek Plant which is now complete. In the area of flood control, a \$12.5 million program continued the 2005 General Obligation Bond's Fred Creek Drainage project. A project in the Elm Creek area along 6<sup>th</sup> Street will create sites for mixed use development near downtown and the Central Park Centennial Center. Erosion control and bank stabilization projects all over the city were also financed.

## ***Streets and Transportation Projects - \$115 million***

A significant portion of the streets and transportation funds have been used to rehabilitate the city's streets - \$26 million for residential streets and \$32 million for arterial streets. The remainder was spent on widening many of the city's overloaded major arterial streets and intersections. Streets improved included 41st, 61st, 81st, 91st, 129th E. Avenue, Peoria, Pine, Mingo, Garnett, and the Gilcrease Expressway. Five intersections were widened. Over \$12 million was spent on downtown streets around the new arena and almost \$5 million improved the Boulder Avenue Bridge. Funds were also set aside to perform street surface repairs and crack sealing; repair and replace bridges and continue development of the Tulsa Trails. In addition, this program included money to purchase transit buses and vans to improve service to Tulsa's transit patrons.

## ***Facilities Renovation and Capital Equipment - \$86 million***

Out of the \$86 million allocated, \$58 million has been used to purchase capital equipment such as dump trucks, excavating equipment, vehicles, personal computers, and mowing equipment. Another \$14 million has been spent on replacing roofs, repairing parking lots, replacing air conditioning units, Americans with Disabilities Act modifications, and other general building repairs. Additionally, \$2 million was allocated for Equipment Management facility renovation and construction.

### **2006 Sales Tax Program Capital Project Annual Operating Impact**

Project	Impact Fiscal Year	Personnel	Utilities Fuel	Maintenance Materials Supplies	Total
Ben Hill Park		\$0	\$0	\$ 40,000	<b>\$40,000</b>
<b>TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$ 40,000</b>	<b>\$40,000</b>

*Source: City of Tulsa Department of Finance*

## **2008 Street Improvement Program**

On November 4, 2008, the City of Tulsa electorate approved a \$451.6 million capital improvements program to rehabilitate the City's arterial and residential streets. The original program consisted of \$166.6 million in

# FY20 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

sales tax and \$285 million in general obligation bond proceeds to fund the construction of 152 projects throughout the city. However, due to underperformance, current sales tax projections are estimated at \$145.8 million. Cost savings in other programs have enabled the City to fund all of the original projects. The bond portion of the program encompassed seven issues scheduled from 2009 to 2015. The first issue of \$11.1 million was completed in the spring of 2009, the \$70 million second issue was completed in the fall of 2009, the \$58.9 million third issue was completed in the fall of 2010, the \$50 million fourth issue was completed in the fall of 2011, the \$45 million fifth issue was completed in January of 2013, the \$35 million sixth issue was completed in March of FY14, and the \$15 million seventh and final issue was completed in FY15. The sales tax portion of the program was comprised of a 0.167 percent sales tax increase and an extension of the third penny sales tax.

## Current Projection 2008 Street Improvement Program February 2019

(amount expressed in thousands)

	Fiscal Year										Total
	2009-2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
	(1)	(2)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	
Sales Tax	\$0	\$7,002	\$41,758	\$85,169	\$11,897	\$0	\$0	\$0	\$0	\$0	<b>\$145,826</b>
Interest	0	33	132	684	861	767	577	451	147	147	<b>\$3,799</b>
Bond Proceeds	140,000	50,000	45,000	35,000	15,000	0	0	0	0	0	<b>\$285,000</b>
<b>TOTAL</b>	<b>\$140,000</b>	<b>\$57,035</b>	<b>\$86,890</b>	<b>\$120,853</b>	<b>\$27,758</b>	<b>\$767</b>	<b>\$577</b>	<b>\$451</b>	<b>\$147</b>	<b>\$147</b>	<b>\$434,625</b>

(1) Assumed 7.5 months of collections for 0.167% of the dedicated sales tax in FY12.

(2) Assumed 6 months of collections for 1% of the dedicated sales tax in FY13.

(3) Sales Tax and Interest Earnings: FY12 thru FY18 Actual; FY19 Estimate

## 2014 Sales Tax & Bond Program

In November of 2013, the City of Tulsa electorate approved a \$918.7 million capital improvements program to continue the rehabilitation of the City's arterial and residential streets, and address various departmental capital and infrastructure needs across the City as a whole. The program consists of \$563.7 million in sales tax and \$355 million in general obligation bond proceeds to fund the construction of 267 projects throughout the city. The program is currently projected to end in early FY21 once the \$563.7 million is collected.

## Current Projection 2014 Sales Tax & Bond Program February 2019

(amount expressed in thousands)

	Fiscal Year								Total
	2014	2015	2016	2017	2018	2019	2020	2021	
					(1)	(2)	(2)	(3)	
Sales Tax	\$0	\$71,286	\$83,335	\$81,565	\$83,400	\$85,647	\$86,384	\$87,423	<b>\$579,040</b>
Interest (1)	0	262	943	1,554	2,354	1,924	3,192	3,192	<b>\$13,421</b>
Bond Proceeds	15,000	55,000	57,000	78,000	0	0	61,000	89,000	<b>\$355,000</b>
<b>Total</b>	<b>\$15,000</b>	<b>\$126,548</b>	<b>\$141,278</b>	<b>\$161,119</b>	<b>\$85,754</b>	<b>\$87,571</b>	<b>\$150,576</b>	<b>\$179,615</b>	<b>\$947,461</b>

(1) Sales Tax: FY15 thru FY18 Actual

(2) Sales Tax: FY19 Estimate; FY20-21 Budget

(3) Sales Tax projected full year collections, however collections will cease once program has collected \$563.7 million in total.

# FY20 CAPITAL BUDGET

## FUNDED PROGRAM STATUS & OPERATING IMPACT

### ***Public Safety - \$78 million***

Funds in this category have been used to replace police cars and helicopters, fire apparatus and equipment, and facility repairs. The largest Police Department project, \$4 million, will go to renovation and repairs at the Police Academy, Courts, and COMPSTAT building. Over \$22 million will be used to keep the Police vehicle fleet up to standards. The Fire Department will spend the majority of its funding on apparatus replacement (\$17 million) and fire station rehabilitation (\$7 million). The Information Technology Department has funding set aside to replace the City's aging Financial System (\$10 million) and the Police Department's aging Law Enforcement Record Management System (\$7 million), both of which are in the early stages of implementation.

### ***Culture and Recreation - \$83 Million***

Capital maintenance projects at most of the City parks and the Zoo are the largest projects in this category. Maintenance and renovation of shelters, bathrooms, playground safety surfaces and walkways will serve to keep parks useful and safe. Additionally, five pools will receive a total renovation. Construction has currently begun on the McClure pool, with Lacy pool soon to follow. The Zoo projects include a new Tiger and Snow Leopard Exhibit, and Large Carnivores Exhibit. The Tiger and Snow Leopard exhibit is currently in progress.

This program has funded repairs and improvements to the Gilcrease Museum, safety improvements at the Performing Arts Center, and matching dollars for repairs at the now complete City/County Library.

River Parks will receive \$4 million in funding to address facility maintenance repairs, and \$8 million to replace a Pedestrian Bridge over the Arkansas River to complement Gathering Place as part of the George Kaiser Family Foundation development.

### ***Social and Economic Development - \$39 million***

Four million dollars have been dedicated to the first phase of the Tulsa Animal Shelter Expansion, minor rehabilitation projects on the existing facility. The expansion will focus primarily on the adoption and community outreach program spaces, creating a larger and more accommodating environment for pet adoption. Additionally, \$35 million has been dedicated to Economic Development projects, including \$11 million for storm, sewer, and street infrastructure related to the Eugene Field Redevelopment project. Another \$6 million has been funded for the Annual Economic Development Priority Opportunities project. These tightly monitored, yet rapidly deployable funds will be available for remedial infrastructure improvements directly related to business retention expansion, and recruitment within Tulsa.

### ***Flood Control - \$3 million***

This package includes \$3 million for an engineering study of levees in Levee District 12, as well as limited and necessary improvements to the levee system.

### ***Streets and Transportation Projects - \$655 million***

A significant portion of the streets and transportation funds have been used to rehabilitate the city's streets - \$275 million for residential streets and \$208 million for arterial streets. Another \$81 million will be dedicated to widening many of the city's overloaded major arterial streets and intersections. Twenty million is dedicated to intersection improvements and another \$16 million for bridge repair and replacement. Funds were also set aside to perform street surface repairs and crack sealing, and various traffic related improvements. In addition, this program includes money to purchase transit buses and vans to improve service to Tulsa's transit patrons.



# FY20 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

## **Facilities Renovation, Capital Equipment, and Equipment Management - \$60 million**

Out of the \$60 million allocated, \$46 million has been dedicated to purchase capital equipment such as dump trucks, excavating equipment, and mowing equipment. Another \$9 million has been reserved for replacing roofs, repairing parking lots, replacing air conditioning units, Americans with Disabilities Act modifications, and other general building repairs. Lastly, \$6 million has been appropriated to the Equipment Management Department for Compressed Natural Gas fleet fueling infrastructure expansion, which is now near completion, facility maintenance and improvements, and Radio Frequency Identification Systems for use at all City fuel locations.

### **2014 Sales Tax Program Projected Capital Project Annual Operating Impact**

<b>Project</b>	<b>Impact Fiscal Year</b>	<b>Personnel</b>	<b>Utilities Fuel</b>	<b>Maintenance Materials Supplies</b>	<b>Total</b>
Peoria Bus Rapid Transit	FY20	185,625	61,875	82,500	<b>\$ 330,000</b>
Pools (Berry, Lacy, McClure, Reed, Whiteside Parks)	FY20	-	-	50,000	<b>\$ 50,000</b>
Replace Aging Vehicles (33 Fixed / 39 Lift)	FY20	-	29,400	12,600	<b>\$ 42,000</b>
Replace Helicopter	FY20	-	20,000	-	<b>\$ 20,000</b>
Water Playgrounds (Penney, Reed, and Lacy Parks)	FY20	-	120,000	-	<b>\$ 120,000</b>
Law Enforcement Records Management System	FY21	-	-	500,000	<b>\$ 500,000</b>
Animal Shelter Expansion	FY21	110,000	-	30,000	<b>\$ 140,000</b>
Cousins Park Improvements	FY21	-	20,000	120,000	<b>\$ 140,000</b>
Restroom Additions (Hunter Park)	FY21	-	-	20,000	<b>\$ 20,000</b>
	<b>TOTAL</b>	<b>\$ 295,625</b>	<b>\$251,275</b>	<b>\$ 815,100</b>	<b>\$ 614,000</b>

*Source: City of Tulsa Department of Finance*

## **2016 Tulsa Economic Vision Sales Tax Program**

The City of Tulsa electorate approved a temporary sales tax levy of a little over 3/10ths of a cent on April 5, 2016 for the purpose of funding economic development projects within the City of Tulsa. The temporary tax will be in place for 15 years. The sales tax went into effect on January 1, 2017 and will end on December 31, 2031. The tax will fund over \$510.6 million in major capital projects across the City.

Major focal points of the tax initiative are the Arkansas River, Gilcrease Museum, the Cox Business Center, Tulsa Zoo and a number of other community driven economic development projects. Improvements for the Arkansas River have been discussed for a number of years and were initially identified in the Arkansas River Corridor Master Plan in 2004. A total of \$127.2 million has been included in the program to fund two low water dams, one at 31<sup>st</sup> St. and Riverside Dr. and the other in south Tulsa near 96<sup>th</sup> Street, that form a major component of the vision for future development along the Arkansas River. The Gilcrease Museum is also an overwhelming priority of the citizens and the tax will provide \$65 million to completely redesign and re-imagine the museum and its multi-billion dollar collection. The Tulsa Zoo and Cox Business Center will receive a combined \$82.3 million to construct new exhibits and to implement a new master development plan for the business center and arena district. The remaining funding will be programed for improvements to the park system, airport infrastructure, and other tourism, education and healthcare related projects.

The City will utilize \$371.9 million in revenue bonds to advance fund the construction of many of the projects contained in the program. The City has issued the first two series of bonds totaling \$253.9 with the remaining \$118.0 million to follow in FY20. Annual revenues from both the approved sales and use tax will be pledged for debt service. Projected revenue estimates for the program are shown in the table below:

# FY20 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

	Fiscal Year								
	2017 (1)	2018 (1)	2019 (2)	2020 (2)	2021 (3)	2022 (3)	2023 (3)	2024 (3)	Total
Sales Tax	\$7,933	\$23,125	\$23,776	\$23,975	\$24,265	\$66,177	\$67,666	\$69,189	<b>\$306,107</b>
Use Tax	2,133	4,652	5,451	5,940	6,271	6,412	6,556	6,704	<b>\$44,119</b>
Interest	7	302	235	235	235	160	160	160	<b>\$1,494</b>
<b>Total</b>	<b>\$10,073</b>	<b>\$28,079</b>	<b>\$29,462</b>	<b>\$30,150</b>	<b>\$30,771</b>	<b>\$72,750</b>	<b>\$74,383</b>	<b>\$76,053</b>	<b>\$351,720</b>

**Source:** City of Tulsa Department of Finance

(1) FY17 thru 18 Actual (4.5 months of estimated collected revenue in FY17)

(2) FY19 Estimate; FY20 and 21 Budget

(3) FY22 thru FY24 Projection

(4) Total shows 8 years of collection; however entire program runs for 15 years and is expected to collect a total of \$510.6 million.

# FY20 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

## Fiscal Year 2019-2020 Capital Budget

As a part of the annual budget process, the Mayor and City Council determine the appropriations for approved Capital Improvement Projects. They are funded from numerous sources including Sales Tax, general obligation bonds, enterprise funds, sales tax revenue bonds, utility system revenue bonds, Oklahoma Water Resources Board loans, and federal transportation grants. The following is a list of capital projects, by funding source, being funded in FY19-20 and FY20-21.

	FY19-20 Appropriations (in dollars)	FY20-21 Appropriations (in dollars)
<b>Water Enterprise Capital Projects Fund (7400)</b>		
A.B. Jewell Clarifier Upgrades/Rehabilitation	-	7,197,000
A.B. Jewell- Chemical Feed Facilities Improvements	-	211,000
A.B. Jewell Sodium Hydroxide Storage and Feed System Upgrade	619,000	-
A.B. Jewell Powdered Activated Carbon Feed System Upgrade	635,000	-
A.B. Jewell WTP Site Improvements	100,000	400,000
A.B. Jewell Filter Gallery Pipe and Concrete Replacement	371,000	-
A.B. Jewell WTP HSPS Power Resilience Evaluation	150,000	-
Automatic Meter Reading - Citywide	-	309,000
Bird Creek No. 1 Pump Station Refurbishment	1,600,000	-
Central Bus.Dist. Water Main Replacement	350,000	350,000
Dead-End 12" Distribution Mains Connections & Extensions	350,000	350,000
Economic Development Citywide	500,000	500,000
Eucha, Spavinaw Water Quality Court Master	610,000	630,000
Facility Roof Repairs Citywide	600,000	600,000
Grand River Pump Station Refurbishment	-	70,000
Lake Yahola Terminal Storage Repair	1,600,000	-
Large Water Valve Replacement - Citywide	250,000	100,000
Mohawk WTP HSPS Rehabilitation and Improvements	-	6,500,000
Mohawk Pump Stations 1 & 2 Rehabilitation	810,000	-
Raw Water Flowlines Repairs Spavinaw	250,000	-
Raw Water Flowlines Repairs Oologah	-	258,000
Raw Water Flowlines Oologah Stabilization Repair	1,200,000	-
Raw Water Flowlines Repairs Tiawah Tunnel	-	1,000,000
Source Water Protection & Management Program	772,000	803,000
Transmission Line Condition Assessment - Citywide	200,000	-
Water Line Relocations - Citywide	850,000	900,000
Water Mains Replacements - City Wide	16,000,000	13,400,000
Water Mains Replacements - Less than 6-inches	3,323,000	3,323,000
Water Vault & Large Meter Upgrades	200,000	200,000
Woods Pump Station Refurbishment	-	50,000
23rd & Jackson Facilities Maintenance	495,000	2,000,000
72" Transmission Main A.B. Jewell to 129th E. Ave - Phase 1	2,800,000	-
<b>Total Water Enterprise Capital Projects</b>	<b>34,635,000</b>	<b>39,151,000</b>
<b>Sewer Enterprise Capital Projects Fund (7500)</b>		
2008 Street Package - Sewer Rehabilitation	3,500,000	3,500,000
71st Street Lift Station Electrical Upgrades	669,000	-
21st & Riverside Lift Station Improvements - Phase 2	1,351,000	-
Areawide Point Repairs	2,500,000	2,000,000
Crow Creek Rehab & Relief	6,850,000	4,675,000
FEB Joint & Crack Repairs	-	-
Haikey Creek Lift Station Electrical Upgrades	113,000	-
Haikey Creek WWTP Electrical Upgrades	706,000	-
Haikey Creek SAMS Equipment Replacement	751,000	568,000
Spunky Creek Main Stem South Contract 2	-	7,500,000
Upper Joe Creek - West Branch	-	600,000

# FY20 CAPITAL BUDGET

## FUNDED PROGRAM STATUS & OPERATING IMPACT

	FY19-20 Appropriations (in dollars)	FY20-21 Appropriations (in dollars)
Lift Station Replacements or Upgrades	607,000	1,120,000
Sewer Rehab Area Wide	4,400,000	2,483,000
Southside WWTP Peak Flow Plant Improvements	2,430,000	-
Southside WWTP Digester MCC Replacement	843,000	-
Unsewered Areas Areawide	-	174,000
Force Main Condition Assessment	424,000	437,000
<b>Total Sewer Enterprise Capital Projects</b>	<b>25,144,000</b>	<b>23,057,000</b>
<b>OWRB Water Revolving Loan (Proposed)</b>		
Coal Creek 103N Parallel Interceptor	93,000	1,191,000
Haikey Creek Interceptor Rehab	153,000	1,966,000
SE Basin West Leg Interceptor Rehab	3,261,000	2,859,000
Joe Creek/La Fortune Park Rehab	360,000	5,060,000
Interceptor Corrosion Assessment	690,000	710,000
<b>Total OWRB Water Revolving Loan Projects</b>	<b>4,557,000</b>	<b>11,786,000</b>
<b>State Sewer Loan Program (FAP)</b>		
Jones Creek Relief (91-N)	-	4,342,000
RL Jones Riverside Airport - Sewer Eastside	-	4,640,000
Junction Box 782 - Third River Crossing	9,360,000	-
Concrete Pipe Replacement	4,673,000	4,813,000
Sewer Rehab Area Wide	4,688,000	1,828,000
<b>Total State Sewer Loan Program (FAP)</b>	<b>18,721,000</b>	<b>15,623,000</b>
<b>Stormwater Enterprise Fund (5600)</b>		
Funded Transportation Projects Stormwater Imp	1,330,000	300,000
Urgent Small Drainage & Voluntary Buyout	1,300,000	1,500,000
CW - Channel Erosion and Stabilization	800,000	1,000,000
CW - Channel Culvert Replacement	700,000	900,000
CW - Storm Sewer Extensions	1,000,000	1,200,000
CW - Concrete Channel Rehab	770,000	100,000
CW - Detention Pond Rehab	100,000	-
<b>Total Stormwater Enterprise Capital Projects</b>	<b>6,000,000</b>	<b>5,000,000</b>
<b>Stormwater Revenue Bond</b>		
CW - Concrete Channel Rehab	-	200,000
CW - Detention Pond Rehab	100,000	600,000
CW - Urban Lake Maintenance	300,000	400,000
Elm Creek Flood Control	800,000	6,000,000
Hager Creek Diversion	2,000,000	3,000,000
<b>Total Stormwater Revenue Bond Projects</b>	<b>3,200,000</b>	<b>10,200,000</b>
<b>2014 Sales Tax Capital Projects Fund (405)</b>		
<b>Police Department</b>		
Police Academy/Police Courts Renovations	225,000	-
Police Uniform Division Renovations	400,000	2,600,000
Police Five-Year Capital Equipment Needs	3,390,000	3,000,000
<b>Total Police Department Projects</b>	<b>4,015,000</b>	<b>5,600,000</b>
<b>Fire Department</b>		
Apparatus replacement	5,500,000	2,100,000
Fire Station Rehabilitation	1,500,000	1,250,000
Fire Department Facilities Repairs	240,000	1,760,000
<b>Total Fire Department Projects</b>	<b>7,240,000</b>	<b>5,110,000</b>

# FY20 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

	FY19-20 Appropriations (in dollars)	FY20-21 Appropriations (in dollars)
<b>Parks and Recreation Department</b>		
Carl Smith Improvements	25,000	160,000
Cousins Park Improvements	250,000	1,725,000
Security System Upgrades - Page Belcher Pro Shop	70,000	-
Hunter Park - Renovate and Expand Existing Restroom	-	400,000
Savage Park Improvements	105,000	-
Water Playgrounds - Reed	-	440,000
Woodward Renovation	870,000	3,980,000
Pool Reconstruction - Reed	-	2,110,000
Pool Reconstruction - Berry	200,000	1,785,000
New Playground and Safety Surface - Aaronson	30,000	245,000
New Playground and Safety Surface - Boots Adams	30,000	245,000
New Playground and Safety Surface - Carbondale	30,000	245,000
New Playground and Safety Surface - Graham	30,000	245,000
New Playground and Safety Surface - Henthorne	30,000	245,000
New Playground and Safety Surface - Langenheim	245,000	-
New Playground and Safety Surface - McClure	-	245,000
New Playground and Safety Surface - Minshall	245,000	-
New Playground and Safety Surface - Mohawk	-	245,000
New Playground and Safety Surface - Patrick	245,000	-
New Playground and Safety Surface - Penney	-	245,000
New Playground and Safety Surface - Plaza	245,000	-
New Playground and Safety Surface - Schlegel	30,000	245,000
New Playground and Safety Surface - Shannon	30,000	245,000
New Playground and Safety Surface - Summerglenn	30,000	245,000
New Playground and Safety Surface - Terrace	30,000	245,000
New Playground and Safety Surface - Tracy	60,000	490,000
New Playground and Safety Surface - West Highlands	30,000	245,000
New Playground and Safety Surface - Skelly	30,000	245,000
<b>Total Parks and Recreations Department Projects</b>	<b>2,890,000</b>	<b>14,520,000</b>
<b>Gilcrease Museum</b>		
North parking restoration	85,000	-
Vista Room - Electro-Chromatic Glass Replacement	500,000	-
<b>Total Gilcrease Museum Projects</b>	<b>585,000</b>	<b>-</b>
<b>Performing Arts Center</b>		
PAC Renovations	100,000	820,000
Roof replacment	1,150,000	-
<b>Total Performing Arts Center Projects</b>	<b>1,250,000</b>	<b>820,000</b>
<b>River Parks</b>		
Park Facilities Refurbishment	100,000	1,800,000
<b>Total River Parks Projects</b>	<b>100,000</b>	<b>1,800,000</b>
<b>Stormwater</b>		
Levee District #12 Rehabilitation	-	2,040,000
<b>Total Stormwater Projects</b>	<b>-</b>	<b>2,040,000</b>
<b>Streets</b>		
Arterial Street Rehabilitation and Citywide Projects		
49th W. Ave. - Edison St. to Charles Page Blvd.	1,775,000	-
Lewis Ave. - 36th St. N. to Apache St.	1,625,000	-
Pine St. - Harvard Ave. to Yale Ave.	2,175,000	-
Admiral Pl. - Lewis Ave. to Harvard Ave.	2,050,000	-
Mingo Rd. - Admiral Blvd. to 11th St.	1,195,000	-

# FY20 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

	FY19-20 Appropriations (in dollars)	FY20-21 Appropriations (in dollars)
Peoria Ave. - Admiral Blvd. to 11th St.	1,890,000	-
Utica Ave. - Admiral Blvd. to 11th St.	-	2,515,000
Harvard Ave. - 15th St. to 21st St.	-	2,535,000
Harvard Ave. - 21st St. to 31st St.	2,575,000	-
21st St. - Yale Ave. to Sheridan Rd.	2,340,000	-
31st St. - Yale Ave. to Sheridan Rd.	-	2,785,000
41st St. - Sheridan Rd. to Memorial Dr.	2,320,000	-
51st St. - Mingo Rd. to Garnett Rd.	1,580,000	-
71st St. - Memorial Dr. to Mingo Rd.	1,450,000	-
91st St. - Mingo Rd. to Hwy 169.	370,000	-
Sheridan Rd. - 91st St. to 101st St.	1,180,000	-
Harvard Ave. - 41st St. to 51st St.	2,090,000	-
Downtown Arterial Streets	4,800,000	-
<b>Intersections</b>		
Pine St. & MLK Jr. Blvd Intersection	1,585,000	-
Admiral Blvd. & Lewis Ave. Intersection	430,000	-
51st St. & Mingo Rd. Intersection	1,495,000	-
71st St. & Memorial Dr. Intersection	840,000	-
Citywide Non-Arterial Routine and Preventive Maintenance	435,000	2,365,000
Widen Yale Avenue, 81st St. to 91st Street South	3,290,000	2,005,000
Widen 81st Street South, Sheridan Road to Memorial	-	10,200,000
Widen 25th W. Ave., Edison to Apache (Design)	125,000	625,000
Widen Pine Street, Mingo to U.S. 169 (Design)	-	500,000
Bridge No. 275 - 10100 E. 36th St. N.	2,880,000	-
Bridge No. 185 - 4000 N. Hartford Ave.	450,000	-
Bridge No. 285 - 1900 W. 43rd St.	30,000	-
Bridge No. 204A - 200 S. Mingo Rd.	190,000	-
Bridge No. 239 - 2600 S. Yorktown Ave.	50,000	-
Bridge No. 311 - 3900 S. 90th E. Ave.	90,000	-
Bridge No. 310 - 2750 S. 90th E. Ave.	140,000	-
Bridge No. 254 - 8330 E. 14th St.	70,000	-
Bridge No. 307 - 2900 S. 87th E. Ave.	35,000	-
Bridge No. 266 - 13700 E. 28th St.	45,000	-
Bridge No. 316 - 3800 S. 93rd E. Ave.	200,000	-
Bridge No. 352 - 12300 E. State Farm Blvd.	225,000	-
Bridge No. 226 - 8200 S. Pittsburg Ave.	65,000	-
Bridge No. 222 - 3200 S. Peoria Ave.	2,880,000	-
Bridge No. 166 - 3200 S. Cincinnati Ave.	450,000	-
Bridge No. 194 - 5300 S. Louisville Ave.	45,000	-
Bridge No. 217 - 5300 S. New Have Ave.	25,000	-
Signing, pavement marking and delineation	500,000	-
Traffic signal installation, modification, and safety improvements	750,000	-
Creek Turnpike Trail Pedestrian Bridge over Memorial Drive (Study)	-	200,000
GPS Emergency Vehicle Pre-emption System	400,000	-
Citywide ADA Transition Plan Implementation (High/Medium Priority Needs)	1,740,000	1,480,000
Bicycle/Pedestrian Master Plan Implementation	1,400,000	1,000,000
IDL Entrance Rehabilitation (1st, 7th, 8th Streets; signals at 1st & Greenwood)	1,400,000	-
<b>Total Streets Projects</b>	<b>51,675,000</b>	<b>26,210,000</b>
<b>Citywide Public Facilities</b>		
ADA Transition Plan - Buildings	200,000	200,000
ADA Transition Plan - Parks	175,000	175,000
Public Facilities, OTC	570,000	550,000
Public Facilities, Roofing	600,000	375,000
<b>Total Citywide Public Facilities Projects</b>	<b>1,545,000</b>	<b>1,300,000</b>

# FY20 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

	FY19-20 Appropriations (in dollars)	FY20-21 Appropriations (in dollars)
<b>Planning and Development</b>		
Annual Economic Development Priority Opportunities	1,150,000	650,000
Corridor and Small Area Planning	500,000	-
Charles Page Boulevard - Plan	-	445,000
Eugene Field Redevelopment	3,900,000	5,000,000
<b>Total Planning and Development Projects</b>	<b>5,550,000</b>	<b>6,095,000</b>
<b>Working in Neighborhoods</b>		
Animal Shelter Expansion - Phase I	300,000	2,150,000
<b>Total Working in Neighborhoods Projects</b>	<b>300,000</b>	<b>2,150,000</b>
<b>Transit</b>		
Replace Aging Vehicles - local match (Replace 33 fixed-route & 39 LIFT program busses)	502,000	1,058,000
<b>Total Transit Projects</b>	<b>502,000</b>	<b>1,058,000</b>
<b>Asset Management Department</b>		
Install Radio Frequency Identification Devices (RFID) on fleet	375,000	-
EMD Facilities Maintenance	150,000	150,000
Lighting systems, driveways, sidewalks, energy upgrades, HVAC, & plumbing	250,000	1,000,000
<b>Total Asset Management Department Projects</b>	<b>775,000</b>	<b>1,150,000</b>
<b>Capital Equipment</b>		
Five-Year Capital Equipment Needs as Described in the 2012 Equipment Study (excluding Police).	6,500,000	7,635,000
<b>Total Capital Equipment Projects</b>	<b>6,500,000</b>	<b>7,635,000</b>
<b>Total 2014 Sales Tax Capital Projects</b>	<b>82,927,000</b>	<b>75,488,000</b>
<b>2016 Limited-Purpose Economic Development Temporary Sales Tax Fund (4000)</b>		
<b>River Parks Authority</b>		
New Trail, East Bank-101st to Cousins Park (Design and Matching Funds)	-	700,000
Turkey Mountain Urban Wilderness	-	1,000,000
<b>Total River Parks Authority Projects</b>	<b>-</b>	<b>1,700,000</b>
<b>Economic Development</b>		
23rd & Jackson Redevelopment Site - Relocation Study, Design & Acquisition	-	500,000
Citywide & Route 66 Beautification and Reinvestment	375,000	3,625,000
Levee District #12 Rehabilitation	-	2,500,000
McCullough Park	-	3,060,000
Public Schools - Teacher Retention, Recruitment, Training	1,450,000	1,450,000
South Mingo Corridor	-	1,000,000
Tulsa Arts Commission	150,000	150,000
<b>Total Economic Development Projects</b>	<b>1,975,000</b>	<b>12,285,000</b>
<b>Transfer to Debt Service</b>		
Debt Service - Transfer to TPFA	22,000,000	21,000,000
<b>Total Transfer to Debt Service Project</b>	<b>22,000,000</b>	<b>21,000,000</b>
<b>Total 2016 Limited-Purpose Economic Development Temporary Sales Tax Projects</b>	<b>23,975,000</b>	<b>34,985,000</b>
<b>2016 Advanced Funded Revenue Bonds Capital Projects (Proposed)*</b>		
Citywide & Route 66 Beautification and Reinvestment	150,000	-
Gilcrease Museum Expansion	58,000,000	-
Airport Infrastructure	9,100,000	-
South Mingo Corridor	3,000,000	-
Public Schools - Safety First Initiative	4,750,000	-
Peoria-Mohawk Business Park	4,200,000	-
BMX National Headquarters	3,600,000	-

# FY20 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

	FY19-20 Appropriations (in dollars)	FY20-21 Appropriations (in dollars)
GO Plan - Priority Projects	3,125,000	-
Tulsa Zoo & Living Museum	25,000,000	-
<b>Total 2016 Advanced Funded Revenue Bonds Capital Projects</b>	<b>110,925,000</b>	<b>-</b>
<b>2014 General Obligation Bond Program (Issue 5 - 4274)</b>		
Arterial Street Rehabilitation and Citywide Projects		
36th St. - N. MLK Jr. Blvd. to Peoria Ave.	-	2,920,000
Apache St. - Peoria Ave. to Lewis Ave.	-	2,365,000
Apache St. - Lewis Ave. to Harvard Ave.	1,860,000	-
11th St. - Lewis Ave. to Harvard Ave.	-	1,970,000
21st St. - Garnett Rd. to 129th E. Ave.	2,435,000	-
21st St. - 129TH East Ave. Intersection	1,965,000	-
91st St. - Harvard Ave. to Yale Ave.	-	2,555,000
Peoria Ave - 41st St. South to 51st St. South	-	2,885,000
Apache St. & Harvard Ave. Intersection	990,000	-
Citywide - Arterial Rehabilitation	1,800,000	-
Citywide - Arterial Sidewalk Improvements	600,000	-
Citywide - Arterial Routine and Preventive Maintenance	3,260,000	-
Citywide Matching Funds	1,305,000	-
ODOT Rehabilitation and Replacement Program	3,280,000	-
Non- Arterial Street Rehabilitation		
<b>Maintenance Zone 1001:</b> Pine St. north to Apache St. & MLK JR Blvd. east to Peoria Ave.	7,445,000	-
<b>Maintenance Zone 1068:</b> 12th St. S. north to Edison St. & 65th W. Ave. east to 25th W. Ave.	-	3,200,000
<b>Maintenance Zone 1099:</b> 56th St. N. north to 61st St. N. & MLK Jr. Blvd. east to Garrison Pl.	-	2,800,000
<b>Maintenance Zone 2130:</b> 71st St. S. north to 61st St. S. & 33rd W Ave. east to Union Ave.	3,488,081	-
<b>Maintenance Zone 3010:</b> Admiral Pl north to Pine St. & Yale Ave. east to Sheridan Rd.	7,130,000	-
<b>Maintenance Zone 3011:</b> Admiral Pl north to Pine St. & Sheridan Rd. east to Memorial Dr.	8,485,000	-
<b>Maintenance Zone 3017:</b> 11th St. S north to Admiral Pl & Sheridan Rd. east to Memorial Dr.	-	5,015,000
<b>Maintenance Zone 3020:</b> 11th St. S. north to Admiral Pl. & Garnett Rd. east to 129th E. Ave.	-	4,020,000
<b>Maintenance Zone 4021:</b> 21st St. S north to 11th St. S. & Cincinnati Ave. east to Lewis Ave.	-	3,280,000
<b>Maintenance Zone 4031:</b> 29th St. S north to 21st St. S. & Harvard Ave. east to Yale Ave.	-	10,480,000
<b>Maintenance Zone 4152:</b> Baltimore Ave. north to Easton St. & Southwest Blvd. east to Madison Ave	-	3,895,000
<b>Maintenance Zone 5046:</b> 51st St. S. north to 41st St. S. & Yale Ave. east to Sheridan Rd.	-	5,410,000
<b>Maintenance Zone 5047:</b> 51st St. S. north to Broken Arrow Exp. & Sheridan Rd. east to Memorial Dr.	2,905,000	6,465,000
<b>Maintenance Zone 6028:</b> 21st St. S. north to 11th St. S. & Garnett Rd east to 129th E. Ave.	-	7,060,000
<b>Maintenance Zone 7040:</b> 41st St. S. north to 31st St. S. & 89th E. Ave. east to Mingo Rd.	2,925,000	-
<b>Maintenance Zone 7054:</b> 61st St. S. north to 56th St. S. & Memorial Dr. east to Mingo Rd.	-	7,635,000
<b>Maintenance Zone 8057:</b> 71st St. S north to 61st St. S. & Harvard Ave. east to Yale Ave.	841,919	-
<b>Maintenance Zone 8063:</b> 81st St. S. north to 71st St. S. & Harvard Ave. east to Yale Ave.	-	5,820,000
<b>Maintenance Zone 9049:</b> 61st St. S. north to 51st St. S. & Riverside Dr. east to Lewis Ave.	-	8,795,000
<b>Maintenance Zone 9050:</b> 61st St. S. north to 51st St. S. & Lewis Ave. east to Harvard Ave.	-	2,625,000
<b>Maintenance Zone 9051:</b> 61st St. S. north to 51st St. S. & Harvard Ave. east to Yale Ave.	1,390,000	-
Citywide - Non-Arterial Rehabilitation	1,320,000	-
Citywide - Non-Arterial Routine and Preventive Maintenance	6,880,000	-
Citywide - Non-Arterial Sidewalk Improvements	200,000	-
Bond Issuance Costs	150,000	150,000
<b>Total 2014 General Obligation Bond Capital Projects</b>	<b>60,655,000</b>	<b>89,345,000</b>
<b>Total FY 2019-2020 Capital Program Appropriations</b>	<b>\$ 370,739,000</b>	<b>\$ 304,635,000</b>



# FY20 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

## FINANCING CAPITAL PROJECTS

The City has identified a large inventory of capital needs. The primary funding sources available to finance them are:

- Sales Tax
- Enterprise funds and related revenue bonds
- Oklahoma Water Resources Board (OWRB) State loans for sanitary sewers
- General Obligation Bonds
- Federal and state highway funds and transportation grants

Each is reviewed below and analyzed for availability and ease of use.

### ***Sales Tax***

The City has used a temporary sales tax for capital improvements since 1981. It has been popularly known as the “Third Penny Sales Tax”, however, the rate has varied over the years from a penny to slightly more than a penny. This tax has provided over \$2.4 billion for all types of capital projects. The voters again approved the extension of this tax in November 2013 along with an accompanying 0.1 percent increase to generate \$564 million thru 2021 to address both street improvements throughout the city as well as citywide departmental capital needs. In 2016, voters approved a new 15 year extension of a 3/10ths penny sales tax, which will be used exclusively for economic development projects.

### ***Enterprise Funds***

Enterprise funds are used to finance operations in the city that are similar to private utilities. The intent is to recover the costs of providing these services by charging the persons using them through an approved rate structure. The City and its trusts have used this method of financing capital improvements and operations in a variety of areas including water, sanitary sewer, stormwater management, parking facilities, solid waste disposal, golf courses, and emergency medical services.

There are two ways capital facilities can be financed through user fees:

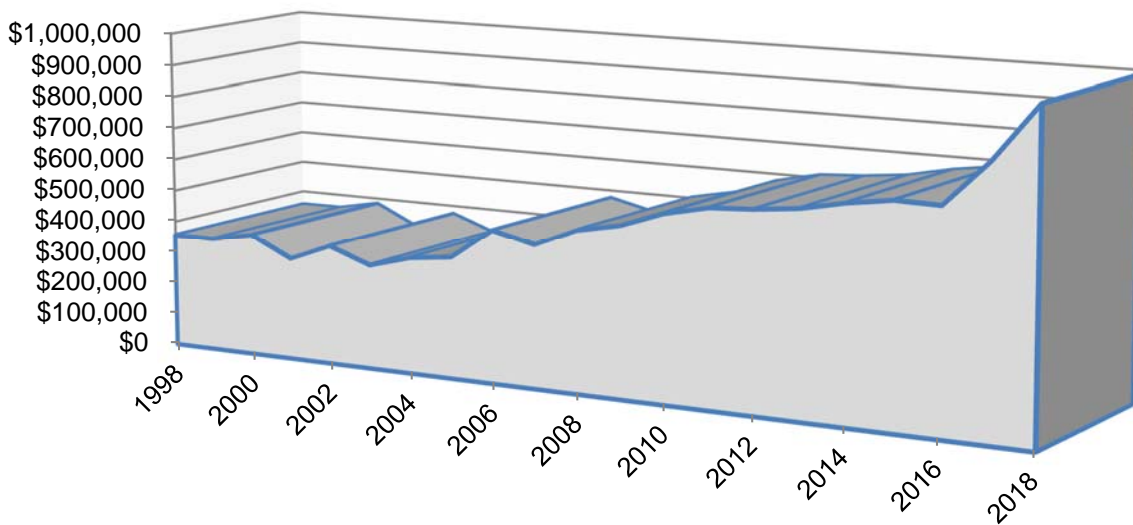
- 1) On an annual basis from collections (pay as you go), and
- 2) Revenue Bonds

It has been the policy of elected officials to finance all water, and solid waste disposal improvements with enterprise funds. Sanitary sewers, golf courses and flood-control facilities are not totally self-supporting and, barring a policy change, it is not contemplated they will be during the five-year time frame of this plan. Parking facilities are normally self-supporting, but two parking projects were included in the 2006 Sales Tax Proposal in support of downtown development.

# FY20 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

The total revenue bond debt for the City's authorities from FY98 through FY18 and the outstanding revenue bond debt by category at the end of FY18 are shown below.

**Revenue Bond Debt  
City of Tulsa Authorities  
FYs 1998 - 2018  
As of June 30**  
(amount expressed in thousands)



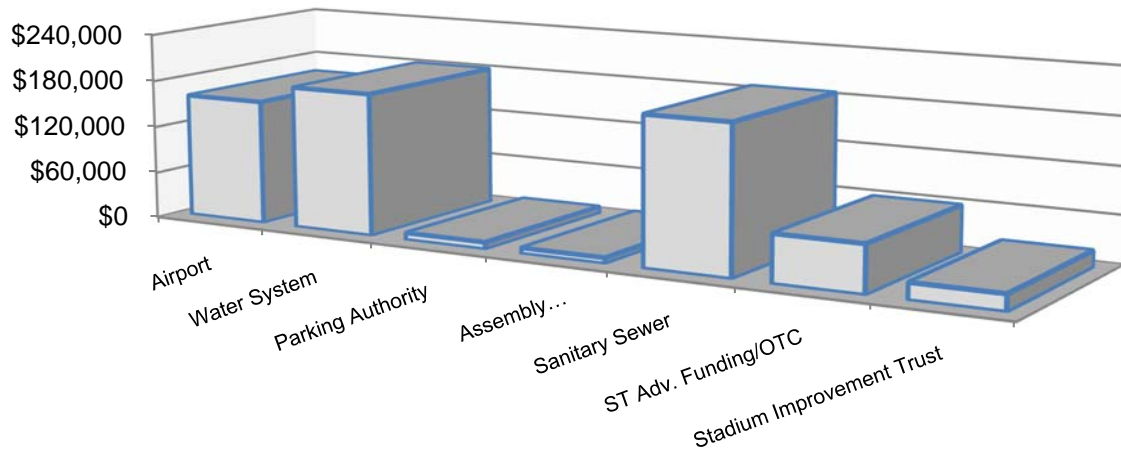
*Source: City of Tulsa Department of Finance*

### **State Loans for Sanitary Sewers**

As part of the 1972 Clean Water Act, the Federal government provided municipalities with grants to construct sanitary sewer improvements needed to meet the new water quality standards. During the 1980s, the grants became loans and the State was placed in charge of administering the loan program. The City used this program to finance over \$515.2 million in sanitary sewer projects. The program had been an attractive financing tool, as the interest rates were often lower than could be achieved through traditional bonds. However in FY16, TMUA issued its first Utility Revenue Bond which provided \$10 million in funding for sanitary sewer projects. If these bonds prove to be financially beneficial, it is likely the authority will continue issuing in this manner.

# FY20 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

**Revenue Bond Debt By Type of Issue**  
**City of Tulsa Authorities**  
**As of June 30, 2018**  
(amount expressed in thousands)



Source: City of Tulsa Department of Finance

The estimated amounts of annual discretionary capital funds that will be available from the Water, Sewer, and Stormwater Funds from projected revenues in these funds are shown below. Any remaining water system needs will be financed with revenue bonds, while sales tax, general obligation bonds or OWRB loans will be used for sanitary sewer and stormwater projects.

**Projected Discretionary Annual Capital Funds**  
**Selected Enterprise Funds**  
**City of Tulsa FYs 2020 - 2024**  
(amount expressed in thousands)

Fund	2020	2021	2022	2023	2024
Water	\$34,635	\$39,151	\$32,458	\$29,559	\$26,554
Sewer	\$25,144	\$23,057	\$28,624	\$33,658	\$38,226
Stormwater	\$6,000	\$5,000	\$5,000	\$5,000	\$5,000

Source: City of Tulsa Department of Finance

## General Obligation Bonds

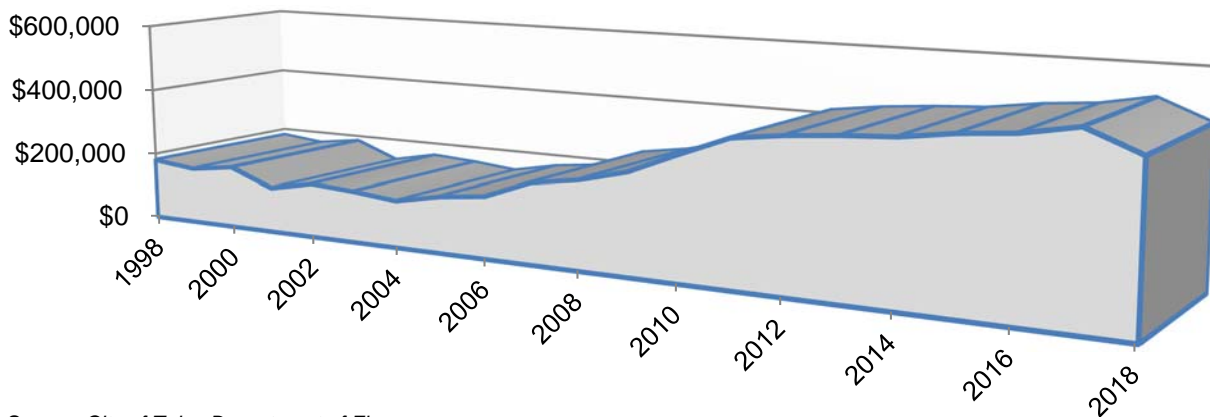
General Obligation (GO) Bonds can be issued by an Oklahoma municipality only upon the consent of the voters in the jurisdiction. They are retired with a dedicated annual levy on property. There are several ways to judge the appropriate level of a municipality's GO debt. One of the most common is the ratio between the jurisdiction's annual net assessed value and the amount of outstanding obligations. Tulsa's Net General Obligation Bond Debt was \$452 million on June 30, 2018. This is 12.8 percent of the City's net assessed valuation, well below the 25 percent used by bond underwriters as an indicator of fiscal prudence. Using the 25 percent limitation as a standard, the City has an additional \$434 million in general obligation bonding capacity.

# FY20 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

Per capita debt is another measure of appropriate debt levels widely used by bond rating agencies and other financial firms. In FY18, Tulsa's per capita debt was \$1,170.

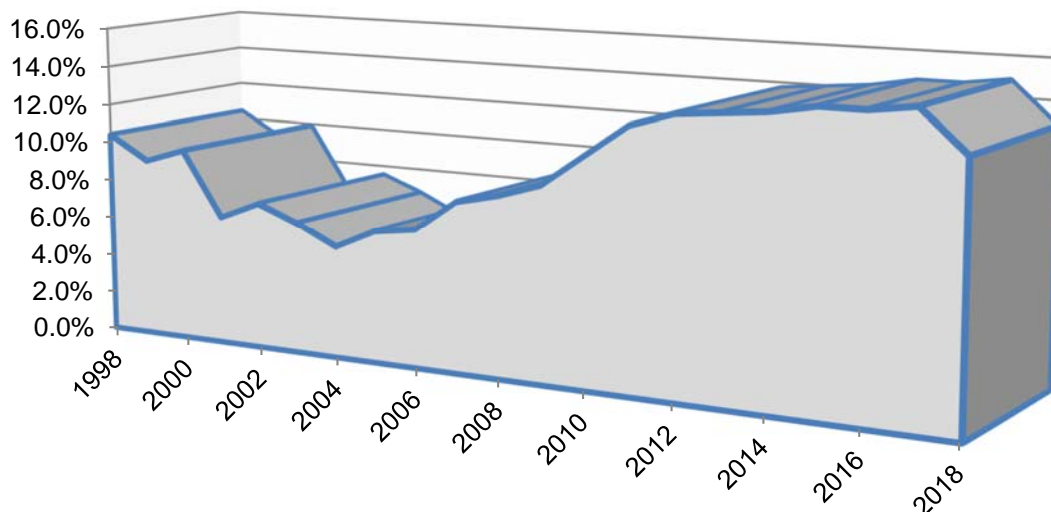
A final measurement is the mill levy required each year to retire maturing obligations. As shown below, the property tax levies in Tulsa increased as each bond issue was sold. The levy amount actually declined when the bonds authorized in 1999 were issued, with the last bonds being sold in February, 2002. The increase in the assessed valuation, along with low interest rates, caused this fortunate outcome. With the approval of the 2005 General Obligation Bonds, the required levy began increasing in FY07 and is currently 22.14 mills. With the approval of the 2008 General Obligation Bonds and 2014 General Obligation Bonds, the levy peaked in 2018 of 22.66 mills.

**Net General Obligation Bond Debt**  
**FYs 1998 - 2018**  
**As of June 30, 2018**  
(amount expressed in thousands)



Source: City of Tulsa Department of Finance

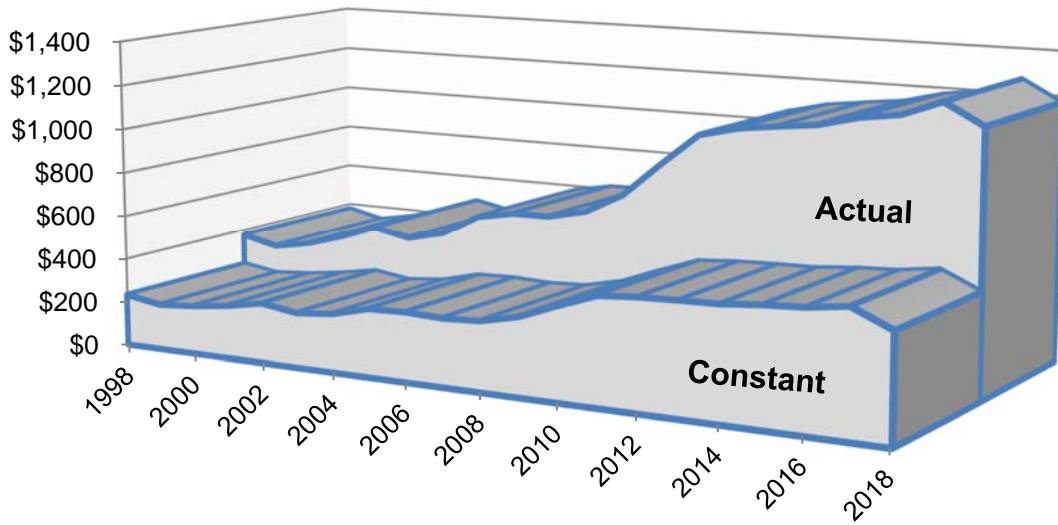
**Ratio of Net General Obligation Debt to**  
**Assessed Value of the City of Tulsa**  
**FYs 1998 - 2018**  
**As of June 30**



Source: City of Tulsa Department of Finance

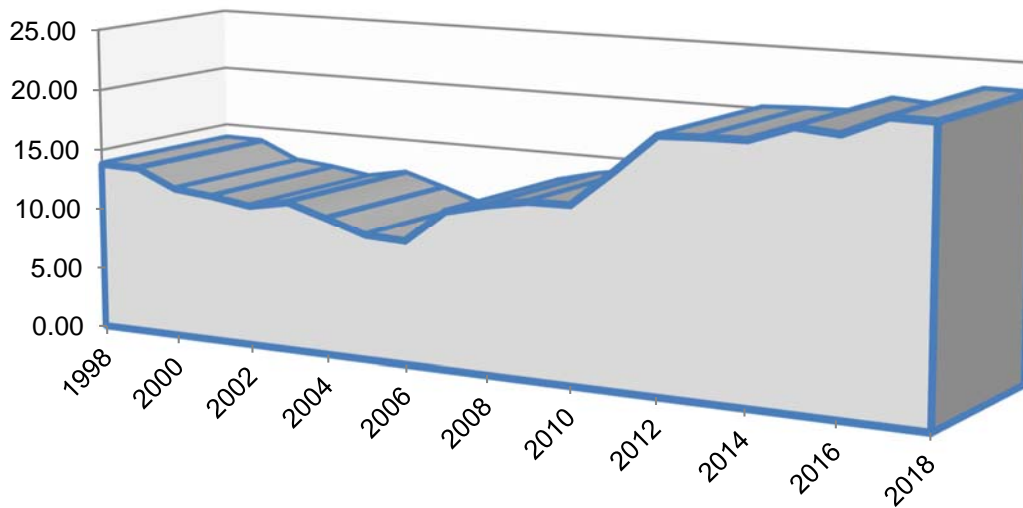
# FY20 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

**Per Capita  
General Obligation Bond Debt  
(Actual and Constant=1982/84)  
FYs 1998 – 2018  
As of June 30**



Source: City of Tulsa Department of Finance

**Historic Property Tax Levy Amount  
FYs 1998 - 2018  
(in Mills)**



Source: City of Tulsa Department of Finance

# FY20 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

## ***Federal and State Highway Funds and Federal Aviation Administration Grants***

Federal and state gasoline and diesel tax collections are used to maintain and build transportation facilities. Most of the Federal funds are granted to state departments of transportation for administration at the state level. Some of the money comes earmarked for interstate highways, some for other federal highways, some for local streets, and some for roads in rural areas. During the time frame of this plan, most of the money from this source will be needed to construct the Gilcrease Expressway, make improvements to I-44 and other area expressways, and provide matching funds for approved street projects; however, other arterial widening projects will utilize this funding source to a limited extent.

## ***Conclusion***

The City's capital financing programs will continue to utilize a uniform approach for meeting needs without overburdening any one financing source or segment of the city. This program continues the policy of a balanced use of available capital financing sources and proposing bond financing to continue systematic programmed infrastructure maintenance. The other resources include; state loans for sanitary sewers, federal funds for transportation and trail improvements, and revenue bonds and enterprise funding for water, sewer, stormwater, parking, and E911 projects.