

Section 6:

# CAPITAL PROGRAMS AND OPERATING IMPACT

**CLEAR AND COLD, DUMB AS COLD**

Total Cost of Project	\$60,000,000
Drainage Area	480 Sq. Miles
Area of Spavinaw Lake	1800 Acres
Length of Dam	3500 Feet
Height of Dam	88 Feet
Length of Spillway	300 Feet
Length of Tunnel	55 Miles
Size of Concrete Pipe	60 and 54 Inches
Size of Tunnel	7 Feet
Length of Tunnel	2 Miles



## The Spavinaw Lake - -

On October 29, 1924 Spavinaw water flowed into the city at a rate of 28 million gallons per day. The schools put on a great jubilee pageant.

Many poems were written, and in song and pantomime glories of the Spavinaw water were told—which places Tulsa and its future development in a position which cannot be rivaled by any city in the Mississippi valley.

Since the completion of the Spavinaw project at a cost of

\$7,500,000 engineering staff accomplished water 60 r lahoma to constructio dam 3,500 spillway b reservoir b

*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.*

Photos Courtesy of Tulsa Historical Society & Museum

"AS BUILT"

CITY OF TULSA, OKLAHOMA	
SECOND SPAVINAW PROJECT	
UPPER SPAVINAW DAM	
GENERAL MAP	
W. R. Hines & Associates Consulting Engineers Tulsa, Oklahoma	Scale: 1/2" = 1 Mile Date: _____ Contract No. 129



# FY25 CAPITAL BUDGET FUNDED PROGRAM STATUS AND 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 billions of capital improvements. More information is provided about the active programs in the following pages.

## Financing Capital Projects

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

- Sales Tax
- Enterprise funds and related revenue bonds
- Oklahoma Water Resources Board (OWRB) State loans for sanitary sewer improvements
- General Obligation Bonds (GO 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 half cent to slightly more than a penny. This tax has provided billions 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. This program was reauthorized in November of 2019 extending it for 4.5 years thru December 31, 2025 to generate an additional \$193.0 million. In August 2023, the program was extended a second time through June 30, 2030 to generate \$430.5 million. The program will continue to fund the infrastructure, facility and equipment needs of the City’s operating departments in their mission to deliver services to the City’s residents. Additionally, the program will combine the authorized sales tax with \$1.17 billion in General Obligation Bonds to fund street improvements across the City from Improve Our Tulsa, Improve Our Tulsa II and Improve Our Tulsa III. In 2016, voters approved a new 15-year extension of a 3/10ths penny sales tax, used exclusively for economic development projects. The schedule of projects to be funded in the next two years from sales tax are listed beginning on page 7. The projected revenue available for appropriation for the active sales tax programs are below:

**Current Projection  
2016, 2020, and 2023 Sales Tax Programs  
April 2024**

(amount expressed in thousands)

	2025	2026	2027	2028	2029	Total
			(1)			
2016 Sales Tax	77,768,798	29,995,405	30,445,336	30,902,016	31,365,546	200,477,102
2020 Sales Tax	43,473,242	24,272,000	-	-	-	56,343,242
2023 Sales Tax	-	69,156,000	94,829,420	96,251,861	97,695,639	369,334,921
<b>Total</b>	121,242,040	123,423,405	125,274,756	127,153,877	129,061,186	626,155,264

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

1. FY27 – FY29 Projections based on 1.5% growth rate

# FY25 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

## 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.

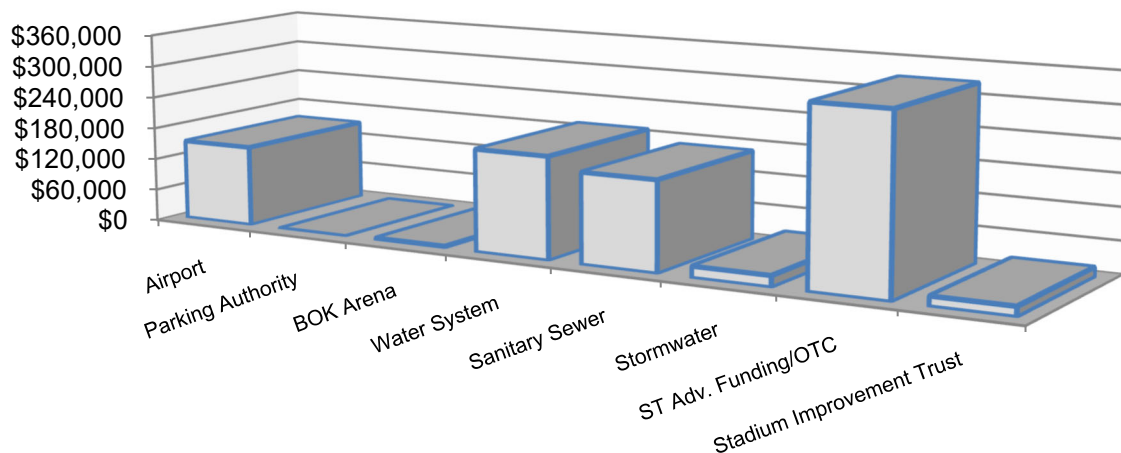
There are two ways capital facilities can be financed through user fees:

- 1) Annually 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 and \$8.0 million for a parking facility to serve the new Veterans Hospital was included in the reauthorization of the Improve Our Tulsa program in November of 2020.

The outstanding revenue bond debt by category at the end of FY23 are shown below:

**Revenue Bond Debt by Type of Issue**  
**City of Tulsa Authorities**  
**As of June 30, 2023**  
 (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, sewer and stormwater system needs will be financed with revenue bonds.

# FY25 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

## Projected Discretionary Annual Capital Funds Selected Enterprise Funds City of Tulsa FYs 2025 - 2029 (amount expressed in thousands)

Fund	2025	2026	2027	2028	2029	Total
Water	\$23,520	\$19,881	\$24,655	\$27,756	\$27,682	\$123,494
Sewer	\$42,495	\$29,998	\$34,393	\$36,533	\$38,004	\$181,423
Stormwater	\$6,670	\$8,885	\$8,400	\$10,020	\$11,090	\$45,065
<b>Total</b>	<b>\$72,685</b>	<b>\$58,764</b>	<b>\$67,448</b>	<b>\$74,309</b>	<b>\$76,776</b>	<b>\$349,982</b>

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 half a billion 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 Tulsa Municipal Utility Authority (TMUA) issued its first Utility Revenue Bond which provided \$10 million in funding for sanitary sewer projects. TMUA has continued using this method completing several similar issues in the recent years.

### 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. Tulsa's Net General Obligation Bond Debt was \$374.5 million on June 30, 2023. This is 7.60 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 \$696 million in general obligation bonding capacity. 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, and the current levy is set at 19.70.

On August 8, 2023, City of Tulsa voters reauthorized the tax levies associated with the popular Improve Our Tulsa (IOT) GO Bond Program for a second time. The program will combine sales tax and \$430.5 million in General Obligation Bonds to fund streets and transportation, city facilities, capital equipment, and housing and neighborhoods across the City. The General Obligation Bond portion of the program will likely be issued over an 8-year period. The City will issue the final allocation of the GO Bonds authorized in the first IOT program in the next few years and the second IOT program concurrently with the third IOT program. The planned issuance schedule is below:

### Issued and Planned Issuance 2014, 2020, and 2024 Bond Programs April 2024 (amount expressed in thousands)

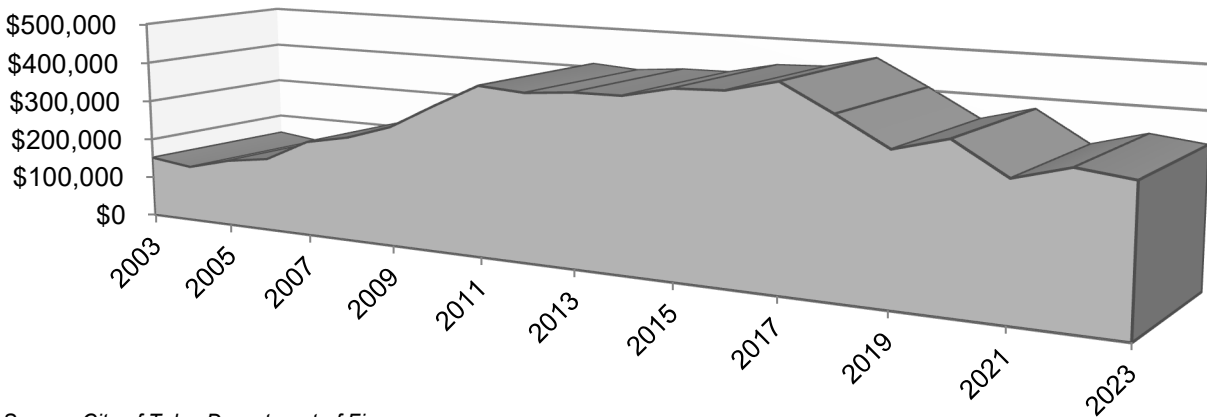
	Previously Issued	2025 Planned	2026 Planned	2027 Planned	2028 Planned	2029 Planned	Total
2014 GO Bonds	\$ 321,645	\$ 33,355	\$ -	\$ -	\$ -	\$ -	\$ 355,000
2020 GO Bonds	\$ 164,055	\$ 52,545	\$ 52,600	\$ 52,600	\$ 52,600	\$52,600	\$ 427,000
2023 GO Bonds	\$ 87,500	\$ 67,500	\$ 45,350	\$ 57,300	\$ 62,000	\$27,750	\$ 347,400
<b>Total</b>	<b>\$ 573,200</b>	<b>\$ 153,400</b>	<b>\$ 97,950</b>	<b>\$ 109,900</b>	<b>\$ 114,600</b>	<b>\$80,350</b>	<b>\$1,129,400</b>

Source: City of Tulsa Department of Finance

# FY25 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

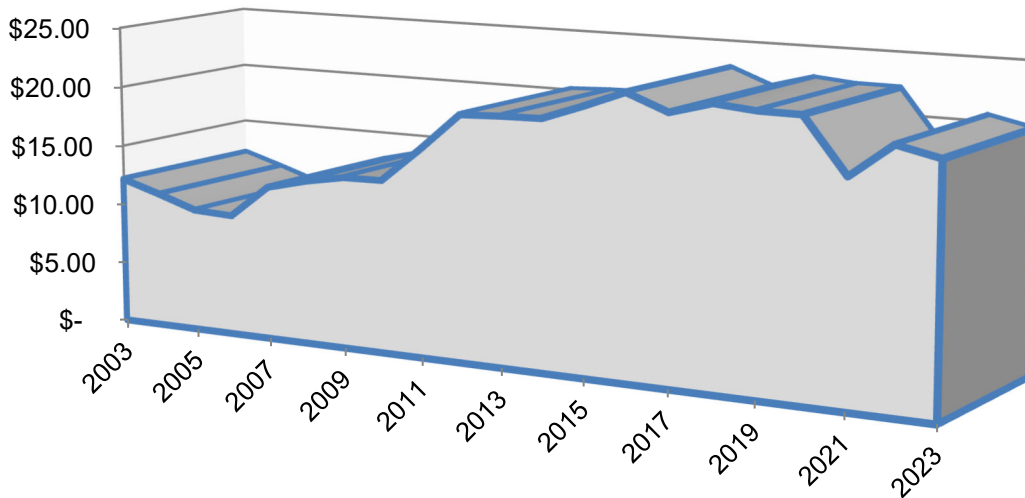
## Net General Obligation Bond Debt Past 20 Years As of June 30, 2023

(amount expressed in thousands)



Source: City of Tulsa Department of Finance

## Historic Property Tax Levy Amount Past 20 Years (in Mills) As of June 30, 2023



Source: City of Tulsa Department of Finance

### **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.

# FY25 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

## ***Conclusion***

The City's capital financing programs will continue to utilize a uniform approach for meeting needs without overburdening any single 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.

# FY25 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

## Capital Project Operating Impact

In order to tie capital project funding and budgetary considerations together, a summary of known annual operational impacts 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.

The City of Tulsa generally funds capital projects in program packages that are placed before voters every four to six years. At the time of project formulation, staff attempts to estimate and capture potential operating impacts of proposed projects. However, in many cases these projects may not be constructed and operational until the end of an authorized program and the scope and scale of projects may have changed since project formulation conceived several years in the past. Below are the estimated operational impacts of some highlighted projects contained in authorized programs which are funded in the FY25 budget. Operational budgetary impacts may not be seen until future fiscal years.

### Projected Annual Operating Impact

Capital Projects By Fund	Department	Maintenance, Materials, & Supplies	Total Upcoming Operating Impact
<b>CAPITAL FUNDING SOURCE: SALES TAX</b>			
<b>Fund 4000: 2016 Vision</b>			
South Tulsa Dam & Related Amenities		\$ 300,000	\$ 300,000
			<b>\$ 300,000</b>
<b>Fund 409: Improve Our Tulsa 2</b>			
ADA Improvements for City Parks	Facilities	\$ 30,000	\$ 30,000
			<b>\$ 30,000</b>
<b>CAPITAL FUNDING SOURCE: GENERAL OBLIGATION BONDS</b>			
<b>Fund 4278: Improve Our Tulsa 1</b>			
91st St. - Harvard Ave. to Yale Ave.	Streets	\$ 90,000	\$ 90,000
			<b>\$ 90,000</b>
<b>Fund 4285: Improve Our Tulsa 2</b>			
MLK Jr Blvd - 36th St N to Apache St	Streets	\$ 110,000	\$ 110,000
81st St S - Tacoma Ave to Maybelle Ave	Streets	\$ 100,000	\$ 100,000
			<b>\$ 210,000</b>
<b>Fund 4293: Improve Our Tulsa 3</b>			
41st St S - Garnett Rd to 129th E Ave	Streets	\$ 110,000	\$ 110,000
			<b>\$ 110,000</b>
<b>TOTAL UPCOMING OPERATING IMPACT</b>			<b>\$ 740,000</b>

Source: City of Tulsa Department of Finance

# FY25 CAPITAL BUDGET

## FUNDED PROGRAM STATUS AND OPERATING IMPACT

### Fiscal Year 2025 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 FY24-25 and FY25-26.

	FY25 Appropriations (in dollars)	FY26 Appropriations (in dollars)
<b>Water Enterprise Capital Projects Fund (7400)</b>		
Source Water Protection & Management Program	-	530,000
Spavinaw Creek Bridge Replacement	-	258,000
Spavinaw WTP Backwash Lagoon Stem Wall	-	400,000
Eucha, Spavinaw Water Quality Court Master	515,000	530,000
Raw Water Flowlines Repairs Spavinaw	250,000	-
Woods Pump Station Refurbishment	1,900,000	-
Grand River Pump Station Refurbishment	500,000	-
Raw Water Flowlines Repairs Oologah	250,000	-
Mohawk Disinfection Alternatives	420,000	-
(79) A.B. Jewell -Chemical Feed Facilities Improvements	-	765,000
(69) Large Water Valve Replacement-City Wide	106,000	106,000
(141) Transmission Line Condition Assessment-Citywide	-	206,000
Economic Development Citywide	500,000	500,000
(26) Water Line Relocations-Citywide	900,000	950,000
(55) Water Mains Replacements - City Wide-Enterprise Fund	12,688,000	8,607,000
(57) Dead-End Connections & Extensions	350,000	350,000
(83) Utility Bridges - Repaint/Rehabilitation	-	109,000
(62) Water Tanks - Repaint/Rehabilitation	-	2,608,000
Reservoir Hill Tank Rehabilitation	330,000	-
Facility Roof Repairs Citywide	599,000	599,000
Water Vault & Large Meter Upgrades	212,000	213,000
Emergency Waterline Repair Contract	500,000	1,050,000
(36) Automatic Meter Reading - City Wide Enterprise fund	3,500,000	2,100,000
<b>Total Water Enterprise Capital Projects</b>	<b>23,520,000</b>	<b>19,881,000</b>
<b>Water Revenue Bonds Capital Projects (Proposed)</b>		
Grand River Pump Station Refurbishment	-	8,000,000
Lake Yahola Terminal Storage Repair	-	2,575,000
Mohawk WTP Chemical Tank Replacement	-	1,273,000
A.B. Jewell WTP Improvements - Residuals Improvements Phase 2	-	4,100,000
A.B. Jewell WTP Filter Gallery Pipe and Concrete Replacement	-	1,126,000
(55) Water Mains Replacements - City Wide-Rev. Bonds	-	4,461,000
(36) Automatic Meter Reading - City Wide	17,100,000	18,500,000
<b>Total Water Revenue Bond Capital Projects</b>	<b>17,100,000</b>	<b>40,035,000</b>
<b>Sewer Enterprise Capital Projects Fund (7500)</b>		
Northside/LBC WWTP Electrical Improvements	-	358,000
Northside Interceptor Improvements	700,000	-
Coal Creek (103-N) Parallel Interceptor	3,361,000	-
Flatrock Creek Rehabilitation and Relief	-	1,244,000
Coal Creek Rehabilitation & Relief	700,000	3,337,000
Southside WWTP Concrete Rehabilitation & Replacement	-	838,000
West Tulsa 39, 40, 41-S Rehab & Relief	578,000	-
Upper Joe Creek - East Branch	1,473,000	-
Crow Creek Rehab & Relief	543,000	5,352,000
Haikey Creek Oxidation Ditch Demolition	217,000	-
Haikey Creek SAMS Equipment Replacements	535,000	551,000
Lower Bird Creek WWTP Oxidation Ditch Mixers	370,000	-
Lower Bird Creek WWTP Expansion Phase 2 (ARPA Grant)	16,000,000	-
Water & Sewer Department Long Range Facility Plan	243,000	-
Lift Station Replacements or Upgrades	2,075,000	2,712,000
Sewer Rehab Area Wide	3,000,000	1,500,000
Small Unsewered Area Mainline Extensions	500,000	500,000
Areawide Point Repairs	3,000,000	3,000,000



# FY25 CAPITAL BUDGET

## FUNDED PROGRAM STATUS AND OPERATING IMPACT

	FY25 Appropriations (in dollars)	FY26 Appropriations (in dollars)
2008 Street Package - Sewer Rehab/Replacement	3,500,000	3,500,000
Force Main Condition Assessment	-	656,000
Interceptor Condition Assessment	-	750,000
Economic Development Wastewater Infrastructure	500,000	500,000
Manhole Condition Assessment and Rehabilitation Program	3,000,000	3,000,000
Emergency Sewer Repair, Rehabilitation and Replacement	2,200,000	2,200,000
<b>Total Sewer Enterprise Capital Projects</b>	<b>42,495,000</b>	<b>29,998,000</b>
<b>Sewer Revenue Bonds Capital Projects (Proposed)</b>		
Northside WWTP Digester Lid Repair Phase 1	1,235,000	-
71st Street Dewatering Facility 81st Street Access	3,183,000	-
West Tulsa 39, 40, 41-S Rehab & Relief	-	1,008,000
Upper Joe Creek - East Branch	-	434,000
Crow Creek Rehab & Relief	5,279,000	-
Haikey Creek Lift Station Improvements - Phase 4 Improvements	-	1,907,000
Haikey Creek WWTP Fertilizer Production Facility	-	20,000,000
Spunky Creek Main Stem South Contract 1 and 2	6,663,000	-
Sewer Rehab Area Wide	2,623,000	5,603,000
Force Main Condition Assessment	637,000	-
<b>Total Sewer Revenue Bond Capital Projects</b>	<b>19,620,000</b>	<b>28,952,000</b>
<b>Stormwater Enterprise Fund (5600)</b>		
Highland Park Channel Improvements	500,000	-
Hager Creek - SS Relief Line	1,000,000	-
CW - Concrete Channel Rehab	250,000	500,000
Centennial Park Pond	300,000	300,000
CW - Detention Pond Rehabilitation	200,000	500,000
Citywide FEMA buyout program	200,000	150,000
Small Drainage On-Call Design	150,000	250,000
Small Drainage - Citywide Urgent	250,000	250,000
Small Drainage - CW Geotech Testing	50,000	50,000
Citywide Economic Development	400,000	400,000
Citywide Rehab & Replacement	2,120,000	2,185,000
Stormsewer Extensions - ension - Zink Park	450,000	-
47th and Lewis	100,000	-
Stormsewer Extensions - - Citywide On-Call Survey	100,000	100,000
Stormwater Improvements Citywide	600,000	500,000
Crescent Park	-	250,000
Stormsewer Extensions - -Dawson Road/BNSF	-	150,000
43rd and Sheridan FEMA BRIC Grant Match	-	3,000,000
56th St N - MLK to Peoria	-	300,000
<b>Total Stormwater Enterprise Capital Projects</b>	<b>6,670,000</b>	<b>8,885,000</b>
<b>Stormwater Revenue Bond</b>		
Hager Creek - Storm Sewer Relief Line	3,000,000	3,000,000
Stormwater Maintenance Building Expansion	7,000,000	-
43rd and Sheridan FEMA BRIC Grant Match	-	4,000,000
4th and Kenosha Stormsewer Improvements	-	1,000,000
<b>Total Stormwater Revenue Bond Projects</b>	<b>10,000,000</b>	<b>8,000,000</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)	400,000	-
<b>Total River Parks Authority Projects</b>	<b>400,000</b>	<b>-</b>
<b>Economic Development</b>		
Low Water Dam and Pedestrian Bridge	8,600,000	9,850,000
Citywide & Route 66 Beautification and Reinvestment   Citywide Beautification	262,500	262,500
Citywide & Route 66 Beautification and Reinvestment   Route 66	262,500	262,500
East Bank Park, Boat Dock, and Abutment Improvements	630,000	630,000
Vensel Creek Park and Boat Dock	450,000	450,000

# FY25 CAPITAL BUDGET

## FUNDED PROGRAM STATUS AND OPERATING IMPACT

	FY25 Appropriations (in dollars)	FY26 Appropriations (in dollars)
East Bank Trail Connection from Low Water Dam to Vensel Creek	270,000	270,000
Mitigation, Bank Stabilization & Outfall Protection	360,000	360,000
Capital Equipment (non Public Safety)	3,000,000	-
Public Schools Partnership with Union, Jenks & Tulsa Public Schools in Teacher Retention, Recruitment, Training	1,400,000	-
Tulsa Arts Commission	150,000	150,000
<b>Total Economic Development Projects</b>	<b>15,385,000</b>	<b>12,235,000</b>
<b>Transfer to Debt Service</b>		
Debt Service - Transfer to TPFA	51,263,000	23,337,000
<b>Total Transfer to Debt Service Project</b>	<b>51,263,000</b>	<b>23,337,000</b>
<b>Total 2016 Limited-Purpose Economic Development Temporary Sales Tax Projects</b>	<b>67,048,000</b>	<b>35,572,000</b>
<b>2020 Sales Tax Capital Projects Fund (409)</b>		
<b>Fire Department</b>		
Fire Apparatus and Equipment	2,890,000	1,510,000
<b>Total Fire Department Projects</b>	<b>2,890,000</b>	<b>1,510,000</b>
<b>Parks and Recreation Department</b>		
Park Facilities Roof, HVAC, Infrastructure Rehabilitation/Replacement, Security Upgrades	2,500,000	2,375,000
Upgrade, Add, or Renovate Outdoor Park Play Amenities	3,100,000	1,900,000
Tennis Courts Rehabilitation / Replacement	1,500,000	2,100,000
Hill Park Improvements	500,000	2,250,000
Mohawk Park Rehabilitation and Renovation	100,000	900,000
Citywide - Park System Parking Rehabilitation	525,000	475,000
<b>Total Parks and Recreations Department Projects</b>	<b>8,225,000</b>	<b>10,000,000</b>
<b>Tulsa Zoo</b>		
Tulsa Zoo Entrance and Parking	600,000	5,400,000
<b>Total Tulsa Zoo Projects</b>	<b>600,000</b>	<b>5,400,000</b>
<b>Citywide Public Facilities</b>		
Citywide Public Facilities - Maintenance and Rehabilitation	2,000,000	2,050,000
ADA Transition Plan - Buildings	1,750,000	2,000,000
ADA Transition Plan - Parks	1,000,000	1,000,000
Public Facilities, Roofing	530,000	530,000
Police Courts Building	-	1,000,000
One Technology Center - Maint/Rehab	700,000	-
600 Civic Center - Equip Relocation	200,000	-
<b>Total Citywide Public Facilities Projects</b>	<b>6,180,000</b>	<b>6,580,000</b>
<b>Planning and Development</b>		
Economic Development Infrastructure	2,350,000	1,300,000
*** <b>Community Development Priority Projects</b>	<b>3,000,000</b>	<b>3,250,000</b>
<b>Total Planning and Development Projects</b>	<b>5,350,000</b>	<b>4,550,000</b>
<b>Transit</b>		
Replace Aging Vehicles - local match (Replace 33 fixed-route & 39 LIFT program busses)	4,600,000	7,100,000
<b>Total Transit Projects</b>	<b>4,600,000</b>	<b>7,100,000</b>
<b>Capital Equipment</b>		
Five-Year Capital Equipment Needs as Described in the 2012 Equipment Study (excluding Police).	11,277,778	5,638,888
<b>Total Capital Equipment Projects</b>	<b>11,277,778</b>	<b>5,638,888</b>
<b>Total 2020 Sales Tax Capital Projects</b>	<b>39,122,778</b>	<b>40,778,888</b>
<b>2023 Sales Tax Capital Projects Fund (410)</b>		
<b>Streets and Transportation</b>		
Routine and Preventative Maintenance	-	7,450,000
Traffic Engineering	-	2,960,000
Construction Completion Incentives	-	1,000,000
Engineering Inspection and Testing	-	500,000
<b>Total Streets and Transportation Projects</b>	<b>-</b>	<b>11,910,000</b>
<b>City Facilities</b>		
Citywide Facility Maintenance	-	5,000,000
<b>Total City Facilities Projects</b>	<b>-</b>	<b>5,000,000</b>
<b>Capital Equipment</b>		
Fire Apparatus and Equipment	-	21,012,000

# FY25 CAPITAL BUDGET

## FUNDED PROGRAM STATUS AND OPERATING IMPACT

	FY25 Appropriations (in dollars)	FY26 Appropriations (in dollars)
Other Vehicles/Equipment/IT	-	10,477,000
<b>Total Capital Equipment Projects</b>	<b>-</b>	<b>31,489,000</b>
<b>Housing</b>		
Housing	-	13,773,579
Neighborhood Revitalization	-	3,000,000
<b>Total Housing Projects</b>	<b>-</b>	<b>16,773,579</b>
<b>Total 2023 Sales Tax Capital Projects</b>	<b>-</b>	<b>65,172,579</b>
<b>2014 General Obligation Bond Program (Issue 9 - 4278)</b>		
<b>Arterial Street Rehabilitation and Citywide Projects</b>		
91st St. - Harvard Ave. to Yale Ave.	2,505,000	-
<b>Total Arterial Street Rehabilitation and Citywide Projects</b>	<b>2,505,000</b>	<b>-</b>
<b>Non-Arterial Rehabilitation and Citywide Projects</b>		
Maintenance Zone 3017: 11th St. S north to Admiral Pl & Sheridan Rd. east to Memorial Dr.	5,015,000	-
Maintenance Zone 4152: Baltimore Ave. north to Easton St. & Southwest Blvd. east to Madison Ave	3,895,000	-
Maintenance Zone 5046: 51st St. S. north to 41st St. S. & Yale Ave. east to Sheridan Rd.	5,410,000	-
Maintenance Zone 7054: 61st St. S. north to 56th St. S. & Memorial Dr. east to Mingo Rd.	7,635,000	-
Maintenance Zone 9049: 61st St. S. north to 51st St. S. & Riverside Dr. east to Lewis Ave.	8,795,000	-
<b>Total Non-Arterial Rehabilitation and Citywide Projects</b>	<b>30,750,000</b>	<b>-</b>
Bond Issuance Costs	100,000	-
<b>Total 2014 General Obligation Bond Capital Projects</b>	<b>33,355,000</b>	<b>-</b>
<b>2020 General Obligation Bond Program (Issue 5 - 4285)</b>		
<b>Non-Arterial Street Rehabilitation Projects</b>		
Maintenance Zone 1007: Admiral Pl from Quincy Ave to Utica Ave; Quinc	1,010,000	-
Maintenance Zone 1070: Elwood Ave from Seminole St to Queen St; Denv	2,180,000	-
Maintenance Zone 1076: Detroit Ave from 36th St N to cul-de-sac north	-	2,120,000
Maintenance Zone 1097: Delaware Ave from 46th St N to 41st St N; 45th	812,167	-
Maintenance Zone 1098: 51st St N from Lewis Ave east approx. 0.6 mi t	470,000	-
Maintenance Zone 1153: Marshall St from Union Ave east to dead end; T	1,960,000	-
Maintenance Zone 2056: Florence Pl and Gary Av from 61st St S extendi	1,800,000	-
Maintenance Zone 2066: 40th St S from Yukon Ave to Union Ave	37,833	-
Maintenance Zone 2131: 57th St S from 33rd W Ave to 31st W Ave; 31st	590,000	-
Maintenance Zone 3004: Louisville Ave and Oswego Ave from Xyler St to	1,130,000	-
Maintenance Zone 3008: Independence St from Lewis Ave to Florence Pl;	150,000	-
Maintenance Zone 3017: 74th E Ave and 78th E Ave from Admiral Pl to E	2,680,000	-
Maintenance Zone 3082: 120th E Ave and 121st E Ave from Admiral Pl to	50,000	-
Maintenance Zone 4014: 3rd St S and 4th Pl S from Delaware Ave to Har	1,690,000	-
Maintenance Zone 4015: 5th Pl S from Harvard Ave to Pittsburg Ave; Ja	720,000	-
Maintenance Zone 4021: Victor Ave from 11th St S t 12th St S; Wheelin	2,930,000	-
Maintenance Zone 4022: Florence Ave, Florence Pl, Gary Ave, and Gary	3,148,803	-
Maintenance Zone 4029: Main St from 21st St S to Woodward Blvd; Bosto	200,000	-
Maintenance Zone 5016: Admiral Blvd from Hudson Ave to Sheridan Rd; 2	-	6,280,000
Maintenance Zone 5026: 91st E Ave from 21st St S to Skelly Dr and 22n	210,000	-
Maintenance Zone 5027: 109th E Ave from 19th St S to 20th St S; 19th	880,000	-
Maintenance Zone 7048: 94th E Ave from 51st St S to approx. 85 ft nor	351,197	-
Maintenance Zone 7109: 92nd E Ave from 91st St S to 87th Pl S; 89th	1,405,000	-
Maintenance Zone 8116: 108th St S from Yale Ave to Toledo Ave; 107th	600,000	-
<b>Total Non-Arterial Rehabilitation Projects</b>	<b>25,005,000</b>	<b>8,400,000</b>
<b>Arterial Street Rehabilitation Projects</b>		
56th St N - MLK Jr Blvd to approx. 1500 ft west of Peoria Ave	-	75,000
36th St N - Osage County Line to MLK Jr Blvd	-	375,000
MLK Jr Blvd - 36th St N to Apache St	400,000	960,000
MLK Jr Blvd - Apache St to Pine St	-	675,000
41st St S - Union Ave to Elwood Ave	-	1,830,000
Elwood Ave - 71st St S to 81st St S	-	130,000
Lewis Ave - 71st St S to 81st St S	-	150,000
Harvard Ave - 61st St S to 71st St S	-	100,000
Harvard Ave - 81st St S to 91st St S	-	100,000
36th St N - Garnett Rd to 129th E Ave	-	1,470,000

# FY25 CAPITAL BUDGET

## FUNDED PROGRAM STATUS AND OPERATING IMPACT

	FY25 Appropriations (in dollars)	FY26 Appropriations (in dollars)
36th St N - 129th E Ave to 141st E Ave	-	500,000
Apache St - Gilcrease Expy to Sheridan Rd	-	200,000
Pine St - Garnett Rd to 129th E Ave	-	1,000,000
Admiral Pl - Memorial Dr to Mingo Rd	-	2,100,000
Admiral Pl - Garnett Rd to 129th E Ave	-	920,000
Yale Ave - Apache St to Pine St	-	1,160,000
Sheridan Rd - 36th St N to Apache St	-	930,000
129th E Ave - 36th St N to Apache St	-	1,490,000
129th E Ave - Apache St to Pine St	-	1,160,000
11th St S - Harvard Ave to Yale Ave	-	700,000
15th St S - Boston Ave to Denver Ave	-	100,000
15th St S - Harvard Ave to Yale Ave	-	1,690,000
41st St S - Yale Ave to Sheridan Ave	-	850,000
11th St S - 177th E Ave to 193rd E Ave	-	1,100,000
161st E Ave - 11th St S to 21st St S	-	1,550,000
61st St S - Sheridan Rd to Memorial Dr	-	1,500,000
Mingo Rd - 61st St S to 71st St S	-	460,000
101st St S - Yale Ave to Sheridan Ave	-	100,000
111st St S - Yale Ave to Sheridan Rd	-	100,000
Sheridan Rd - 71st St S to 81st St S	-	540,000
Peoria Ave - 31st St S to 41st St S	-	1,090,000
36th St N & Harvard Ave Intersection	-	70,000
Apache St & MLK Jr Blvd Intersection	-	250,000
41st St S & Elwood Ave Intersection	-	180,000
36th St N & 129th E Ave Intersection	-	275,000
Pine St & Sheridan Rd Intersection	-	680,000
Pine St & Garnett Rd Intersection	-	500,000
11th St S & Sheridan Rd Intersection	-	540,000
11th St S & Harvard Ave Intersection	-	70,000
15th St S & Harvard Ave Intersection	-	750,000
31st St S & Peoria Ave Intersection	-	307,903
11th St S & 161st E Ave Intersection	-	220,000
11th St S & 193rd E Ave Intersection	-	200,000
<b>Total Arterial Rehabilitation Projects</b>	<b>400,000</b>	<b>29,147,903</b>
<b>Arterial Street Widening Projects</b>		
81st St S - Tacoma Ave to Maybelle Ave	1,828,908	5,571,092
81st St S & Elwood Ave Intersection	495,000	-
91st St S - Memorial Dr to Mingo Rd	8,500,000	-
101st St S & Sheridan Rd Intersection	800,000	-
81st St S - Harvard Ave to Yale Ave	1,000,000	-
<b>Total Arterial Street Widening Projects</b>	<b>12,623,908</b>	<b>5,571,092</b>
<b>Bridge Maintenance &amp; Rehabilitation Projects</b>		
Bridge #219D - on Tisdale Expy, 0.5 mi north of Pine St	-	50,000
Bridge #340 - on W Reading St between Queen St and Olympia Ave	-	50,000
Bridge #179 - on Elwood Ave south of I-44, at RiverParks Trail and Wastewater Treatment Plant	-	40,000
Bridge #232 - at 3600 Southwest Blvd, northeast of US 75	-	50,000
Bridge #425 - on 33rd W Ave, 0.2 mi north of 57th St S	-	50,000
Bridge #236 - on Utica Ave at the intersection of Utica Ave, Terwilleger Blvd and Victor Ave	-	50,000
Bridge #474 - on Joplin Ave, 250 ft north of 15th St S	-	40,000
Bridge #482 - on Joplin Ave, 300 ft north of 15th St S	-	50,000
Bridge #153 - on 257th E Ave, 0.75 mi south of 31st St S	-	50,000
Bridge #183 - on Garnett Rd, 400 ft south of 31st St S	-	40,000
Bridge #271 - on 31st St S, 0.25 mi west of Garnett Rd	-	50,000
Bridge #322 - on 116th E Ave, 0.10 mi north of 31st St S	-	40,000
Bridge #315 - on 92nd E Ave, 275 ft north of 91st St S	-	25,000
Bridge #336 - on Mingo Rd, 400 ft south of 51st St S	-	40,000
Bridge #404 - on Memorial Dr, 0.5 mi south of 81st St S	-	50,000
Bridge #346 - on 76th E Ave, 300 ft west of 77th E Ave	-	50,000
Bridge #424 - on 98th St S, between Oswego Ave and Louisville Ave	-	40,000
Citywide Bridge Rehabilitation and Inspection	-	50,000
<b>Total Bridge Maintenance &amp; Rehabilitation Projects</b>	<b>-</b>	<b>815,000</b>

# FY25 CAPITAL BUDGET

## FUNDED PROGRAM STATUS AND OPERATING IMPACT

	FY25 Appropriations (in dollars)	FY26 Appropriations (in dollars)
<b>Citywide Projects</b>		
-Signalized Intersections	460,000	460,000
-Sidewalk Corridors	1,967,141	1,300,000
Citywide Infrastructure Partnership Funds	427,409	-
Citywide Non-Arterial Routine and Preventive	2,940,000	3,000,000
Citywide Arterial Routine and Preventive	2,000,000	2,572,005
-Signal Coordination and Communication	80,000	80,000
-Signal Installation, Repair and Replacement	240,000	240,000
-Traffic Calming	40,000	40,000
-Lighting Repair and Replacement	80,000	80,000
-Pavement Markings and Signs	300,000	300,000
-Traffic Studies	35,000	40,000
- Go Plan Implementation - Traffic Operations	15,000	15,000
- Arterial Sidewalk	250,000	275,000
- Non Arterial Sidewalk	100,000	100,000
Bond Issuance Cost	164,000	164,000
Arena District Master Plan Implementation	5,417,542	-
<b>Total Citywide Projects</b>	<b>14,516,092</b>	<b>8,666,005</b>
<b>Total 2020 General Obligation Bond Capital Projects</b>	<b>52,545,000</b>	<b>52,600,000</b>
<b>2023 General Obligation Bond Program (Issue 3 - 4293)</b>		
<b>Streets and Transportation</b>		
Additional costs for completion of previously approved street projects listed in Improve Our Tulsa II	5,800,000	18,200,000
Intersection - E 41st St & S 145th E Ave	-	150,000
South Sheridan Ave - E 81st St to E 91st St	-	750,000
South Sheridan Ave - E 91st St to 101st St	-	750,000
Citywide Bridge Rehabilitation & Replacement	500,000	2,975,000
City matching funds for Federal or State grants for Citywide Street Projects	-	3,600,000
Citywide American Disabilities Act Transition Plan Implementation	-	2,000,000
Citywide Sidewalks	-	850,000
Citywide Alleys	-	200,000
<b>Total Streets and Transportation Projects</b>	<b>6,300,000</b>	<b>29,475,000</b>
<b>City Facilities</b>		
BOK Center - Building Improvements	1,200,000	-
BOK Center - Safety & Security	425,000	-
Tulsa Performing Arts Center - Design & Project Management	5,000,000	5,000,000
Johnson Park Rehabilitation	-	5,000,000
Public Safety Center: Building Acquisition and Relocation	45,000,000	-
Public Safety Center: Fire/Police Equipment Maintenance	16,000,000	-
Public Safety Center: Police-Courts Building Demolition	-	2,500,000
Tulsa Zoo - Roof Replacements	-	1,800,000
Tulsa Zoo - Perimeter Risk Mitigation	-	500,000
<b>Total City Facilities Projects</b>	<b>67,625,000</b>	<b>14,800,000</b>
Bond Issuance Cost	200,000	200,000
<b>Total 2023 General Obligation Bond Capital Projects</b>	<b>74,125,000</b>	<b>44,475,000</b>
<b>Total FY25 - FY26 Capital Program Appropriations</b>	<b>385,600,778</b>	<b>374,349,467</b>

\*\*\* NOTE: Projects are shown as placeholders until associated Ordinance requirements are met for plan approval and/or agreement execution