



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.

FY22 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, 2018 and 2019 to finance sanitary sewer improvements utilizing \$46.7 million OWRB loan proceeds and \$23.4 million Utility Revenue Bond proceeds.

1992-2020 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 \$540.2 million in loans to finance 187 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 FY19, \$10.6 million (which is included above) was issued through OWRB to fund four sanitary sewer projects including a dewatering storage tank, two rehab and relief line improvements, and sanitary sewer rehabilitation.

FY22 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

1993-2021 Oklahoma Water Resources Board Loans As of February 2021

Appropriation	Spent To Date	Obligated By Contract	Appropriation Balance*
\$540,179,000	\$506,400,915	\$18,897,908	\$14,880,147

*Reserved for Projects

Source: City of Tulsa Department of Finance

Status of OWRB Loan Program Projects Not Yet Finished As of February 2021

	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 st Lift Station Expansion	Complete Complete Spring 2021 Winter 2021 Complete	\$18,716,000
2	2015 A Sewer Improvements	NS WWTP Nitrification Improvements Activated Sludge Diffused Aeration SS WWTP System Odor Control 71 st Street Dewatering Facility	Complete Complete Spring 2021 Complete	\$28,330,000
3	2017 A Sewer Improvements	SSWWTP Solids Handling Access Rd Rose Dew Lift Station Relief (Design) Southside WWTP Infiltration Screens Northside WWTP Infiltration Screens	Summer 2021 Complete Complete Complete	\$21,725,000
4	2018 A Sewer Improvements	71 st Street Drying Bed Modifications Activated Sludge Diffused Aeration Grit Facility Rehabilitation	Complete Summer 2021 Spring 2021	\$14,350,000
5	2019 A Sewer Improvements	Joe Creek Lafortune 70 – S Rehab 71 st St. Dewatering Storage Tank 93-N Relief Sewer Rehab Areawide	Summer 2021 Summer 2021 Summer 2021 Fall 2021	\$10,626,000

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

FY22 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

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 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 2021

Appropriation**	Spent To Date	Obligated By Contract	Appropriation Balance*
\$273,800,000	\$272,694,771	\$196,509	\$908,720

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

Source: City of Tulsa Department of Finance

Streets, Transportation, Sanitary Sewer and Flood Control Projects - \$220 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 allocations were used provide service to unserved areas in the city and a number of rehabilitation projects. A major focus to the flood control program was the \$15 million Fred Creek rehabilitation project.

Police, Fire and Facilities Renovation Projects - \$30 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. The construction of a new \$11.1 million Regional Training Facility for the Fire Department was completed as part of this program. The training center is located on the North Campus of Tulsa Community College (TCC). Additional funds were used to relocate Fire Station 16 and rehabilitate five other stations. The Gilcrease Museum HVAC system and the stage floor at the Performing Arts Center were replaced as part of the facilities renovation program.

FY22 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

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 revenue. However, current projections total \$453.4 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 is now under construction.

Current Projection 2006 Sales Tax Program February 2021

(amount expressed in thousands)

	Fiscal Year											
	2007-2010 (1)	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020+ (2)	Total
Sales Tax	\$256,524	\$66,171	\$70,254	\$42,111	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$435,060
Interest	7,943	1,606	1,526	1,269	910	674	559	461	475	475	1,450	\$17,348
Misc Income	0	0	0	0	1,037	0	0	0	0	0	0	\$1,037
Total	\$264,467	\$67,777	\$71,780	\$43,380	\$1,947	\$674	\$559	\$461	\$475	\$475	\$1,450	\$453,445

(1) FY07 thru FY19 actuals;

(2) FY20 Actual and projections for future years

Public Safety - \$65 million

Police cars, helicopters, fire and emergency medical apparatus and equipment as well as the construction of \$16 million Forensic Laboratory, Research and Property Room Facility for the Police Department were completed as part of this program. Information Technology improvements included upgrading the City's computer capabilities and replacing the aging Citywide Network as well a Voice Over Internet Protocol (VoIP) telephone system. Public safety communications were also enhanced with the replacement of weather alert sirens, repairs to communications towers, and the addition of backup power protection for the City's core communications site.

Culture and Recreation - \$41 Million

Capital maintenance projects within the City's park system and the Zoo were the largest projects in this category. Maintenance and renovation of shelters, bathrooms, irrigation systems, water lines, and playground safety surfaces all received funding. The Zoo projects included a new Asian Cat Exhibit, renovations to the North American Living Museum and the Zoo's security system. Additional funding was provided for repairs at the sports complexes and the development of a soccer complex. Critical maintenance projects were funded at the Gilcrease Museum, the Convention Center and the Performing Arts Center. River Parks received \$16 to begin the implementation of the Arkansas River Corridor Master Plan as well as the expansion of River West Festival Park and maintenance and repair park system amenities.

FY22 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, Flood Control, Streets and Transportation- \$167 million

Twenty-eight million dollars was used to fund sanitary sewer projects. Providing service to unserved and annexed areas of the City and the \$11 million expansion of the Bird Creek Plant were major priorities of the program. In the area of flood control, \$12.5 million was included to continue the 2005 General Obligation Bond's Fred Creek Drainage project. Improvements to the Elm Creek area along 6th Street and erosion control projects around the city were financed. A significant portion of the streets and transportation funds were 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.

Facilities Renovation and Capital Equipment - \$86 million

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

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 sales tax and \$285 million in general obligation bond proceeds to fund the construction of 152 projects throughout the city. The bond portion of the program encompassed seven issues scheduled over 2009 to 2015. The first issue of \$11.1 million was completed in the spring of 2009 with successive issues completed over the next six years. 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. Due to underperformance, the sales tax portion are only generated \$145.8 million. Cost savings in other programs have enabled the City to fund all of the original projects.

Current Projection 2008 Street Improvement Program February 2021

(amount expressed in thousands)

	Fiscal Year										
	2009-2012	2013	2014	2015	2016	2017	2018	2019	2020	2021+	Total
	(1)	(2)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	
Sales Tax	\$7,002	\$41,758	\$85,169	\$11,897	\$0	\$0	\$0	\$0	\$0	\$0	\$145,826
Interest	33	132	684	861	767	577	451	253	154	300	\$4,212
Bond Proceeds	190,000	45,000	35,000	15,000	0	0	0	0	0	0	\$285,000
TOTAL	\$197,035	\$86,890	\$120,853	\$27,758	\$767	\$577	\$451	\$253	\$154	\$300	\$435,038

(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.

FY22 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

(3) Sales Tax and Interest Earnings: FY14 thru FY20 Actual; FY21 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 FY21 once the \$563.7 million is collected.

Current Projection **2014 Sales Tax & Bond Program** **February 2021**

(amount expressed in thousands)

	Fiscal Year								
	2015	2016	2017	2018	2019	2020 (1)	2021 (2)(3)	2022 (2)	Total
Sales Tax	\$71,286	\$83,335	\$81,565	\$83,400	\$85,869	\$84,860	\$73,385	\$0	\$563,700
Interest (1)	262	943	1,554	2,354	3,677	4,937	3,355	5,216	\$22,298
Bond Proceeds	70,000	57,000	78,000	0	0	72,500	0	77,500	\$355,000
Total	\$141,548	\$141,278	\$161,119	\$85,754	\$89,546	\$162,297	\$76,740	\$82,716	\$940,998

(1) Sales Tax: FY15 thru FY20 Actual

(2) Sales Tax: FY21 Estimate; FY22 Budget

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

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.

FY22 CAPITAL BUDGET

FUNDED PROGRAM STATUS & OPERATING IMPACT

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.

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.

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 31st St. and Riverside Dr. and the other in south Tulsa near 96th 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 programmed for improvements to the park system, airport infrastructure, and other tourism, education and healthcare related projects.

FY22 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

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 issued the first two series of bonds in 2016 and 2017 totaling \$253.9 with the remaining \$118.0 million issued in the fall of 2019 (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:

Current Projection 2016 Economic Development Sales Tax Program February 2021

(amount expressed in thousands)

	Fiscal Year								Total
	2017	2018	2019 (1)	2020 (2)	2021 (2)	2022 (3)	2023 (3)	2024 (3)	
Sales Tax	\$7,933	\$23,125	\$23,809	\$23,529	\$23,560	\$62,174	\$63,231	\$64,179	\$291,540
Use Tax	2,133	4,652	6,188	6,504	7,870	7,547	7,759	8,147	\$50,800
Interest	7	302	320	680	224	425	425	425	\$2,808
Total	\$10,073	\$28,079	\$30,317	\$30,713	\$31,654	\$70,146	\$71,415	\$72,751	\$345,148

Source: City of Tulsa Department of Finance

(1) FY17 thru 20 Actual (4.5 months of estimated collected revenue in FY17)

(2) FY21 Estimate; FY22 and 23 Budget

(3) 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.

2020 Sales Tax and Bond Program

On November 12, 2019, City of Tulsa voters reauthorized the tax levies associated with the popular Improve Our Tulsa (IOT) Program. 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. The program will combine \$193.0 million in sales tax and \$427.0 million in General Obligation Bonds to fund street improvements, public safety rolling stock, park improvements and facility improvements across the City. The sales tax portion of the program won't begin until FY22 and run for 4.5 years concluding on December 31, 2025. The General Obligation Bond portion of the program will likely be issued over a 6 year period. The City issued the first \$17.5 million in March of 2020 to fund the initial design of 79 projects.

Current Projection 2020 Sales Tax and Bond Program February 2021

(amount expressed in thousands)

	2020	2021	2022 (1)	2023	2024	2025	2026	2027	Total
Sales Tax	\$0	\$4,014	\$34,756	\$35,346	\$35,876	\$36,414	\$36,961	\$0	\$183,367
Interest	0	0	237	327	327	327	327	327	\$1,872
Bond Proceeds	17,500	0	32,500	110,000	73,000	37,500	50,000	106,500	\$427,000
Total	\$17,500	\$4,014	\$67,493	\$145,673	\$109,203	\$74,241	\$87,288	\$106,827	\$612,239

Source: City of Tulsa Department of Finance

(1) FY22 Budget and FY23 Plan

(2) FY24 thru FY26 Projection

FY22 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

Capital Project Operating Impact

The City of Tulsa generally funds capital projects in program packages that are placed before voters every four (4) to six (6) years. At the time of project formulation, the 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 impacts of projects contained in authorized programs which have not yet been completed and put in operation with estimated budgetary impact fiscal years:

2006, 2014, and 2022 Sales Tax Program Projected Capital Project Annual Operating Impact

Project	Impact Fiscal Year	Personnel	Utilities Fuel	Maintenance Materials Supplies	Total
Pools (Berry and Reed Parks)	FY22/23	-	50,000	-	\$50,000
Replace Aging Vehicles (33 Fixed / 39 Lift)	FY22/23	-	29,400	12,600	\$42,000
Water Playgrounds (Reed Park)	FY22	-	40,000	-	\$40,000
Law Enforcement Records Management System	FY22	-	-	500,000	\$500,000
Animal Shelter Expansion Phase I and Phase II	FY23/24	420,000	-	90,000	\$510,000
Cousins Park Improvements	FY23	-	20,000	120,000	\$140,000
Hill Park Improvements (2006 and 2020 Sales Tax)	FY25			40,000	\$40,000
Fred Johnson Park Improvements	FY24			20,000	\$20,000
	TOTAL	\$420,000	\$139,400	\$782,600	\$1,342,000

Source: City of Tulsa Department of Finance

FY22 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

Fiscal Year 2021-2022 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 FY21-22 and FY22-23.

	FY21-22 Appropriations (in dollars)	FY22-23 Appropriations (in dollars)
Water Enterprise Capital Projects Fund (7400)		
A.B. Jewell Clarifier Upgrades/Rehabilitation		7,636,000
A.B. Jewell WTP Site Improvements	200,000	
A.B. Jewell WTP Filter Gallery Pipe and Concrete Replacement		1,126,000
A.B. Jewell WTP Lab Prep Room Remodel	583,000	
Automatic Meter Reading - Citywide		319,000
COT Fiber - 56th & Garnett to 51st & 129th	1,290,000	
Dead-End 12" Distribution Mains Connections & Extensions	350,000	350,000
Economic Development Citywide	500,000	500,000
Emergency Waterline Repair Contract	1,000,000	
Eucha Dam Anchoring		15,900,000
Facility Roof Repairs Citywide		618,000
Grand River Pump Station Refurbishment	70,000	700,000
Large Water Valve Replacement - Citywide	100,000	100,000
Lead Service Line Inventory	690,000	710,000
Raw Water Flowlines Repairs Spavinaw		250,000
Raw Water Flowlines Repairs Oologah		250,000
Spavinaw Creek Bridge Replacement		272,000
Transmission Line Condition Assessment - Citywide		200,000
Water Line Relocations - Citywide	900,000	900,000
Water Mains Replacements - City Wide	11,163,000	11,498,000
Water Vault & Large Meter Upgrades		206,000
Woods Pump Station Refurbishment	50,000	500,000
23rd & Jackson Facilities Maintenance	1,264,000	1,264,000
Total Water Enterprise Capital Projects	18,160,000	43,299,000
Sewer Enterprise Capital Projects Fund (7500)		
Northside WWTP Digester Lid Repair Phase 1	3,327,000	
Coal Creek Rehabilitation		328,000
Southside WWTP Lagoon No. 7 Connection	21,000	219,000
Southside WWTP Digester Feed Piping Improvements		13,000
Southside WWTP Digester Liquid Loadout	4,000	39,000
Southside WWTP Replacement Sludge Transfer Piping	8,000	89,000
Cherry Creek Lift Station Capacity Improvements	2,063,000	
Crow Creek Rehab & Relief		498,000
Upper Joe Creek - East Branch	252,000	
West Bank Lift Station Improvements	1,359,000	
Haikey Creek Interceptor Rehab Phase 2	164,000	
Haikey WWTP Primary Clarifier Addition	874,000	8,523,000
Haikey WWTP Anaerobic Digester Addition	1,475,000	
Haikey Creek SAMS Replacement	489,000	504,000
Haikey Creek Dewatering Facility	258,000	2,969,000
Spunky Creek Main Stem South Contract 1-5		545,000
Sewer Rehab Areawide	2,500,000	2,500,000
Unsewered Areas Areawide	3,150,000	
Concrete Pipe Replacement	4,958,000	

FY22 CAPITAL BUDGET

FUNDED PROGRAM STATUS & OPERATING IMPACT

	FY21-22 Appropriations (in dollars)	FY22-23 Appropriations (in dollars)
Areawide Point Repairs	3,000,000	3,000,000
Lift Station Replacements or Upgrades	1,214,000	1,294,000
2008 Streets Package - Sewer Rehab/Replacement	3,500,000	
Interceptor Corrosion Assessment	731,000	
Force Main Condition Assessment	450,000	463,000
Economic Development Wastewater Infrastructure	500,000	500,000
Manhole Condition Assessment and Rehab Program	3,000,000	3,000,000
Emergency Sewer Repair, Rehab, and Replacement	2,200,000	2,200,000
Total Sewer Enterprise Capital Projects	35,497,000	26,684,000
OWRB Water Revolving Loan (Proposed)		
Crow Creek Rehab & Relief	5,801,000	
Upper Joe Creek - East Branch		4,311,000
Haikey WWTP Anaerobic Digester Addition		15,145,000
Joe Creek/La Fortune Park Rehab	5,060,000	
Interceptor Corrosion Assessment		753,000
Total OWRB Water Revolving Loan Projects	10,861,000	20,209,000
State Sewer Loan Program (FAP)		
Northside Switchgear	2,247,000	
Northside WWTP Digester Lid Repair Phase 1		2,623,000
Jones Creek Relief (91-N)	4,342,000	
Haikey Creek Interceptor Rehab Phase 2		2,121,000
Sewer Rehab Areawide	1,600,000	1,700,000
Concrete Pipe Replacement		5,106,000
2008 Streets Package - Sewer Rehab/Replacement		3,500,000
Total State Sewer Loan Program (FAP)	8,189,000	15,050,000
Stormwater Enterprise Fund (5600)		
Funded Transportation Projects Stormwater Imp	300,000	400,000
Urgent Small Drainage & Voluntary Buyout	350,000	300,000
CW - Channel Erosion and Stabilization	600,000	700,000
CW - Channel Culvert Replacement	800,000	850,000
CW - Storm Sewer Extensions	2,150,000	875,000
CW - Concrete Channel Rehab	400,000	750,000
CW - Detention Pond Rehab	1,300,000	525,000
CW - Urban Lake Maintenance	250,000	250,000
Total Stormwater Enterprise Capital Projects	6,150,000	4,650,000
Stormwater Revenue Bond		
CW - Storm Sewer Extensions	6,000,000	6,000,000
Concrete Channel Rehabilitation	1,000,000	350,000
Elm Creek Flood Control		6,000,000
Hager Creek Diversion	8,500,000	14,000,000
Total Stormwater Revenue Bond Projects	15,500,000	26,350,000
2016 Limited-Purpose Economic Development Temporary Sales Tax Fund (4000)		
River Parks Authority		
New Trail, East Bank-101st to Cousins Park (Design and Matching Funds)		400,000
Turkey Mountain Urban Wilderness	1,600,000	
Total River Parks Authority Projects	1,600,000	400,000

FY22 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

	FY21-22 Appropriations (in dollars)	FY22-23 Appropriations (in dollars)
Economic Development		
Capital Equipment	3,000,000	3,000,000
Citywide & Route 66 Beautification and Reinvestment	628,125	503,125
*** East Bank Park, Boat Dock, and Abutment Improvements	175,000	175,000
*** East Bank Trail Connection		150,000
Levee District #12 Rehabilitation		2,500,000
*** Low Water Dam and Pedestrian Bridge	2,714,000	2,000,000
McCullough Park		2,060,000
*** Mitigation, Bank Stabilization & Outfall Protection	100,000	100,000
Peoria Connection - North Peoria Avenue	3,100,000	
Peoria Mohawk Business Park		
Public Schools - Teacher Retention, Recruitment, Training	1,450,000	1,450,000
South Mingo Corridor		
Tulsa Arts Commission	150,000	150,000
*** Vensel Creek Park and Boat Dock	125,000	125,000
Total Economic Development Projects	11,442,125	12,213,125
Transfer to Debt Service		
Debt Service - Transfer to TPFA	55,400,000	55,650,000
Total Transfer to Debt Service Project	55,400,000	55,650,000
Total 2016 Limited-Purpose Economic Development Temporary Sales Tax Projects	68,442,125	68,263,125
2022 Sales Tax Capital Projects Fund (409)		
Police Department		
Police Helicopter Replacement	-	4,500,000
Municipal Lockup Data Storage	510,000	
Total Police Department Projects	510,000	4,500,000
Fire Department		
Fire Apparatus and Equipment	10,400,000	3,900,000
911 Station Alert System	500,000	2,500,000
Total Fire Department Projects	10,900,000	6,400,000
Parks and Recreation Department		
*** Park Facilities Roof, HVAC, Infrastructure Rehabilitation/Replacement, Security Upgrades	2,000,000	500,000
*** Upgrade, Add, or Renovate Outdoor Park Play Amenities	500,000	
*** Tennis Court Major Rehabilitation, Repurpose, or Replacement	1,200,000	
Fred Johnson Park Rehabilitation and Replacement	500,000	
Total Parks and Recreations Department Projects	4,200,000	500,000
Gilcrease Museum		
Gilcrease Museum Facilities Improvements	-	6,660,000
Total Gilcrease Museum Projects	-	6,660,000
Citywide Public Facilities		
Citywide Public Facilities - Maintenance and Rehabilitation	450,000	500,000
ADA Transition Plan - Buildings	250,000	100,000
ADA Transition Plan - Parks	-	
Public Facilities, OTC	300,000	
Public Facilities, Roofing	600,000	400,000
Animal Shelter Phase II	2,080,000	
Parking Gargage - Veterans Hospital	4,000,000	4,000,000
Total Citywide Public Facilities Projects	7,680,000	5,000,000
Planning and Development		
Economic Development Infrastructure	800,000	400,000

FY22 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

	FY21-22 Appropriations (in dollars)	FY22-23 Appropriations (in dollars)
*** Community Development Priority Projects	500,000	500,000
Total Planning and Development Projects	1,300,000	900,000
Transit		
Replace Aging Vehicles - local match (Replace 33 fixed-route & 39 LIFT program busses)	1,250,000	1,250,000
Total Transit Projects	1,250,000	1,250,000
Capital Equipment		
Five-Year Capital Equipment Needs as Described in the 2012 Equipment Study (excluding Police).	11,277,778	11,277,778
Total Capital Equipment Projects	11,277,778	11,277,778
Total 2022 Sales Tax Capital Projects	37,117,778	36,487,778
2014 General Obligation Bond Program (Issue 6 - 4275)		
Arterial Street Rehabilitation and Citywide Projects		
Apache St. - Peoria Ave. to Lewis Ave.	2,365,000	
11th St. - Lewis Ave. to Harvard Ave.		1,970,000
91st St. - Harvard Ave. to Yale Ave.		2,555,000
Peoria Ave - 41st St. South to 51st St. South	2,885,000	
Non- Arterial Street Rehabilitation		
Maintenance Zone 1068: 12th St. S. north to Edison St. & 65th W. Ave. east to 25th W. Ave.	3,200,000	
Maintenance Zone 1153: Newton St. from Main St. to Denver Ave.	2,367,000	
Maintenance Zone 3017: 11th St. S north to Admiral Pl & Sheridan Rd. east to Memorial Dr.		5,015,000
Maintenance Zone 4013: 1st St., 2nd St., 3rd St. and 4th St. from 100' West of Owasso Ave.		5,990,000
Maintenance Zone 4021: 21st St. S north to 11th St. S. & Cincinnati Ave. east to Lewis Ave.	3,280,000	
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 5047: 51st St. S. north to Broken Arrow Exp. & Sheridan Rd. east to Memorial Dr.	6,465,000	
Maintenance Zone 6028: 21st St. S. north to 11th St. S. & Garnett Rd east to 129th E. Ave.		7,060,000
Maintenance Zone 7054: 61st St. S. north to 56th St. S. & Memorial Dr. east to Mingo Rd.		7,635,000
Maintenance Zone 8063: 81st St. S. north to 71st St. S. & Harvard Ave. east to Yale Ave.	5,820,000	
Maintenance Zone 9049: 61st St. S. north to 51st St. S. & Riverside Dr. east to Lewis Ave.		8,795,000
Maintenance Zone 9050: 61st St. S. north to 51st St. S. & Lewis Ave. east to Harvard Ave.	2,625,000	
Bond Issuance Costs	168,000	
Total 2014 General Obligation Bond Capital Projects	29,175,000	48,325,000
2020 General Obligation Bond Program (Issue 3 - 4283)		
Non- Arterial Street Rehabilitation		
Maintenance Zone 1007: Admiral Pl. from Quincy Ave. to Utica Ave.	24,238	
Maintenance Zone 1068: 41st W Ave., 39th W Ave., and 33rd W Ave.		300,000
Maintenance Zone 1071: 31st St. north from MLK Jr Blvd. to Garrison Ave.		180,000
Maintenance Zone 1072: Mohawk Blvd. from Lewis Ave. to Troost Ave., Utica Ave., Wheeling Pl.		300,000
Maintenance Zone 1076: Detroit Ave. from 36th St. north to cul-de-sac north of 36th Pl north	1,744	
Maintenance Zone 1078: 55th St. north from MLK Jr Blvd. to Elgin Ave.	47,068	
Maintenance Zone 1097: Delaware Ave. from 46th St. north to 41st St. north	130,000	1,080,000
Maintenance Zone 1153: Marshall St. from Union Ave., Tacoma Pl.; Tacoma Ave., Sante Fe Ave.	300,000	
Maintenance Zone 1155: Knoxville Ave., Louisville Ave., and New Haven from 36th St. north	75,000	435,000
Maintenance Zone 1157: 41st W Ave. from Edison St. extending north 475 ft.	110,000	
Maintenance Zone 2056: Florence Pl. and Gary Ave: 61st St. south extending south to cul-de-sacs	200,000	
Maintenance Zone 2065: 49th St. south from 25th W Ave. to Waco Ave.		3,440,000
Maintenance Zone 2066: 40th St. south from Yukon Ave. to Union Ave.	37,833	
Maintenance Zone 3004: Louisville Ave. and Oswego Ave. from Xyler St. to Virgin Pl.		150,000
Maintenance Zone 3005: Darlington Ave. from Apache to Woodrow St.		350,000
Maintenance Zone 3010: Irvington Ave. from Pine St. to Reading St.	200,000	
Maintenance Zone 3011: Independence St. from 71st E Ave. to 67th E Ave.		325,000
Maintenance Zone 3017: 74th E Ave. and 78th E Ave. from Admiral Pl.		300,000
Maintenance Zone 3075: Darlington Ave from Apache St north approx. 990 ft to dead end	280,000	

FY22 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

	FY21-22 Appropriations (in dollars)	FY22-23 Appropriations (in dollars)
Maintenance Zone 3081: 108th E Ave from Pine St to Newton St	740,000	
Maintenance Zone 4014: 3rd St. south and 4th Pl. south from Delaware Ave. to Harvard Ave.	64,766	
Maintenance Zone 4015: 5th Pl. S from Havard Ave. to Pittsburg Ave.		100,000
Maintenance Zone 4021: Victor Ave. from 11th St. south to 12th St. south	74,091	
Maintenance Zone 4022: Florence Ave., Florence Pl., Gary Ave. and Gary Pl.	18,495	3,100,000
Maintenance Zone 4023: Indianapolis Ave. and Jamestown Ave. from 13th St. S	75,000	415,000
Maintenance Zone 4030: Gary Ave/Gary Dr from 31st St S extending north to dead end	880,000	
Maintenance Zone 4031: 21st Pl. S from Jamestown Ave. to Louisville Ave.		350,000
Maintenance Zone 4067: Lawton Ave. from Riverside Dr.; Jackson Ave. to 13th St. S	120,000	950,000
Maintenance Zone 4069: Easton Ct. and Easton Pl. from Gilcrease Museum Rd. to 23rd W Ave.	400,000	
Maintenance Zone 5016: Admiral Blvd. from Hudson Ave. to Sheridan Rd.	800,000	
Maintenance Zone 5027: 109th E Ave from 19th St S to 20th St S	100,000	
Maintenance Zone 5033: 26th Pl. S and 27th Pl. S from 79th E Ave. and 80th E Ave.		280,000
Maintenance Zone 5039: 32nd St S from Yale Ave to Braden Ave.	1,530,000	
Maintenance Zone 5040: 37th St. S from Memorial Dr. to 85th E Ave.		680,000
Maintenance Zone 6035: 22nd St. S from Garnett to 115th E Ave.	120,000	1,020,000
Maintenance Zone 6142: 137th E Ave. from 21st St. S to 31st St. S	100,000	800,000
Maintenance Zone 6149: 156th E Ave. from 11th St. S to dead end		200,000
Maintenance Zone 6150: Admiral Blvd. from 166th E Ave. to 168th E Ave.		450,000
Maintenance Zone 7048: 94th East Ave. from 51st St. south to approximately 48th Pl. south	148,370	
Maintenance Zone 7060: 65th St S/87th E Ave from Memorial Dr to 63rd St S	890,000	
Maintenance Zone 7109: 92nd E Ave. from 91st St. S to 87th Pl. S		175,000
Maintenance Zone 8057: Louisville Ave. and Owsego Ave. from 61st St. S to 63rd St. S		1,700,000
Maintenance Zone 8102: Lakewood Ave: 71st St S - 72nd St S; 72nd St S - Lakewood Ave - Sheridan	2,378,766	
Maintenance Zone 8113: 98th St S from Memorial Dr to private road at 75th E Ave.	240,000	
Maintenance Zone 8116: 108th St. S from Yale Ave. to Toledo Ave.		100,000
Maintenance Zone 9036: Madison Ave, Woodward Blvd, and Owasso Ave from 31st St S to 32nd Pl S	420,000	
Maintenance Zone 9037: 34th St. S from Lewis Ave. to Birmingham Ave.		1,780,000
Maintenance Zone 9038: Urbana Ave. from 36th St. south to 37th St. south	807,364	
Maintenance Zone 9044: 45th St. S from Lewis Ave. to Columbia Ave.	325,000	
Maintenance Zone 9045: 45th St. S and 46th St. S from Yale Ave. to Toledo Ave.	80,000	500,000
Maintenance Zone 9049: 55th St. S from 180ft west of Cincinnati Ave. to Madison Ave.	400,000	
Maintenance Zone 9050: 59th Ct. S from Lewis Ave. east approximately 490ft to cul-de-sac		1,200,000
Maintenance Zone 9051: Indianapolis Ave. and Knoxville Ave. from 59th Pl. south to 60th St. south	14,892	
Maintenance Zone 9052: 60th St S from Sheridan Rd to approx. 190 ft west of Maplewood Ave	180,000	
Arterial Street Rehabilitation and Citywide Projects		
46th St N - Peoria Ave to Lewis Ave	150,000	1,050,000
36th St N - Osage County Line to MLK Jr Blvd	75,000	
Apache St. - Harvard Ave. to Yale Ave.	100,000	890,000
Pine St. - Gilcrease Museum Rd. to Union Ave.	470,000	
Edison St - 33rd W Ave. to Union Ave.	1,050,000	
33rd W Ave - Apache St to Pine St	1,350,000	
33rd W Ave - Pine St to Edison St	700,000	
Gilcrease Museum Rd - Pine St to Admiral Blvd	800,000	
MLK Jr Blvd - 36th St N to Apache St	200,000	1,750,000
MLK Jr Blvd - Apache St to Pine St	75,000	
Peoria Ave - 56th St N to 46th St N	850,000	
Peoria Ave - 46th St N to 36th St N	900,000	
Lewis Ave - Pine St to Admiral Pl		100,000
Harvard Ave - Mohawk Blvd to 36th St N	75,000	425,000
36th St N & Harvard Ave Intersection	20,000	70,000
Apache St & MLK Jr Blvd Intersection	50,000	
41st St S - Union Ave to Elwood Ave	250,000	
61st St S - Lewis Ave to Harvard Ave	1,020,000	
Delaware Ave - 81st St S to 91st St S	150,000	1,250,000
Harvard Ave - 71st St S to 81st St S		150,000

FY22 CAPITAL BUDGET

FUNDED PROGRAM STATUS & OPERATING IMPACT

	FY21-22 Appropriations (in dollars)	FY22-23 Appropriations (in dollars)
41st St S & Elwood Ave Intersection	50,000	
36th St N - Garnett Rd to 129th E Ave	200,000	
Pine St - Lewis Ave to Harvard Ave	200,000	
Pine St - State Hwy 11 to Mingo Rd	175,000	
Pine St - Garnett Rd to 129th E Ave	150,000	
Admiral Pl - Sheridan Rd. to Memorial Dr.	1,200,000	
Admiral Pl - Memorial Dr to Mingo Rd	240,000	
Admiral Pl - Garnett Rd to 129th E Ave	140,000	
Yale Ave - Apache St to Pine St	150,000	
129th E Ave - 36th St N to Apache St		200,000
129th E Ave - Apache St to Pine St	150,000	
36th St N & 129th E Ave Intersection	75,000	
Pine St. & Gilcrease Museum Rd. Intersection	100,000	
Pine St & Sheridan Rd Intersection		680,000
Pine St & Mingo Rd Intersection	200,000	
Pine St & Garnett Rd Intersection	75,000	
15th St S - Harvard Ave to Yale Ave	200,000	
15th St S & Harvard Ave Intersection	100,000	
21st St S & Harvard Ave Intersection		150,000
31st St S & Peoria Ave Intersection	50,000	310,000
Sheridan Rd - 41st St S to 51st St S		750,000
Admiral Pl - 225th E Ave to 22200 Block E Admiral Pl	850,000	
11th St S - 161st E Ave to 177th E Ave		100,000
11th St S - 177th E Ave to 193rd E Ave	140,000	
31st St S - Garnett Rd to 129th E Ave	200,000	
161st E Ave - 11th St S to 21st St S	200,000	
11th St S & 161st E Ave Intersection	50,000	
11th St S & 177th E Ave Intersection		75,000
11th St S & 193rd E Ave Intersection	70,000	
Memorial Dr - 51st St S 61st St S		1,000,000
Mingo Rd - 61st St S to 71st St S	200,000	
Yale Ave - 111th St S to 121st St S		150,000
Sheridan Rd - 71st St S to 81st St S	200,000	
111th St S & Yale Ave Intersection		50,000
Peoria Ave - 31st St S to 41st St S	125,000	1,090,000
Lewis Ave - 41st St S to 1-44	1,530,000	
Arterial Street Widening Projects		
Gilcrease Museum Rd - Pine St to Admiral Blvd	3,000,000	9,000,000
81st St S - Tacoma Ave to Maybelle Ave		900,000
81st St S & Elwood Ave Intersection		755,000
91st St S - Memorial Dr to Mingo Rd	2,200,000	8,500,000
101st St S & Sheridan Rd Intersection	1,200,000	
81st St S - Harvard Ave to Yale Ave	1,500,000	
Central Business District (CDB)		
-4th St	325,000	
-MLK Ave & Detroit Ave north of BNSF	1,230,000	
-Cincinnati Ave		500,000
-Detroit Ave south of BNSF	950,000	
-Reconciliation Way	690,000	
-Lansing Ave		80,000
-Alleyways	130,000	200,000
Bridge Maintenance & Rehabilitation		
Bridge #201C - at Tulsa Zoo main entrance	80,000	
Bridge #219D - on Tisdale Expwy, 0.5 mi north of Pine St		50,000
Bridge #286 - on 46th St N, 100 ft east of Kenosha Ave	120,000	
Bridge #340 - on W Reading St between Queen St and Olympia Ave		50,000

FY22 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

	FY21-22 Appropriations (in dollars)	FY22-23 Appropriations (in dollars)
Bridge #343 - on Apache St, 0.5 mi east of Peoria Ave.	40,000	
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 #245 - on 11th St S over the Arkansas River	760,000	
Bridge #258 - on 21st St S over the Arkansas River and Riverside Dr.	240,000	
Bridge #263 - on 23rd St S, 400ft east of Jackson Ave, over UP Railroad	400,000	
Bridge #301 - on 71st St S, 0.5 mi east of Riverside Dr.	135,000	
Bridge #359 - on Elwood Ave, 0.5 mi south of 81st St S	35,000	
Bridge #232A - on 57th W Ave, 0.20 mi north of 31st St S	600,000	
Bridge #301A - on 71st St S, 0.4 mi east of Elwood Ave, over UP Railroad	160,000	
Bridge #425 - on 33rd W Ave, 0.2 mi north of 57th St S		50,000
Bridge #167 - on Charles Page Blvd, 75ft south of Newblock Park Trail	100,000	
Bridge #173 - on Detroit Ave from Archer St and 1st St		350,000
Bridge #236 - on Utica Ave at the intersection of Utica Ave, Terwilliger Blvd.		50,000
Bridge #241 - on W 3rd St/Charles Page Blvd between US 64 & S Houston	950,000	
Bridge #261A - on westbound 21st St S, 350ft west of Skelly Dr	140,000	
Bridge #261B - on eastbound 21st St S, 350 ft west of Skelly Dr	140,000	
Bridge #269 - on 31st St S, 400 ft west of Mingo Rd.	350,000	
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 #204 - on Mingo Rd, 1000ft south of 31st St S	1,055,000	
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 #423 - on Jamestown Ave, 0.10 mi north of 101st St S	80,000	
Bridge #424 - on 98th St S, between Oswego Ave and Louisville Ave		40,000
Citywide Bridge Rehabilitation and Inspection	50,000	100,000
Citywide Projects		
Citywide ADA Transition Plan Implementation and Update (Rights-of-Way)		
-Transit Stops	120,000	70,000
-Signalized Intersections	500,000	460,000
-Sidewalk Corridors	1,390,000	1,270,000
Citywide Infrastructure Partnership Funds	3,400,000	700,000
Citywide Non-Arterial Routine and Preventive	6,600,000	8,000,000
Citywide Non-Arterial Routine and Preventive Engineering	2,299,914	
Citywide Arterial Routine and Preventive	2,940,000	2,900,000
Citywide Arterial Routine and Preventive Engineering	2,667,490	
Transit-MTTA - Route 66 Bus Rapid Transit	4,380,000	
Traffic Engineering		
-Signal Coordination and Communication	210,000	210,000
-Signal Installation, Repair and Replacement	630,000	630,000
-Traffic Calming	105,000	105,000
-Lighting Repair and Replacement	210,000	210,000
-Pavement Markings and Signs	785,000	790,000
-Guardrail Repair and Replacement	105,000	105,000
-Traffic Studies	40,000	35,000
Bicycle-Pedestrian Infrastructure		
- Go Plan Implementation - Engineering	1,335,000	1,000,000
- Go Plan Implementation - Traffic Operations	15,000	15,000
- Arterial Sidewalk	250,000	250,000
- Non Arterial Sidewalk	75,000	75,000

FY22 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

	FY21-22 Appropriations (in dollars)	FY22-23 Appropriations (in dollars)
Bond Issuance Cost	115,413	127,409
Arena District Master Plan Implementation	582,458	
Total 2020 General Obligation Bond Capital Projects	73,032,902	69,002,409
Total FY 2022-2023 Capital Program Appropriations	\$ 302,124,805	358,320,312

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

FY22 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 \$2.6 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. This program was reauthorized in November of 2019 extending it for 4.5 years to generate an additional \$193.0 million dollars. 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:

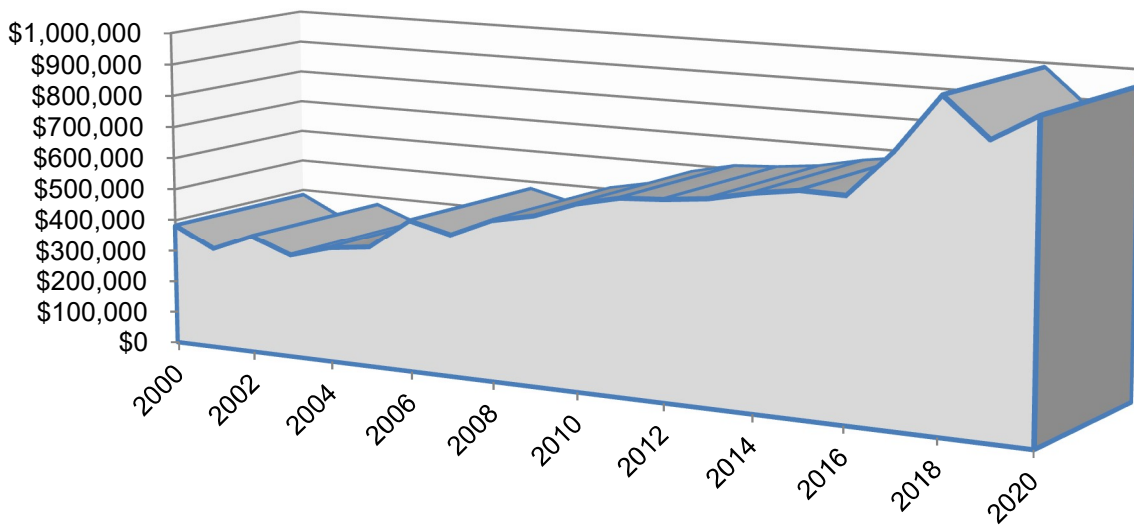
- 1) On an annual basis from collections (pay as you go), and
- 2) Revenue Bonds

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 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 2019.

FY22 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

The total revenue bond debt for the City's authorities from FY00 through FY20 and the outstanding revenue bond debt by category at the end of FY20 are shown below.

**Revenue Bond Debt
City of Tulsa Authorities
FYs 2000 - 2020
As of June 30, 2020**
(amount expressed in thousands)



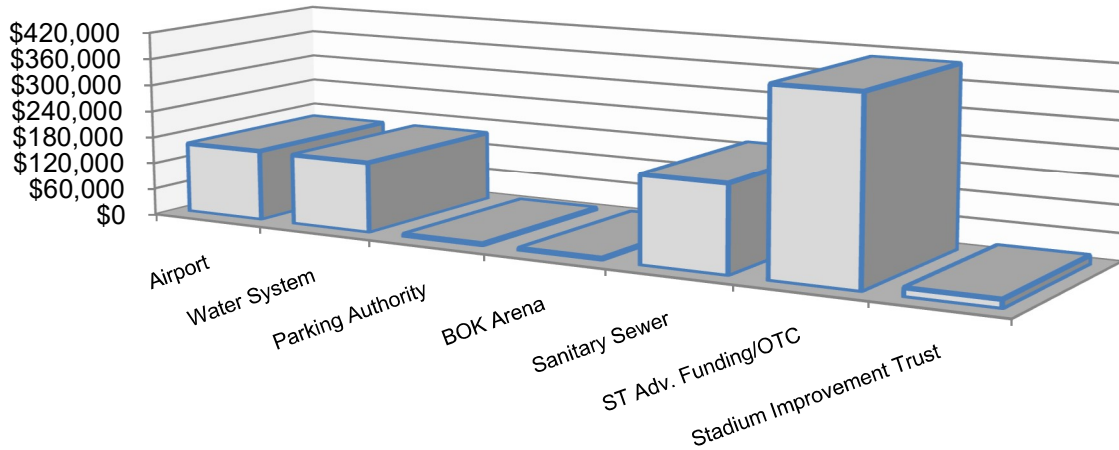
Source: City of Tulsa Department of Finance

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. TMUA has continued using method completing three more similar issues in the last four years.

FY22 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

Revenue Bond Debt By Type of Issue
City of Tulsa Authorities
As of June 30, 2020
(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 2022 - 2026
(amount expressed in thousands)

Fund	2022	2023	2024	2025	2026
Water	\$18,160	\$43,299	\$24,731	\$23,416	\$24,016
Sewer	\$35,497	\$26,684	\$30,312	\$33,026	\$34,770
Stormwater	\$6,150	\$4,650	\$5,000	\$5,000	\$5,500

Source: City of Tulsa Department of Finance

General Obligation Bonds

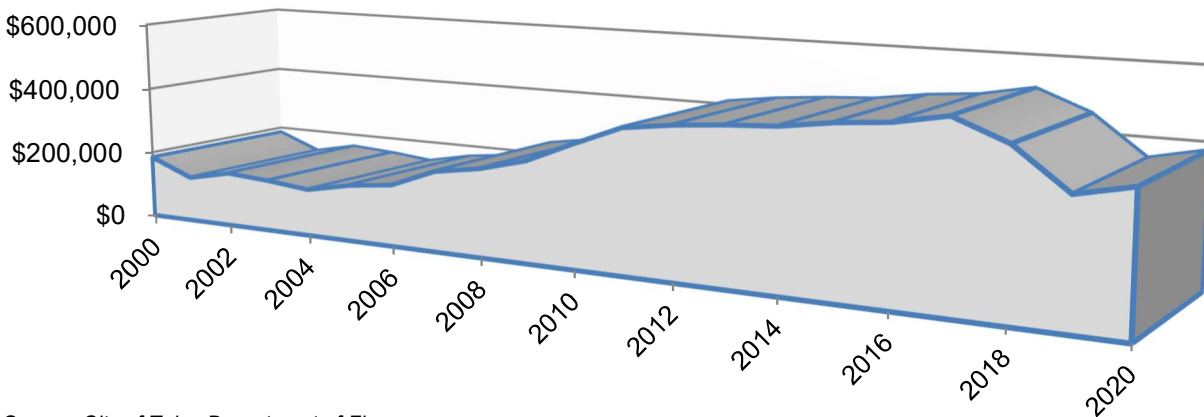
General Obligation (GO) Bonds can be issued by an Oklahoma municipality only upon the consent of the voters in the jurisdiction. They are retired with a dedicated annual levy on property. There are several ways to judge the appropriate level of a municipality's GO debt. One of the most common is the ratio between the jurisdiction's annual net assessed value and the amount of outstanding obligations. Tulsa's Net General Obligation Bond Debt was \$376 million on June 30, 2020. This is 9.9 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 \$577 million in general obligation bonding capacity.

FY22 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 FY20, Tulsa's per capita debt was \$929.

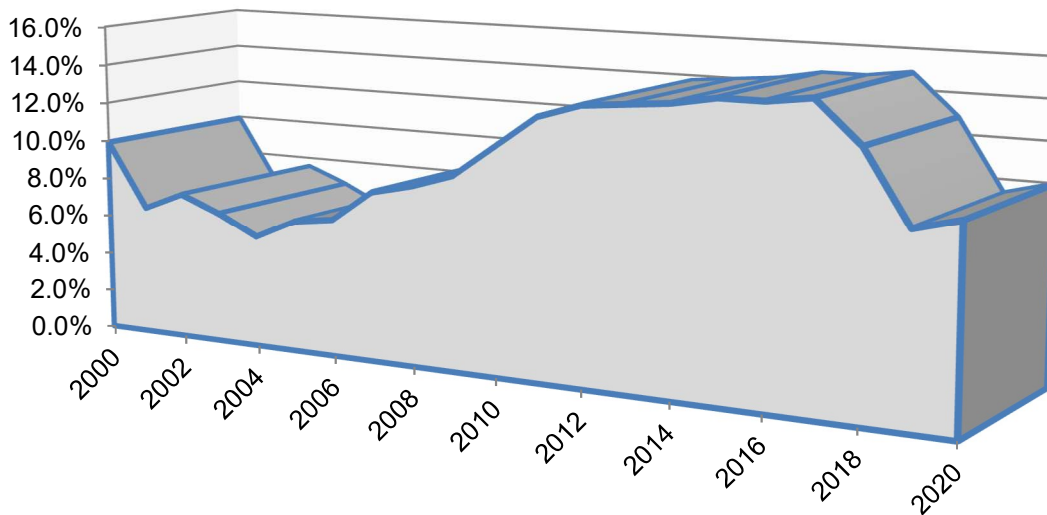
A final measurement is the mill levy required each year to retire maturing obligations. As shown below, the property tax levies in Tulsa increased as each bond issue was sold. The levy amount actually declined when the bonds authorized in 1999 were issued, with the last bonds being sold in February, 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 17.78 mills. With the approval of the 2008 General Obligation Bonds and 2014 General Obligation Bonds, the levy peaked in 2016 of 22.79 mills.

Net General Obligation Bond Debt
FYs 2000 - 2020
As of June 30, 2020
(amount expressed in thousands)



Source: City of Tulsa Department of Finance

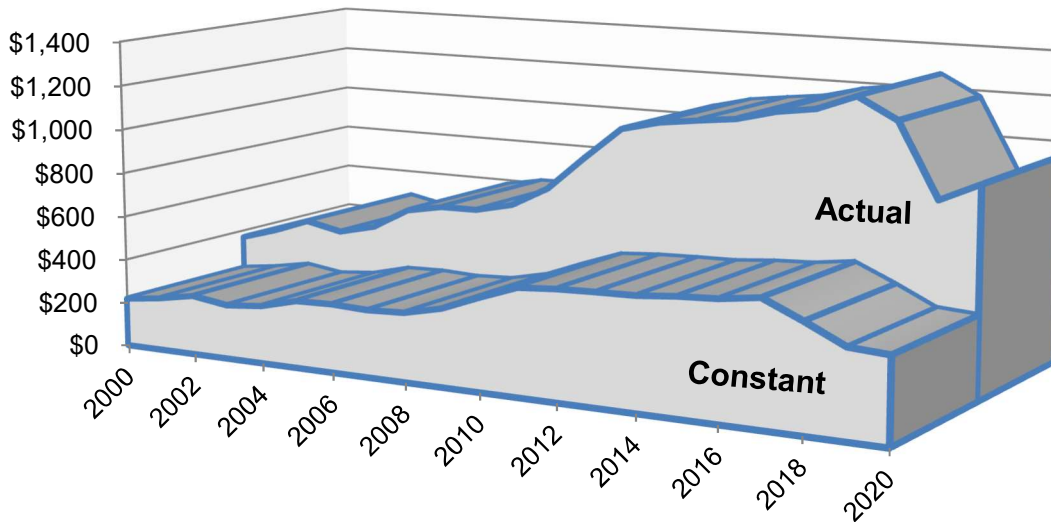
Ratio of Net General Obligation Debt to
Assessed Value of the City of Tulsa
FYs 2000 - 2020
As of June 30, 2020



Source: City of Tulsa Department of Finance

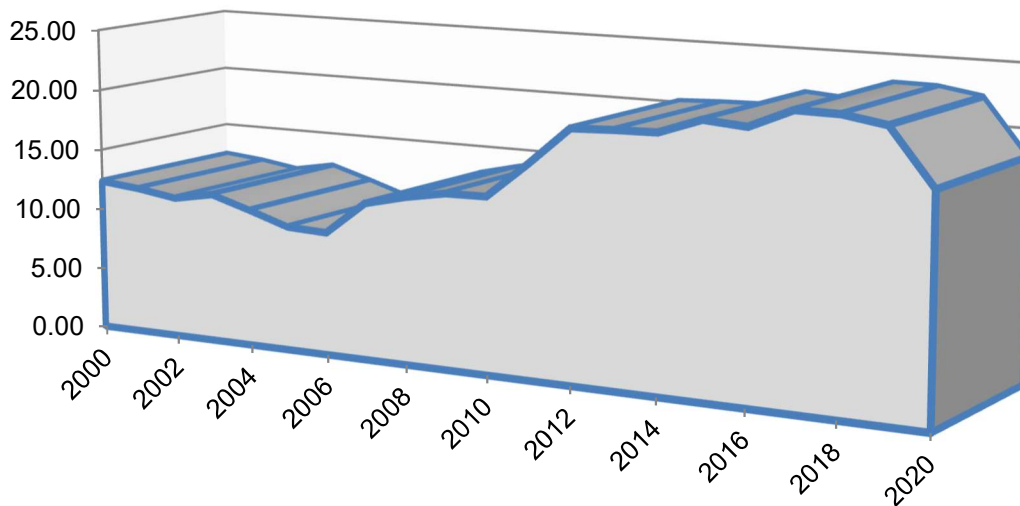
FY22 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

**Per Capita
General Obligation Bond Debt
(Actual and Constant=1982/84)
FYs 2000 – 2020
As of June 30, 2020**



Source: City of Tulsa Department of Finance

**Historic Property Tax Levy Amount
FYs 2000 - 2020
(in Mills)
As of June 30, 2020**



Source: City of Tulsa Department of Finance

FY22 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.

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