

## 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 ordinance adopted by the City Council.



# FY26 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 many 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 (labeled as “Improve Our Tulsa”) along with an accompanying 0.1 percent increase to generate \$564 million through 2021 to address both street improvements throughout the city as well as citywide departmental capital needs. This program was reauthorized (“Improve Our Tulsa II”) in November of 2019 extending it for 4.5 years through December 31, 2025, to generate an additional \$193.0 million. In August 2023, the program was extended a second time (“Improve Our Tulsa III”) 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 programs combined the authorized sales taxes with \$1.17 billion in authorized 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 (labeled as “Vision Tulsa”). The schedule of projects to be funded in the next two years from sales tax are listed beginning on page 7. The projected revenues available for appropriation for the active sales tax programs are below (the 2016 sales tax collections are primarily used for repayment (“Debt Service”) of revenue bonds used to advance fund a bulk of the program; noted):

### Current Projection 2016, 2020, and 2023 Sales Tax Capital Programs April 2025

(amounts expressed in thousands)

	2026	2027	2028 (1)	2029 (2)	2030	Total
2016 Sales Tax	30,121	30,683	31,235	31,704	32,180	155,923
2020 Sales Tax	16,053	-	-	-	-	16,053
2023 Sales Tax	77,767	95,570	97,290	98,749	100,230	469,606
<b>Total</b>	<b>\$ 123,941</b>	<b>\$ 126,253</b>	<b>\$ 128,525</b>	<b>\$ 130,453</b>	<b>\$ 132,410</b>	<b>\$ 641,582</b>

(1) FY28 Projections based on 1.8% growth rate

(2) FY29 & FY30 Projections based on 1.5% growth rate

Source: City of Tulsa Finance Department

# FY26 CAPITAL BUDGET

## FUNDED PROGRAM STATUS & OPERATING IMPACT

### Enterprise Funds

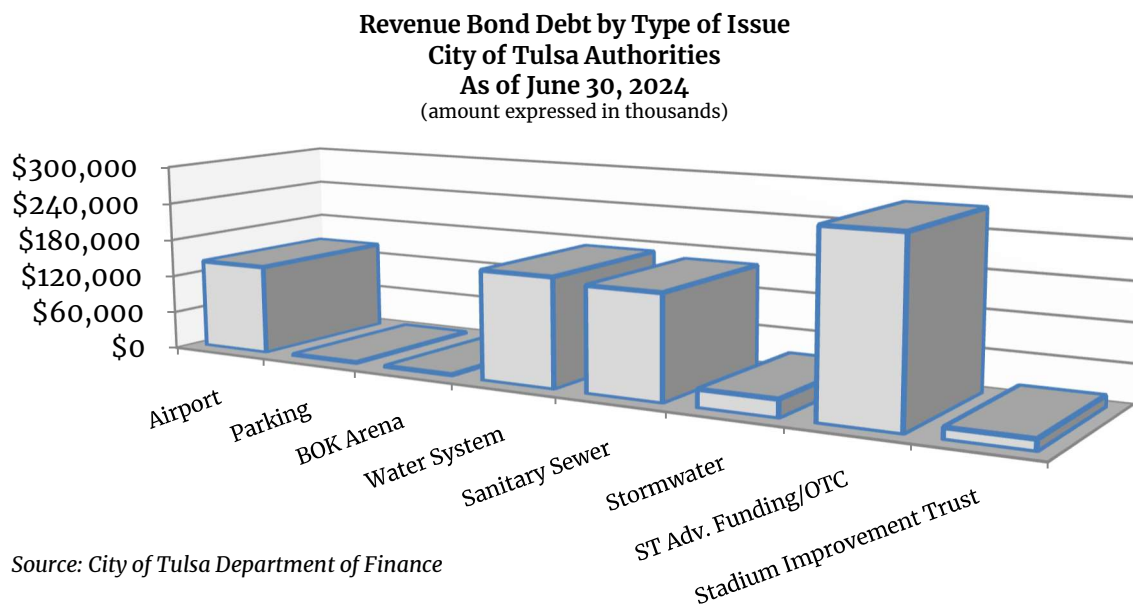
Enterprise funds are used to finance operations in the city that are similar to private utilities. The intent is to recover the costs of providing these services by charging the persons using them through an approved rate structure. The City and its trusts have used this method of financing capital improvements 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 FY24 are shown below:



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.

### Projected Discretionary Annual Capital Funds

#### Selected Enterprise Funds

#### City of Tulsa FYs 2026 - 2030

(amounts expressed in thousands)

Fund	2026	2027	2028	2029	2030	Total
Water	24,177	22,449	23,539	24,884	25,826	120,875
Sewer	40,172	41,569	41,507	42,938	43,781	209,967
Stormwater	7,985	7,370	7,520	10,340	11,400	44,615
<b>Total</b>	<b>\$ 72,334</b>	<b>\$ 71,388</b>	<b>\$ 72,566</b>	<b>\$ 78,162</b>	<b>\$ 81,007</b>	<b>\$ 375,457</b>

Source: City of Tulsa Finance Department

# FY26 CAPITAL BUDGET

## FUNDED PROGRAM STATUS & OPERATING IMPACT

### *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 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 \$378.2 million on June 30, 2024. This is 8.3 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 \$760.8 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 15.30.

On August 8, 2023, City of Tulsa voters reauthorized the tax levies associated with the popular Improve Our Tulsa (IOT) General Obligation (GO) Bond Program for a second time (as IOT III). The program combined sales tax with \$385 million in General Obligation Bonds to fund streets and transportation, city facilities, and Public Safety Facilities across the City. The GO Bond portion of the program will likely be issued annually through FY30. The GO Bonds authorized in the IOT II program will likely finalize in FY29. The planned issuance schedule is below:

Issued and Planned Issuances  
2014, 2020, and 2023 General Obligation (GO) Capital Programs  
April 2025  
(amounts expressed in thousands)

	Previously Issued	2026 Planned	2027 Planned	2028 Planned	2029 Planned	2030 Planned	Total
2014 GO Bonds	355,000	-	-	-	-	-	355,000
2020 GO Bonds	224,405	44,709	52,628	52,630	52,629	-	427,000
2023 GO Bonds	156,225	53,900	61,290	58,945	16,820	37,720	384,900
Total	\$ 735,630	\$ 98,609	\$ 113,918	\$ 111,575	\$ 69,449	\$ 37,720	\$ 1,166,900

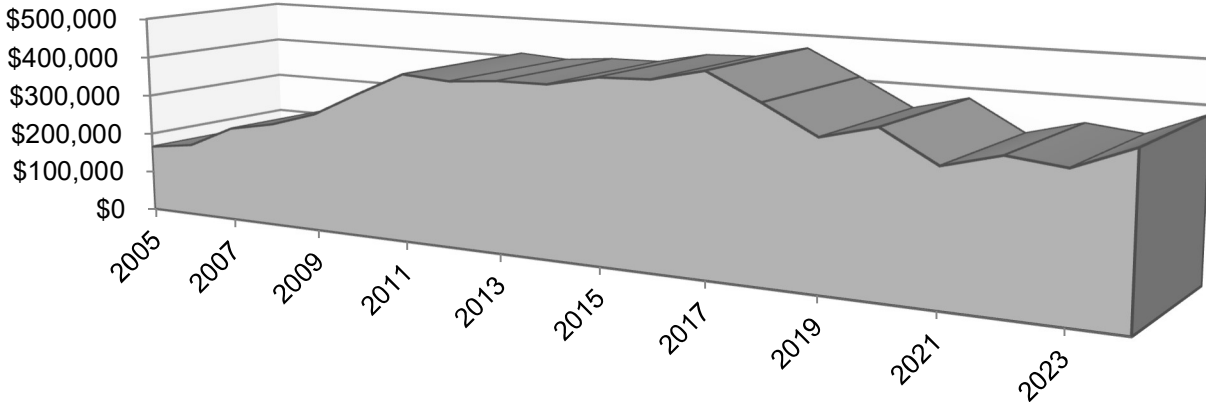
Source: City of Tulsa Finance Department



# FY26 CAPITAL BUDGET

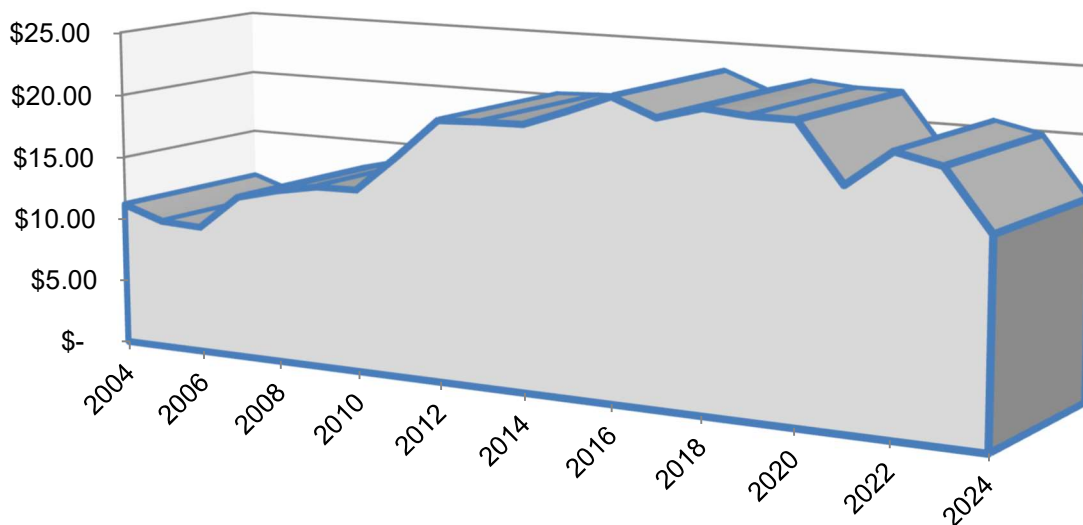
## FUNDED PROGRAM STATUS & OPERATING IMPACT

**Net General Obligation Bond Debt**  
**Past 20 Years**  
**As of June 30, 2024**  
 (amount expressed in thousands)



Source: City of Tulsa Department of Finance

**Historic Property Tax Levy Amount**  
**Past 20 Years**  
**As of June 30, 2024**  
 (amounts express in Mills)



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.

# FY26 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 balanced use of available capital financing sources and proposing bond financing to continue systematically 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.

### Capital Project Operating Impact

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 ago. Below are the estimated operational impacts of some highlighted projects contained in authorized programs which are funded in the FY26 budget. Operational budgetary impacts may not be seen until future fiscal years.

### Projected Annual Operating Impact on the General Fund

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	RiverParks	\$ 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
ADA Improvements for City Facilities	Facilities	\$ 30,000	\$ 30,000
			<b>\$ 60,000</b>
<b>Fund 410: Improve Our Tulsa 3</b>			
Housing	Planning and Neighborhoods	\$ 300,000	\$ 300,000
			<b>\$ 300,000</b>
<b>CAPITAL FUNDING SOURCE: GENERAL OBLIGATION BONDS</b>			
<b>Fund 4286: Improve Our Tulsa 2</b>			
Citywide ADA Transition Plan	Streets	\$ 50,000	\$ 50,000
Traffic Engineering	Streets	\$ 100,000	\$ 100,000
Bicycle-Pedestrian Infrastructure	Streets	\$ 35,000	\$ 35,000
			<b>\$ 185,000</b>
<b>Fund 4295: Improve Our Tulsa 3</b>			
Citywide ADA Transition Plan	Streets	\$ 50,000	\$ 50,000
Police-Courts Building Demolition		\$ 50,000	\$ 50,000
			<b>\$ 100,000</b>
<b>TOTAL UPCOMING OPERATING IMPACT</b>			<b>\$ 945,000</b>

Source: City of Tulsa Finance Department

# FY26 CAPITAL BUDGET

## FUNDED PROGRAM STATUS AND OPERATING IMPACT

### Fiscal Year 2026 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 FY25-26 and FY26-27.

	FY26 Appropriations (in dollars)	FY27 Appropriations (in dollars)
<b>Water Enterprise Capital Projects Fund (7400)</b>		
Source Water Protection & Management Program	-	546,000
Spavinaw Creek Bridge Replacement	258,000	-
Spavinaw Water Treatment Plant Backwash Lagoon Stem Wall	450,000	-
Eucha, Spavinaw Water Quality Court Master	618,000	637,000
Raw Water Flowlines Repairs Spavinaw	-	250,000
Unruh Intake Valve Replacement	249,000	-
Lake Yahola Improvements	2,575,000	-
Raw Water Flowlines Repairs Oologah	-	250,000
Raw Water SCADA System	-	1,093,000
Mohawk Water Treatment Plant Chemical Tank Replacement	1,442,000	-
Mohawk Water Treatment Plant Electrical Reliability Improvements	309,000	-
Mohawk Water Treatment Plant Plant-wide Electrical Rehabilitation	206,000	-
Mohawk SCADA Replacement	155,000	-
A.B. Jewell -Chemical Feed Improvements	-	788,000
A.B. Jewell Water Treatment Plant Improvements - Residuals Improvements Phase 2	-	4,223,000
A.B. Jewell Water Treatment Plant Filter Gallery Pipe and Concrete Replacement	-	1,432,000
A.B. Jewell Water Treatment Plant Electrical Reliability Improvements	500,000	-
Large Water Valve & Vault Replacement	106,000	106,000
Transmission Line Condition Assessment-Citywide	-	212,000
Economic Development Citywide	500,000	500,000
Water Line Relocations-Citywide	950,000	950,000
Water Mains Replacements - City Wide-Enterprise Fund	13,069,000	10,300,000
Dead-End Connections & Extensions	350,000	350,000
East Tulsa Secondary System	1,030,000	-
Utility Bridge Rehabilitation	109,000	-
Facility Roof Repairs Citywide	-	600,000
Large Water Meters & Vault Replacements	-	212,000
Emergency Water Main Repair & Replacement	1,051,000	-
SCADA Network	250,000	-
<b>Total Water Enterprise Capital Projects</b>	<b>24,177,000</b>	<b>22,449,000</b>
<b>Water Revenue Bonds Capital Projects (Proposed)</b>		
Grand River Pump Station Refurbishment	-	8,240,000
Water Mains Replacements - Citywide	-	4,500,000
Citywide AMI Network	1,942,000	-
Automatic Meter Reading - City Wide	20,600,000	20,600,000
<b>Total Water Revenue Bond Capital Projects</b>	<b>22,542,000</b>	<b>33,340,000</b>
<b>Sewer Enterprise Capital Projects Fund (7500)</b>		
Northside Digester Sludge Heating Improvements	473,000	-
Flatrock Creek Rehabilitation & Relief	1,244,000	7,881,000
Coal Creek Rehabilitation	3,852,000	4,414,000
Southside Wastewater Treatment Plant Intermediate Lift Station Rehabilitation	832,000	-
Southside Wastewater Treatment Plant Concrete Rehabilitation & Replacement	838,000	1,000,000
Southside WWTP Rehab and Cover Two Sludge Drying Beds	808,000	-
West Tulsa 39, 40, 41-S Rehabilitation & Relief	1,007,000	4,210,000
Upper Joe Creek - East Branch	447,000	463,000
Crow Creek Rehabilitation & Relief	5,352,000	186,000

# FY26 CAPITAL BUDGET

## FUNDED PROGRAM STATUS AND OPERATING IMPACT

	FY26 Appropriations (in dollars)	FY27 Appropriations (in dollars)
Haikey Creek Lift Station Improvements - Phase 4 Improvements	613,000	-
Haikey Creek SAMS Equipment Replacements (including FEB Improvements & annual equip R&R)	535,000	551,000
SCADA Network	250,000	-
Lift Station Replacements or Upgrades	2,712,000	2,422,000
Sewer Rehab Area Wide	7,103,000	6,316,000
Small Unsewered Area Mainline Extensions	500,000	500,000
Areawide Point Repairs	3,000,000	3,000,000
Street Package - Sewer Rehab/Replacement	3,500,000	3,500,000
Force Main Condition Assessment	656,000	676,000
Interceptor Condition Assessment	750,000	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>40,172,000</b>	<b>41,569,000</b>
<b>Sewer Revenue Bonds Capital Projects (Proposed)</b>		
Southside WWTP Concrete Rehabilitation & Replacement	-	7,630,000
Economic Development Liftstation	15,000,000	-
Economic Development Sewer Lines	-	15,000,000
Sewer Rehabilitation Areawide	-	1,000,000
<b>Total Sewer Revenue Bond Capital Projects</b>	<b>15,000,000</b>	<b>23,630,000</b>
<b>State Sewer Loan (SRF) Capital Projects (Proposed)</b>		
Haikey Creek WWTP Fertilizer Production Facility	20,000,000	-
<b>Total State Sewer loan (SRF) Capital Projects Bond Capital Projects</b>	<b>20,000,000</b>	<b>-</b>
<b>Stormwater Enterprise Fund (5600)</b>		
116th & Sheridan Erosion Stabilization	-	150,000
Vensel Creek - 84th St to Pittsburg	-	150,000
Crescent Park	250,000	-
CW - Concrete Channel Rehab	-	500,000
Coal Creek/King's Ridge Channel Repair	300,000	-
Citywide Culvert Replacement	-	500,000
Centennial Park Pond	500,000	750,000
OWRB Annual Dam Inspection	-	70,000
Citywide FEMA buyout program	150,000	150,000
Small Drainage On-Call Design	150,000	150,000
Small Drainage - Citywide Urgent	-	500,000
Citywide Economic Development	400,000	400,000
Citywide Rehab & Replacement	2,185,000	2,250,000
Stormsewer Extensions - Citywide	-	250,000
Stormsewer Extensions - Dawson Road/BNSF	150,000	1,000,000
Stormsewer Extensions - Citywide Geotechnical Testing	50,000	50,000
43rd and Sheridan FEMA BRIC Grant Match	3,000,000	-
Stormwater Improvements - Citywide	850,000	500,000
<b>Total Stormwater Enterprise Capital Projects</b>	<b>7,985,000</b>	<b>7,370,000</b>
<b>Stormwater Revenue Bond (Proposed)</b>		
Vensel Creek - 84th St to Pittsburg	-	1,400,000
Hager Creek-Storm Sewer Relief Line	3,000,000	3,000,000
Audubon Concrete Channel Rehab	-	1,100,000
2nd & Elgin Phase 2	650,000	-
47th & Lewis	-	1,000,000
43rd and Sheridan FEMA BRIC Grant Match	4,000,000	-
4th and Kenosha Stormsewer Improvements	1,000,000	1,000,000



# FY26 CAPITAL BUDGET

## FUNDED PROGRAM STATUS AND OPERATING IMPACT

	FY26 Appropriations (in dollars)	FY27 Appropriations (in dollars)
<b>Total Stormwater Revenue Bond Projects</b>	<b>8,650,000</b>	<b>7,500,000</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
Low-Water Dam and Pedestrian Bridge	9,850,000	10,150,000
East Bank Park, Boat Dock, and Abutment Improvements	630,000	630,000
Vensel Creek Park and Boat Dock	450,000	450,000
East Bank Trail Connection from Low-Water Dam to Vensel Creek	270,000	270,000
Mitigation, Bank Stabilization & Outfall Protection	360,000	360,000
<b>Total River Parks Authority Projects</b>	<b>11,560,000</b>	<b>12,260,000</b>
<b>Economic Development</b>		
Citywide & Route 66 Beautification and Reinvestment   Citywide Beautification	262,500	262,500
Citywide & Route 66 Beautification and Reinvestment   Route 66	262,500	262,500
Tulsa Arts Commission	150,000	150,000
<b>Total Economic Development Projects</b>	<b>675,000</b>	<b>675,000</b>
<b>Transfer to Debt Service</b>		
Debt Service - Transfer to TPFA	23,337,000	22,968,000
<b>Total Transfer to Debt Service Project</b>	<b>23,337,000</b>	<b>22,968,000</b>
<b>Total 2016 Limited-Purpose Economic Development Temporary Sales Tax Projects</b>	<b>35,572,000</b>	<b>35,903,000</b>
<b>2020 Sales Tax Capital Projects Fund (409)</b>		
<b>Fire Department</b>		
Fire Apparatus and Equipment	1,510,000	-
<b>Total Fire Department Projects</b>	<b>1,510,000</b>	<b>-</b>
<b>Parks and Recreation Department</b>		
Park Facilities Roof, HVAC, Infrastructure Rehabilitation/Replacement, Security Upgrades	2,375,000	-
Upgrade, Add, or Renovate Outdoor Park Play Amenities	1,900,000	-
Tennis Courts Rehabilitation / Replacement	2,100,000	-
Hill Park Improvements	2,250,000	-
Mohawk Park Rehabilitation and Renovation	900,000	-
Citywide - Park System Parking Rehabilitation	475,000	-
<b>Total Parks and Recreations Department Projects</b>	<b>10,000,000</b>	<b>-</b>
<b>Tulsa Zoo</b>		
Tulsa Zoo Entrance and Parking	5,400,000	-
<b>Total Tulsa Zoo Projects</b>	<b>5,400,000</b>	<b>-</b>
<b>Citywide Public Facilities</b>		
Citywide Public Facilities - Maintenance and Rehabilitation	2,050,000	-
ADA Transition Plan - Buildings	2,000,000	-
ADA Transition Plan - Parks	1,000,000	-
Public Facilities, Roofing	530,000	-
Police Courts Building	1,000,000	-
<b>Total Citywide Public Facilities Projects</b>	<b>6,580,000</b>	<b>-</b>
<b>Planning and Development</b>		
Economic Development Infrastructure	1,300,000	-
*** <u>Community Development Priority Projects</u>	<u>3,250,000</u>	<u>-</u>
<b>Total Planning and Development Projects</b>	<b>4,550,000</b>	<b>-</b>
<b>Transit</b>		
Replace Aging Vehicles - local match (Replace 33 fixed-route & 39 LIFT program busses)	7,100,000	-
<b>Total Transit Projects</b>	<b>7,100,000</b>	<b>-</b>
<b>Capital Equipment</b>		
Five-Year Capital Equipment Needs as Described in the 2012 Equipment Study (excluding Police).	5,638,888	-
<b>Total Capital Equipment Projects</b>	<b>5,638,888</b>	<b>-</b>
<b>Total 2020 Sales Tax Capital Projects</b>	<b>40,778,888</b>	<b>-</b>

# FY26 CAPITAL BUDGET

## FUNDED PROGRAM STATUS AND OPERATING IMPACT

	FY26 Appropriations (in dollars)	FY27 Appropriations (in dollars)
<b>2023 Sales Tax Capital Projects Fund (410)</b>		
<b>Streets and Transportation</b>		
Routine and Preventative Maintenance – Arterial Streets	2,458,500	2,689,500
Routine and Preventative Maintenance – Non-Arterial Streets	4,991,500	5,460,500
Engineering Inspection and Testing	500,000	500,000
Construction Completion Incentives	1,000,000	1,000,000
City Matching Funds for Federal and State grants for citywide streets projects	-	3,600,000
Citywide Traffic Engineering	2,960,000	3,000,000
<b>Total Streets and Transportation Projects</b>	<b>11,910,000</b>	<b>16,250,000</b>
<b>Parks and Recreation</b>		
Page Belcher Golf Course – renovation	-	4,000,000
<b>Total Parks and Recreation Projects</b>	<b>-</b>	<b>4,000,000</b>
<b>Citywide Public Facilities</b>		
Arvest Convention Center Maintenance and Upgrades	-	10,500,000
Citywide Facility Maintenance	5,000,000	5,000,000
<b>Total Citywide Public Facilities Projects</b>	<b>5,000,000</b>	<b>15,500,000</b>
<b>Capital Equipment</b>		
Fire Apparatus and Equipment	21,012,000	7,461,000
Other Vehicles/Equipment/IT	10,477,000	20,955,555
<b>Total Capital Equipment Projects</b>	<b>31,489,000</b>	<b>28,416,555</b>
<b>Housing</b>		
Housing	13,773,579	19,593,214
Kirkpatrick Heights–Greenwood Area Master Plan Implementation	-	2,500,000
Neighborhood Revitalization	3,000,000	3,000,000
<b>Total Housing Projects</b>	<b>16,773,579</b>	<b>25,093,214</b>
<b>Total 2023 Sales Tax Capital Projects</b>	<b>65,172,579</b>	<b>89,259,769</b>
<b>2020 General Obligation Bond Program (Issue 6 – 4286 &amp; Issue 7 – 4287)</b>		
<b>Non-Arterial Street Rehabilitation Projects</b>		
Maintenance Zone 1076: Detroit Ave from 36th St N to cul-de-sac north	2,120,000	-
Maintenance Zone 4067: Lawton Ave from Riverside Dr to dead end appro	-	950,000
Maintenance Zone 5016: Admiral Blvd from Hudson Ave to Sheridan Rd; 2	1,810,000	4,470,000
Maintenance Zone 6144: 131st E Ave/130th E Ave from 21st St S to appr	-	500,000
Maintenance Zone 9036: Madison Ave, Woodward Blvd, and Owasso Ave fro	-	3,700,000
Maintenance Zone 9044: 45th St S from Lewis Ave to Columbia Ave; 46th	-	3,100,000
<b>Total Non-Arterial Street Rehabilitation Projects</b>	<b>3,930,000</b>	<b>12,720,000</b>

# FY26 CAPITAL BUDGET

## FUNDED PROGRAM STATUS AND OPERATING IMPACT

	FY26 Appropriations (in dollars)	FY27 Appropriations (in dollars)
<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 - 56th St N to 46th St N	-	75,000
MLK Jr Blvd - 36th St N to Apache St	1,360,000	-
MLK Jr Blvd - Apache St to Pine St	675,000	-
41st St S - Union Ave to Elwood Ave	1,830,000	-
51st St S - 33rd W Ave to Union Ave	-	175,000
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	-
36th St N - 129th E Ave to 141st E Ave	500,000	-
Apache St - Gilcrease Expy to Sheridan Rd	200,000	-
Pine St - Mingo Rd to Garnett Rd	-	150,000
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	-
11th St S - Memorial Dr to 89th E Ave	-	150,000
Yale Ave - Apache St to Pine St	1,160,000	-
Sheridan Rd - 36th St N to Apache St	930,000	-
Garnett Rd - Admiral Pl to 11th St S	-	100,000
129th E Ave - 36th St N to Apache St	1,490,000	-
129th E Ave - Apache St to Pine St	1,160,000	-
15th St S - Boston Ave to Denver Ave	100,000	-
15th St S - Harvard Ave to Yale Ave	1,690,000	-
21st St S - Lewis Ave to Harvard Ave	-	100,000
21st St S - Harvard Ave to Yale Ave	-	100,000
41st St S - Yale Ave to Sheridan Ave	850,000	-
11th St S - 161st E Ave to 177th E Ave	-	900,000
11th St S - 177th E Ave to 193rd E Ave	1,100,000	-
41st St S - 177th E Ave to 193rd E Ave	-	75,000
145th E Ave - 11th St S to 21st St S	-	710,000
161st E Ave - 11th St S to 21st St S	1,550,000	-
61st St S - Sheridan Rd to Memorial Dr	1,500,000	-
101st St S - Yale Ave to Sheridan Ave	100,000	900,000
101st St S - Sheridan Rd to Memorial Dr	-	100,000
111st St S - Yale Ave to Sheridan Rd	100,000	-
Yale Ave - 61st St S to 71st St S	-	200,000
Yale Ave - 111th St S to 121st St S	-	1,050,000
Peoria Ave - 31st St S to 41st St S	1,090,000	-
Lewis Ave - 41st St S to I-44	1,200,000	-
36th St N & Harvard Ave Intersection	70,000	-
Apache St & MLK Jr Blvd Intersection	250,000	-
41st St S & Elwood Ave Intersection	180,000	-
51st St S & 33rd W Ave Intersection	-	50,000
36th St N & 129th E Ave Intersection	275,000	-
Pine St & Sheridan Rd Intersection	680,000	-
Pine St & Garnett Rd Intersection	500,000	-
Admiral Pl & Garnett Rd Intersection	-	75,000
11th St S & Sheridan Rd Intersection	540,000	-
11th St S & Mingo Rd Intersection	-	50,000
11th St S & Harvard Ave Intersection	70,000	-
15th St S & Harvard Ave Intersection	750,000	-

# FY26 CAPITAL BUDGET

## FUNDED PROGRAM STATUS AND OPERATING IMPACT

	FY26 Appropriations (in dollars)	FY27 Appropriations (in dollars)
31st St S & Peoria Ave Intersection	307,903	-
11th St S & 161st E Ave Intersection	220,000	-
11th St S & 177th E Ave Intersection	-	245,000
11th St S & 193rd E Ave Intersection	200,000	-
21st St S & 145th E Ave Intersection	-	1,620,000
41st St S & 177th E Ave Intersection	-	50,000
91st St S & Memorial Dr Intersection	-	250,000
111th St S & Yale Ave Intersection	-	250,000
<b>Total Arterial Rehabilitation Projects</b>	<b>28,972,903</b>	<b>7,450,000</b>
<b>Arterial Street Widening Projects</b>		
81st St S & Elwood Ave Intersection	495,000	4,750,000
101st St S & Sheridan Rd Intersection	800,000	10,000,000
81st St S - Harvard Ave to Yale Ave	1,000,000	7,790,000
<b>Total Arterial Widening Projects</b>	<b>2,295,000</b>	<b>22,540,000</b>
<b>Central Business District (CBD) Projects</b>		
Cincinnati Ave	-	314,000
CBD Alleyways	-	305,000
<b>Total Central Business District (CBD) Projects</b>	<b>-</b>	<b>619,000</b>
<b>Bridge Maintenance &amp; Rehabilitation Projects</b>		
Bridge #219D - on Tisdale Expwy, 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 Southside 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 #225 - on Pine St, 0.5 mi east of Mingo Rd	-	75,000
Bridge #236 - on Utica Ave at the intersection of Utica Ave, Terwilliger 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 #252 - on 11th St S, 0.33 mi west of 177th E Ave	-	50,000
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	100,000
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	50,000
<b>Total Bridge Maintenance &amp; Rehabilitation Projects</b>	<b>815,000</b>	<b>275,000</b>
<b>Citywide Projects</b>		
<i>Citywide ADA Transition Plan Implementation and Update (ROW)</i>		
- Signalized Intersections	460,000	460,000
- Sidewalk Corridors	1,300,000	1,300,000
Citywide Non-Arterial Routine and Preventive	3,000,000	5,100,086
Citywide Arterial Routine and Preventive	2,572,005	760,505
<i>Traffic Engineering</i>		
- Signal Coordination and Communication	80,000	120,000
- Signal Installation, Repair and Replacement	240,000	360,000
- Lighting Repair and Replacement	120,000	180,000
- Pavement Markings and Signs	300,000	450,000
- Traffic Studies	40,000	35,000
<i>Bicycle-Pedestrian Infrastructure</i>		
- Go Plan Implementation - Traffic Operations	15,000	15,000
- Arterial Sidewalk	275,000	25,000

# FY26 CAPITAL BUDGET

## FUNDED PROGRAM STATUS AND OPERATING IMPACT

	FY26 Appropriations (in dollars)	FY27 Appropriations (in dollars)
- Non Arterial Sidewalk	100,000	25,000
Bond Issuance Cost	193,625	193,625
<b>Total Citywide Projects</b>	<b>8,695,630</b>	<b>9,024,216</b>
<b>Total 2020 General Obligation Bond Capital Projects</b>	<b>44,708,533</b>	<b>52,628,216</b>
<b>2023 General Obligation Bond Program (Issue 5 - 4295 &amp; Issue 6 - 4296)</b>		
<b>Streets and Transportation</b>		
Additional costs for completion of existing Improve Our Tulsa Projects	17,225,000	16,000,000
East 41st Street: South Garnett to 129th E Ave Widening	-	11,500,000
East 41st Street & South 145th E Ave Intersection	150,000	300,000
South Sheridan Avenue: East 81st Street to East 91st Street	750,000	2,000,000
South Sheridan Avenue: East 91st Street to East 101st Street	750,000	750,000
Citywide Bridge Rehabilitation & Replacement	2,975,000	4,800,000
Citywide American Disabilities Act Transition Plan Implementations	2,000,000	2,250,000
Citywide Sidewalks	875,000	900,000
Citywide Alleys	200,000	200,000
<b>Total Streets and Transportation Projects</b>	<b>24,925,000</b>	<b>38,700,000</b>
<b>Community Facilities</b>		
Johnson Park Improvements	5,000,000	-
Tulsa Performing Arts Center: Building Infrastructure†	-	8,000,000
Tulsa Performing Arts Center: Loading Dock†	-	2,000,000
Tulsa Performing Arts Center: Design and Project Management†	5,000,000	-
Tulsa Zoo: Roof Replacements	1,800,000	-
Tulsa Zoo: Security Perimeter Improvements	500,000	-
<b>Total Community Facilities Projects</b>	<b>12,300,000</b>	<b>10,000,000</b>
<b>Public Safety Buildings and Facilities</b>		
Public Safety Center: Fire/Police Equipment Maintenance	14,000,000	-
Public Safety Center: Police-Courts Building Demolition	2,500,000	-
<b>Total Public Safety Buildings and Facilities Projects</b>	<b>16,500,000</b>	<b>-</b>
<b>Administrative Costs</b>		
Bond Issuance Costs	175,000	190,000
<b>Total Administrative Costs Projects</b>	<b>175,000</b>	<b>190,000</b>
<b>Total 2023 General Obligation Bond Capital Projects</b>	<b>53,900,000</b>	<b>48,890,000</b>
<b>Total FY26 - FY27 Capital Program Appropriations</b>	<b>378,658,000</b>	<b>362,538,985</b>

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

† NOTE: PAC Director Mark Frie is scheduling PAC events based on a January 2028 closing for a 2+ year renovation. A large portion of the infrastructure renovation involves mechanical and electrical systems with some equipment requiring a 1+ year lead time to have on site when the renovation begins. Design is beginning so that the plans are finalized and equipment can be specified for ordering. The funding schedule is critical for the PAC to plan their events which needs to occur years in advance.