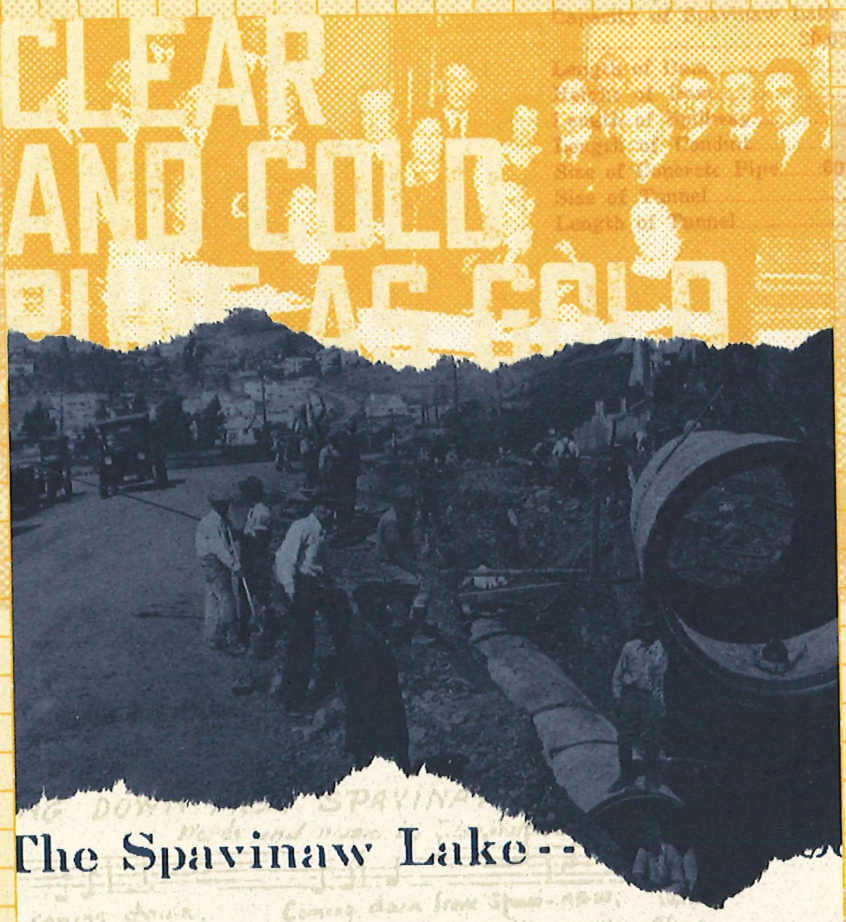
Section 7:

MASTER PLAN PRIORITIES



The Spavinaw Lake--

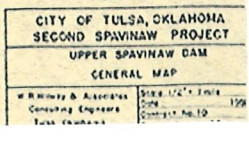
On October 29, 1924 Spavinaw water flowed into the city at a rate of 28 million gallons per day. The schools put on a great jubilee pageant.

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

Since the completion of the Spavinaw project at a cost of $7,500,000 ... eering sta... accompl...sh... water 60 ... lahoma to ... constructi... dam 3,500 ... spillway b... reservoir ...

This section of the document provides information about the capital projects requested by City departments and the Master Plans which govern them. Projects are summarized by category at the end of each Master Plan section.

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



Photos Courtesy of Tulsa Historical Society & Museum

MASTER PLAN PRIORITIES

The City of Tulsa is proactive in reviewing its capital needs both annually and in the strategic view of long-range goals and needs as identified in the various master planning efforts undertaken both internally and with sister organizations involved in major capital programs in the region. Out of these master plans and recommendations, over 625 projects totaling over $10.4 billion with time horizons that extend out as far as 50 years have been developed and are contained in an inventory that is reviewed and maintained by the City's Finance Department. Below is a summary of the major planning efforts and plans that govern the City's physical development and provide guidance as to the City's Capital Improvement Plan (CIP) and the individual projects funded as part of the City's capital programs. In the following pages, each of these plans is discussed in further detail with a brief explanation of the goals and priorities for the physical projects they govern.

City of Tulsa Comprehensive Plan

Undertaken in 2010, PlaniTulsa created a new vision for the City of Tulsa that reflects the needs and dreams of the citizens for the next 20-30 years. The City of Tulsa Comprehensive Plan was originally adopted by the Tulsa Metropolitan Area Planning Commission and approved by City Council in July 2010. The plan was updated and adopted by the Tulsa Metropolitan Area Planning Commission and approved by City Council in 2023. It serves to guide the physical development of the city through a set of goals and policies. Tulsa's Comprehensive Plan describes the kinds of places, economy, housing and transportation choices, parks, and open spaces that the city's policies should be designed to create.

HUD Consolidated Plan 2020-2024 (FY 21-FY 25)

The Consolidated Plan serves as the framework for a community-wide dialogue to identify housing and community development priorities that align and focus funding from the US Department of Housing and Urban Development (HUD) Office of Community Planning and Development. This plan establishes the goals for the expenditure of annual allocations from HUD's formula block grant programs which include: Community Development Block Grant (CDBG) Program, HOME Investment Partnerships (HOME) Program, Emergency Solutions Grant (ESG) Program, and Housing Opportunities for Persons With AIDS (HOPWA) Program. The City of Tulsa receives just over $5.0 million a year from HUD formula grants. This plan is required to be updated every 5 years.

Long Range Transportation Plan (LRTP) and Major Street and Highway Plan (MSHP)

The Major Street and Highway Plan (MSHP) delineates the routes and widths of street-right-of-way and the suggested number of lanes that should be constructed when arterial streets are improved. The MSHP which was updated to reflect new cross sections, as outlined in the City's updated comprehensive plan, has been in existence for over 50 years. The Long Range Transportation Plan (LRTP) serves as a guide for the investment of local, state and federal resources. The LRTP meets the requirements of federal law, authorizing the adoption of a long-range transportation plan for the metropolitan planning area. This is an important requirement for the expenditure of federal transportation resources.

Comprehensive Assessment of the Water and Wastewater Systems

In July 2011 Tulsa Metropolitan Utility Authority (TMUA) engaged a team, led by the financial firm of Infrastructure Management Group, Inc. (IMG) comprised of engineering and legal firms, to conduct a comprehensive assessment of the City's water and wastewater systems. The TMUA, like many water and wastewater utilities across the country, was facing challenges, including rising costs, aging infrastructure, increasingly stringent regulatory requirements, and a changing workforce. Rather than focusing on just financial, operational, or capital, TMUA chose to take a holistic approach considering all significant aspects of the utility systems including governance and organizational structure, management, operational performance, capital needs, financial condition, and legal and public policy issues. The study was completed in August 2012.

Tulsa has two sources of raw water: Spavinaw Creek (Spavinaw and Eucha Lakes) and the Verdigris River (Oologah Lake). Spavinaw and Eucha Lakes can provide an average annual yield of 59 million gallons per day (MGD) of untreated water under drought conditions; the City has water rights to 128 MGD from Oologah Lake. Water from the Spavinaw system is treated at the Mohawk Water Treatment Plant. The Mohawk WTP has a daily treatment capacity of 100 MGD. The A. B. Jewell plant treats water from Lake Oologah is capable of treating a maximum volume of 120 MGD. The distribution system is made up of 2,905 miles of water lines, pumps, hydrants, meters, and storage facilities. The wastewater system is made up of 2,110 miles of sanitary sewer gravity and pressure mains, 67 sanitary sewage lift stations, wet-weather flow equalization basins, and the four wastewater treatment plants (WWTPs) currently operated solely by the TMUA or in conjunction with the Regional Metropolitan Utility Authority (RMUA).

Master Drainage Plans

In the early 1980s, Tulsa had developed significant flooding issues. The federal government had declared Tulsa County a flood disaster area nine times in 15 years, more than any other community in the nation. The most devastating flood in **Tulsa's h**istory hit in the mid-night hours of Memorial Day 1984. The City responded to the shock of this killer flash flood with community-wide commitment to end recurring disasters. This commitment is reflected in a comprehensive watershed management program, dedicated funds for maintenance and operation, a prototype alert system, and continued capital improvements. The Engineering Services Department, working in conjunction with the Stormwater Drainage and Hazard Mitigation Advisory Board **and numerous citizen groups, developed the "Flood and Stormwater** Management Plan 1999-2014", in furtherance of this comprehensive stormwater management approach which established a phased implementation program for the projects identified in the Master Drainage Plans.

Parks Master Plan

The City of Tulsa Parks Department undertook a master planning effort in 2009 in response to aging Parks infrastructure and repeated budget cuts that had left a number of dilapidated community centers closed to the public. The plan was updated in 2020 **and was formally adopted as part of the City's** Comprehensive Plan. The City of Tulsa manages 135 parks covering roughly 6,553 acres. The plan **resulted in the following park system vision statement...** *Tulsa will be known as a city that celebrates and preserves green space and beautiful environments and enjoys outstanding recreational opportunities supporting the health and wellbeing of its citizens.*

Arkansas River Corridor Master Plan

Preceded by decades of discussion about Arkansas River improvements and potential development, citizens, City and County officials, and the U.S. Army Corps of Engineers (USACE) produced and adopted the Arkansas River Corridor Master Plan in 2005. The plan resulted in recommendations for projects and appropriately located development along the 42 miles of river in Tulsa County. A major focus was the desire to see a consistent presence of water in the river.

Zoo Master Plan

In 2010, the City of Tulsa transferred maintenance and operations to the private company Tulsa Zoo Management Incorporated (TZMI). Through a comprehensive facility evaluation completed in 2010, and the Tulsa Zoo Master Plan completed in 2012; TZMI identified $111.9 million in necessary improvements for failing exhibits and buildings.

COMPREHENSIVE PLAN, SMALL AREA PLANS AND HUD CONSOLIDATED PLAN

Master Plan Priorities

There are many factors that drive the social and physical needs of the community be they economic or demographic. The overarching goals outlined in the City's Comprehensive Plan (planitulsa) provide the basis for all other plans whether they are infrastructure, land use, housing, recreation, or economic development. Small Area Plans and the Housing and Urban Development Consolidated Plans are both tools to implement strategies outlined in the Comprehensive Plan. They are summarized below.

City Comprehensive Plan

In January of 2019, the City Tulsa Planning Office began the process of updating the City's Comprehensive Plan. Effective since 2023, the updated Comprehensive Plan, planitulsa, provides policy guidance under topics such as land use, transportation, economic development, housing & neighborhoods, environment and natural resources, parks and recreation, public services, and major capital improvement projects. Engagement for the plan update included public meetings, surveys, informational updates, and correspondence. More than 5,000 Tulsa residents contributed to the plan, in addition to over 200 community organizations, parallel government agencies, and internal City departments. The planitulsa update was adopted by Tulsa Metropolitan Area Planning Commission on May 3rd, 2023, and approved by Tulsa City Council on June 14th, 2023. The highest priority projects from the planitulsa process and small area plans have been added to the CIP Inventory.

Neighborhood Revitalization and Small Area Plans

Small Area Plans (SAP) and Sector Plans are long-range plans focused on a specific area. They typically cover the same topics as the City's comprehensive plan. The smaller scale allows stakeholders and public engagement to be the focus of the planning process. Their geographic bounds are shown on Page 7-6. The high priority plan projects are shown on Page 7-7 and 7-8. The City of Tulsa and Tulsa Planning Office created the Vibrant Neighborhoods Partnership to work closely with selected low-and moderate-income neighborhoods to create short-term, high-impact capital projects and other neighborhood improvements. In addition, 80 Neighborhood Conditions Index reports were created and released in 2023 using a data-oriented approach to guide the equitable investment of resources throughout the City and to assist residents in identifying assets and opportunities for improvement in their neighborhoods. These reports cover every neighborhood in the city.

These plans include collaboration with various city departments and external stakeholders, and funds are needed to implement the actions swiftly.

36th Street North Small Area Plan: Effective October 16, 2013. The 36th Street North Small Area Plan was a priority in PlaniTulsa. This SAP focuses on policies to help spur development in the planning area.

Arena District Master Plan: Effective December 2018. This plan is an effort to guide the City of Tulsa and its partners in improving the public realm and enabling private redevelopment along the Arena District, in Downtown Tulsa. The process including assessing the current state of the Arena District, evaluating the potential of public infrastructure investments, creating a system of engaging public spaces and streets, identifying opportunities for private development, and providing a market-based and phased roadmap for future decisions.

Berryhill Land Use Plan: Effective January 2019. This plan follows the planning process prescribed in PLANiTULSA and was created as a guide for future development in 4.15 sq. miles of land located south and west of the Arkansas River, including properties located either in Tulsa city limits or unincorporated Tulsa County. The purpose of the land use plan is to manage growth and development while allowing for appropriate changes and updates that retain the community's character.

COMPREHENSIVE PLAN, SMALL AREA PLANS AND HUD CONSOLIDATED PLAN

Master Plan Priorities

Brady Arts District Small Area Plan: Effective February 2013. This plan followed PlaniTulsa's SAP guidelines in creating a vision and recommendations for the Brady Arts District. The plan's recommendations range from streetscape guidelines and place-making to marketing and sustainability.

Brookside Infill Development Design Recommendations: Effective November 2002. This plan was intended to address short-term infill issues impacting Brookside. It focuses on design policies, especially streetscape. This plan is no longer considered active and is used for development review purposes only.

Charles Page Boulevard Plan: Effective November 1996 and Amended 2000. Initiated in 1991, this neighborhood plan divided the corridor into two subareas and provided policy, capital improvement, and development recommendations for both. This plan is no longer considered active and is used for development review purposes only.

Crosbie Heights Small Area Plan: Effective February 2019. This plan followed PlaniTulsa's SAP guidelines in creating a vision and recommendations for the Crosbie Heights Neighborhood. Policies and recommendations range from housing options, streetscaping recommendations, and multimodal infrastructure. This plan supersedes portions of the Charles Page Boulevard Plan that are within the Crosbie Heights boundary.

Crutchfield Small Area Plan: Effective May 2019. This plan created a vision and recommendations for the Crutchfield neighborhood. Recommendations include actionable policies, capital projects, and land use recommendations intended to revitalize the area.

Downtown Area Master Plan: Effective 2010. Downtown Tulsa is a critical part of the economic and social life of Tulsa. The Downtown Area Master Plan was developed along with PlaniTulsa and was the first plan adopted as a component of the Comprehensive Plan. The plan expands on previous plans and PlaniTulsa to provide guidelines to revitalize downtown.

East Tulsa Neighborhood Implementation Plan Phases I & II: Effective November 2006 and May 2007. The first of two parts, the phase I plan focuses on 5 square miles on the western edge of the total planning area with a mix of land uses. Phase II focuses on land uses along the Highway 412 corridor, including two major activity centers and conceptual redevelopment ideas for commercial development. This plan is no longer considered active and is used for development review purposes only.

Eugene Field Small Area Plan: Effective June 2013. This SAP was created under the direction of consultants from McCormack Baron Salazar. The area involves a complex mix of park, industrial, and residential uses. The plan's recommendations focus on revitalizing residential areas while increasing connections to the Arkansas River and commercial corridors.

Kendall-Whittier Sector Plan: Effective October 2016. This plan was prepared by Houseal Lavigne Associates. The Kendall-Whittier Sector Plan envisions a thriving, connected community with a rich mixture of land uses, transportation options, and people.

Pearl District Small Area Plan: Effective July 2019. This plan recognizes the area's unique mix of industrial, commercial, and residential uses, and recommends a continuation of this mixed-use urban development pattern that strengthens its connection and proximity to downtown, with an emphasis on improving conditions for pedestrians, bicyclists, and transit riders; expanded housing choices and employment centers; encouraging infill development; and addressing flooding concerns.

COMPREHENSIVE PLAN, SMALL AREA PLANS AND HUD CONSOLIDATED PLAN

Master Plan Priorities

Plan 66: Effective December 2020. This plan focuses on policy recommendations aimed at **preserving Route 66's significance, revitalizing the corridor, connecting the Route with** multi-modal transportation options, and celebrating and promoting the Route as a destination.

Riverwood Neighborhood Plan Update: Effective October 2008. This plan provides a series of connection and infrastructure improvements aimed improving public spaces and helping to revitalize commercial properties. This plan is no longer considered active and is used for development review purposes only.

Sequoyah Area Neighborhood Implementation Plan: Effective May 2007. This plan provides a number of revitalization goals with policies and projects to help realize those goals. The Sequoyah Neighborhood Association, Tulsa Public Schools, and the City of Tulsa worked together to create this plan.

Southwest Tulsa Neighborhood Revitalization Plan Phase I & II: Effective May 2009 and June 2011. The phase one portion of the two-phase plan is considered the detailed implementation plan. It includes projects specific to each of the identified subareas. Projects and recommendations range from site specific redevelopment to streetscaping and land use designations. Phase II focuses on the 2010 Comprehensive Plan (PlaniTulsa) impact on Southwest Tulsa and the implementation projects presented in phase I. It provides additional project ideas and concepts based on the Comprehensive Plan.

Unity Heritage Neighborhoods Plan: Effective October 2016. This plan was prepared by Houseal Lavigne Associates. The Unity Heritage Neighborhoods Plan promotes a vision of an **attractive urban lifestyle that connects residents to the area's legacy, local commercial** opportunities, and regional destinations. It updates and combines several previous neighborhood Sector Plans in North Tulsa.

Utica Midtown Corridor Small Area Plan: Effective January 2014. The plan seeks to preserve stable residential neighborhoods while encouraging the growth of regional job centers by encouraging best practices in contemporary urban design and planning. The planning process was divided into two portions, each headed up by separate consultants, stakeholder, and resident groups.

West Highlands/Tulsa Hills Small Area Plan: Effective April 2014. This SAP was initiated in response to development pressures in a previously agricultural area. The plan attempts to balance future development with existing aesthetics and open space while ensuring that transportation and related systems are enhanced.

HUD Consolidated Plan 2020-2024

The Consolidated Plan serves as the framework for a community-wide dialogue to identify housing and community development priorities that align and focus funding from the US Department of Housing and Urban Development (HUD) Office of Community of Planning and Development. This plan establishes the **goals for the expenditure of annual allocations from HUD's formula block grant** programs which include: Community Development Block Grant (CDBG) Program, HOME Investment Partnerships (HOME) Program, Emergency Solutions Grant (ESG) Program, and Housing Opportunities for Persons With AIDS (HOPWA) Program. The City of Tulsa receives just over $5.0 million per year from HUD formula grants. **The plan outlines goals for affordable housing and physical improvements that will serve the City's** low- and moderate-income populations shown on Pages 7-9. In previous Consolidated Plans and the current plan, the City established target areas to incentivize physical improvements that would advance both **HUD goals and the City's** Long-Range Plan priorities. In the 2020-2024 HUD Consolidated Plan, the

COMPREHENSIVE PLAN, SMALL AREA PLANS AND HUD CONSOLIDATED PLAN

Master Plan Priorities

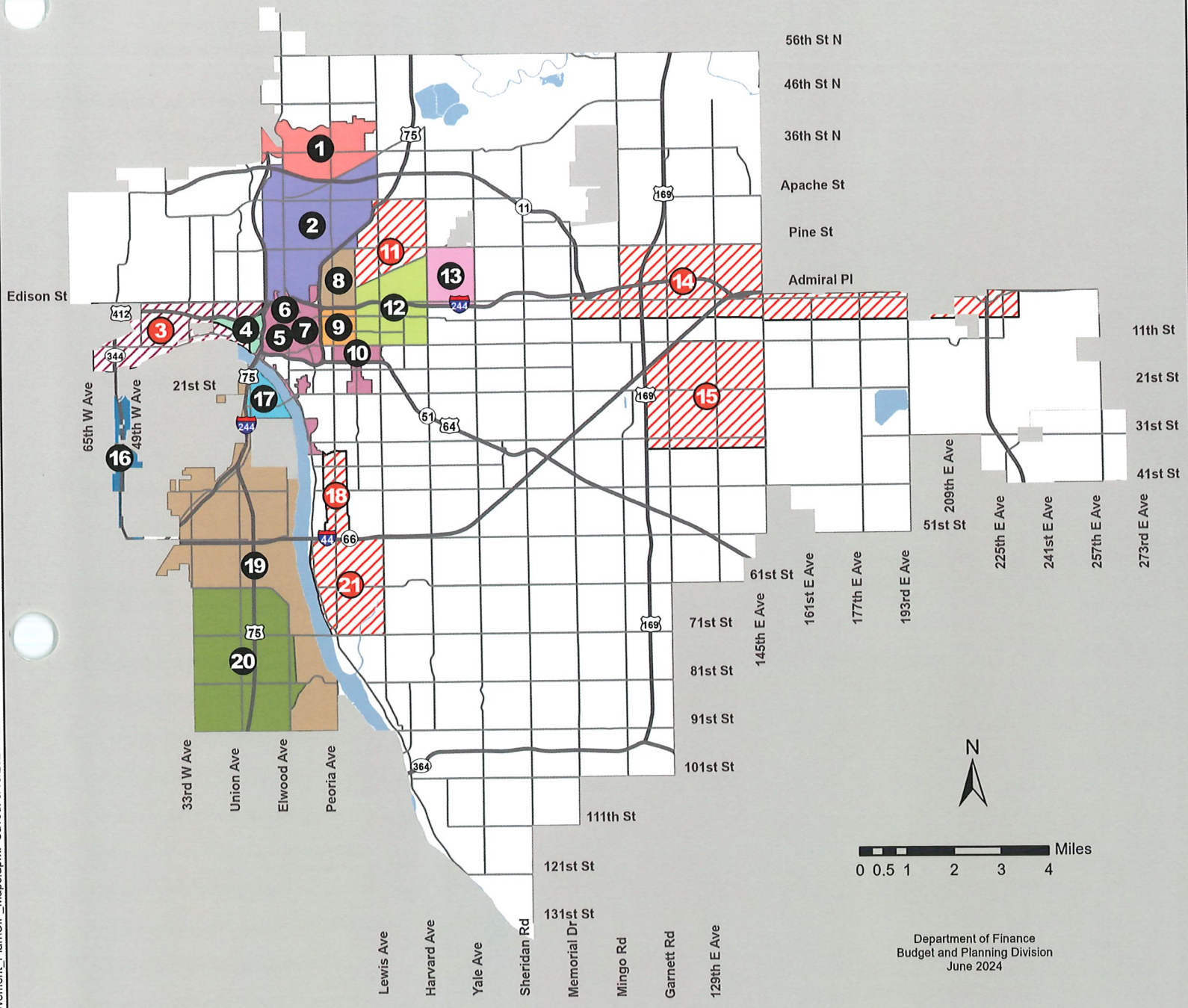
target area is the half mile corridor around the City's Bus Rapid Transit (BRT) route. The Peoria BRT route began operation in January of 2020 and generally runs from 56th St. North along Peoria Ave. to 81st St. South. The future east west route will run along 11th St to 145th East Ave.

Conclusion

The City Comprehensive Plan, small area plans, and HUD Consolidated Plan represent the city's wholistic approach to bettering the economic conditions of the citizens, across all demographics. The total below, represents the sum of the total requests contained in the City's planning documents that support both plan goals and economic development.

	Project Title	Requesting Dept	Cost Estimate	Estimated Annual Operating Impact
1	Planning, Economic Development, and Resilience	PartnerTulsa/Planning	$ 634,223,837	$ 3,026,450
		TOTAL	$ 634,223,837	$ 3,026,450

City of Tulsa
Small Area Plans



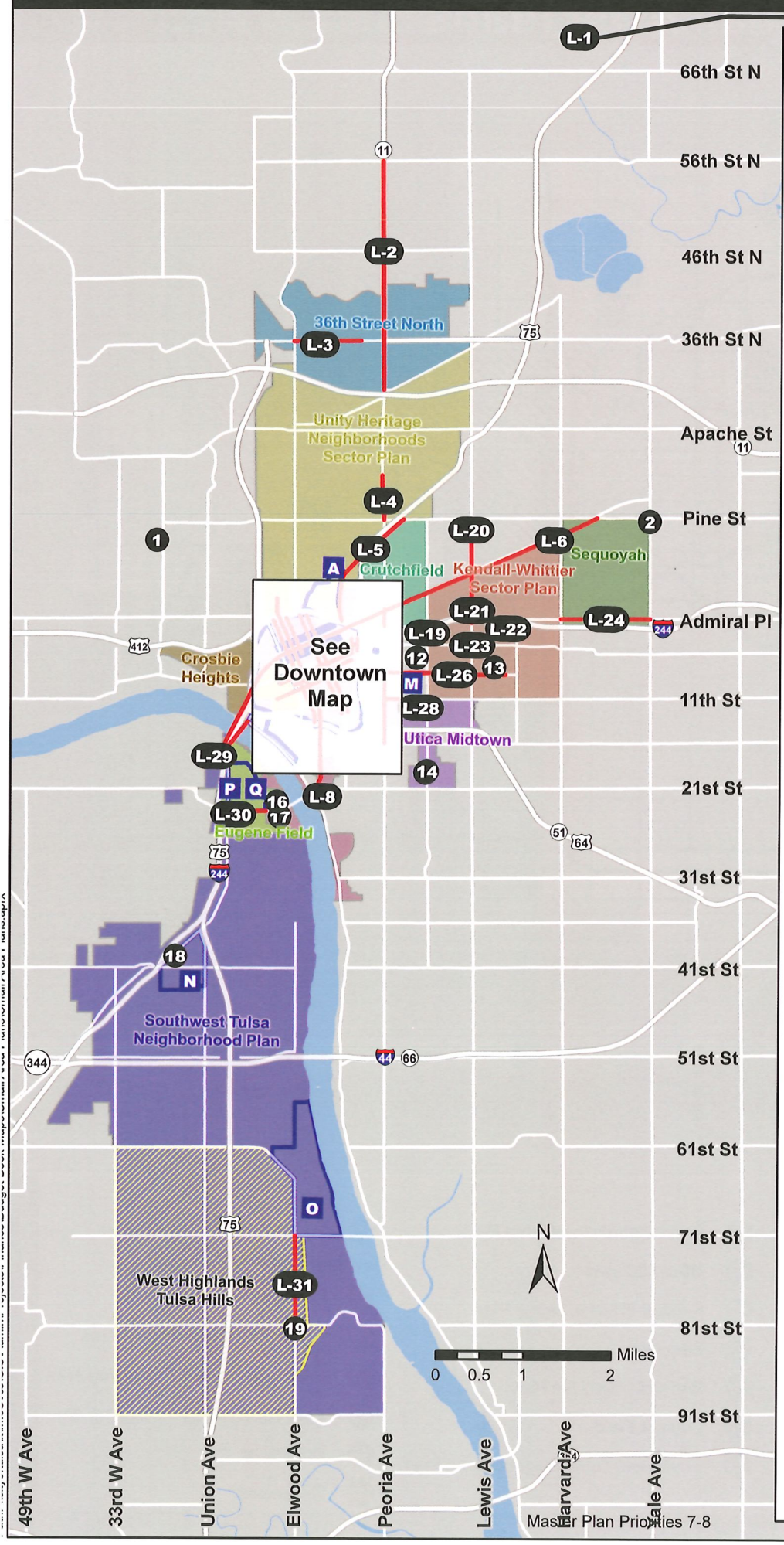
Small Area Plans

1. 36th Street North
2. Unity Heritage Neighborhoods Sector Plan
4. Crosbie Heights
5. Arena District Master Plan
6. Brady Village
7. Downtown Area Master Plan
8. Crutchfield
9. Pearl District Small Area Plan
10. Utica Midtown
12. Kendall-Whittier Sector Plan
13. Sequoyah
16. Berryhill Land Use Plan
17. Eugene Field
19. Southwest Tulsa Neighborhood Plan
20. West Highlands/Tulsa Hills

Development Review Only

3. Charles Page Boulevard
11. Springdale Development Area
14. East Tulsa Phase 2 Planning Area
15. East Tulsa Phase 1 Planning Area
18. Brookside
21. Riverwood

Small Area Plans & CIP Projects



Master Plan Priorities 7-8

Legend

CIP Projects - Points

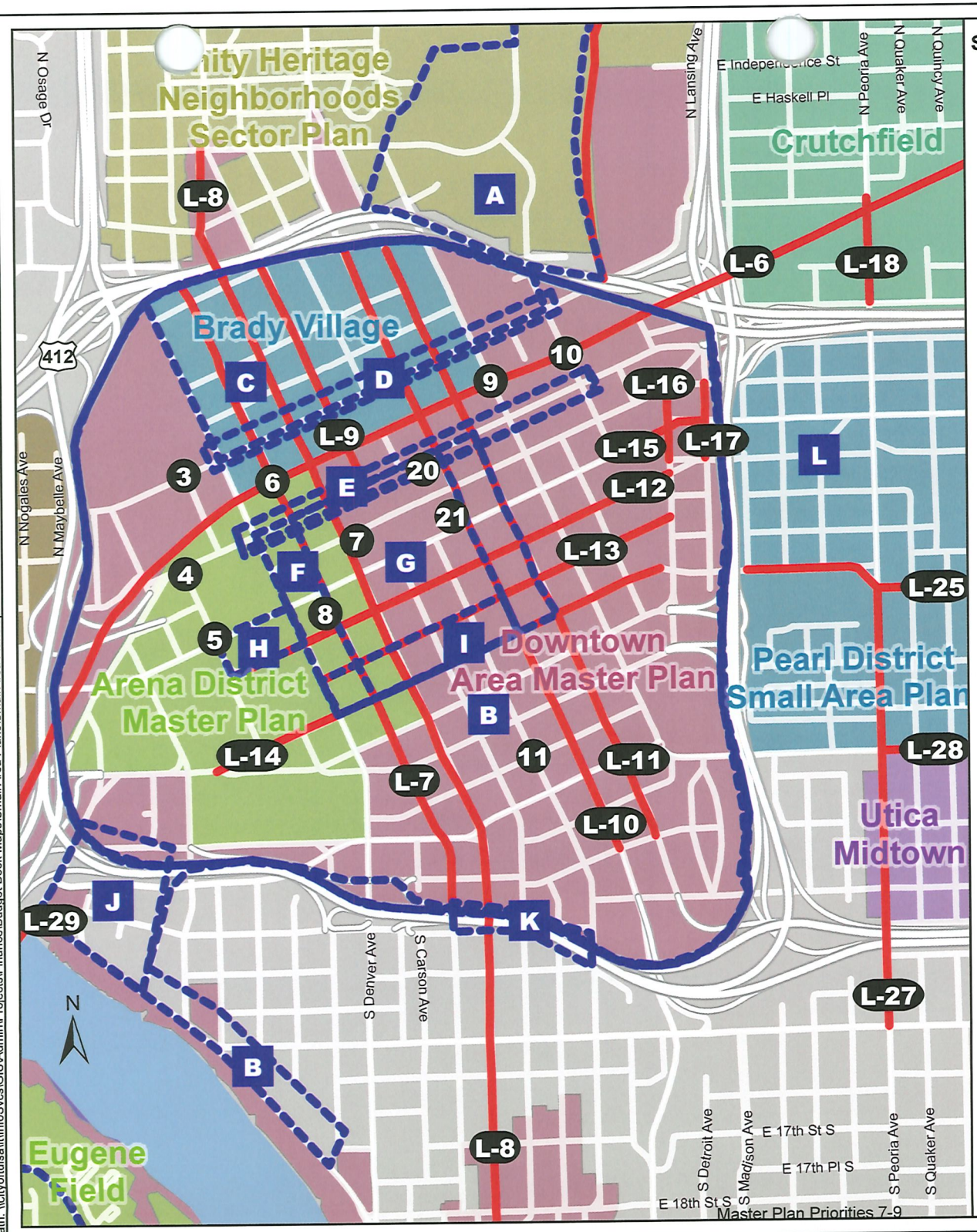
1. Gilcrease Bike and Trail Connector
2. Pine Street and Yale Avenue Intersection
12. 11th Street BRT Completion
13. ENGINEERING - Kendall Whittier - Admiral Blvd - Zunis Ave to Vic
14. UTICA AVE PEDESTRIAN IMPROVEMENTS - Crosswalk at S Utica Ave. and E 17th Pl./Swan Lake Dr., caution signs.
15. General Sites - Swan Lake Fencing, fountain and Irrigation
16. Concrete Plant Site Acquisition
17. City Equipment and Materials Relocation from 23rd and Jackson
18. Route 66 Station (Phase II - Route 66 Historical Village)
19. Hager Creek Storm Sewer Relief Line

CIP Projects - Lines

- L-1 Elm Creek - Floodplain Property Acquisition
- L-2 Peoria Connection
- L-3 36th STREET NORTH CORRIDOR - Phase II
- L-4 ART - North Peoria Ave Public Sculpture Program
- L-5 DAM PLAN - Sealed Corridor Phase II
- L-6 DAM PLAN - Light Rail System
- L-8 DAM PLAN (ENGINEERING) - Two-Way Street Improvements and Enhancements to Do
  DAM PLAN - Downtown Circulation
- L-19 Kendall Whittier (ENGINEERING) - Overpass Repair - Enhance 3 ove
- L-20 Kendall Whittier (ENGINEERING) - Lewis Ave - North Admiral Blvd
- L-21 Kendall Whittier (ENGINEERING) - Overpass Repair - Enhance 3 ove
- L-22 Kendall Whittier (ENGINEERING) - Overpass Repair - Enhance 3 ove
- L-23 Kendall Whittier (ENGINEERING) - Lewis Ave - 2 St to 3rd St S
- L-24 ENGINEERING - Admiral Place Streetscaping Improvements
- L-26 KW/PEARL - Phase I - 6th St Streetscaping: West Park - Columb
  KW/PEARL - Phase II - 6th St Streetscaping (Lewis to IDL)
  PEARL - Phase III Pearl District Flood Control and Redevel
- L-28 11th STREET STREETSCAPING - Peoria Ave to Utica Ave
- L-29 Route 66 Bridge (Cyrus Avery Memorial Bridge)
- L-30 EUGENE FIELD STREETSCAPING - Streetscaping and pedestrian enhancements, W 23rd St between Jackson Ave Southwest Blvd
- L-31 Elwood Avenue - 71st Street South to 81st Street South

CIP Projects - Areas

- A EVANS/FINTUBE - Downtown Tulsa Trailhead Facility
- M Elm Creek - Pearl East Detention Pond
- N SOUTHWEST PLAN - The Redfork Campus Plan (Webster,Clinton ,Pleasan
- O Turkey Mountain Urban Wilderness Improvements
- P River West Choice Neighborhoods Improvements - Sewer
- Q River West Choice Neighborhoods Improvements - Water



Small Area Plans & CIP Projects

CIP Projects - Points

- 3 Headquarters/ Downtown Patrol Division
- 4 DAM PLAN - Grade Separation of Streets` Crossing of BNSF Rail
- 5 ART - Public Art for the BOK Center & Convention Center
- 6 DAM PLAN - Grade Separation of Streets` Crossing of BNSF Rail
- 7 DAM PLAN (DCC) - Centennial Walk - Phase 2 and 3 Improvements
- DAM PLAN (TRAFFIC) - Downtown Traffic Signalization
- 8 Downtown Transit Center
- 9 DAM PLAN - Grade Separation of Streets` Crossing of BNSF Rail
- 10 DAM PLAN - Grade Separation of Streets` Crossing of BNSF Rail
- 11 DAM PLAN - Central Campus Green Space
- 20 OTC Facilities Maintenance
- 21 TPAC HOT WATER STEAM REPAIR UPGRADE

CIP Projects - Lines

- L-6 DAM PLAN - Light Rail System
- L-7 DAM PLAN (ENGINEERING) - Two-Way Street Improvements and Enhancements to Do
- L-8 DAM PLAN (ENGINEERING) - Two-Way Street Improvements and Enhancements to Do
- DAM PLAN - Downtown Circulation
- L-9 DAM PLAN (ENGINEERING) - Two-Way Street Improvements and Enhancements to Do
- L-10 DAM PLAN (ENGINEERING) - Two-Way Street Improvements and Enhancements to Do
- L-11 DAM PLAN (ENGINEERING) - Two-Way Street Improvements and Enhancements to Do
- L-12 Engineering - 4th, 5th and 6th Streets Improvements and Enhancem
- L-13 Engineering - 4th, 5th and 6th Streets Improvements and Enhancem
- L-14 Engineering - 4th, 5th and 6th Streets Improvements and Enhancem
- L-15 DAM PLAN (DCC) - 3rd and Kenosha Area (East End) Streetscaping & Li
- L-16 DAM PLAN (DCC) - 3rd and Kenosha Area (East End) Streetscaping & Li
- L-17 DAM PLAN (DCC) - 3rd and Kenosha Area (East End) Streetscaping & Li
- L-18 DAM PLAN - Sealed Corridor Phase III
- L-25 Elm Creek - Pearl East Conveyance System
- L-27 PEARL - Peoria Avenue Streetscaping -- 6th Street to 15th
- L-28 11th STREET STREETSCAPING - Peoria Ave to Utica Ave
- L-29 Route 66 Bridge (Cyrus Avery Memorial Bridge)

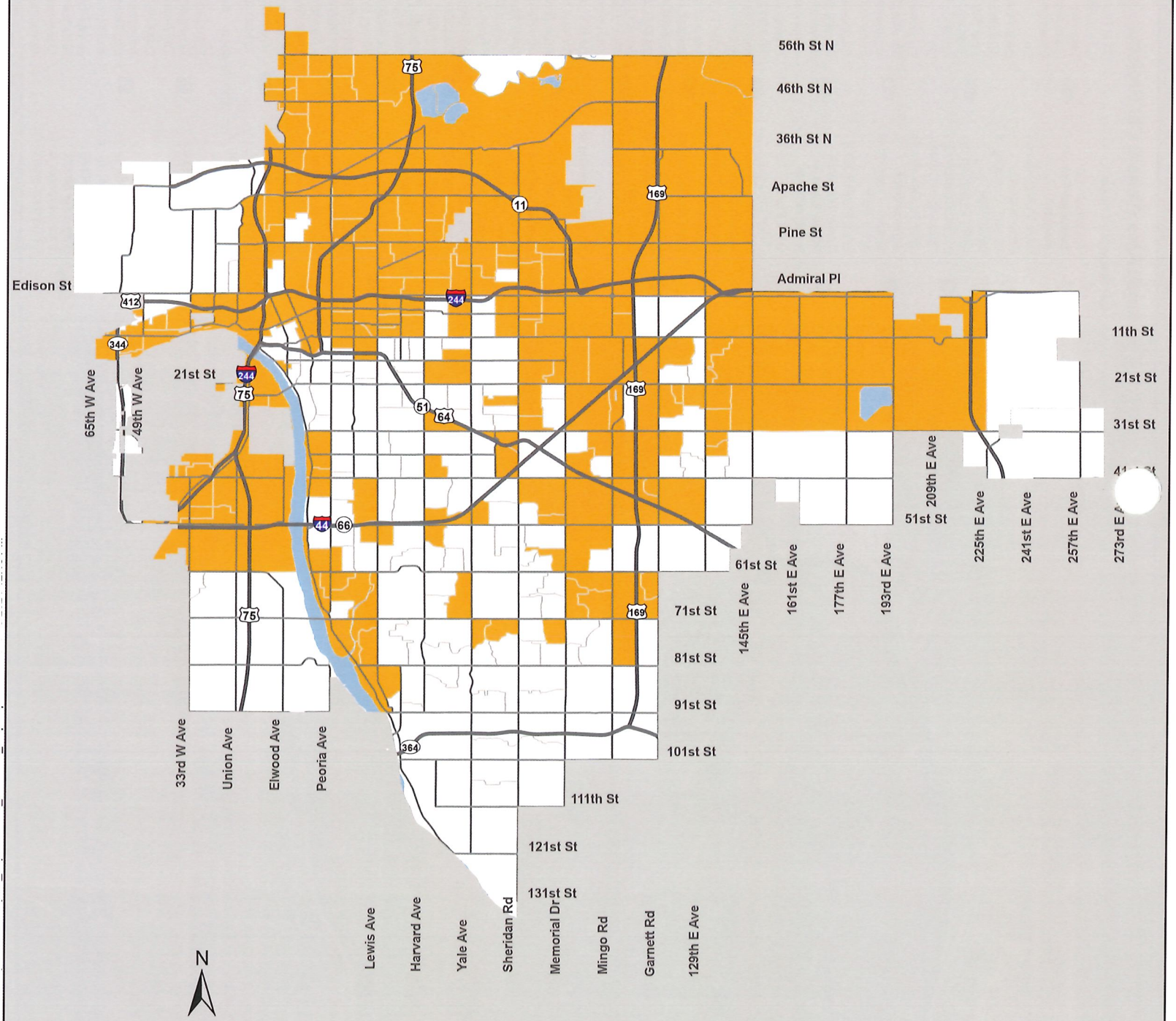
CIP Projects - Areas

- A EVANS/FINTUBE - Downtown Tulsa Trailhead Facility
- B DAM PLAN (DCC) - Landscape/Upgrade IDL Entrances and Exits
- DAM PLAN - Arkansas River & Downtown Parking Garages and Faci
- DAM PLAN - Downtown Urban Parks - Green Space Including Land
- DAM PLAN - Phase II -Downtown Housing and Residential Develop (MOED)
- C DAM PLAN (ENGINEERING) - Downtown Streets Phase I - Brady & Greenwood Resur
- D DAM PLAN (ENGINEERING) Street Resurfacing, Improvements and Enhancements
- E DAM PLAN (DCC) - Downtown Intersection Enhancements, Streetscaping,
- ENGINEERING - Downtown Streets Phase II - Resurfacing, Improveme
- F DAM PLAN (DCC) Landscape/Upgrade IDL Entrances and Exits Phase II
- G Downtown Development and Redevelopment Fund (MOED)
- H DAM PLAN (ED) - Downtown Post Office Acquisition
- I DAM PLAN - Arkansas River - Downtown Connections - Phase II
- J DAM PLAN - Arkansas River - Downtown Connections - Phase I
- K ENGINEERING - I-144 Expressway "Deck-Overs" - Freeway Park
- L Elm Creek - Pearl West Detention Pond

Streets

CITY OF TULSA

City of Tulsa
Low & Moderate Income by Block Group



Department of Finance
Budget and Planning Division
June 2024

Source: U.S. Census Bureau, 2011-2015
American Community Survey 5-Year Estimates

PARKS MASTER PLAN, ARKANSAS RIVER CORRIDOR MASTER PLAN AND ZOO MASTER PLAN

Master Plan Priorities

Tulsa is fortunate to have an abundance of parks, open space and opportunities for outdoor exploration. The Arkansas River, Turkey Mountain and the River Parks System, Gathering Place, Tulsa Zoo and the numerous City of Tulsa parks provide the foundation for excellent outdoor recreation. The City of Tulsa Parks Master Plan, Arkansas River Corridor Master Plan and Zoo Master Plan prioritize and provide guidance on the needs of the City's recreation amenities.

Parks Department Master Plan

Tulsa Parks manages 135 parks covering roughly 6,553 acres. This includes the Redbud Valley Nature Preserve, two specialty centers, six community centers, four with fitness facilities, gymnasiums and all have meeting rooms. There are 57 miles of walking trails, two skate parks, three dog parks, and five swimming pools. In addition, there are 227 sports fields, 99 playgrounds, 94 tennis courts, eight outdoor pickleball courts, 13 water playgrounds, 18 splash pads, 7 picnic shelters, four golf courses and eight disc-golf courses. Major park facilities are shown on Page 7-12.

The Master Plan has integrated information from additional planning efforts for the City of Tulsa that have helped inform the planning process. These include:

- Summary of recent ten-year plan updates for Tulsa Neighborhood Implementation Plan Studies
- Downtown Tulsa Master Plan
- Brady Village Trail Plan
- Strategic Plan for the City of Tulsa Parks and Recreation Department
- Aquatics Inventory Analysis

The critical issue is the condition and configuration of the parks. Tulsa has many parks of approximately the same age that are reaching a point where repair and/or re-purposing is required. Strategic prioritization was needed to determine if elements should be removed, replaced, or repurposed. The final Park's Master Plan reflects this strategic view. The plan's capital improvement strategy was organized around these functional areas.

- Update parks and facilities to address changing needs and desires
    - Improve existing parks to meet community standards
    - Utilize an inventory analysis of existing pools to determine which pools are functional, which need repairs, and which should be replaced or decommissioned.
    - Improve water playgrounds.
    - Increase access to natural areas and open space
    - Create a series of destination parks throughout Tulsa
    - Achieve and maintain an appropriate level of service for all parts of Tulsa
- Maximize recreation program management
    - Enhance recreation program planning method
    - Conduct a program life cycle analysis
    - Implement new programs based on research and feedback
    - Assess services to determine the City's responsibility for provision
    - Develop procedures / policies to accurately track program participation / drop-in facility use
    - Create and implement a cost recovery philosophy and policy
    - Track performance measures for all park and recreation services.

The Park Board's highest priority continues to be the maintenance of the existing system. The needs range from roof repairs to air conditioning. They also include remodeling existing facilities to more closely match the needs of today's users and adding storage to protect valuable equipment. The summarized needs are included in the table below. The 2014 Improve Our Tulsa (IOT) Sales Tax Program and the

PARKS MASTER PLAN, ARKANSAS RIVER CORRIDOR MASTER PLAN AND ZOO MASTER PLAN

Master Plan Priorities

2019 IOT II programs provided or will provide a combined $64.9 million for maintenance and improvements throughout the parks system.

Zoo Master Plan

In 2010, the City of Tulsa transferred maintenance and operations to the private company Tulsa Zoo Management Incorporated (TZMI). Through a comprehensive facility evaluation completed in 2010, and the Tulsa Zoo Master Plan completed in 2012, TZMI has identified $111.9 million in necessary improvements for failing exhibits and buildings. In 2013 voters approved the Improve Our Tulsa Capital Program, of which $11.75 million would go to address the *Carnivores* and *Tiger's Snow Leopard* Exhibits. Additionally, the Zoo is scheduled to receive $25 million from the Tulsa Vision Capital Program, $6.0 million from the 2019 IOT II Sales Tax Program, and $25.7 million from the 2023 IOT III General Obligation Bonds Capital Program to continue master plan improvements.

Arkansas River Corridor Master Plan

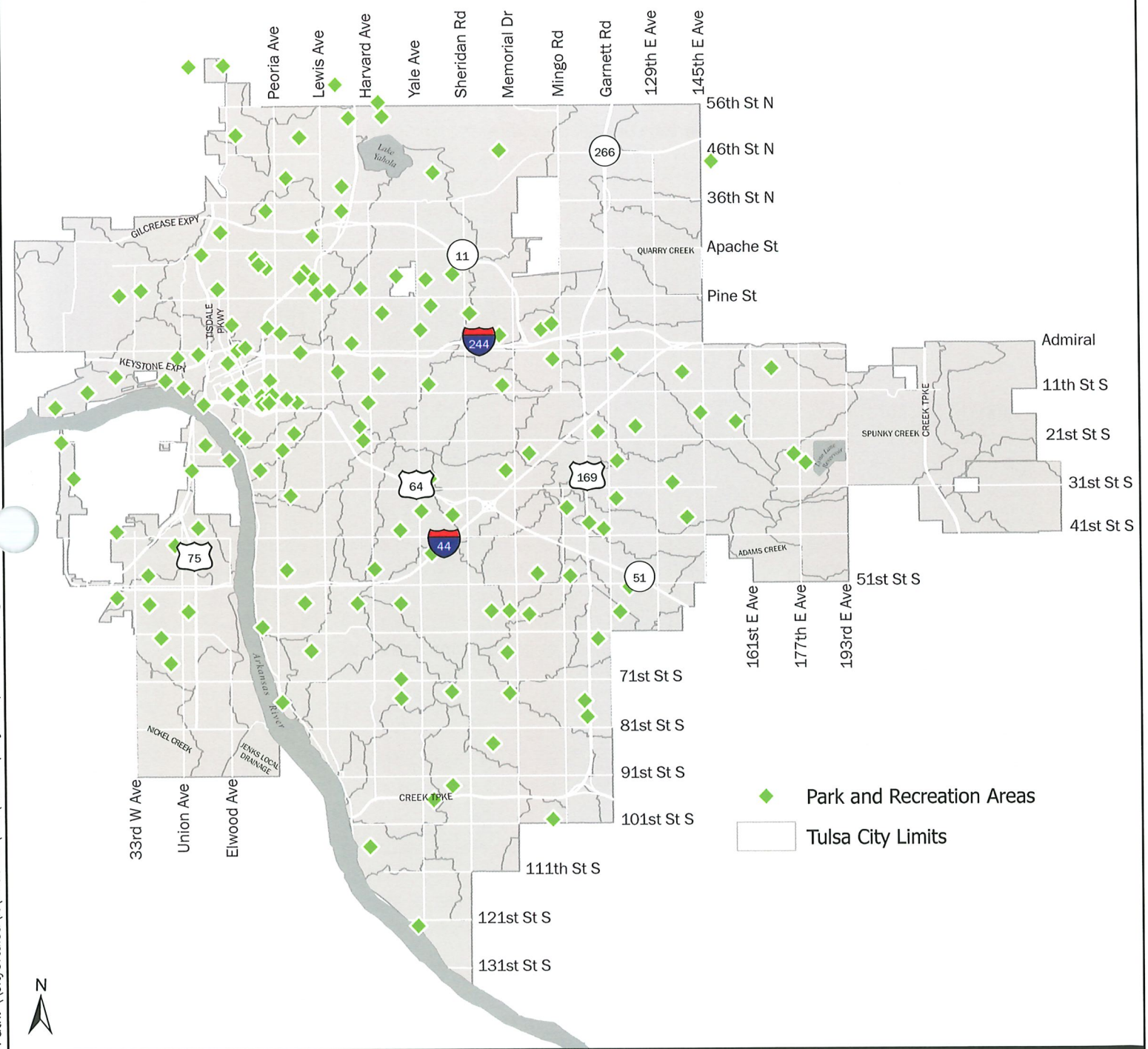
In 2007, the River Parks Authority, City, County and INCOG, along with the Corps of Engineers, completed a $500,000 River Corridor Development Study. The plan resulted in recommendations for projects and appropriately located development along the 42 miles of river in Tulsa County. A major focus was the desire to see a consistent presence of water in the river. It identified a number of projects throughout the River Parks system including the renovation of the River West Festival Park, improvements on the east bank between 11th and 21st streets, including a Route 66 center and commercial facilities at 19th and Riverside, and resurfacing and widening of the trails. These were the highest priorities of the Authority and proceeds from the 2006 Sales Tax Extension Program and Vision 2025 have been allocated for them. More recently, voters approved the Tulsa Vision Economic Development Capital Program which funded the replacement of the deteriorating Zink Dam and the construction of a new low-water dam near Jenks, among other improvements along the Arkansas River.

Conclusion

The remaining unfunded projects listed below were targeted because they address the general safety, health, and welfare issues of park patrons, staff, deferred maintenance, and zoo animals. By focusing on these projects, the city will continue to make progress on its master plans, which will better the health and wellness of Tulsa residents.

	Project Title	Requesting Dept	Cost Estimate	Estimated Annual Operating Impact
1	Playground and Water Playground Equipment	Parks	$ 8,195,500	$ -
2	Center Improvements	Parks	$ 19,325,000	$ 20,000
3	Park Improvements	Parks	$ 18,081,200	$ -
4	Sports Facilities	Parks	$ 25,500,000	$ -
5	Trails	Parks	$ 60,900,085	$ 320,000
6	General Facilities	Parks	$ 32,183,026	$ -
7	Golf Course Facilities	Parks	$ 36,525,000	$ -
8	Zoo Master Plan	Parks	$ 122,900,000	$ -
9	Arkansas River Basin Master Plan	Parks	$ 74,422,094	$ -
		TOTAL	$ 398,031,905	$ 340,000

ity of Tulsa
Park Facilities



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LONG RANGE TRANSPORTATION PLAN (LRTP) AND MAJOR STREET AND HIGHWAY PLAN (MSHP)

Master Plan Priorities

The top priority for this **area of the City's Capital Improvements Program continues to be** arterial and residential street rehabilitation and resurfacing. From 1996 through 2007 General Obligation (GO) Bond and Sales Tax programs have provided $1,113 million for street construction and rehabilitation. In 2013, voters approved another $624.9 million in general obligation bonds and dedicated sales tax; to repair arterial and residential streets throughout the City. In 2013, voters approved a permanent 0.085% tax increase to fund routine and preventative street maintenance, as well as some infrastructure and limited **operational funding for the City's public transportation system**; the tax went into effect in 2016. Following on the successful strategy of funding major street improvements with GO Bonds, Tulsa voters in November of 2019 authorized the issuance of $427.0 million to continue the progress begun under the 2008 Fix Our Streets program. An extension of the Improve Our Tulsa sales tax was also approved which will contribute additional funds toward roadway improvements from 2022 to 2026. In August 2023, the voters approved an extension to the Improve Our Tulsa II program, titled Improve Our Tulsa III, that would provide $170.5 million in general obligation bonds and $126.3 million in sales tax for street maintenance and upgrades. The general obligation bonds portion of Improve Our Tulsa III began in FY24 with plans to issue through FY29. The sales tax portion of Improve Our Tulsa III will begin on January 1, 2026 and continue though June 30, 2030.

Planning Background

Two transportation-planning instruments are used to determine street and expressway projects in the Tulsa area. The Tulsa Metropolitan Area Transportation Study (TMATS) is the State-mandated planning program used to determine regional transportation funding priorities. The other planning tool, the Major Street and Highway Plan (MSHP) which was updated recently to reflect new cross sections developed for **the City's** updated comprehensive plan, has been in existence for over 50 years and delineates the routes and widths of street right-of-way and the suggested number of lanes that should be constructed when arterial streets are improved. All proposed geometric changes for expressway and street improvements are based on these plans. For arterial streets included in the 2013 funding program, a planning tool called a Multimodal Mobility Study was introduced **as part of the City's ongoing commitment to planning,** designing, and constructing Complete Streets. The Complete Streets Procedural Manual was developed to assist staff and design consultant engineers to develop street projects that serve the needs of all users including automobile, transit, bicycle, and pedestrian. This analysis is utilized to determine alternative lane configurations and roadway cross sections that are viable to serve all modes of travel as best as possible and inform final decisions in developing project plans.

Expressways and Highways

Since World War II, the federal government has collected and distributed tax revenue for the construction of highways, expressways and, to a lesser extent, streets in urban areas. The money is generated by taxes on gasoline and disbursed back to the states and local areas under a variety of programs. The formula **used to determine each state's annual allocation is based on population, road mileage, and physical size.**

The Tulsa area's share of federal and state highway funds varies from year to year. Most funds are used for the construction of expressways and other federal and state highways that serve the area, but some of the money is also used to improve local arterial streets. In 2011, construction was completed on the stimulus package rehabilitation of the Inner Dispersal Loop (IDL). From 2012 to 2014, construction on I-44 from Yale Avenue to the Arkansas River, the southbound span of the I-244 bridge over the Arkansas River and the interchange of South Lewis and I-44 were completed. Currently, ODOT is working on the widening of US 75 near the I-44 interchange west of the Arkansas River with plans to widen several miles both north and south of this interchange.

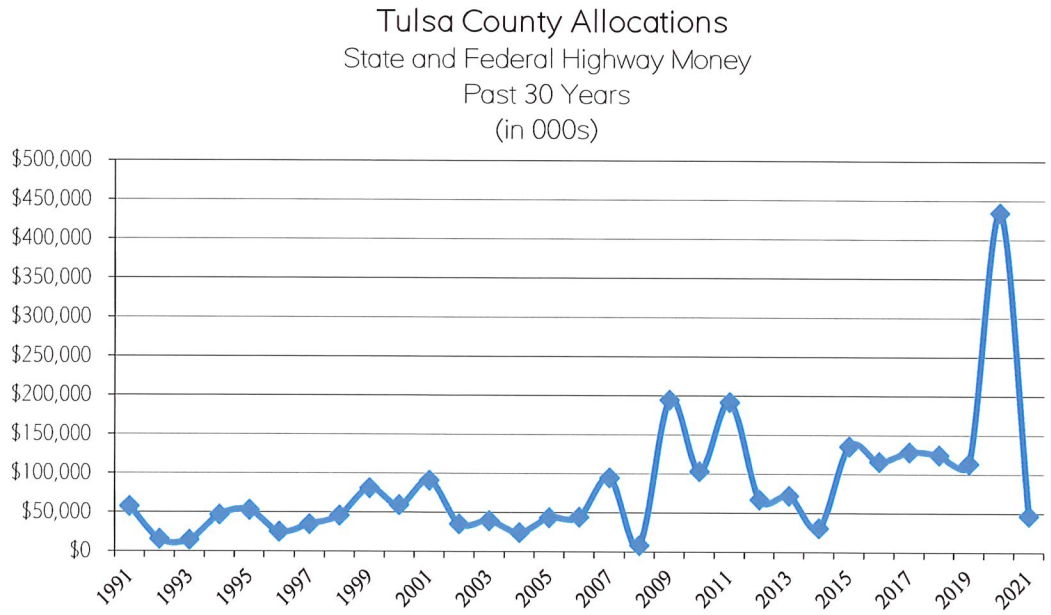
LONG RANGE TRANSPORTATION PLAN (LRTP) AND MAJOR STREET AND HIGHWAY PLAN (MSHP)

Master Plan Priorities

The local expressway system plan was originally developed in the 1950s. While it was designed as a regional network, the City later annexed most of the area it served. The plan shows 107 miles of expressways inside the city limits and/or annexation fence line. To date, 94 miles have been constructed. One segment of the expressway system remains incomplete: the Gilcrease expressway extending from the Tisdale Parkway west and south to US-412. The Gilcrease project has previously been defined in segments: Gilcrease North - U.S. 75 west to the Tisdale Parkway, Gilcrease West - Edison Street to I-44, and Gilcrease Northwest - Tisdale Parkway to Edison Street. Construction of the Gilcrease North and Gilcrease West has been completed. A Finding of No Significant Impact (FONSI) was issued in October of 2005 for the Gilcrease Northwest segment. Construction was completed on the section of Gilcrease Northwest between the Tisdale Parkway and 41st West Avenue in 2013. Design, right-of-way acquisition and environmental clearance for Gilcrease West south of Edison Street to I-44 was completed several years ago. In 2017, the City reached an agreement with the Oklahoma Turnpike Authority (OTA), where the OTA would fund all future construction of the Gilcrease in exchange for toll revenue. OTA is completed construction Gilcrease West from Edison to I-44 in 2023.

In addition to the sections proposed for new construction, several of the existing expressways are overloaded: I-44 west of Sheridan and U.S. 169 between I-244 and I-44. The 2020 traffic counts show the portion of I-44 at Yale Avenue carries 101,600, up almost 20,000 from the 80,900 vehicles per day in 2014. This segment was widened to 6-lanes recently. U.S. 169 between I-244 and I-44 carries over 108,600 vehicles per day and has been widened to 6 lanes. US-169 has also been widened to 6 lanes between I-244 and the Tulsa city limits at 56th Street North.

The Oklahoma Department of Transportation (ODOT) is addressing the congestion problem on the state highway system. It began widening I-44 from four to six lanes between I-244 and the Arkansas River in the early 1990s. The segment between I-244 and the Arkansas River has been recently completed. In FY20, $434.7 million of State and Federal Highway monies were awarded to Tulsa County for distribution among all entities within the County.



Source: Oklahoma Department of Transportation

Local Arterials

While some federal monies are used to improve local arterial streets, most of the existing major streets were financed with local funds. There are 363 miles of designated arterial streets in the city. 14 miles are improved to six lanes; 40 miles are five lanes; 143 are four-lanes; and the remaining are two lanes.

Tulsa Metro Area Transportation Study (TMATS) **uses the "Level C Service Volume" as the standard to** gauge the adequacy of the street system. Generally, if a two-lane road carries over 11,900 vehicles a day or a four-lane carries more than 23,800 vehicles, it is not meeting this standard and needs to be analyzed for possible widening to four, five, or six lanes depending upon whether it is a secondary or primary arterial, or reconfiguration of the street cross section due to a multimodal analysis. As shown on Page 7-17, the problem areas at this time are generally located south of 21st Street between 145th East Avenue and the Arkansas River.

Because urban street projects are complex and time consuming to implement, the City historically advance-funds design under one capital financing program and then finances construction from a following program. For example, the 1994 Bond Issue and 1996 Sales Tax programs financed the engineering of more than a dozen street projects. Funds for the construction of some of these projects were contained in the 2001 Sales Tax Extension and for others in the 2006 Sales Tax program. Design of fourteen street projects has been funded in the 2005 Bond Issue and the 2006 Sales Tax. The 2014 Improve Our Tulsa capital program funded the construction of four widening projects; as well as two widening design projects; which will be constructed in a future capital program. The reauthorization of the IOT program in November 2019 included $64.0 million for the widening of six (6) additional arterial roadways.

Arterial and Residential Street Maintenance and Replacement

The City started using the pavement management system for management of street maintenance and replacement, in 1988. Each street in Tulsa is now examined periodically to determine its current condition and useful life using the Pavement Management System (PMS). The identified goal of the program was to

LONG RANGE TRANSPORTATION PLAN (LRTP) AND MAJOR STREET AND HIGHWAY PLAN (MSHP)

Master Plan Priorities

steadily increase the City's Pavement Condition Index (PCI) to reach a citywide PCI of 70. The City began addressing this issue with the passage of the 2008 Fix Our Streets Improvement Program in November 2008, which dedicated $452 million toward improving the overall residential and arterial street conditions across the City. Continuing this progress, voters approved another capital program Improve Our Tulsa (IOT) in November 2013 and then reauthorized IOT a second time in November 2019. Together these programs provide $913.9 million for Arterial and Residential roadway repairs.

Conclusion

Transportation-related improvements are among the most expensive capital projects. They also require a comparatively long time to design and construct. In the following table, the total street and expressway capital improvements needs are summarized.

	Project Title	Requesting Dept	Cost Estimate	Estimated Annual Operating Impact
1	Arterial Widening	Streets	$ 2,453,150,920	$ 14,030,000
2	Intersections	Streets	$ 190,482,980	$ 1,360,000
3	Rehabilitation Programs	Streets	$ 1,117,000,000	$ -
4	Bridges	Streets	$ 94,870,000	$ 100,000
5	General Projects	Streets	$ 750,000	$ 50,000
6	MetroLink	Streets	$ 113,480,000	$ 6,000
		TOTAL	$ 3,969,733,900	$ 15,546,000

City of Tulsa
Expressways with Traffic Counts

Legend

- Annual Average Daily Traffic
- Expressways

Source: Oklahoma Department of Transportation, & Oklahoma Turnpike Authority 2022 AADT.

Department of Finance
Budget and Planning Division
June 2024

COMPREHENSIVE WATER SYSTEM STUDY

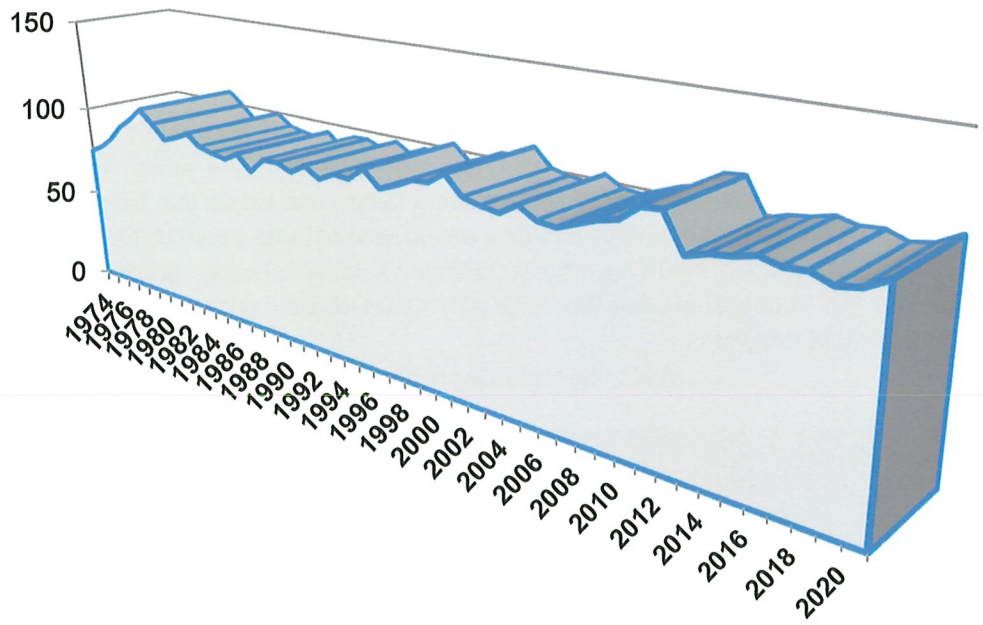
Master Plan Priorities

The water system's goal is to provide clean, reliable water at adequate pressures for the citizens' health and safety per all State and Federal regulations. The system has three components: (1) supply, (2) treatment, and (3) distribution. All must provide adequate amounts of water to meet customer demands. The Tulsa Metropolitan Utility Authority contracted with the Infrastructure Management Group (IMG) Team to complete a new comprehensive assessment of Tulsa's water and sewer systems. The 2025 2012 Comprehensive Water System Study (CWSS) is underway and builds on the previous comprehensive plans completed in 2001 and2012. The CWSS reviews the water system's current operation and capital needs. In addition, it will provide recommendations for future short-term and long-term capital improvements to meet the Tulsa water system's strategic objectives and priorities.

Historical and Projected Demand

The historical demand for water in Tulsa is documented in the following graph. Tulsa used a record volume of water during the summer of 2011. On August 1, 2011, Tulsa used 207 MGD of treated water, 94% of the City's current production capacity. As part of the new CWSS, historical population data, and available growth projections were reviewed, and an overall future growth rate for the Tulsa Metropolitan Statistical Area (TMSA) was selected. The data is then used to estimate future population and water demand for TMUA's service area over the next 50 years. Water demand is discussed in terms of system-wide max-day projections. In addition to population, the weather significantly impacts the amount of water used. Hot, dry summers like the one Tulsa experienced in 2011 significantly increase the overall demand for treated water. The maximum day demand from 2016 to 2023 ranged from 145 MGD to 182 MGD. During the last five years, Tulsa has experienced average summer conditions for the area. The new CWSS will provide a projection of the water system demand, with and without drought, through 2075. Future water demand projections will determine the timing for water system improvements and future water system expansion.

City of Tulsa
Average Daily Water Demand Past 30 Years
(in Millions of Gallons)



Source: *Water and Sewer Department*

2015 to 2030 Projected Water Demand
(In Millions of Gallons per Day)

Year	Average	Maximum Day	Maximum Day with Drought
2015	110	185	210
2020	115	197	224
2025	123	210	239
2030	131	223	254

Source: CWSS 2012

Maximum Day (MGD) equals 1.78 times the Average Day (MGD)
14 percent increase in Maximum Day (MGD) for drought conditions

Supply

Tulsa has two raw water sources: Spavinaw Creek (Spavinaw and Eucha Lakes) and the Verdigris River (Oologah Lake). An emergency connection to Lake Hudson supplements them. Spavinaw and Eucha Lakes can provide an average annual yield of 59 million gallons per day (MGD) of untreated water under drought conditions; the City has water rights to 128 MGD Oologah Lake, and Lake Hudson can provide 31 MGD in emergencies. In addition, a third permanent supply source has been obtained from the Grand River Dam Authority (GRDA).

In 1986, Tulsa contracted with GRDA to obtain additional raw water from the Grand River Salina Pumped Storage Project, which the GRDA owns. Tulsa entered a contract to use up to 80 MGD from this source; however, there is no flowline conveyance system to bring this water to Tulsa. The 2012 CWSS reviewed the need to develop this water source based on water demand projections and makes recommendations regarding the need and timing to complete the Third Raw Water Flowline. The construction of the Third Flowline may have a significant impact on the water system capital plan. While there are no immediate threats to the rights, constructing a portion of the pipeline would solidify the City's rights under the beneficial use provisions of pertinent case law. Currently, construction is scheduled to begin in FY31.

Over the last ten years, there has been a steady decline in water quality drawn from the Spavinaw Creek watershed. Increasing levels of phosphorus have caused algae blooms in the lakes. The algae blooms have led to taste and odor problems in the water. While some tastes and odors can be removed from the plant, some remain. The sources of phosphorus pollution are dozens of large-scale chicken farms that have been constructed in this watershed. Intensive efforts continue to preserve water quality in Spavinaw and Eucha Lakes, such as the Eucha-Spavinaw Water Quality Court Master project and the Source Water Protection and Management Program.

Water System Capacities

Supply Storage Allocation in Billions of Gallons		Annual Supply Dry Weather Yield		Flowline Capacity MGD		Treatment Capacity	
Eucha	25.9	Lake Hudson	31	Spavinaw #1	38	Mohawk WTP	100
Oologah	67.3	Oologah	128	Spavinaw #2	56	AB Jewell WTP	120
Spavinaw	9.0	Spavinaw/Eucha	59	Oologah #1	40		
				Oologah #2	80		
TOTAL	102.2		218	TOTAL	214		220

Source: *Water and Sewer Department*

COMPREHENSIVE WATER SYSTEM STUDY

Master Plan Priorities

Treatment

Water from the Spavinaw system is treated at the Mohawk Water Treatment Plant. The Mohawk WTP was returned to full service in 1999 and has a daily treatment capacity of 100 MGD. The A. B. Jewell plant normally treats water from Lake Oologah. The original A. B. Jewell Plant was completed in 1972. It has been expanded twice and can now treat a maximum of 120 MGD. Expansion of the water treatment plant capacity will be required to meet future growth demands. The 2025 CWSS will revaluated the need and time for system capacity expansions at A. B. Jewell. Future expansion projects are addressed in the Capital Improvement Plan. Options to increase capacity at A. B. Jewell most cost-effectively and efficiently will be evaluated before plant expansion, which is tentatively scheduled to begin within the next five years.

Asset Management is a high priority for the water system. In addition, continued maintenance and rehabilitation of existing plant infrastructure are required on an ongoing basis for both the A. B. Jewell and Mohawk WTP to replace equipment and infrastructure as it reaches the end of its service life.

Distribution

The distribution system comprises water lines, pumps, hydrants, meters, and storage facilities. As of February 2021, there are 2,621 miles of water lines, 17,010 fire hydrants, and 141,290 service meters. The system is designed to provide water to customers in accordance with Oklahoma Department of Environmental Quality standards. Tulsa distribution system meets or exceeds water quality, pressure, and flow performance criteria.

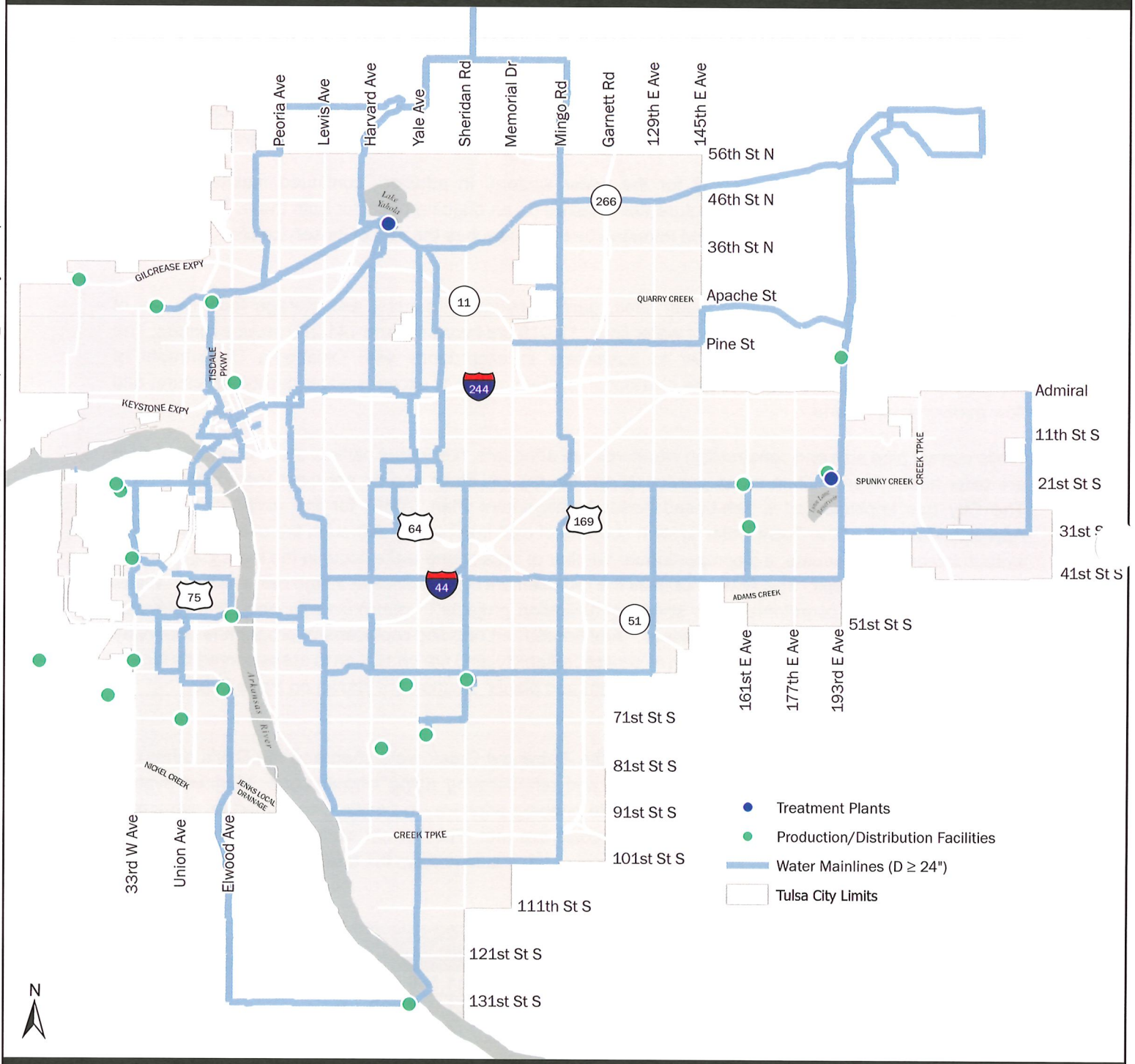
While current pipe size and construction standards are adequate, numerous parts of the distribution system are older and/or were built in areas previously outside the city limits and do not meet today's standards. The City has implemented a risk-based Asset Management Plan (AMP) for the distribution system. Approximately half of the Tulsa water system consists of cast iron piping. Although the overall distribution system integrity is adequate, a disproportionate number of breaks and leaks occur in the legacy 2-inch and 6-inch waterline systems. The AMP prioritizes the replacement of waterlines at a high risk of failure. Water main replacement is coordinated with street rehabilitation projects to maximize efficiency and minimize disruption to neighborhoods and businesses. Additionally, an ongoing replacement program is underway to upgrade undersized waterlines to improve service, reliability, and fire protection to areas served by legacy systems. The major lines in the distribution system and plants' location are shown on **Page 7-22**.

Conclusion

Providing high-quality water service, protecting the Spavinaw Creek watershed and the City's other raw water supplies from further pollution, replacing and rehabilitating aging infrastructure, planned system expansion to meet future growth, and security are ongoing priorities. In addition, continued investment in infrastructure is required to ensure that Tulsa's goals are met. The current water system capital project requests are listed in the following table. The following table summarizes the total inventory for all projects submitted in the most recently adopted TMUA capital plan.

	Project Title	Requesting Dept	Cost Estimate	Estimated Annual Operating Impact
1	Water Supply	Sewer	$ 1,011,540,000	$ -
2	Treatment & Pumping	Sewer	$ 351,027,000	$ -
3	Transmission & Distribution	Sewer	$ 1,714,495,000	$ -
4	Area Wide Projects	Sewer	$ 74,866,000	$ -
		TOTAL	**$ 3,151,928,000**	$ -

City of Tulsa
Water System



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COMPREHENSIVE SEWER SYSTEM STUDY

Master Plan Priorities

Between 1992 and 2008, over $240.1 million in General Obligation (GO) Bond proceeds and Sales Tax funds were allocated for sewer system improvements. Along with State Revolving Fund (SRF) loans, these programs provide funding for critical projects. Even with this high funding level, additional investment in the City's wastewater infrastructure is required. The Tulsa Metropolitan Utility Authority is updating the Comprehensive Sewer System Study (CSSS) for the sewer system. The comprehensive study reviews the sewer system's current operation and capital needs. The new report, due in early 2025, will make recommendations for short and long-term capital improvements to meet the Tulsa sewer system's strategic objectives and priorities. The has also implemented a comprehensive risk-based asset management program. Capital projects are reviewed annually and prioritized using a standardized business case evaluation process. The overall capital program is optimized to fund the most critical projects first. The capital projects appearing in the TMUA CIP program address the wastewater system's current needs over the next five years.

The City's sanitary sewer system is designed to collect and treat sewage and return clean water to area streams and rivers in accordance with State and Federal standards. The sewer system can be divided into the collection system and treatment plants. The collection system consists of collector sewers, larger diameter "interceptors," along with lift stations and force (pressurized) mains. Tulsa is divided into four basins; each served by a treatment plant: Northside, Southside, Haikey Creek, and Lower Bird/Spunky Creek. **Page 7-26** shows the locations of the large interceptors in the collection system and the plants.

Average Daily Flows
Tulsa Sanitary Sewer Plants
FY 2011 – FY 2021
(in Thousands of Gallons)

Fiscal Year	Northside	Southside	Haikey	Lower Bird
2010/11	23,400	24,500	10,800	500
2011/12	22,400	21,700	9,500	700
2012/13	20,700	20,900	10,400	900
2013/14	19,400	21,100	9,700	800
2014/15	30,000	30,000	11,000	1,200
2015/16	26,400	25,100	11,500	1,000
2016/17	19,000	22,000	11,200	1,000
2017/18	21,000	20,900	11,300	1,100
2018/19	22,400	24,200	11,900	1,200
2019/20	25,300	25,300	12,200	1,300
2020/21	22,400	23,400	10,900	1,100

Source: *Water and Sewer Department*

Because of different land uses and stream classifications in the basins, each plant must meet different treatment requirements and standards established by the Federal Clean Water Act. The City is meeting all of these standards and improving the system to meet future standards. The projects needed to meet state and federal requirements and other facilities to improve service are documented in various inflow and infiltration studies conducted over the last fifteen years.

Northside Service Area

The Northside Wastewater Treatment Plant (NSWWTP) is located at the confluence of Bird and Mingo Creeks. This plant can treat 42.6 mgd to advanced secondary treatment levels. Many of the improvements identified in the 2012 CSSS have been completed. Work continues on Phase 2 of the Northside WWTP

Digestor Lid Repair project. In addition, the five-year CIP contains the Northside WWTP electrical improvements and upgrades to the plant blower system and the aeration basin baffles.

The Northslope Optimization Study identified high-priority rehabilitation and relief projects in the Coal Creek and Flat Rock basins to mitigate wet weather sanitary sewer overs. Condition assessment of large diameter sanitary sewer interceptors identified need rehabilitation to the Northside Interceptor.

Southside Service Area

The Southside Wastewater Treatment Plant (SSWWTP), located at West 51st Street and the Arkansas River, also has a treatment capacity of 42 mgd. Since the comprehensive study, the SSWWTP has completed a $12 million improvement program to address UV Disinfection and Anaerobic Digester repairs and a $7.1M program to install odor control improvements. The Southside Biosolids Master Plan identified needed rehabilitation or replacement of the solids handling process. The Sludge Dewatering Alternative project evaluated solids dewatering alternatives to handle future demand. New facilities are under construction. Sanitary sewer rehabilitation continues in the south slope basin to identify and fix numerous overflow problems in this basin.

Haikey Creek Service Area

The Haikey Creek Treatment Plant serves south Tulsa and the western portion of Broken Arrow, a high-growth area in the MSA. For this reason, the plant was doubled in size and is now capable of treating 16 mgd per day. Tulsa and Broken Arrow jointly funded the plant expansion. The five-year CIP includes a new solids processing facility and additional improvements to the Haikey Creek Lift Station to increase the wet weather pumping capacity.

Spunky Creek/Port of Catoosa Service Area

The Lower Bird Creek Treatment Plant (LBWWTP) completed an expansion from 2.0 mgd to 4.0 mgd, allowing future growth at the Port of Catoosa, the City of Catoosa, and other potential users. TMUA and the City of Catoosa have worked together to build the needed system capacity to serve the Hard Rock Casino and the Spunky Creek drainage area South of Interstate 44 / Highway 412. The LBWWTP treats approximately 800 mgd from Catoosa and the Hard Rock Casino.

The City of Tulsa received a $50M ARPA grant to fund additional improvement is the Spunky Creek and Port of Catoosa service areas. The project includes upgrading the flow equalization basin and increasing the capacity of the Lower Bird Creek WWTP to serve industrial and residential growth. The grant will also fund upgrades to the Spunky Creek Lift Station and force main, and the completion of the new Catoosa interceptor. In addition, TMUA continues to fund the intention of major interceptor sewers in the area to open more land for development. Design and construction for the Spunky Creek Main Stem South projects are proceeding to serve the identified development. In the future, completed and planned improvements would allow better service to this entire basin.

Conclusion

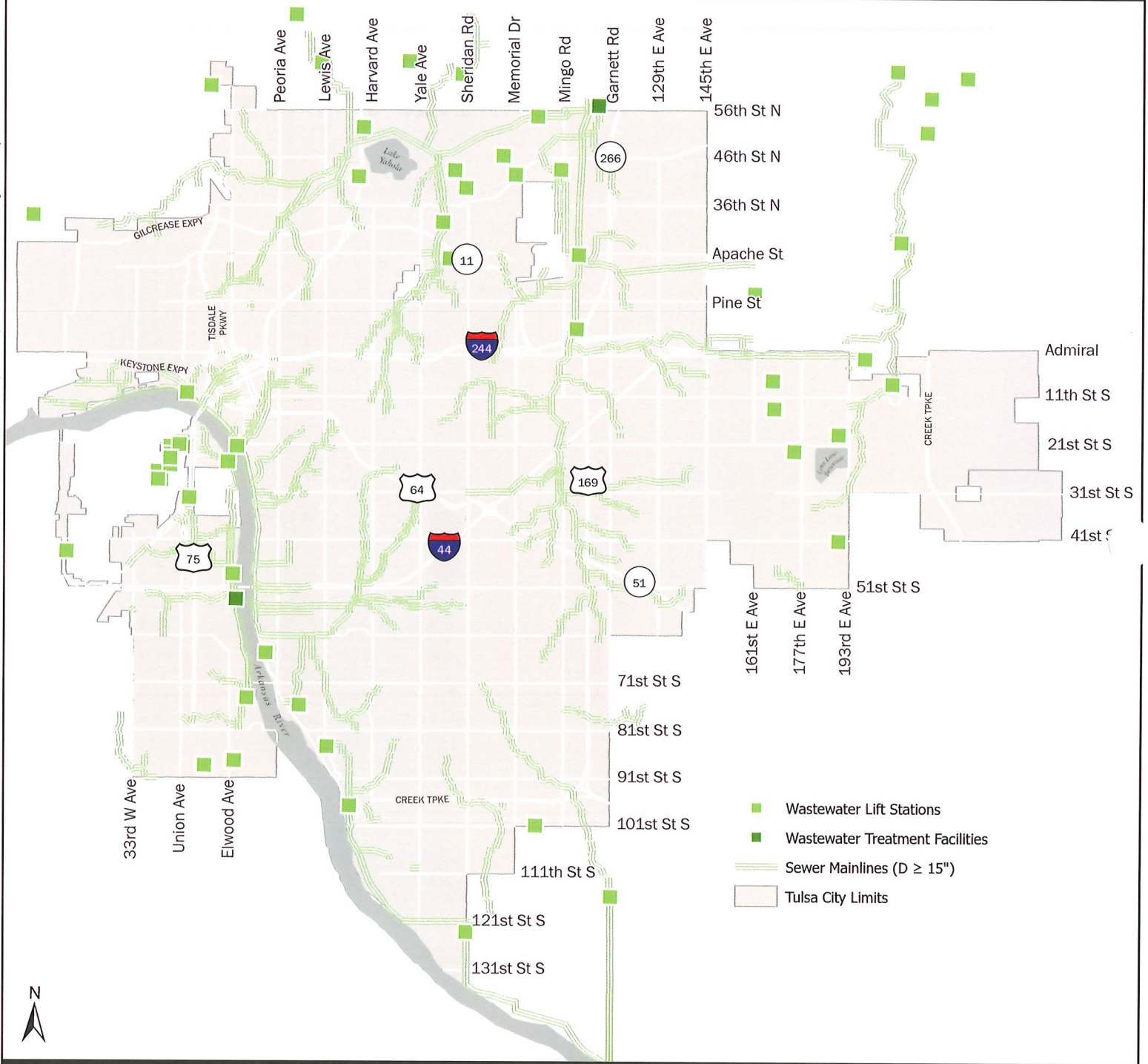
The City's sewage treatment plants now have sufficient capacity to serve the City well into the future. In previous years, stringent federal and state regulations forced the City to allocate significant resources to collection system problems. Almost $713 million of sales tax and debt have been allocated since 1990 to build projects required by administrative orders and consent decrees and improve critical parts of the system. Although the City has completed the requirements stipulated by the administrative orders and consent decrees issued in the late 1990s, additional consent orders have been issued to eliminate recent isolated incidents of residential sewage overflows. Debt used to finance these improvements has been or will be repaid with a combination of enterprise funds and property taxes. The total Sanitary Sewer needs are listed in the table below.

COMPREHENSIVE SEWER SYSTEM STUDY

Master Plan Priorities

	Project Title	Requesting Dept	Cost Estimate	Estimated Annual Operating Impact
1	Northside	Sewer	$ 319,013,000	$ (1,495,890)
2	Southside	Sewer	$ 193,714,000	$ (1,245,760)
3	Haikey Creek	Sewer	$ 64,732,000	$ -
4	Lower Bird Creek	Sewer	$ 79,335,000	$ (76,880)
5	Wastewater System Site	Sewer	$ 17,840,600	$ -
6	Area Wide Projects	Sewer	$ 102,440,000	$ -
		TOTAL	**$ 777,074,600**	**$ (2,818,530)**

City of Tulsa
Wastewater System



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MASTER DRAINAGE PLANS

Master Plan Priorities

Based on citizen and neighborhood input, the top priority projects are "small drainage projects" and "channel erosion control" throughout the city. While immediate flood control priorities may change slightly from year to year, the overall direction of the program was established more than 20 years ago. Between 1970 and 1990, Tulsa County was declared a federal flood disaster area nine times. During that period, floods resulted in the loss of life and caused more than $300 million in damage to homes and businesses. As a result, elected officials passed watershed-development ordinances, established development fees dedicated to the construction of flood-control facilities, approved a monthly charge for maintenance of the drainage system, and allocated millions of capital dollars to new flood-control projects. Due to these efforts, the city has seen no major damage from flood events since 1987.

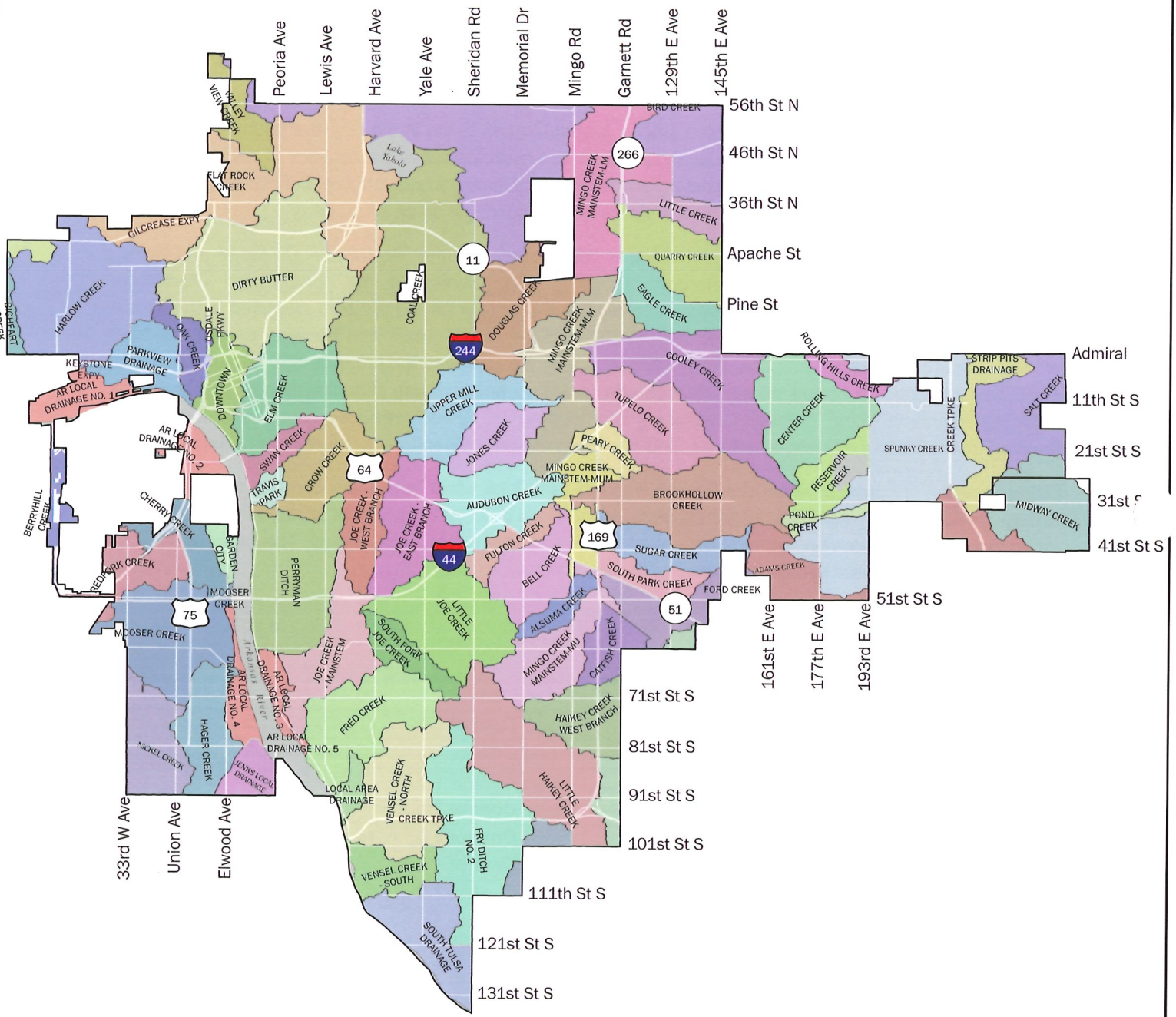
Master Drainage Plans (MDPs) were also funded for each creek basin in the city, the boundaries of which are shown on **Page 7-28**. These plans analyze the unique hydrological characteristics of each creek basin and recommend solutions to correct existing problems and prevent future trouble. Official maps found on the City website should be used to judge the status of any individual piece of property.

The Engineering Services Department, working in conjunction with the Stormwater Drainage and Hazard Mitigation Advisory Board and numerous citizen groups, developed the "Flood and Stormwater Management Plan 1999-2014," a phased implementation program for the projects identified in the Master Drainage Plans. The plan was adopted by TMAPC and the City Council and became part of the City's official Comprehensive Plan. The plan will continually be updated as projects are added. The Plan prioritizes the projects based on selected criteria including project cost, reducing flooding of buildings, reducing economic flood damages, reducing overtopping of streets, reducing erosion and nuisance flooding, rehabilitating existing structures, and providing regional detention in-lieu of on-site detention.

Citywide small drainage projects are funded through user fees which are deposited into the Stormwater Enterprise fund. The remaining, larger projects, which have positive cost benefit ratios, will be considered for funding in future sales tax, general obligation bond, and revenue bond programs. The total needs of the stormwater management system are listed in the table below.

	Project Title	Requesting Dept	Cost Estimate	Estimated Annual Operating Impact
1	CW – Bridge and Culvert Replacements	Flood Control	$ 10,447,500	$ 10,000
2	CW – Channel Erosion and Stabilization	Flood Control	$ 17,000,000	$ 10,000
3	CW – Comp Study of Stormwater Collections	Flood Control	$ 3,000,000	$ -
4	CW – Concrete Channel Rehabilitation	Flood Control	$ 12,750,000	$ 10,000
5	CW – Flood Control Engineering & Inspection	Flood Control	$ 500,000	$ -
6	CW – Floodplain Acquisition	Flood Control	$ 14,000,000	$ 10,000
7	CW – Hydrologic & Hydraulic Modeling	Flood Control	$ 6,000,000	$ -
8	CW – Master Drainage Plan	Flood Control	$ 16,000,000	$ -
9	CW -Planning Services for Hazard Mitigation	Flood Control	$ 250,000	$ -
10	CW -Urban Lake Maintenance	Flood Control	$ 2,500,000	$ 10,000
11	CW – Urgent Small Drainage Projects	Flood Control	$ 8,500,000	$ 10,000
12	CW – Stormwater Facility Repair and Construction	Flood Control	$ 8,235,000	$ -
13	CW – Flood Control	Flood Control	$ 348,372,587	$ 457,000
		TOTAL	**$ 447,555,087**	**$ 517,000**

City of Tulsa
Drainage Basins



Updated June 2024
City of Tulsa GIS Services Group

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CITYWIDE FACILITIES MAINTENANCE AND EQUIPMENT

Master Plan Priorities

Public Facilities Maintenance's highest priority project is to address ADA compliance issues across all City facilities. The remaining priorities are to continue the maintenance program on an even and annual basis, a scheduled repair and replacement program for roofs on City buildings, and security improvements for public facilities.

Public Facilities Maintenance

The Asset Management Department is responsible for the maintenance of nearly 100 City buildings including Fire stations and Police uniform divisions, Equipment Management and public works and infrastructure facilities, the One Technology Center – which houses City Hall, and the Civic Center Complex. It maintains and updates a comprehensive list of building repairs and modifications needed over the next five years. The list includes repair or replacement of worn-out heating and cooling systems, roofs, driveways and parking lots, and upgrades to building operational systems to be more energy efficient, as well as other needed improvements. The 2006 Sales Tax provided $11 million to continue the maintenance program with additional funds for security, safety improvements and carpeting replacement. The 2014 Improve Our Tulsa (IOT) Sales Tax program and the 2019 IOT II Sales Tax Program combined provided or will provide $31.9 million for citywide facilities maintenance and $6.1 million to address ADA compliance. The 2023 IOT 3 Sales Tax and Bond Programs will provide a total of $270.4 million for safety & security, building maintenance, and building improvements for the BOK Center, Cox Business Convention Center, Tulsa Performing Arts Center, and park facilities citywide. Additionally, IOT 3 will fund the acquisition and occupation of a new Public Safety Center, upgrades to Zoo facilities, additional funding for the completion of the Gilcrease Museum, and other citywide facility maintenance.

The Department of City Experience and the Asset Management Department oversee a citywide maintenance management program for roofing systems. This program entails inspections to identify deficiencies, engineering, and architectural solutions to correct the problems, and repairs and/or replacement of roofs on City-owned or operated facilities. It also includes an element for scheduling routine and preventive maintenance.

Major facilities needs are summarized in the table below.

	Project Title	Requesting Dept	Cost Estimate	Estimated Annual Operating Impact
1	Police Department	Police	$ 105,660,000	$ 2,003,750
2	Fire Department	Fire	$ 274,900,000	$ 2,500,000
3	Gilcrease Museum	Gilcrease	$ 50,122,006	$ 500,000
4	Performing Arts Center	PAC	$ 259,230,530	$ 25,000
5	BOK Center and Cox Convention Center	Citywide	$ 30,749,912	$ 1,608,911
6	Information Technology Department	IT	$ 13,792,264	$ 2,330,000
7	Equipment Maintenance	AMD	$ 220,948,000	$ 2,000
8	Short Term & Contracted Capital Projects	Citywide	$ 127,939,000	$ -
		TOTAL	$ 1,083,341,712	$ 8,969,661

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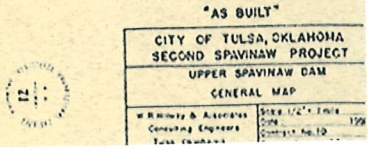
Section 8:

CIP SCHEDULE

This section of the document summarizes the departments' capital needs and provides funding and scheduling recommendations.

The Capital Improvements Plan (CIP) ordinance adopted by the City Council includes the five-year schedule.



Photos Courtesy of Tulsa Historical Society & Museum

FISCAL YEARS 2025-2029 CAPITAL PLAN

In November 2013, the citizens of Tulsa approved $355.0 million of General Obligation (GO) bonds for streets and bridges called Improve Our Tulsa (IoT). In November 2019, the program was extended and added $427.0 million in additional GO bonds for streets and bridges called Improve Our Tulsa 2 (IoT II). In August 2023, the program was extended a second time adding an additional $384.9 million in GO bonds for streets, bridges, parks, cultural, and recreational facilities called Improve Our Tulsa 3 (IoT III). To date, $321.6 million of the $355.0 million has been issued from the IoT 1 program, $164.1 million of the $427.0 million has been issued from the IoT II program, and $87.6 million of the $384.9 million has been issued from the IoT III program. The remaining $889.95 million will be issued in future years with the next series planned for issuance in FY2025. The Mayor and City Council share a commitment to improving the condition of our roadways and providing funds for critical services such as public safety, federal mandates, building code, and short-term capital needs. Goals identified in **PlaniTulsa, the City's comprehensive plan, were used to prioritize the allocation of the authorized $2.4 billion in** the IOT 1, 2, and 3 programs. In April of 2016, City of Tulsa voters approved a temporary sales tax levy of slightly over 3/10ths of a cent for the purpose of funding large scale economic development projects. The tax went into effect in January 2017 and will be in place for 15 years. The tax will fund over $510.6 million in major capital and economic development projects across the city. The commitment of these resources likely means that any newly identified or unfunded capital improvement projects will not be funded until the conclusion of these programs.

Historically, the City of Tulsa has had an aggressive capital improvements program. The Third Penny Sales Tax program, alone, has financed almost $2.4 billion in needed projects over the last thirty years. That amount has been augmented by $2.0 billion of additional general obligation and revenue bond dollars and millions more from federal grants and loans. In November 2008, the City of Tulsa electorate approved a street improvement package totaling $451.6 million. The program was comprised of $285 million in general obligation bond proceeds and $166.6 million in sales tax revenue which was derived from an extension of the existing third penny sales tax in addition to a 0.167%increase. The program funded 128 arterial and residential street projects across the City. The 2006 Sales Tax program, approved in May 2006, which provided $465 million for capital projects throughout the City, is in the final stage of implementation. All the appropriations to fund these improvements are complete. Information about these programs is contained in the FY25 Capital Budget - Funded Programs Status and Operating Impact (Section 6) of this document and includes a list of the proposed funding for FY25.

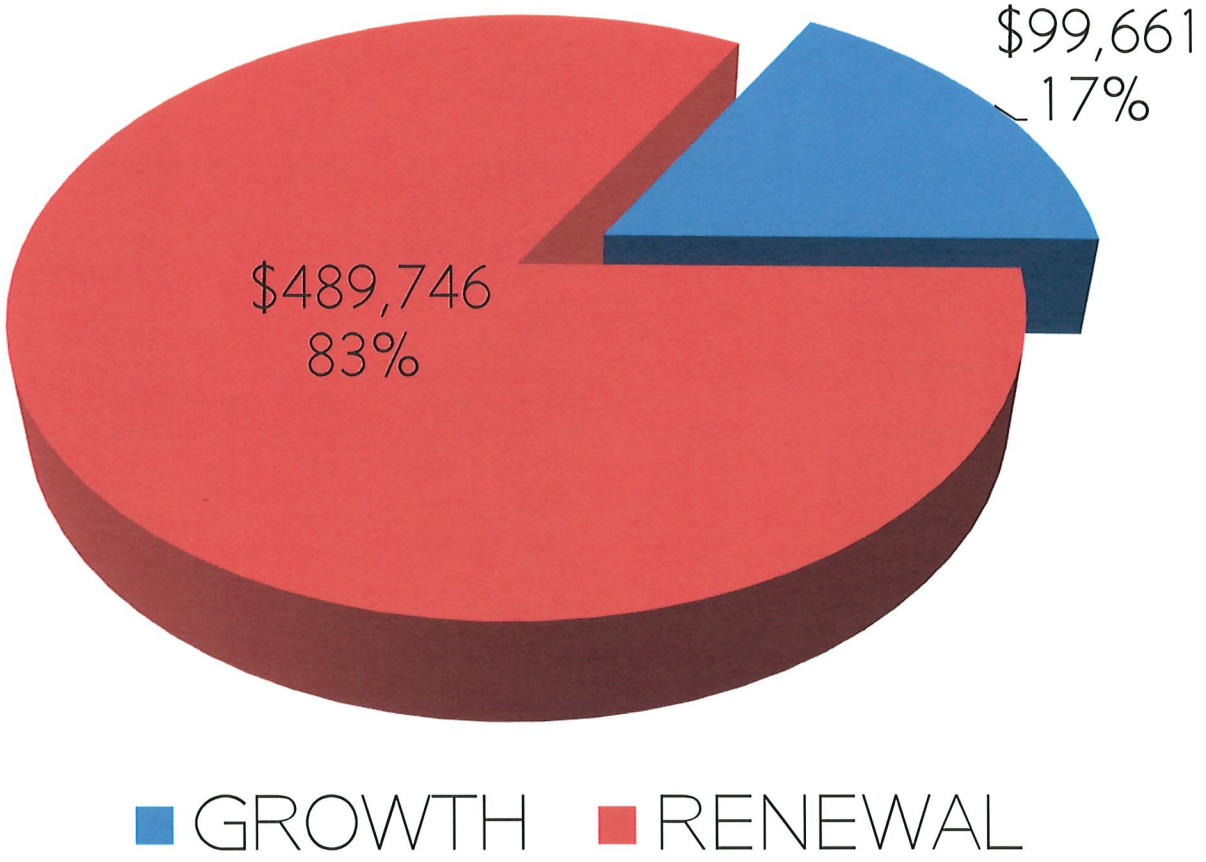
In alignment with industry best practice, the City of Tulsa is proactive in reviewing its capital needs both annually and in the strategic view of long-range goals and needs as identified in various master plans. These planning efforts have been undertaken both internally and with sister organizations involved in major capital programs in **the region. The City's Finance Department reviews and maintains an inventory of master plans and** recommendations that extend as far out as 50 years with over 625 projects totaling over $7.6 billion. The re-authorization of the IOT program referenced above relies on these master plans as a basis for identifying the potential list of proposed projects. Section 7, Master Plan Priorities, provides a summary of each of the major master plans and highlights the goals for the physical improvements they govern. Funding recommendations covering these areas follow in Section 8, the 2025-2029 Capital Plan.

FIVE-YEAR LEVEL OF RECOMMENDED FUNDING
BY DEPARTMENT
Fiscal Years 2025 – 2029
(amount expressed in thousands)

Project Type	Constrained Requests	FY25-29 Recommended Funding	Inventory Percent Funding	Total Percent Funding
Police Department Projects	$ 30,500	-	0%	0%
Fire Department Projects	93,400	-	0%	0%
Total Public Safety and Protection	**$ 123,900**	**$ -**	**0%**	**0%**
Park and Recreation Projects	30,070	-	0%	0%
Tulsa Zoo Projects	20,700	-	0%	0%
Gilcrease Museum Projects	-	-	0%	0%
Cox Business Center and BOK Center	20,425	-	0%	0%
Performing Arts Center	84,700	-	0%	0%
River Parks Projects	45,440	-	0%	0%
Total Cultural Development and Recreation	**$ 201,335**	**$ -**	**0%**	**0%**
Street and Expressway Projects	521,488	-	0%	0%
Water System Projects	1,633,174	217,094	13%	37%
Sanitary Sewer System Projects	323,587	290,748	90%	49%
Flood Control Projects	95,217	81,565	86%	14%
Facilities Maintenance Projects	50,910	-	0%	0%
Total Public Works and Development	**$ 2,624,376**	**$ 589,407**	**22%**	**100%**
Economic Development Projects	14,675	-	0%	0%
Department of City Experience (DCE) Projects	95,000	-	0%	0%
Total Social and Economic Development	**$ 109,675**	**$ -**	**0%**	**0%**
Tulsa Transit Projects	-	-	0%	0%
Total Transportation	**$ -**	**$ -**	**0%**	**0%**
Information Technology Department	-	-	0%	0%
Equipment Management Projects	-	-	0%	0%
Short-Term & Contracted Capital Projects	127,939	-	0%	0%
Total Administrative and Support Services	**$ 127,939**	**$ -**	**0%**	**0%**
Total of All Capital Project Types	**$ 3,187,225**	**$ 589,407**	**35%**	**100%**

FY 2025 - 2029
RECOMMENDED CIP FUNDING
RENEWAL VS. GROWTH
($000)

Total $589,407



CAPITAL PLAN

A SUMMARY OF THE CAPITAL BUDGET AND FIVE-YEAR CAPITAL PLAN

The following is a summary of all proposed, but unfunded capital expenditures for the next five years. It does not include project allocations in previously approved capital programs. *The amount shown does not include each department's funding from the approved 2017 Limited Purpose Sales Tax Program, 2023, 2020 and 2014 Sales Tax Extension (Improve Our Tulsa I, II, III), 2023, 2020 and 2014 General Obligation Bond Program (Improve Our Tulsa I , II and III), the 2008 Street Improvement Program, or the 2006 Sales Tax Extension. Information on the projects and appropriations for these programs is contained in Section 6.*

PROGRAM/DEPARTMENT	Proposed 5-Year Funding
PUBLIC SAFETY AND PROTECTION	
Police and E-**911's Department** **The Police Department's highest priority is the** renovation of the Police Courts and 911 Facilities, as well as the replacement of its fleet.	$30.5 million
Fire **The Fire Department's highest priority is the replacement of its apparatus, followed by the** purchase of various training props to be used at the Training Academy.	$93.4 million
Total Public Safety and Protection	$123.9 million
CULTURAL DEVELOPMENT AND RECREATION	
Parks and Recreation Department The maintenance of the Park systems **aging facilities is the Department's highest priority. Park system projects have been prioritized in the Park's Master Plan and funding has been** allocated toward its implementation in previous capital programs.	$30.1 million
River Parks Department The continued improvements of both west and east banks of the Arkansas river has been identified as the highest priority projects.	$45.4 million
BOK Center and Cox Business Convention Center The continued maintenance and improvements of the BOK Center and Cox Business Convention Center have been identified as the highest priority projects.	$20.5 million
Performing Arts Center The Tulsa PAC capital improvements plan intends for the continued upgrades of the facilities aging infrastructure and improvements to ADA compliance	$84.7 million
Tulsa Zoo TMZI has identified capital projects with the highest priorities including renovating the **Children's Zoo, rehabilitating the Rainforest exhibit, and securing the Zoo's outer** perimeter	$20.7 million
Total Cultural Development and Recreation	$201.4 million
PUBLIC WORKS AND INFRASTRUCTURE	
Water The City continues implementing the IMG Water System Study, which identified the most critical needs in this area, such as protecting the Spavinaw watershed from pollution and the maintenance of the existing distribution system.	$1,633.1 million

CAPITAL PLAN

PROGRAM/DEPARTMENT	Proposed 5-Year Funding
Sanitary Sewer The City completed all required projects to meet the consent orders issued in the late 1990's by State and Federal regulatory authorities. Additional isolated consent orders have been issued since then to eliminate recent specific incidents of residential sewage overflows. However, all consent orders have been completed presently. Future Utility Revenue Bonds and Enterprise Fund resources will be dedicated to the completion of any future consent orders, as well as the upkeep of existing assets.	$323.6 million
Streets and Expressways One of the top priorities of the City continues to be arterial and residential street resurfacing. Funding to match ODOT eight-year plan improvements and improvements identified in the Bicycle and Pedestrian Master Plan currently underway are a high priority.	$521.5 million
Flood Control The continued implementation of the Citywide Flood Control Plan is the highest priority. Floodplain acquisition, planning services for the Hazard Mitigation Program, and urgent small drainage improvements are identified as the highest priorities by the plan.	$95.2 million
Facilities Maintenance Projects The continued maintenance of all City-owned facilities has been identified as the highest priority by the plan.	$50.9 million
Total Public Works and Infrastructure	$2,624.3 million
SOCIAL AND ECONOMIC DEVELOPMENT	
Tulsa Authority for Economic Opportunity (TAEO) TAEO will continue to pursue various economic development efforts as identified in the City's various plans well as efforts such as the beautification of Route 66 and infrastructure to support the Peoria/Mohawk Business Park.	$14.7 million
Department of City Experience (DCE) As the City works to address homelessness at the intersection of housing and mental health, the City of Tulsa has released its Path to Home Strategy. As part of the strategy, various housing actions are included to increase housing units at varying price points.	$95.0 million
Total Social and Economic Development	$109.7 million
TRANSPORTATION	
Metropolitan Tulsa Transit Authority (MTTA) MTTA's highest priorities are the continued replacement of its fleet, the construction of additional passenger shelters, and to improve and expand its service	$0 million
Total Transportation	$0 million
ADMINISTRATIVE AND SUPPORT SERVICES	
Short Term Capital Projects Projects in this category include the replacement of various existing capital equipment, such as department fleet, facility equipment, and minor facility purchases and repairs.	$127.9 million
Total Administrative and Support Services	$127.9 million
TOTAL PROPOSED FIVE-YEAR FUNDING PROGRAM	$3,187.2 million

CAPITAL PLAN

CITY OF TULSA

FISCAL YEARS 2025-2029 CAPITAL IMPROVEMENTS FUNDING SCHEDULE

SUMMARY OF HIGH PRIORITY FUNDING REQUESTS BY DEPARTMENT

Prepared by the Department of Finance in Collaboration with the Operating Departments

All Dollars in Thousands

Project Type	Est. Cost	FY25	FY26	FY27	FY28	FY29	Total
Police Department Projects	$ 30,500	$ -	$ -	$ -	$ -	$ -	$ -
Fire Department Projects	93,400	$ -	$ -	$ -	$ -	-	-
Total Public Safety and Protection	**$ 123,900**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Park and Recreation Department Projects	$ 30,070	$ -	$ -	$ -	$ -	$ -	$ -
Tulsa Zoo Projects	20,700	-	-	-	-	-	-
Gilcrease Museum Projects	-	-	-	-	-	-	-
CBC/BOK Projects	20,425	-	-	-	-	-	-
Performing Arts Center Projects	84,700	-	-	-	-	-	-
River Parks Projects	45,440	-	-	-	-	-	-
Total Cultural Devel. and Recreation	**$ 201,335**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Street and Expressway Projects	521,488	-	-	-	-	-	-
Water System Projects	1,633,174	40,620	59,916	51,030	37,846	27,682	**217,094**
Sanitary Sewer System Projects	323,587	62,115	58,950	53,637	49,181	66,865	**290,748**
Flood Control Projects	95,217	16,670	16,885	15,900	16,020	16,090	**81,565**
Facilities Maintenance Projects	50,910	-	-	-	-	-	-
Total Public Works	**$ 2,624,376**	**$ 119,405**	**$ 135,751**	**$ 120,567**	**$ 103,047**	**$ 110,637**	**$ 589,407**
Economic Development Projects	14,675	-	-	-	-	-	-
Department of City Experience (DCE) Projects	95,000	-	-	-	-	-	-
Total Social and Economic Development	**$ 109,675**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Metropolitan Tulsa Transit Authority Projects	$ -	-	-	-	-	-	-
Total Transportation	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Information Technology Projects	$ -	-	-	-	-	-	-
Equipment Management Projects	$ -	-	-	-	-	-	-
Short Term & Contracted Capital Projects	127,939	-	-	-	-	-	-
Bond Issuance Cost							
Total Administrative and Support	**$ 127,939**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Total of All Capital Project Types	**$ 3,187,225**	**$ 119,405**	**$ 135,751**	**$ 120,567**	**$ 103,047**	**$ 110,637**	**$ 589,407**

Amounts shown do not reflect the value of the Capital Inventory. Dollars reflect the estimated cost of those projects needed in the next five years.

CITY OF TULSA

FISCAL YEARS 2025-2029 CAPITAL IMPROVEMENTS FUNDING SCHEDULE

SUMMARY OF HIGH PRIORITY FUNDING REQUESTS BY DEPARTMENT

Prepared by the Department of Finance in Collaboration with the Operating Departments

All Dollars in Thousands

Funding Source	Est. Cost	FY25	FY26	FY27	FY28	FY29	Total
Future Bond Program	$ 570,415	$ -	$ -	$ -	$ -	$ -	$ -
Future Sales Tax Program	564,832	-	-	-	-	-	-
Water Enterprise	679,593	24,720	21,154	24,655	27,756	27,682	**125,967**
Water Revenue Bond	953,581	15,900	38,762	26,375	10,090	-	**91,127**
Sewer Enterprise	217,857	48,012	29,998	34,393	36,533	38,004	**186,940**
State Sewer Loan (SRF)	-	-	-	-	-	-	-
State Sewer Loan (FAP)	-	-	-	-	-	-	-
Sewer Revenue Bond	105,730	14,103	28,952	19,244	12,648	28,861	**103,808**
Storm Sewer Enterprise	72,917	13,370	10,635	11,650	9,770	13,840	**59,265**
Storm Sewer Revenue Bond	22,300	3,300	6,250	4,250	6,250	2,250	**22,300**
Total Funding by Source	**$3,187,225**	**$ 119,405**	**$ 135,751**	**$ 120,567**	**$ 103,047**	**$ 110,637**	**$ 589,407**

** Other Funding Sources: Existing Sales Tax Programs; Golf Course Fees; Tax Increment Financing; Equipment Management Fund; Special Purpose Revenue Bonds; and Private Matching Funding.*

Amounts shown do not reflect the value of the Capital Inventory. Dollars reflect the estimated cost of those projects needed in the next five years.

CONSTRAINED VERSUS UNCONSTRAINED INVENTORY BY DEPARTMENT

Fiscal years 2025 – 2029
(amount expressed in thousands)

Project Type	Constrained Inventory	Unconstrained Inventory	Total
Police Department Projects	$ 30,500	$ 75,160	$ 105,660
Fire Department Projects	93,400	181,500	274,900
Total Public Safety and Protection	**$ 123,900**	**$ 256,660**	**$ 380,560**
Park and Recreation Projects	30,070	170,640	200,710
Tulsa Zoo Projects	20,700	102,200	122,900
Gilcrease Museum Projects	-	50,122	50,122
Cox Business Center and BOK Center	20,425	10,325	30,750
Performing Arts Center	84,700	174,531	259,231
River Parks Projects	45,440	28,987	74,427
Total Cultural Development and Recreation	**$ 201,335**	**$ 536,804**	**$ 738,139**
Street and Expressway Projects	521,488	3,334,766	3,856,254
Water System Projects	1,633,174	1,518,754	3,151,928
Sanitary Sewer System Projects	323,587	453,488	777,075
Flood Control Projects	95,217	352,338	447,555
Facilities Maintenance Projects	50,910	170,038	220,948
Total Public Works and Development	**$ 2,624,376**	**$ 5,829,384**	**$ 8,453,760**
Economic Development Projects	14,675	524,549	539,224
Department of City Experience (DCE) Projects	95,000	-	95,000
Total Social and Economic Development	**$ 109,675**	**$ 524,549**	**$ 634,224**
Tulsa Transit Projects	-	113,480	113,480
Total Transportation	**$ -**	**$ 113,480**	**$ 113,480**
Information Technology Department Projects	-	13,792	13,792
Short Term & Contracted Capital Projects	127,939	-	127,939
Total Administrative and Support Services	**$ 127,939**	**$ 13,792**	**$ 141,731**
Total of All Capital Project Types	**$ 3,187,225**	**$ 7,274,669**	**$10,461,894**

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CITY OF TULSA
FISCAL YEARS 2025-2029 CAPITAL IMPROVEMENTS FUNDING SCHEDULE
Prepared by the Department of Finance in Collaboration with the Operating Departments
All Dollars In Thousands
Priority Indicated Represents Department's Rating

Ref.	Project	Est. Cost	FY25	FY26	FY27	FY28	FY29	Total
	PUBLIC SAFETY & PROTECTION							
	Police Department							
1	Future Capital Projects	30,500					$	-
	Total Police Department Projects	$ 30,500	$ -	$ -	$ -	$ -	$ -	$ -
	Fire Department							
2	Future Capital Projects	62,900						-
3	Future Capital Projects	30,500						-
	Total Fire Department Projects	93,400	-	-	-	-	-	-
	TOTAL PUBLIC SAFETY AND PROTECTION PROJECTS	$ 123,900	$ -	$ -	$ -	$ -	$ -	$ -
	CULTURAL DEVELOPMENT & RECREATION							
	Park And Recreation Department							
4	Future Capital Projects	25,070						-
5	Future Capital Projects	5,000						-
	Total Parks And Recreation Department Projects	$ 30,070	$ -	$ -	$ -	$ -	$ -	$ -
	Tulsa Zoo							
6	Future Capital Projects	6,000						-
7	Future Capital Projects	14,700						
	Total Zoo Projects	$ 20,700	$ -	$ -	$ -	$ -	$ -	$ -
	Gilcrease Museum							
0	Future Unfunded Projects	-						-
	Total Gilcrease Projects	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Convention Center and BOK							
8	Future Capital Projects	18,800						-
9	Future Capital Projects	1,625						-
	Total Convention Center and BOK	$ 20,425	$ -	$ -	$ -	$ -	$ -	$ -
	Performing Arts Center							
10	Future Capital Projects	84,700						-
	Total Performing Arts Center Projects	$ 84,700	$ -	$ -	$ -	-	$	-
	River Parks							
11	Future Capital Projects	45,440						-
	Total River Parks Projects	$ 45,440	$ -	$ -	$ -	$ -	$ -	$ -
	TOTAL CULTURAL DEVELOPMENT & RECREATION PROJECTS	$ 201,335	$ -	$ -	$ -	$ -	$ -	$ -
	PUBLIC WORKS AND INFRASTRUCTURE							
	Major Rehabilitation							
12	Arterial Street Rehabilitation Including Routine and Preventative	236,518	-	-	-	-	-	-
13	Arterial Street Rehabilitation Including Routine and Preventative	99,075	-	-	-	-	-	-
14	Residential Street Rehabilitation Including Routine and Preventative	124,035	-	-	-	-	-	-
15	Residential Street Rehabilitation Including Routine and Preventative	400	-	-	-	-	-	-
16	Bridge Rehabilitation Including Routine and Preventative	4,800	-	-	-	-	-	-
17	Bridge Rehabilitation Including Routine and Preventative	14,480	-	-	-	-	-	-
	Total Major Rehabilitation	$ 479,308	$ -	$ -	$ -	$ -	$ -	$ -
	Traffic Engineering / Citywide Projects							
18	Traffic Engineering / Citywide Improvements	22,070	-	-	-	-	-	-
19	Traffic Engineering / Citywide Improvements	20,110	-	-	-	-	-	-
	Total Traffic Engineering	$ 42,180	$ -	$ -	$ -	$ -	$ -	$ -
	Total Streets And Expressway Projects	$ 521,488	$ -	$ -	$ -	$ -	$ -	$ -
	Water System							
	Supply							
20	Source Water Protection & Management Program	81,420	-	530	-	530	-	1,060
21	Spavinaw Creek Bridge Replacement	3,077	-	258	-	-	-	258

CITY OF TULSA
FISCAL YEARS 2025-2029 CAPITAL IMPROVEMENTS FUNDING SCHEDULE
Prepared by the Department of Finance in Collaboration with the Operating Departments
All Dollars In Thousands
Priority Indicated Represents Department's Rating

Funding Source	Priority FY25	Priority FY26	Comments	Ref.
				PUBLIC SAFETY &
Future Bond Program	High	High	Projects within approved capital programs and projected to be funded within the FY25-29 timeframe	1
Future Sales Tax	High	High	Projects within approved capital programs and projected to be funded within the FY25-29 timeframe	2
Future Bond Program	High	High	Projects within approved capital programs and projected to be funded within the FY25-29 timeframe	3
				TOTAL PUBLIC SAFETY AND F
				CULTURAL DEVELOPME
Future Sales Tax	High	High	Projects within approved capital programs and projected to be funded within the FY25-29 timeframe	4
Future Bond Program	High	High	Projects within approved capital programs and projected to be funded within the FY25-29 timeframe	5
Future Sales Tax	High	High	Projects within approved capital programs and projected to be funded within the FY25-29 timeframe	6
Future Bond Program	High	High	Projects within approved capital programs and projected to be funded within the FY25-29 timeframe	6
Future Sales Tax	High	High	Projects within approved capital programs and projected to be funded within the FY25-29 timeframe	0
Future Sales Tax	High	High	Projects within approved capital programs and projected to be funded within the FY25-29 timeframe	8
Future Bond Program	High	High	Projects within approved capital programs and projected to be funded within the FY25-29 timeframe	9
Future Bond Program	High	High	Projects within approved capital programs and projected to be funded within the FY25-29 timeframe	10
Future Sales Tax	Low	Low	Projects within approved capital programs and projected to be funded within the FY25-29 timeframe	11
				TOTAL CULTURAL DEVELOPMEN
				PUBLIC WORKS AND I
Future Bond Program	High	High	Perform necessary rehabilitation on arterial streets as indicated through the Pavement Management System.	12
Future Sales Tax	High	High	Perform necessary rehabilitation on arterial streets as indicated through the Pavement Management System.	13
Future Bond Program	High	High	Perform necessary rehabilitation on non-arterial streets as indicated through the Pavement Management System.	14
Future Sales Tax	High	High	Repair of arterial streets that require multiple repairs of the same area to prolong usable life of street and prevent total replacement	15
Future Sales Tax	High	High	Repair of bridges that require multiple repairs of the same area to prolong usable life of street and prevent total replacement	16
Future Bond Program	High	High	Repair of bridges that require multiple repairs of the same area to prolong usable life of street and prevent total replacement	17
Future Sales Tax	High	High	Installation of new signage, durable pavement markings and delineation of medians to improve safety and congestion on arterial streets.	18
Future Bond Program	High	High	Installation of new signage, durable pavement markings and delineation of medians to improve safety and congestion on arterial streets.	19
Water Enterprise	High	High	Ongoing program to protect and preserve the quality and integrity of the City's water supply, implement TMUA Policy for Land Acquisition, monitor water quality in the Spavinaw/Eucha and Oologah watersheds, identify and mitigate encroachments to the Spavinaw and Oologah flowlines, protect city assets and landowner rights, maintain water system security and provide surveying (as required) along the flowlines.	20
Water Enterprise	High	High	Construct a new bridge across Spavinaw Creek to replace old bridge Facility No. 043, as noted on Oklahoma Department of Transportation Bridge Inspection Report, immediately upstream of Lake Spavinaw for access to local residents and staff use. Bridge will require new roadway approach and acquisition of right of way for installation. Bridge will be designed to meet latest federal/state bridge design criteria. This bridge is considered important in maintaining access for neighboring communities and for city of Tulsa staff use. The responsibility for the upkeep of this bridge happened as a result of ruling from the Mayes County District Court of Mayes County, OK, to address the issues brought forth by Tulsa Ozark Club (TOC) in Civil (Case) No. 3020, July 10, 1924.	21

Ref.	Project	Est. Cost	FY25	FY26	FY27	FY28	FY29	Total
22	Spavinaw Creek Bridge Replacement	3,077			2,781			2,781
23	Spavinaw WTP Backwash Lagoon Stem Wall	500	-	400	-	-	-	400
24	Eucha, Spavinaw Water Quality Court Master	64,400	515	530	546	563	580	2,734
25	Eucha Dam Concrete Repairs	8,743	-	-	-	601	8,142	8,743
26	Raw Water Flowlines Repairs Spavinaw	89,150	250	-	250	-	250	750
27	Bird Creek PS Flow Meter and Oologah Valve Replacement	3,719	-	-	-	-	119	119
28	Woods Pump Station Refurbishment	6,480	1,900	-	-	-	-	1,900
29	Grand River Pump Station Refurbishment	5,550	500	-	-	-	-	500
30	Grand River Pump Station Refurbishment	8,000	-	8,000	-	-	-	8,000
31	Lake Yahola Terminal Storage Repair	2,825	-	2,575	-	-	-	2,575
32	Raw Water Flowlines Repairs Oologah	750	250	-	250	-	250	750
33	Oologah Pump Station Chemical Building	983	-	-	164	819	-	983
34	Raw Water SCADA System	1,351	-	-	1,093	-	-	1,093
	Total Supply	$ 280,025	$ 3,415	$ 12,293	$ 5,084	$ 2,513	$ 9,341	$ 32,646
	Treatment & Pumping							
35	Mohawk WTP Concrete Repairs	237	-	-	237	-	-	237
36	Mohawk WTP Concrete Repairs	2,376	-	-	-	2,376	-	2,376
37	Resevoir Hill Pumps Station Rehabilitation	2,435	-	-	-	-	2,185	2,185
38	Mohawk Disinfection Alternatives	6,720	420	-	-	-	-	420
39	Mohawk Disinfection Alternatives	3,826	-	-	-	3,826	-	3,826
40	Mohawk WTP Chemical Tank Replacement	1,397	-	1,273	-	-	-	1,273
41	(79) A.B. Jewell -Chemical Feed Facilities Improvements	2,765	-	765	-	-	-	765
42	(79) A.B. Jewell -Chemical Feed Facilities Improvements	3,388	-	-	-	3,388	-	3,388
43	A.B. Jewell Disinfection Alternatives	4,122	-	-	3,714	-	-	3,714
44	A.B. Jewell WTP Improvements - Residual Improvements Phase 2	4,750	-	4,100	-	-	-	4,100
45	A.B. Jewell WTP Filter Gallery Pipe and Concrete Replacement	1,126	-	1,126	-	-	-	1,126
	Total Treatment And Pumping	$ 33,142	$ 420	$ 7,264	$ 3,951	$ 9,590	$ 2,185	$ 23,410
	Transmission & Distribution							
46	(69) Large Water Valve Replacement-City Wide	532	106	106	106	107	107	532
47	(141) Transmission Line Condition Assessment-Citywide	412	-	206	-	206	-	412
48	Economic Development Citywide	5,500	500	500	500	500	500	2,500
49	(26) Water Line Relocations-Citywide	54,900	900	950	950	950	1,000	4,750
50	(55) Water Mains Replacements - City Wide-Rev. Bonds	865,961	-	4,461	-	500	-	4,961
51	(55) Water Mains Replacements - City Wide-Enterprise Fund	88,800	12,688	8,607	13,100	12,993	12,667	60,055
52	(57) Dead-End Connections & Extensions	2,650	350	350	350	350	350	1,750
53	(83) Utility Bridges - Repaint/Rehabilitation	438	-	109	-	109	-	218
54	(62) Water Tanks - Repaint/Rehabilitation	65,608	-	2,608	-	-	-	2,608
55	Turkey Mountain Tank Rehabilitation	25,916	-	-	-	-	116	116
56	West Tulsa Tank Rehabilitation	120,903	-	-	-	-	603	603
57	Resevoir Hill Tank Rehabilitation	330	330	-	-	-	-	330
58	Resevoir Hill Tank Rehabilitation	3,401	-	-	3,401	-	-	3,401
59	Facility Roof Repairs Citywide	3,599	599	599	600	601	601	3,000
60	Water Vault & Large Meter Upgrades	1,491	212	213	212	212	212	1,061
61	Emergency Waterline Repair Contract	4,700	500	1,050	1,050	1,100	-	3,700
	Total Transmission And Distribution	$ 1,245,141	$ 16,185	$ 19,759	$ 20,269	$ 17,628	$ 16,156	$ 89,997
	Areawide							
62	Citywide AMI Network	9,241	-	-	1,126	8,115		9,24
63	(36) Automatic Meter Reading - City Wide	53,500	15,900	18,500	19,100	-	-	53,500
64	(36) Automatic Meter Reading - City Wide Enterprise Fund	12,125	4,700	2,100	1,500	-	-	8,300
	Total Areawide	$ 74,866	$ 20,600	$ 20,600	$ 21,726	$ 8,115	$ -	$ 71,041
	Future Unfunded Projects							

Funding Source	FY25	FY26	Comments	Ref.
Water Revenue Bond	High	High	Construct a new bridge across Spavinaw Creek to replace old bridge Facility No. 043, as noted on Oklahoma Department of Transportation Bridge Inspection Report, immediately upstream of Lake Spavinaw for access to local residents and staff use. Bridge will require new roadway approach and acquisition of right of way for installation. Bridge will be designed to meet latest federal/state bridge design criteria. This bridge is considered important in maintaining access for neighboring communities and for city of Tulsa staff use. The responsibility for the upkeep of this bridge happened as a result of ruling from the Mayes County District Court of Mayes County, OK, to address the issues brought forth by Tulsa Ozark Club (TOC) in Civil (Case) No. 3020, July 10, 1924.	22
Water Enterprise	High	High	Construction of Stem Wall for Spavinaw Water Treatment Plant Backwash Lagoon.	23
Water Enterprise	High	High	Implementation of the Court Master Agreement for the Spavinaw/Eucha watershed.	24
Water Enterprise	High	High	The purpose of this project is to provide concrete repairs to the Eucha Dam	25
Water Enterprise	High	High	Ongoing projects to assess, rehabilitate, and repair raw water flowlines and associated facilities.	26
Water Enterprise	High	High	Flow Meter and large valve replacement at Bird Creek and Oologah Pump Stations	27
Water Enterprise	High	High	Evaluate and Inspect the horizontal turbine pump; the Engine Control Panel (ECP); the electrical switchgear; and evaluate the operational efficiency of the pump engines.	28
Water Enterprise	High	High	Evaluate and inspect the vertical turbine pump; inspect and redress the right angle drive; evaluate and upgrade the electrical switchgear; and evaluate the operational efficiency of the pumps and engines.	29
Water Revenue Bond	High	High	Evaluate and inspect the vertical turbine pump; inspect and redress the right angle drive; evaluate and upgrade the electrical switchgear; and evaluate the operational efficiency of the pumps and engines.	30
Water Revenue Bond	High	High	Evaluate, design and reconstruct the intake tower in Lake Yahola (Sequoyah Cell) to manage the routing of raw water into the structure and to better manage the release or storing of water within the cells. Also, the and continue the routine maintenance and preventive inspection program which included the repair and patch of the concrete slope walls.	31
Water Enterprise	High	High	This project will provide the equipment and personal to inspect and assess the condition of the Oologah Raw Waterlines. Various tools are available for gathering this necessary data to thoroughly evaluate the condition of the pipelines. The investigation will begin at the Oologah Pump Station and proceed to know areas of concern. Entry points will be identified along the flowlines which will be used to gain access to the pipelines.The gathered data will be used to create assessment reports and help in the scheduling of repairs as needed.	32
Water Enterprise	High	High	Improvements at Oologah Pump Station Chemical Building	33
Water Revenue Bond	High	High	Ongoing maintenance of SCADA Systems for Raw Water.	34
Water Enterprise	High	High	This project will allow for concrete repairs at the Mohawk Water Treatment Plant	35
Water Revenue Bond	High	High	This project will allow for concrete repairs at the Mohawk Water Treatment Plant	36
Water Enterprise	High	High	This project will allow for the repair and rehabiltation of the Resevoir Hill Pumps Station	37
Water Enterprise	High	High	Provides funding to purchase and use disinfection alternatives for the Mohawk Water Treatment Plant	38
Water Revenue Bond	High	High	Provides funding to purchase and use disinfection alternatives for the Mohawk Water Treatment Plant	39
Water Enterprise	High	High	Provides for the replacement of chemical tanks at the Mohawk Water Treatment Plant	40
Water Enterprise	High	High	Facilities identified for rehabilitation or replacement by EMA study. Includes PAC slurry system, chlorine system, chlorine scrubbers, and various chemical storage tanks and feed systems. Replace obsolete PAC with Silo style storage located closer to point of application; Upgrade chemical feed systems to coordinate with 30 MGD expansion.	41
Water Revenue Bond	High	High	Facilities identified for rehabilitation or replacement by EMA study. Includes PAC slurry system, chlorine system, chlorine scrubbers, and various chemical storage tanks and feed systems. Replace obsolete PAC with Silo style storage located closer to point of application; Upgrade chemical feed systems to coordinate with 30 MGD expansion.	42
Water Enterprise	High	High	Provides funding to purchase and use disinfection alternatives for the A.B. Jewell Water Treatment Plant	43
Water Revenue Bond	High	High	Provides for the funding of residual improvements in connection with Phase 3 at the A.B. Jewell Water Treatment Plant	44
Water Revenue Bond	High	High	Provide improvements needed during maximum filter loading by identifying performance levels when seals begin to leak. Evaluate how and where water is flowing past piping seals during maximum filter loading and entering into the filter gallery. Project will need to determine the extent of damage done to the piping encased in the concrete walls and assess the structural integrity of these concrete walls. All facility piping and supports in the filter gallery are showing signs of rust and distress and will also need to be assessed.	45
Water Enterprise	High	High	Replace large water valves throughout water system.	46
Water Enterprise	High	High	Monitor and evaluate transmission lines citywide. Funding may also be used to modify and improve entry for testing and monitoring.	47
Water Enterprise	High	High	This program will focus on key sites citywide as determined by the City of Tulsa's Office of Economic Development. These key sites will be prioritized for public infrastructure needs so as to be shovel ready to attract industrial development.	48
Water Enterprise	High	High	Provide funding for ongoing program to relocate water lines associated with other City improvement projects.	49
Water Revenue Bond	High	High	Replace water lines that meet the replacement criteria and/or have excessive break histories. Priorities will be determined based on line condition, age, type of materials, and coordination with other infrastructure improvements in the area to maximize efficiency and minimize the impact to customers and businesses.	50
Water Enterprise	High	High	Replace water lines that meet the replacement criteria and/or have excessive break histories. Priorities will be determined based on line condition, age, type of materials, and coordination with other infrastructure improvements in the area to maximize efficiency and minimize the impact to customers and businesses.	51
Water Enterprise	High	High	Provide water service to unserved, developed areas in response to citizen petitions.	52
Water Enterprise	High	High	This project will provide maintenance as needed for the Utility Bridges with City waterlines.	53
Water Enterprise	High	High	Program to maintain and rehabilitate above ground treated water storage tanks. Funding may also be used to modify tanks to improve circulation for chloramine disinfection.	54
Water Enterprise			The program fund is to identify and design maintenace remedies to maintain compliance with ODEQ, and OSHA entry requirements for an above grade concrrete tank.	55
Water Enterprise			The program fund is to identify and design maintenace remedies to maintain compliance with ODEQ requirements (626-17-1(e)(3) and (f)(1)), and OSHA entry requirements for a below ground tank.	56
Water Enterprise	High	High	This project will provide maintenance as needed for the Resevoir Hill Tank.	57
Water Revenue Bond	High	High	This project will provide maintenance as needed for the Resevoir Hill Tank.	58
Water Enterprise	High	High	Repair or replace citywide water facility roofs that meet the requirement criteria or that have excessive leaks.	59
Water Enterprise	High	High	Ongoing program to replace water meters citywide to support revenue assurance policies.	60
Water Enterprise	High	High	Ongoing program to emergency repair waterlines	61
Water Enterprise	High	High	This project Installs Advanced Metering Infrastructure (AMI) for new meter installations and all new commercial and 3-inch and larger meters are required to be AMR.	62
Water Revenue Bond	High	High	This project Installs Automatic Meter Reading (AMR) for new meter installations and all new commercial and 3-inch and larger meters are required to be AMR.	63
Water Enterprise	High	High	This project Installs Automatic Meter Reading (AMR) for new meter installations and all new commercial and 3-inch and larger meters are required to be AMR.	64
Deferred Funding			Future projects identified within Constrained Inventory, but not funded within FY25-29 timeframe.	

Ref.	Project	Est. Cost	FY25	FY26	FY27	FY28	FY29	Total
	Total Water System Projects	$ 1,633,174	$ 40,620	$ 59,916	$ 51,030	$ 37,846	$ 27,682	$ 217,094
	Sanitary Sewer System							
	Northside Plant							
65	Northside WWTP FEB Concrete/Structural Repair	**602**	-	-	-	-	602	**602**
66	Northside WWTP Iron Feed System for Struvite Control	**145**	-	-	-	-	75	**75**
67	Northside WWTP Digester Lid Repair Phase 1	**1,235**	1,235	-	-	-	-	**1,235**
68	Northside WWTP Aeration Basin Baffle Addition	**715**	-	-	-	-	116	**116**
69	Northside/LBC WWTP Electrical Improvements	**2,814**	-	358	2,456	-	-	**2,814**
70	Northside Interceptor Improvements	**4,164**	700	-	-	-	-	**700**
71	Coal Creek (103-N) Parallel Interceptor	**3,361**	3,361	-	-	-	-	**3,361**
72	Mingo Creek Rehabilitation & Relief	**624**	-	-	-	152	472	**624**
73	Jones/Douglass SSES Smoke Testing Repairs - Enterprise	**350**	-	-	-	350	-	**350**
74	Jones/Douglass SSES Smoke Testing Repairs - Revenue Bond	**5,396**	-	-	-	-	5,396	**5,396**
75	Jones/Douglass Rehabilitation & Relief	**635**	-	-	-	164	471	**635**
76	Flatrock Creek Rehabilitation and Relief - Enterprise	**1,244**	-	1,244	-	-	-	**1,244**
77	Flatrock Creek Rehabilitation and Relief - Revenue Bond	**22,465**	-	-	7,862	8,642	5,178	**21,682**
78	Coal Creek Rehabilitation - Enterprise	**19,714**	700	3,337	4,415	1,667	9,078	**19,197**
	Total Northside Plant	$ 63,464	$ 5,996	$ 4,939	$ 14,733	$ 10,975	$ 21,388	$ 58,031
	Southside Plant							
79	Southside WWTP External Draft Tubes for Digester Mixing	**611**	-	-	-	-	611	**611**
80	Southside WWTP Concrete Rehabilitation & Replacement - Enterprise	**838**	-	838	-	-	-	**838**
81	Southside WWTP Concrete Rehabilitation & Replacement - Revenue Bonds	**8,630**	-	-	8,630	-	-	**8,630**
82	Southside WWTP Electrical Upgrades	**4,368**	-	-	555	3,813	-	**4,368**
83	Southside WWTP WAS Instrumentation and Piping	**106**	-	-	-	8	88	**96**
84	71st Street Dewatering Facility 81st Street Access	**3,544**	3,183	-	-	-	-	**3,18**
85	21st & Riverside Lift Station Improvements - Phase 3	**1,009**	-	-	-	-	1,009	**1,009**

Funding Source	FY25	FY26	Comments	Ref.
Sewer Enterprise	High	High	Condition (Physical) Assessment of Northside FEB was authorized by ES 2017-04 with Notice to Proceed dated January 18, 2018 to identify and quantify basin and structural system repairs with the concentration of the concrete and asphalt surface improvements to schedule funding sequence to produce bid plans and specifications necessary to competitively bid said improvements to restore Northside FEB to its original designed physical conditions. Condition Assessment recommendations, conclusions, and costs contained in 2018 Keithline Engineering Phase 1 Condition Assessment Report - Flow Equalization Basin Joint and Crack Repairs, ES 2017-04. Electrical, conveyance, support, and mechanical system condition assessments were not included. Other system assessments and parameter improvements were not part of this project.	65
Sewer Enterprise	High	High	While present in all of the sludge lagoon piping, struvite build-up in Lagoon 1 (decant lagoon) and the lagoon pumping system is always present and has an ongoing impact on the reliability and operability of the system. Plant staff have developed "work around" systems to deal with struvite impacts on pumping and piping systems, but these systems require additional staff time, equipment repair costs and consumables to implement. Installation of an iron feed system would limit the development and build-up of struvite in the system and could also be incorporated to mitigate struvite formation in the digesters in the event this occurs in the future.	66
Sewer Revenue Bond	High	High	Provide repair on Digesters 3&4. Scope of work includes: Repairs to the roof/wall construction joints; Preventative maintenance of the digester interior piping; Additional internal and external concrete repairs; and Interior and exterior coatings.	67
Sewer Enterprise	High	High	This project is to install new aeration basin baffles at the Northside Wastewater Treatment Plant. The aeration basin baffles will be installed at the end of zone two between the anoxic zone and the aeration zone. The installation of the baffles will reduce the cost and improve the treatment facility operations.	68
Sewer Enterprise	High	High	Reconfigure the electrical distribution system at the Northside/Lower Bird Creek WWTP, starting with the main incoming switchgear, in order to enhance reliability and upgrade equipment that is nearing the end of its useful service life. The project will involve replacing the main switchgear and re-arrangning how downstream switchgear are fed.	69
Sewer Enterprise	High	High	The interceptor starts at Interceptor Lift Station (No. 5) at the downstream and the study ended at MH 101-0004 at the upstream. 12,025 LF of 66-inch reinforced concrete pipe (RCP) pipe was assessed and 10,943 LF of 60-inch RCP was assessed. The scope is to line 6,831 LF of RCP with cured in place pipe (CIPP), centrifugally cast fiberglass reinforced polymer mortar (CCFRPM) pipe, or other City approved material, externally pressure grout three (3) pipe joints, and perform heavy cleaning if necessary. It is anticipated that design and construction will occur in two (2) phases - one for 66-inch and one for 60-inch rehabilitation.	70
Sewer Enterprise	High	High	The project will slipline 325 LF of 24-inch and 36-inch RCP pipe with cured-in-place pipe (CIPP), or other City approved material. the project will also construct 1,745 LF of new 54-inch pipe, one (1) junction box, and construct two (2) manholes and rehabilitate two (2) manholes to relieve a hydraulic bottleneck. It is anticipated that design and construction will occur in a single phase.	71
Sewer Enterprise	High	High	Provide added capacity to overloaded lines.	72
Sewer Enterprise	High	High	TMUA ES 2021-01 and ES 2022-08 On-Call SSES provided sanitary sewer evaluation studies (SSES) including smoke testing and dye testing. Mainline defects found during smoke testing indicated structurally deficient sewer lines and inflow and infiltration (I/I) contributors. This business case development project form includes rehabilitation or replacement of manholes and gravity main sewer associated with defects found during the referenced projects with potential to fail between five (5) to ten (10) years.	73
Sewer Revenue Bond	High	High	TMUA ES 2021-01 and ES 2022-08 On-Call SSES provided sanitary sewer evaluation studies (SSES) including smoke testing and dye testing. Mainline defects found during smoke testing indicated structurally deficient sewer lines and inflow and infiltration (I/I) contributors. This business case development project form includes rehabilitation or replacement of manholes and gravity main sewer associated with defects found during the referenced projects with potential to fail between five (5) to ten (10) years.	74
Sewer Enterprise	High	High	Provide added capacity to overloaded lines.	75
Sewer Enterprise	High	High	Provide added capacity to overloaded lines.	76
Sewer Revenue Bond	High	High	Provide added capacity to overloaded lines.	77
Sewer Enterprise	High	High	The project includes, pre- and post-rehab flow monitoring, hydraulic modeling, SSES, design, and construction. Existing, defective pipes in the area will be replaced or rehabilitated with construction that may be performed using pipe bursting, lining, or open cut as all are acceptable installation methods.	78
Sewer Enterprise	High	High	Plant staff have described that the digester complex piping provides a high level of flexibility and redundancy, but at a high level of complexity. This results in a piping configuration which is difficult to operate during critical issues and is challenging to train new team members on. Additionally, sludge transfer from Digester 1 to Digester 2 is slow and results in frequent clogging. Improvements and simplifcations to this piping will enhance reliability of operation.	79
Sewer Enterprise	High	High	The purpose of this project is to provide redundancy to the distribution of digester sludge from the Southside Wastewater Treatment Plant to the 71st street dewatering facility. Currently, the only avenue to convey sludge between the two facilities for further treatment is through the use of the 2-mile force main between the two facilities. This force main has not had any interruptions to date, but if there is a failure there is currently no backup for sludge transfer between the two facilities. This solution can provide an emergency backup and provide redundancy to facilitate the implementation of a more permanent redudant transfer line.	80
Sewer Revenue Bond	High	High	This project improves the reliability of the length of sludge transfer piping to transfer digested sludge from the Southside Wastewater Treatment Plant to the 71st street dewatering facility. Currently, the only conduit to convey sludge between the two facilities for further treatment is through the use of a signal 2-mile force main between the two facilities. The present force main has provided reliable service to date, but is the only transfer pipe. Note that the pipeline has experienced point failures but prompt attention by TMUA staff have installed immediate point repairs to minimize the pipeline's downtime. An overbearing concern is that the pipeline includes a 200 linear foot section of pipe that was first placed into service in the 1950's. With sludge piping of this age, there is an overbearing concern that a significant length of this 1950's pipe could fail, thus requiring an emergency bypass temporary piping in conjunction with a significant emergency repair response.	81
Sewer Enterprise	High	High	Reconfigure the electrical distribution system at the Southside WWTP, starting with the main incoming switchgear, in order to enhance reliability and upgrade equipment that is nearing the end of its useful service life. The project will involve replacing the main switchgear and re-arrangning how downstream switchgear are fed.	82
Sewer Enterprise	High	High	The purpose of this project is to provide improvements to waste activated sludge processing within the Southside Wastewater Treatment Plant. This project will help to minimize overflows within the WAS storage basin.	83
Sewer Revenue Bond	High	High	Construct access road from 81st street, east or west of Titan Sports Complex to the 71st Street Dewatering Facility.	84
Sewer Enterprise	High	High	Provides improved wet weather performance of the lift station and addresses operational and safety concerns. Phase 3 will focus on design and construction of improvements to expand the wet weather capacity of the lift station from 25 MGD to approximately 37 MGD. The capacity increase will be obtained by replacement of existing Pumps 1 and 2, corresponding variable frequency drives, and the construction of a new 20-inch force main from the lift station, across the Arkansas River to the West Bank Interceptor. Phase 3 Improvements will also include new electrical gear (motor control center and control panel) to replace existing equipment in poor condition.	85

Ref.	Project	Est. Cost	FY25	FY26	FY27	FY28	FY29	Total
86	Central Business District Rehabiliation & Relief, contract 2	**926**	-	-	-	-	926	**926**
87	West Bank Interceptor Improvements - Enterprise	**460**	-	-	-	460	-	**460**
88	West Bank Interceptor Improvements - Revenue Bond	**5,903**	-	-	-	-	5,903	**5,903**
89	West Tulsa 39, 40, 41-S Relief - Enterprise	**4,787**	578	-	4,209	-	-	**4,787**
90	West Tulsa 39, 40, 41-S Relief - Revenue Bond	**9,002**	-	1,008	-	3,006	4,988	**9,002**
91	Upper Joe Creek - East Branch - Enterprise	**1,906**	1,473	-	-	433	-	**1,906**
92	Upper Joe Creek - East Branch - Revenue Bond	**5,370**	-	434	436	-	4,500	**5,370**
93	Crow Creek Rehab & Relief - Enterprise	**7,320**	543	5,352	175	1,000	250	**7,320**
94	Crow Creek Rehab & Relief - Revenue Bond	**5,279**	5,279	-	-	-	-	**5,279**
95	Joe Creek/LaFortune Park Rehab	**105**	-	-	105	-	-	**105**
	Total Southside Plant	**$ 60,164**	**$ 11,056**	**$ 7,632**	**$ 14,110**	**$ 8,720**	**$ 18,275**	**$ 59,793**
	Haikey Creek Plant							
96	Haikey Creek WWTP Waterline Loop	**428**	-	-	428	-	-	**428**
97	Haikey Creek Lift Station Improvements - Phase 4 Improvements	**1,907**	-	1,907	-	-	-	**1,907**
98	Haikey Creek WWTP Composting Facility	**20,000**	-	20,000	-	-	-	**20,000**
99	Haikey Creek Oxidation Ditch Demolition	**217**	217	-	-	-	-	**217**
100	Haikey Creek SAMS Equipment Replacements, including Project 118 (FEB improvments), and 171 (annual equipment R&R) Includes lines 100 and 110	**3,092**	535	551	567	550	602	**2,805**
	Total Haikey Creek Plant	**$ 25,644**	**$ 752**	**$ 22,458**	**$ 995**	**$ 550**	**$ 602**	**$ 25,357**
	Lower Bird Creek Plant							
101	Lower Bird Creek WWTP Oxidation Ditch Mixers	**425**	370	-	-	-	-	**37**
102	Lower Bird Creek WWTP Expansion Phase 2 (ARPA Grant)	**16,000**	16,000	-				**16,00**
103	Spunky Creek Main Stem South Contract 1 and 2	**7,203**	6,663	-	-	-	-	**6,663**
	Total Lower Bird Creek Plant	**$ 23,628**	**$ 23,033**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 23,033**
	Wastewater System Misc. Improvements							
104	Water & Sewer Department Long Range Facility Plan	**243**	243	-	-	-	-	**243**
105	Lift Station Replacements or Upgrades - Enterprise	**10,633**	2,075	2,712	2,029	2,090	-	**8,906**

Funding Source	FY25	FY26	Comments	Ref.
Sewer Enterprise	High	High	Provide rehabilitation of sanitary sewers in portions of the wastewater collection system in the Central Business District (CBD) and nearby areas which are in planning for redevelopment. The project area is contained within maintenance areas 28-S, 29-S, 31-S, 32-S, 33-S, 34-S, and 63-S. The goal of the project is to replace aging sewer lines before they fail to mitigate sinkhole risk; and to ensure that the sewer system can support redevelopment in the project area.	86
Sewer Enterprise	High	High	The West Bank Interceptor Improvements will include repair, rehabilitation and/or replacement of 27 large vault style manholes and 3,522 linear feet of large diameter interceptor located along the Arkansas River from approximately W. 21st Street South to W. 51st Street South. The rehabilitation recommendations come from the Interceptor Corrosion Assessment study referenced below which identified observed corrosion in prestressed concrete cylinder pipe (PCCP) with embedded steel cylinder (ECP). Corrosion was also observed compromising the structural integrity of the manholes on the West Bank Interceptor. 27 manholes are recommended for repair, rehabilitation and/or replacement starting at Manhole 039-0509 and ending at Manhole 040-0544. The pipeline rehabilitation will begin at Manhole 040-0554 and end at Manhole 040-0544, with two (2) additional pipeline rehabilitations at segments 039-0498:039-0497 and 040-0559:040-0558.	87
Sewer Revenue Bond	High	High	The West Bank Interceptor Improvements will include repair, rehabilitation and/or replacement of 27 large vault style manholes and 3,522 linear feet of large diameter interceptor located along the Arkansas River from approximately W. 21st Street South to W. 51st Street South. The rehabilitation recommendations come from the Interceptor Corrosion Assessment study referenced below which identified observed corrosion in prestressed concrete cylinder pipe (PCCP) with embedded steel cylinder (ECP). Corrosion was also observed compromising the structural integrity of the manholes on the West Bank Interceptor. 27 manholes are recommended for repair, rehabilitation and/or replacement starting at Manhole 039-0509 and ending at Manhole 040-0544. The pipeline rehabilitation will begin at Manhole 040-0554 and end at Manhole 040-0544, with two (2) additional pipeline rehabilitations at segments 039-0498:039-0497 and 040-0559:040-0558.	88
Sewer Enterprise	High	High	The project consists of a multi-year rehab and replacement project in the West Tulsa basin of the Southslope wastewater collection system. The project includes, pre- and post-rehab flow monitoring, hydraulic modeling, SSES, design, and construction. Construction activities will include a mix of rehabilitation and capacity enhancements, depending on solutions that are determined to be most cost-effective during the flow monitoring and modeling phase of the project. The I&I Abatement target for this basin has not yet been defined. The West Tulsa basin is defined as the collection system that is monitored by permanent flow monitors TL-10, and TL-42, jointly. It contains 358,000 linear feet of pipe and encompasses maintenance areas 38-S, 39-S, 40-S, and 41-S.	89
Sewer Revenue Bond	High	High	The project consists of a multi-year rehab and replacement project in the West Tulsa basin of the Southslope wastewater collection system. The project includes, pre- and post-rehab flow monitoring, hydraulic modeling, SSES, design, and construction. Construction activities will include a mix of rehabilitation and capacity enhancements, depending on solutions that are determined to be most cost-effective during the flow monitoring and modeling phase of the project. The I&I Abatement target for this basin has not yet been defined. The West Tulsa basin is defined as the collection system that is monitored by permanent flow monitors TL-10, and TL-42, jointly. It contains 358,000 linear feet of pipe and encompasses maintenance areas 38-S, 39-S, 40-S, and 41-S.	90
Sewer Enterprise	High	High	The project consists of a multi-year rehab and replacement project in the Upper Joe Creek basin of the Southslope wastewater collection system. The project includes, pre- and post-rehab flow monitoring, hydraulic modeling, SSES, design, and construction. Construction activities will include a mix of rehabilitation and capacity enhancements, depending on solutions that are determined to be most cost-effective during the flow monitoring and modeling phase of the project.	91
Sewer Revenue Bond	High	High	The project consists of a multi-year rehab and replacement project in the Upper Joe Creek basin of the Southslope wastewater collection system. The project includes, pre- and post-rehab flow monitoring, hydraulic modeling, SSES, design, and construction. Construction activities will include a mix of rehabilitation and capacity enhancements, depending on solutions that are determined to be most cost-effective during the flow monitoring and modeling phase of the project.	92
Sewer Enterprise	High	High	The project consists of a multi-year rehab and replacement project in the Crow Creek basin of the Southslope wastewater collection system. The project includes, pre- and post-rehab flow monitoring, hydraulic modeling, SSES, design, and construction. Construction activities will include a mix of rehabilitation and capacity enhancements, depending on solutions that are determined to be most cost-effective during the flow monitoring and modeling phase of the project. The I&I Abatement target for Crow Creek is a 30% reduction. The Crow Creek basin is defined as the collection system that is monitored by permanent flow monitor TL-26. It contains 442,000 linear feet of pipe and encompasses maintenance areas 44-S, 45-S, and 62-S.	93
Sewer Enterprise	High	High	The project consists of a multi-year rehab and replacement project in the Crow Creek basin of the Southslope wastewater collection system. The project includes, pre- and post-rehab flow monitoring, hydraulic modeling, SSES, design, and construction. Construction activities will include a mix of rehabilitation and capacity enhancements, depending on solutions that are determined to be most cost-effective during the flow monitoring and modeling phase of the project. The I&I Abatement target for Crow Creek is a 30% reduction. The Crow Creek basin is defined as the collection system that is monitored by permanent flow monitor TL-26. It contains 442,000 linear feet of pipe and encompasses maintenance areas 44-S, 45-S, and 62-S.	94
Sewer Enterprise	High	High	The project consists of a multi-year rehab and replacement project in the Joe-LaFortune basin of the Southslope wastewater collection system. The remaining project activities include SSES, design, and construction.	95
Sewer Enterprise	High	High	Provide an additional water source to the Haikey Creek Wastewater Treatment Plant.	96
Sewer Revenue Bond	High	High	Provide improved wet weather performance of the lift station. Phase 1, 2 and 3 Improvements are mostly complete. This project scope is described as Phase 4 Improvements in February 2012 study. It includes the design and construction of a new submersible lift station to supplement and work in tandem with the existing lift station to increase firm pumping capacity to 41.9 MGD (sizing to be confirmed during design phase). Selected consultant for Phase 4 shall provide a business case evaluation for the final Phase 5 Improvements as part of design scope.	97
Sewer Revenue Bond	High	High	Improvements at the Haikey Creek Wastewater Treatment Plant Composting Facility.	98
Sewer Enterprise	High	High	This demolition project was bid as an alternate item to the new activated sludge aeration basin replacement project ES 2016-01 in June 2019 and not awarded due to budget constraints. Scope includes demolition and removal of the existing oxidation ditches.	99
Sewer Enterprise	High	High	Replacement of plant capital at Haikey Creek Waste Water Treatment Plant	100
Sewer Enterprise	High	High	Replacement of oxidation ditch mixers at the Lower Bird Creek WWTP	101
Sewer Enterprise	High	High	Project provides ARPA grant funds for Phase 2 of Lower Bird Creek WWTP Expansion	102
Sewer Revenue Bond	High	High	Southern extension of the Spunky Creek wastewater system.	103
Sewer Enterprise	High	High		104
Sewer Enterprise	High	High	Annual repairs, pump replacements, etc. to the collection system lift stations.	105

Ref.	Project	Est. Cost	FY25	FY26	FY27	FY28	FY29	Total
106	Lift Station Replacements or Upgrades - Revenue Bond	2,153	-	-	-	-	2,153	2,153
	Total Wastewater System Misc. Imp	$ 13,029	$ 2,318	$ 2,712	$ 2,029	$ 2,090	$ 2,153	$ 11,302
	Areawide Collection System							
107	Sewer Rehab Area Wide - Enterprise	29,494	3,238	1,500	5,000	6,535	8,000	24,273
108	Sewer Rehab Area Wide - Revenue Bond	12,139	2,385	5,603	2,316	1,000	597	11,901
109	Small Unsewered Area Mainline Extensions	2,500	500	500	500	500	500	2,500
110	Areawide Point Repairs	18,000	3,000	3,000	3,000	3,000	3,000	15,000
111	2008 Street Package - Sewer Rehab/Replacement	21,000	3,500	3,500	3,500	3,500	3,500	17,500
112	Force Main Condition Assessment - Enterprise	637	637	-	-	-	-	637
113	Force Main Condition Assessment - Revenue Bond	3,361	-	656	675	696	716	2,743
114	Interceptor Condition Assessment	3,750	-	750	750	750	750	3,000
115	Large Diameter Interceptor Manhole Rehabilitation Phase 1	146	-	-	-	-	146	146
116	Economic Development Wastewater Infrastructure	3,200	500	500	500	500	500	2,500
117	Manhole Condition Assessment and Rehabilitation Program	21,000	3,000	3,000	3,000	3,000	3,000	15,000
118	Emergency Sewer Repair, Rehabilitation and Replacement	15,400	2,200	2,200	2,201	2,200	2,200	11,001
119	RCP Interceptor Rehabilitation Phase 1	5,393	-	-	328	5,065	-	5,393
120	DIP Interceptor Rehabilitation Phase 2	1,638	-	-	-	100	1,538	1,638
	Total Areawide Collection System	$ 137,658	$ 18,960	$ 21,209	$ 21,770	$ 26,846	$ 24,447	$ 106,201
	Total Sanitary Sewer System Projects	$ 323,587	$ 62,115	$ 58,950	$ 53,637	$ 49,181	$ 66,865	$ 290,748
	Stormwater							
121	116th and Sheridan Erosion Stablization	150	-	-	-	-	150	150
122	43rd and Sheridan FEMA BRIC Grant Match - Enterprise	5,000	-	5,000	-	-	-	5,000
123	43rd and Sheridan FEMA BRIC Grant Match - Revenue Bond	2,000	-	2,000	-	-	-	2,000
124	47th and Lewis	100	100	-	-	-	-	100
125	47th and Lewis	1,000	-	-	1,000	-	-	1,000
126	4th and Kenosha storm sewer improvement	7,000	-	1,000	-	6,000	-	7,000
127	Centennial Park Pond	600	300	300	-	-	-	600
128	Citywide Erosion and Stabilization	3,000	-	-	-	-	3,000	3,000
129	Citywide Concrete Channel Rehabilitation	5,750	250	500	1,000	500	500	2,750
130	Citywide Detention Pond Rehabilitation	3,555	200	500	430	500	500	2,130
131	Citywide Economic Development	3,700	400	400	400	500	500	2,200
132	Citywide Rehabilitation & Replacement	17,442	2,120	2,185	2,250	2,320	2,390	11,265
133	Citywide Storm Sewer Extensions	300	-	-	-	150	150	300
134	Citywide Storm Sewer Extensions - Citywide On-Call Survey	950	100	100	100	100	100	500
135	Crescent Park	250	-	250	-	-	-	250
136	Crescent Park	1,100	-	-	1,100	-	-	1,100
137	Hager Creek - Storm Sewer Relief Line	7,000	2,000	-	-	3,000	2,000	7,000
138	Hager Creek - Storm Sewer Relief Line	11,000	2,000	3,000	4,000	-	2,000	11,000
139	Haikey Tributary - 7723 S 68th East Ave	600	-	-	-	100	500	600
140	Haikey Tributary - 7723 S 68th East Ave	1,000	-	-	-	-	1,000	1,000
141	Highland Park Channel Improvements	500	500	-	-	-	-	500
142	Little Haikey Channel Improvements	1,550	-	-	-	1,550	-	1,550
143	OWRB Annual Dam Inspection	145	-	-	70	-	-	70
144	Small Drainage - Citywide FEMA buyout program	1,500	200	150	150	250	250	1,000
145	Small Drainage On-Call Design	1,425	150	250	150	250	250	1,050
146	Small Drainage Projects - Citywide Geotechnical Testing	400	50	50	50	50	50	250
147	Small Drainage Projects - Citywide Urgent	1,250	250	250	250	250	250	1,250
148	Storm Sewer Extension - Zink Park - 32nd and Trenton	450	450	-	-	-	-	450
149	Storm Sewer Extensions -Dawson Road/BNSF	3,150	-	150	3,000	-	-	3,150
150	Stormwater Maintenance Building Expansion	7,000	7,000	-	-	-	-	7,000
151	56th St N : MLK to Peoria	300	-	300	-	-	-	300
152	Citywide Stormwater Improvements	2,000	-	-	-	-	2,000	2,000
153	Citywide Stormwater Improvements	2,500	600	500	400	500	500	2,500
154	Vensel Creek - 84th St to Pittsburg	150	-	-	150	-	-	15
155	Vensel Creek - 84th St to Pittsburg	1,400	-	-	1,400	-	-	1,40
	Total Stormwater Projects	$ 95,217	$ 16,670	$ 16,885	$ 15,900	$ 16,020	$ 16,090	$ 81,565
	Public Facilities Maintenance							
0	City Facilities Roofing							-

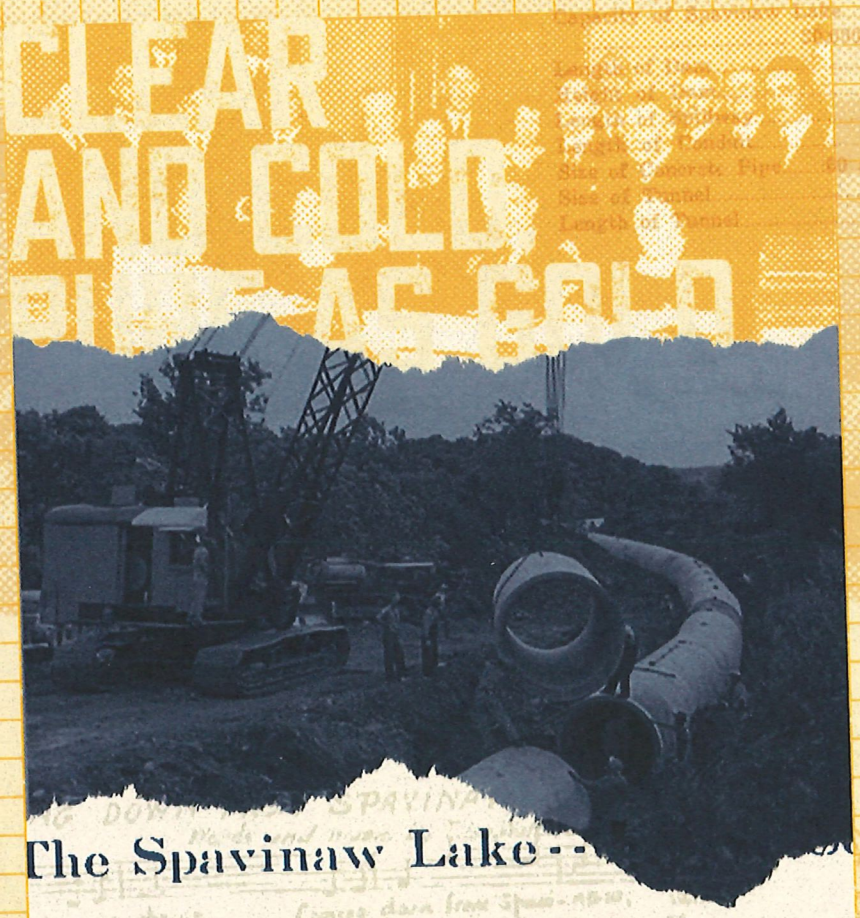
Funding Source	FY25	FY26	Comments	Ref.
Sewer Revenue Bond	High	High	Annual repairs, pump replacements, etc. to the collection system lift stations.	106
Sewer Enterprise	High	High	Project reflects funds not allocated to a specific I&I Abatement project.	107
Sewer Revenue Bond	High	High	Project reflects funds not allocated to a specific I&I Abatement project.	108
Sewer Enterprise	High	High	Unserved area projects.	109
Sewer Enterprise	High	High	Reflects estimate of need for short term infrastructure reinvestment.	110
Sewer Enterprise	High	High	Annual rehab and replacement of sewered areas.	111
Sewer Revenue Bond	High	High	The scope of this BCE is to develop an asset managment plan in FY19 to perform future, annual condition assessment on collection system force mains based on criticality. Over 60 miles of force main are currently operated and maintained by SOM and WPC.	112
Sewer Enterprise	High	High	The scope of this BCE is to develop an asset managment plan in FY19 to perform future, annual condition assessment on collection system force mains based on criticality. Over 60 miles of force main are currently operated and maintained by SOM and WPC.	113
Sewer Enterprise	High	High	The scope of this BCE is to develop an asset managment plan (AMP) in FY19 to perform condition assessment on the remaining 323,000 LF of large diameter concrete inteceptor based on criticallity.	114
Sewer Revenue Bond	High	High		115
Sewer Enterprise	High	High	This program will focus on providing sanitary sewer services to key sites citywide as determined by the City of Tulsa's Office of Economic Development. These key sites will be prioritized for public infrastructure needs and work toward "site certification" so as to be shovel ready to attract industrial development.	116
Sewer Enterprise	High	High	Program to fund manhole condition assessment, rehabilitation, and replacement as part of the City of Tulsa SSO mitigation plan to prevent sanitary sewer overflows, correct unsafe structural conditions, and reduce risk with regards to the management of these assets. This will be an ongoing program to manage risk, correct deficiencies, and meet regulatory requirements.	117
Sewer Enterprise	High	High	Program to fund emergency sanitary sewer system repairs, rehabilitation, and replacement as part of the City of Tulsa SSO mitigation plan to prevent sanitary sewer overflows. Operations will take the lead on this CIP line item with technical support from Engineering Services.	118
Sewer Enterprise	High	High	TMUA ES 2021-03 Large Diameter Gravity Main Assessment provided rehabilitation recommendations for large diameter gravity main sewer pipe in various locations in the TMUA collection system. Rehabilitation recommendations for assets of similar class and failure form were grouped together and separated into Phase 1 with the potential to fail within zero (0) to five (5) years and Phase 2 with the potential to fail between five (5) to ten (10) years. This business case development project form includes Phase 1 reinforced concrete pipe with the potential to fail due to observed corrosion compromising the structure integrity of the pipe. Rehabilitation by cured-in-place pipe (CIPP) lining is recommended for 3,710 linear feet. Pipe segments are located in Maintenance Zones 044 and 045 (Crow Creek) and 046 and 047 (East Bank).	119
Sewer Enterprise	High	High	TMUA ES 2021-03 Large Diameter Gravity Main Assessment provided rehabilitation recommendations for large diameter gravity main sewer pipe in various locations in the TMUA collection system. Rehabilitaiton recommendations for assets of similar class and failure form were grouped together and separated into Phase 1 with potential to fail within zero (0) to five (5) years and Phase 2 with potential to fail between five (5) to ten (10) years. This business case develoment project form includes Phase 2 reinforced concrete pipe with potential to fail due to observed orrosion compromising structure integrity of the pipe. Rehabilation by cured in place pipe (CIPP) lining is recommended for 10,448.70 linear feet.	120
Stormwater Enterprise	High	High	Citywide channel erosion and stabilization	121
Stormwater Enterprise	High	High	Reduce flooding and erosion inside funded transportation projects. Increase capacity as needed for storm sewer.	122
Stormwater Revenue Bond	High	High	Reduce flooding and erosion inside funded transportation projects. Increase capacity as needed for storm sewer.	123
Stormwater Revenue Bond	High	High	Citywide storm sewer extensions	124
Stormwater Enterprise	High	High	Citywide storm sewer extensions	125
Stormwater Revenue Bond	High	High	Citywide storm sewer extensions	126
Stormwater Enterprise	High	High	City maintained ponds continue to degrade increasing cost of repairs every year deferred. Increased chance of failure causes flooding downstream.	127
Stormwater Enterprise	High	High	Citywide Channel Erosion and Stabilization	128
Stormwater Enterprise	High	High	City maintained improved channels continue to degrade increasing the cost of repairs every year deferred. Increased chance of catastrophic failures.	129
Stormwater Enterprise	High	High	City maintained improved channels continue to degrade increasing the cost of repairs every year deferred. Increased chance of catastrophic failures.	130
Stormwater Enterprise	High	High	Design and Construct projects for drainage problems located at various sites throughout the City.	131
Stormwater Enterprise	High	High	Citywide R&R	132
Stormwater Enterprise	High	High	Citywide Storm Sewer Extensions	133
Stormwater Enterprise	High	High	Citywide On-Call Survey	134
Stormwater Enterprise	High	High	Citywide Channel Erosion and Stabilization	135
Stormwater Enterprise	High	High	Citywide Channel Erosion and Stabilization	136
Stormwater Enterprise	High	High	Increasing stormsewer capacity/elevating roadways	137
Stormwater Revenue Bond	High	High	Increasing stormsewer capacity/elevating roadways	138
Stormwater Enterprise	High	High	Citywide Channel Erosion and Stabilization	139
Stormwater Enterprise	High	High	Citywide Channel Erosion and Stabilization	140
Stormwater Revenue Bond	High	High	Citywide Channel Erosion and Stabilization	141
Stormwater Enterprise	High	High	Unmaintained natural creeks and deferred maintenance of improved channels threatens public safety and property.	142
Stormwater Enterprise	High	High	OWRB Annual Dam Inspection	143
Stormwater Enterprise	High	High	Design and Construct projects for drainage problems located at various sites throughout the City.	144
Stormwater Enterprise	High	High	Urgent Small Drainage Projects (Studies and Design)	145
Stormwater Enterprise	High	High	Construction Quality Control Testing	146
Stormwater Revenue Bond	High	High	Urgent Small Drainage Projects (Construction)	147
Stormwater Revenue Bond	High	High	Citywide Storm Sewer Extensions	148
Stormwater Enterprise	High	High	Citywide Storm Sewer Extensions	149
Stormwater Enterprise	High	High	Stormwater Operations and Maintenance Facility	150
Stormwater Enterprise	High	High	Citywide Storm Sewer Extensions	151
Stormwater Enterprise	High	High	Urgent Small Drainage Projects (Studies and Design)	152
Stormwater Enterprise	High	High	Urgent Small Drainage Projects (Construction)	153
Stormwater Enterprise	High	High	Unmaintained natural creeks and deferred maintenance of improved channels threatens public safety and property.	154
Stormwater Enterprise	High	High	Unmaintained natural creeks and deferred maintenance of improved channels threatens public safety and property.	155
Future Sales Tax	High	High	Inspection, assessment, prioritization and repairs of roofing for various city facilities.	0

Ref.	Project	Est. Cost	FY25	FY26	FY27	FY28	FY29	Total
156	Citywide Public Facilities Maintenance	6,425						-
157	Future Capital Projects	44,485	-	-	-	-	-	-
	Total Public Facilities Maintenance Projects	$ 50,910	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL PUBLIC WORKS AND INFRASTRUCTURE PROJECTS		$ 2,624,376	$ 119,405	$ 135,751	$ 120,567	$ 103,047	$ 110,637	$ 589,407
SOCIAL AND ECONOMIC DEVELOPMENT								
	Department of City Experience (DCE)							
0	Future Animal Welfare Projects							-
158	Future Housing Projects	95,000						-
	Total Department of City Experience Projects	$ 95,000	$ -	$ -	$ -	$ -	$ -	$ -
	Planning and Economic Development Department							
159	Future Planning and Economic Development Projects	14,675						-
	Total Planning And Development Projects	$ 14,675	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL SOCIAL AND ECONOMIC DEVELOPMENT PROJECTS		$ 109,675	$ -	$ -	$ -	$ -	$ -	$ -
TRANSPORTATION								
	Metropolitan Tulsa Transit Authority							
0	Future Public Transportation Projects	-						-
	Total Metropolitan Tulsa Transit Authority Projects	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL TRANSPORTATION PROJECTS		$ -	$ -	$ -	$ -	$ -	$ -	$ -
ADMINISTRATIVE AND SUPPORT SERVICES								
	Information Technology Department							
0	Future Unfunded Projects	-						-
	Total Information Technology Department Projects	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Asset Management Department							
0	Future Asset Management Projects							-
	Total Equipment Management Projects	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Short Term & Bond Issuance							
160	Short Term Capital	126,117						-
161	Bond Issuance Costs	1,822						-
	Total Short Term & Contracted Capital Projects	$ 127,939	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL ADMINISTRATIVE AND SUPPORT SERVICES PROJECTS		$ 127,939	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL CAPITAL PROJECTS INVENTORY		$ 3,187,225	$ 119,405	$ 135,751	$ 120,567	$ 103,047	$ 110,637	$ 589,407

Funding Source	FY25	FY26	Comments	Ref.
Future Bond Program	High	High	Major renovation of city facilities utilized by City personnel and the public at various locations citywide. Project consists of HVAC, plumbing and electrical system replacement, flooring and painting every 20 years. The amount of funding is needed to implement the program from 2017-2022 as presented to City Council. The annualized cost of the program is $7,420,857.00.	156
Future Sales Tax	High	High	Projects within approved capital programs and projected to be funded within the FY25-29 timeframe	157
				TOTAL PUBLIC WORKS AND INF
				SOCIAL AND ECONOMI
Future Sales Tax	High	High	To provide electrical service to the Tulsa animal shelter (24/7/365 operation) in the event of an interuption of electrical service (ice, severe weather, etc) so care of animals in the shelter can continue (between 150- 250 animals at any one time)	0
Future Sales Tax	High	High	Projects within approved capital programs and projected to be funded within the FY25-29 timeframe	158
Future Sales Tax	High	High	Projects within approved capital programs and projected to be funded within the FY25-29 timeframe	159
				TOTAL SOCIAL AND ECONOMIC
				TRANSPOR
Future Sales Tax	High	High	Projects within approved capital programs and projected to be funded within the FY25-29 timeframe	0
				TOTAL TRANSPORTA
				ADMINISTRATIVE AND SI
Future Sales Tax	High	High	Projects within approved capital programs and projected to be funded within the FY25-29 timeframe	0
Future Sales Tax	High	High	Projects within approved capital programs and projected to be funded within the FY25-29 timeframe	0
Future Sales Tax	High	High	To replace miscellaneous capital equipment.	160
Future Bond Program	High	High	Bond sale related costs.	161

Section 9:

APPENDIX



CLEAR AND COLD

The Spavinaw Lake--

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

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

Since the completion of the Spavinaw project at a cost of $7,500,000

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

"AS BUILT"

CITY OF TULSA, OKLAHOMA
SECOND SPAVINAW PROJECT
UPPER SPAVINAW DAM
GENERAL MAP

Photos Courtesy of Tulsa Historical Society & Museum

GENERAL INFORMATION
ABOUT THE CITY OF TULSA BUDGET

The word "budget" originated from bougette which was a leather bag carried by the monarch's treasurer to the medieval English Parliament. It contained documents surveying the kingdom's needs and listed the realm's resources. Today's budgets are an annual plan for financial operations and incorporate an estimate of proposed expenditures and revenues. The budget represents the process through which policy is made and implemented.

• BUDGETING •

BUDGET

There are two annual budgets in the City of Tulsa - the Operating Budget and the Capital Budget.

Operating Budget: This sets the plan for the day-to-day operations of the City. The City's annual operating budget is based on historical expenditures, priorities set forth by the elected officials and available revenues. Sales tax and utility billing charges provide the majority of resources used in the Operating Budget.

Capital Budget: The City's Capital Improvements budget is the first year of its Five-Year Capital Plan. The Plan is updated annually to include new requests and to reflect ever-changing field and financing conditions. Sales Tax and Bonds finance nearly all of the City's major capital needs.

• LEGISLATION •

MUNICIPAL BUDGET ACT

Since FY81, the City has produced its budget under the provisions of the *Oklahoma Municipal Budget Act, 11 O.S. Supp. 1979, Sections 17-201 through 17-216.* Municipal governments can use it to write their annual budgets. The Act establishes fiscal procedures, requirements for financial disclosure and generally accepted standards for financial management.

The Act is more flexible than the old law and imposes fewer restrictions on municipalities when they estimate revenues, appropriate money and make expenditures. The Act also provides for greater financial disclosure and for the implementation of generally accepted accounting principles. Both of these provisions increase the City's ability to obtain a favorable bond rating, attain a better investment position, and improve compliance with federal grant requirements.

The Act stipulates time deadlines for submitting budget requests, holding public hearings and filing adopted budgets. It also prescribes the general content of the budget and requires expenditures to be grouped into five categories:

- Personal Services
- Materials and Supplies
- Other Services and Charges
- Capital Outlays
- Debt Service
- Transfers

OPEN RECORDS ACT

The *Oklahoma Open Records Act 501.S, 1985 Section 24A*, became effective November 1, 1985. Section 24A.9 states:

"Prior to taking action, including making a recommendation or issuing a report, a public official may keep confidential his or her personal notes and personally created materials other than departmental budget requests of a public body. . ."

This means that individual budget requests are public information, including any notes or other materials used for budget preparation or budget recommendation.

• REVENUE •

Revenue is the yield from sources of income (such as taxes, licenses, fines, user fees, etc.) that the City collects for public use. Revenues increase the assets of a fund, while not increasing a liability or representing a repayment of expenditure, a cancellation of a liability or an increase in contributed capital.

TYPES AND SOURCES

The City classifies its 200 plus sources of income into revenue categories. (For more information, see the Fund Summaries section, and City of Tulsa Revenue Sources.)

PROJECTING INCOME

The Budget and Planning Division of the Finance Department is responsible for estimating the City's yearly income and monitoring actual collections on a monthly basis. Annual estimates of collections from the various sources are made using time series and deterministic methodologies. Departments whose activities generate income may be asked by the Budget and Planning Division to help make estimates or explain differences between estimates and actual collections.

• GOVERNMENTAL FUNDS •

The *Oklahoma Municipal Budget Act* defines a **fund** as:

"an independent fiscal and accounting entity with a self-balancing set of accounts to record cash and other financial resources, together with all liabilities, which are segregated for the purpose of carrying on specific activities or attaining certain objectives."

In other words, separate records of all income and expenditures are maintained for each fund. They are analogous to individual checking accounts. Income and expenditures are recorded and it is illegal to spend more than has been authorized by the City Council. The "fund balance" within the fund would be similar to a savings account with money set aside for the future and not currently appropriated.

TYPES OF FUNDS

The eight major fund types used by the City are described below along with examples of some of the individual funds within each type.

General Fund - In conformance with the *Oklahoma Municipal Budget Act*, the General Fund is the City's principal operating fund. Approximately two-thirds of its revenue comes from sales and use taxes. All of the revenue derived from the City's permanent two percent sales tax is credited to this fund. With franchise and other taxes, the percentage of income from taxes for this fund is 71 percent. The remaining 29 percent comes from user charges, license fees, intergovernmental shared revenue, fines from court operations and interest income.

General Fund resources may be used to provide any service that the City has legal authority to provide under its charter and state laws. All general operations not accounted for otherwise are financed from this primary operating fund. It finances numerous and diverse activities such as police and fire protection, street maintenance, park operations, event facilities and administrative services.

Special Revenue Funds - These funds are used to account for certain specific revenue sources for which expenditures are legally restricted to a specific function or activity of the City.

Examples of Special Revenue Funds:

- Limited-Purpose Public Safety Permanent Sales Tax Fund (ordinance dedicated revenue from sales tax);
- The Short-Term Capital Fund (ordinance dedicated revenue from the Third Penny Sales Tax designated for "short-term" capital improvements, consisting of assets having a useful life of ten years or less);
- The Convention and Tourism Facilities Fund (ordinance dedicated revenue from the Hotel/Motel Tax); and
- Federal and State Grant Funds (accounts for financial assistance received from Federal and State agencies.)

Debt Service Fund - The Debt Service or Sinking Fund is used to account for the payment of principal, interest and other related costs of the City's general obligation bonds and certain other long-term debt.

Capital Projects Funds - A Capital Project Fund accounts for all resources used for the acquisition and/or construction of permanent facilities other than those financed by a special assessment or operating enterprise funds. The various sales tax and bond funds.

Special Assessment Funds - This type of fund is used to account for revenues received for financing public improvements or services deemed to benefit the specific properties against which special assessments are levied. The Tulsa Stadium Improvement District Fund is a Special Assessment Fund.

Enterprise Funds (Proprietary Funds) - Enterprise Funds are established to account for the acquisition, operation and maintenance of governmental facilities and services that are entirely or predominantly supported by user charges. Enterprise Funds are similar to private business enterprises in that they are accounted for in a manner so as to show profit or loss. Examples of Enterprise Funds include the: Emergency Medical Services Authority Fund and Golf Course Operating Fund

Internal Service Funds - An Internal Service Fund is used to account for the financing of goods or services provided by one department or agency of the City to other departments or agencies on a cost reimbursement basis. The Employee Insurance Service Fund, Workers' Compensation Service Fund, Equipment Management Service Fund, and Office Services Internal Service Fund are the City's Internal Service Funds.

Trust and Agency Fund (Fiduciary Funds) - These funds are used to account for assets held by the City in a trustee capacity or as an agency for individuals, private organizations and other governmental units, entities, or funds. An example of trust and agency funds is: Municipal Employees Retirement Fund.

• CITY ORGANIZATIONAL STRUCTURE •

The City has eleven divisions within its Chief Executive Office. All City departments report to one of the officers who reports to the Chief of Staff. All Authorities, Boards, and Commissions report to the Mayor directly. Listed below are the divisions and corresponding departments assigned to them.

Chief of Staff
Communications

Chief Financial Officer
Finance
Office of the Chief Data Officer

Chief of Capital Investment
Asset Management
Information Technology
Public Works
Water & Sewer

Deputy Mayor
Customer Care
Development Services
Human Resources
Municipal Court

Economic Development
Tulsa Authority for Economic Opportunity
Tulsa Regional Chamber

Police Chief
Police

City Attorney
Legal

Chief Administrative Officer

Chief of Culture & Recreation
Parks, Culture & Recreation
BOK & Convention Center
Gilcrease Museum
Greenwood Cultural Center
Performing Arts Center
River Parks

Department of City Experience
Animal Welfare
Citizen Advocate
City Design Studio
Code Enforcement
Community Development
Mayor's Office of Resilience & Equity
Tulsa Planning Office
Special Events

Fire Chief
Fire
EMSA
Emergency Management

• CAPITAL IMPROVEMENTS •

A **Capital Improvement Project** is any significant acquisition, construction, replacement, or improvement to a City service delivery system that has a cost greater than $100,000 and a minimum useful life of five years. To be funded, a project must be part of the City's Five-Year Capital Improvements Plan (CIP). The **Capital Plan** is a five-year schedule of specific projects and accompanying revenue allocations. The plan is updated annually through the **Capital Budget**. The **Capital Improvements Program** incorporates the planning, monitoring, programming, and budgeting processes used to allocate the City's capital moneys.

CAPITAL BUDGET PROCESS

Capital projects are processed through the Capital Improvements Program which is managed by the Budget and Planning Division. Specific policies for this program are included in the Finance Department's *Financial Policies* under the heading "Capital Budget and Improvements" section.

Budget and Planning coordinates the budgeting of capital improvement projects included in the upcoming fiscal year's budget. A list of the new and active capital improvement projects is reviewed and scheduled in the updated five-year Capital Improvements Plan. Any project receiving increases or decreases in funding, and projects slated for closure during the upcoming fiscal year are also listed.

• BUDGET REVIEW •

Upon receipt of departmental and agency budget requests, the Budget and Planning Division budget analysts begin a review process for assigned departments and agencies and develop recommendations for elected officials. Several factors influence the review and recommendation process. Some of the questions examined include:

1. Does the request meet established guidelines?
2. Are the requested allocations in line with providing the associated service?
3. Does the request fall within the inflationary parameters expected in the upcoming fiscal year?
4. Does the current level request seem reasonable compared to historical expenditures?
5. How does the modification request compare to the anticipated increase or decrease in service?
6. Does the request meet City policies and priorities?
7. What amount of revenue is expected within the next fiscal year?
8. What are the departments' internal priorities for providing proper service levels?

Analysts meet with the Budget and Planning Division Manager and Finance Director to receive specific instructions for developing their departmental and agency budget recommendations. The analysts also meet with their assigned departments and agencies during the process to obtain clarifications and further information as needed.

Each department makes a presentation to the Budget and Planning Division Manager, Director of Finance and/or Mayor to provide additional information or clarification or to discuss service levels.

The Mayor begins the formal budget review process and develops a proposed budget for the next fiscal year operations. The City Charter requires the proposal be submitted to the City Council by May 1. The Council further reviews, refines, changes, and adopts it according to the policies and priorities it wishes to have implemented during the next fiscal year. State law requires the budget be adopted by the City Council seven days before the end of the City's fiscal year, which is June 30.

• BUDGET ADOPTION •

The Oklahoma Municipal Budget Act, states:
". . . At least seven (7) days prior to the beginning of the budget year, the governing body shall adopt the budget by resolution, or as any charter may require, at the level of classification as defined in Section 17-213. . .. The governing body may add or increase items or delete or decrease items in the budget. In all cases the proposed expenditures shall not exceed the estimated revenues for any fund."

• BUDGET CHANGES •

There are two methods of changing the adopted budget during the course of the fiscal year: **Budgetary Transfers** and **Budget Ordinances.** Most often these actions originate in the departments and are sent to Budget and Planning for review, approval, and processing to the Mayor and/or Council.

BUDGETARY TRANSFERS

The Oklahoma Municipal Budget Act, Section 17-215 states:

"The chief executive officer, or designee, as authorized by the governing body, may transfer any unexpended and unencumbered appropriation or any portion thereof from one account to another within the same department or from one department to another within the same fund; except that no appropriation

for debt service or other appropriation required by law or ordinance may be reduced below the minimums required."

An **Administrative Transfer (AT)** is a transfer of funds within the same expenditure account group, department, fund, and project. The Mayor allows the Budget and Planning Division Manager to approve or deny Administrative Transfers.

Currently, the City Council has given the Mayor the authority to approve or deny requests to transfer funds totaling less than one hundred thousand dollars ($100,000) from one expenditure account group to another account group or from one project to another project within the same department and fund. This type of transfer is known as a **Mayoral Transfer (MT)**.

The third type of transfer is a **Council Transfer (CT)**. The Council has reserved the right to approve or deny the transfer of funds from one department to another, for the establishment of a new capital project or transfers in excess of one hundred thousand dollars ($100,000) between account groups in a department. This type of action requires a budget ordinance.

BUDGET ORDINANCES

A **Budget Ordinance** is the legal means to amend the adopted budget through recognizing revenue increases or decreases; transferring appropriations from one department to another; establishing new capital projects; decreasing appropriations in a fund or department; or providing supplemental appropriations to a department.

The Oklahoma Municipal Budget Act, Sections 17-206, 17-215 and 17-216 allows for the City Council to transfer funds or to make supplemental appropriations. The last paragraph of section 17-216 provides the legal framework to amend budgets, stating:

"A budget amendment as provided in this section authorizing supplemental appropriations or a decrease or change in appropriation or funds shall be adopted at a meeting of the governing body and filed with the municipal clerk and the State Auditor and Inspector.

READER'S GUIDE
TO
FUND SUMMARIES

The Operating Fund Summary section and the Capital Fund Summary section are the only sections of the Budget document that are adopted by ordinance by the City Council. A numerical listing of the funds and their names can be found in the Table of Contents; an alphabetical listing is located in the Index. Each Fund summary contains the following information:

A box in the upper corner indicates the fund number and the Basis of Budgeting. The **Basis of Budgeting** refers to the basis of accounting used to estimate financing sources and uses in the budget.

This generally takes one of three forms:

- GAAP—uniform standards for financial accounting and recording;
- Cash Basis—transactions are recognized only when cash is increased or decreased; or
- Modified accrual basis—expenditures other than accrued interest on general long-term debt are recorded at the time liabilities are incurred and revenues are recorded when received in cash except for material and/or available revenues, which should be accrued to reflect properly the taxes levied and revenue earned.

The **Budget Overview** provides general information on the purpose of the fund and the fund's basis for budgeting. Information in the **Budget Summary** is specific to the proposed or adopted budget. Where appropriate, charts and graphs visually enhance the reader's understanding of each fund's revenue and expenditure characteristics, and supporting tables follow.

Below is a general outline of the revenue and expenditure categories included in the budget and reflected in the Fund Summaries. Not all funds will utilize each type of revenue, and expenditure types will vary by fund.

REVENUES BY CATEGORY

The revenue types supporting the funds are divided into nine categories as follows:

Taxes	These revenues represent franchise, sales and use taxes. The primary contributor to this category is sales tax, which generates a majority of this category's revenue in the General Fund.
Licenses and Permits	These revenues come from the City's efforts to provide licenses to business and inspection services to enforce compliance with minimum code requirements for building and operating safety.
Intergovernmental and Shared Revenue	This category represents grants from other governmental entities and taxes collected by the state which are distributed, in part, back to the cities within the state in proportion to their population. This apportionment is determined by the census conducted every ten years.
General Government	These revenues represent revenue received for services performed by the City. Some services are performed for governmental entities, including the City, and some are performed for the private sector.
Fines and Forfeits	This source consists primarily of fines from the Municipal Court, but also includes utility penalties and other smaller penalty revenues.
Miscellaneous Revenue	This category is comprised of revenue sources that do not fit the other categories.
Interest Income	This category represents the interest generated by the City's pooled portfolio. Also included is interest earned on an interim basis from money that is the City's, but is delayed in remittance.
Transfers In	Amounts transferred from another fund to assist in financing the services for the recipient fund.

EXPENDITURES BY CATEGORY

The categories of expenditures group departments with similar function and/or customers. They are as follows:

Public Safety and Protection	This category contains Municipal Court, Police, Fire, Emergency Medical and Tulsa Area Emergency Management Agency.
Cultural Development/Recreation	Park and Recreation, Gilcrease Museum, Performing Arts Center, River Parks, and BOK Arena and Cox Business Convention Centers make up the departments in this category.
Social/Economic Development	Tulsa Authority for Economic Opportunity, Department of City Experience, and Development Services are included in this category.
Public Works/Transportation	Engineering Services, Public Works, Water and Sewer, and Tulsa Transit comprise this category.
Administrative/Support Services	This category contains the budgets for the City's elected officials: the Mayor, City Auditor and City Council. Legal, Human Resources, Workers' Compensation, Employee Insurance Administration, General Government, Indian Nations Council of Governments (INCOG), Finance, Information Technology, Customer Care, Communications and Asset Management make up the remainder of the departments within this category.
Transfers to Other Funds	Amounts transferred to another fund to assist in financing the services for the recipient fund.

EXPENDITURES CLASSIFICATIONS

Each fund is made up of accounts for classifying expenditures, as follows:

Personal Services	Includes expenses for salaries and related employee benefits paid to employees for services rendered.
Materials and Supplies	Used to account for the purchase of commodities which are consumed or materially altered when used, such as office supplies, operating supplies, repair and maintenance supplies, and all items of expense to any person, firm or corporation rendering a service in connection with repair, sale or trade of such articles or commodities.
Other Services and Charges	Used to account for the purchase of contractual services and other intangible products such as security, temporary employment, professional and landscaping services, leases, utilities and employee training and travel.
Capital Outlays	Fixed assets which have a value of $1,000 or more and have a useful economic lifetime of more than one year or assets of any value if the nature of the item is such that it must be controlled for custody purposes as a fixed asset. Also included in this category are Capital Improvement Projects.
Debt Service	The cost of paying principal and interest on borrowed money according to a predetermined payment schedule.
Fund Transfers	Amounts transferred from one fund to another to assist in financing the services for the recipient fund.

GLOSSARY

—A—

Account
An entity for recording specific revenues or expenditures, or for grouping related or similar classes of revenues and expenditures and recording them within a fund or department.

Accounting System
The total set of records and procedures that are used to record, classify and report information on the financial status and operations of the entity. (Also see Accrual Basis, Modified Accrual Basis and Cash Basis).

Accrual Basis
The method of accounting under which revenues are recorded when they are earned (whether or not cash is received at the time) and expenditures are recorded when goods and services are received (whether cash disbursements are made at the time or not).

Activity
Departmental efforts which contribute to the achievement of a specific set of program objectives; the smallest unit of the program budget.

Administrative Transfer (AT)
A Budgetary Transfer that allows for the movement of funds within the same expenditure account group within the same department, same fund and same project. This action requires Budget and Planning Division Manager approval.

Ad Valorem Taxes
Commonly referred to as property taxes, levied on both real and personal property according to the property's valuation and the tax rate.

Annual Appropriation
An appropriation made for a certain period of time, generally for the budget year. At the end of the specified period, any unexpected or unencumbered balance lapses or ends unless otherwise provided by law. Most operating funds are lapsing funds.

Annualize
Taking changes that occurred partial year and calculating their cost for a full year for the purpose of preparing an annual budget.

Appropriation
An authorization or allocation made by the legislative body that permits officials to incur obligations against, and to make expenditures of governmental resources (revenues).

Appropriation Balance
A balance in which the available appropriation remains after expenditures, encumbrances, and commitments has been subtracted from the appropriation.

Assessed Valuation
The valuation set upon real estate and certain personal property by the Assessor as a basis for levying property taxes.

Assessment Ratio
The ratio at which the tax rate is applied to the tax base.

Asset
Resources owned or held by a government which has monetary value.

Attrition
A method of achieving a reduction in personnel by not refilling the positions vacated through resignation, reassignment, transfer, retirement or means other than layoffs.

Authorized Positions
Employee positions which are authorized in the adopted budget to be filled during the year.

Available (Undesignated and Unreserved) Fund Balance
This refers to the funds remaining from the prior year, after reserves and designations are made, which are available for appropriation and expenditure in the current year.

—B—

Balanced Budget
The use of resources for operating purposes does not exceed available resources over a defined budget period.

Base Budget
Cost of continuing the existing levels of service in the current budget year.

Bond
A long-term IOU or promise to pay; it is a promise to repay a specified amount of money (the face amount of the bond) on a particular date (the maturity date). Bonds are primarily used to finance capital projects.

General Obligation (G.O.) Bond - This type of bond is backed by the full faith, credit and taxing power of the government.

Revenue Bond – This type of bond is backed only by the revenues from a specific enterprise or project, such as a golf course or water system.

Bond Refinancing
The payoff and re-issuance of bonds to obtain better interest rates and/or bond conditions.

Budget
A plan of financial activity for a fiscal year indicating all planned revenues and expenses for the budget period. The City of Tulsa's fiscal year is July 1 through June 30.

Budget Amendment
Legal means by which an adopted estimated revenue or expenditure authorization limit is increased or decreased.

Budgetary Basis
This refers to the basis of accounting used to estimate financing sources and uses in the budget. It is different from GAAP basis of accounting.

Budget Calendar
The schedule of key dates which a government follows in the preparation and adoption of the budget.

Budgetary Control
The control or management of a government in accordance with the approved budget for the purpose of keeping expenditures within the limitations of available appropriations and resources.

Budget Ordinance
The legal means to amend the adopted budget through recognizing revenue increases or decreases; transferring funding from one department to another from an existing capital project to a new capital project; decreasing funding of a fund or department or providing supplemental funding to a fund or department or establishing a new capital project. The City Council adopts or rejects all budget ordinances.

Budgetary Transfer
One of two means of amending the budget during the course of the fiscal year. The other means is a budget ordinance. Three types of budgetary transfers exist:

Administrative Transfer (AT)—allows for the movement of funds within the same expenditure account group (i.e., moving funds from #5313101 to #5315501) within the same department, same fund, and same project. This action only requires Budget and Planning Division Manager approval.

Mayoral Transfer (MT)—allows for the movement of up to $100,000 from one expenditure account group to another account group (i.e., moving funds from #5222101 to #5311103) or from one current project to another current project within the same department and fund. This action requires approval by the Mayor.

Council Transfer (CT)—allows for movement of money from one department to another, or for the establishment of a new capital project. A budget ordinance accompanies this kind of transfer, and this requires approval by the City Council.

—C—

Capital Assets
Assets of significant value and having a useful life greater than one year. Capital assets are also called fixed assets.

Capital Budget
The appropriation of bonds or other revenue for improvements to facilities and other infrastructure. The City budgets for Capital based on a Five-Year Capital Plan and updates, the Plan annually to include expanded capital projects or new capital projects. Approval of capital projects through the Capital Improvements Programs. The Third Penny Sales Tax and Bonds account for the majority of financing resources of capital projects.

Capital Improvement
Any significant physical acquisition, construction, replacement, or improvement to a City service delivery system that has a cost greater than $100,000 and a minimum useful life of five years.

Capital Improvements Program (CIP)
The process of planning, monitoring, programming and budgeting over a multi-year period used to allocate the City's capital monies.

Capital Outlay
Expenditure account category used for the purchase of any item whose value exceeds $1,000 with a useful life greater than one year, but generally less than ten years. Included are vehicles, heavy equipment, other equipment, personal computers, and some office furniture. These purchases are typically funded through the Short-Term Capital Fund which receives revenue from the Third Penny Sales Tax designated for short-term capital improvements. The costs of capital projects are also reflected in the Capital Outlay account category.

Capital Plan
The adopted Capital Improvements Plan that is based on a five-year schedule of specific projects and accompanying revenue allocations. The Plan is updated annually through the Capital Budget.

Capital Project
Major construction, acquisition or renovation activities which add value to a government's physical assets or significantly increase their useful lives. Also called capital improvements, each individually funded capital improvement request has to be part of the City of Tulsa Five-Year Capital Improvements Plan.

Capital Reserve
An account used to segregate a portion of the government's equity to be used for future capital program expenditures. The amount of capital reserve is roughly equal to the government's annual equipment depreciation and an amount identified as being needed for future capital acquisitions.

Carryover
Appropriated funds that are encumbered at the end of a fiscal year are allowed to be retained in the budget to be expended in the next fiscal year for the purpose designated.

Cash Basis
A basis of accounting in which transactions are recognized only when cash is increased or decreased.

Charges for Services
Revenues received for services performed by the City. Some services are performed for governmental entities, including the City, and some are performed for the private sector.

Collective Bargaining Agreement
A legal contract between the employer and a verified representative of a recognized bargaining unit for specific terms and conditions of employment (e.g., hours, working conditions, salary, fringe benefits and matters affecting health and safety of employees).

Commodities
Expendable items that are consumable or have a short life span. Examples include office supplies, gasoline, minor equipment and road salt.

Constant or Real Dollars
The presentation of dollar amounts adjusted for inflation to reflect the real purchasing power of money when compared to a certain point of time in the past.

Consumer Price Index (CPI)
A statistical description of price levels provided by the U. S. Department of Labor. The index is used as a measure of the increase/decrease in the cost of living (i.e., economic inflation/deflation).

Contingency
A budgetary reserve set aside for emergencies or unforeseen expenditures not otherwise budgeted.

Contractual Services
Services rendered to a government by private firms, individuals or other governmental agencies. Examples include utilities, rent, maintenance agreements and professional consulting services.

Council Transfer (CT)
A Budgetary Transfer that allows for movement of money from one department to another or for the establishment of a new capital project. A budget ordinance accompanies this kind of transfer and requires approval by the City Council.

Current Budget
The original budget as approved by the City Council, along with any carryover encumbrances from the prior fiscal year, and any transfers or amendments that have been made since July 1.

—D—

Debt Service
The cost of paying principal and interest on borrowed money according to a predetermined payment schedule.

Dedicated Tax
A tax levied to support a specific government program or purpose.

Deficit
The excess of an entity's liabilities over its assets or the excess of expenses over revenues during a single accounting period.

Department
The basic organizational unit of government which is functionally unique in its delivery of services.

Depreciation
Expiration in the service life of capital assets, attributable to wear and tear, deterioration, action of the physical elements, inadequacy or obsolescence.

Development Related Fees
Those fees and charges generated by building, development and growth in a community. Included are building and street permits, development review fees and zoning, platting and subdivision fees.

Disbursement
The expenditure of monies from an account.

Distinguished Budget Presentation Awards Program
A voluntary awards program administered by the Government Finance Officers Association to encourage governments to prepare effective budget documents.

Division
A sub-unit of a department which encompasses a substantial portion of the duties assigned to a department. May consist of several activities.

—E—

Employee Benefits
Contributions made by a government to meet commitments or obligations for employee fringe benefits. Included are the government's share of costs for Social Security and the various pensions, medical and life insurance plans.

Encumbrance
Obligations in the form of purchase orders or contracts that are chargeable to an appropriation and for which a part of the appropriation is reserved. These cease to be encumbrances once the obligations are paid or otherwise liquidated.

Enterprise Funds
Established to account for revenues and expenditures generated by City functions for which customers are charged a fee. Used for the following service areas: Solid waste management through the Tulsa Authority for Recovery of Energy (TARE); Tulsa Metropolitan Utility Authority (TMUA) Water Utility; TMUA Sanitary Sewer Utility; Stormwater; and Golf Operations.

Entitlements
Payments to which local governmental units are entitled, pursuant to an allocation formula determined by the agency providing the monies, usually the state or the federal government.

Expenditure
The payment of cash on the transfer of property or services for the purpose of acquiring an asset, service or settling a loss. Where accounts are kept on the accrual or modified accrual basis of accounting, the cost of goods received or services rendered whether cash payments have been made or not. Where accounts are kept on a cash basis, expenditures are recognized only when the cash payments for the above purposes are made.

Expense
Charges incurred whether paid immediately or unpaid for operations, maintenance, interest or other charges.

—F—

Fines and Forfeitures
A revenue source that consists primarily of fines from the Municipal Court and also includes utility penalties and other smaller penalty revenues.

Fiscal Policy
A government's policies with respect to revenues, spending and debt management as these relate to government services, programs and capital investment. Fiscal policy provides an agreed-upon set of principles for the planning and programming of government budgets and their funding.

Fiscal Year
A twelve-month period designated as the operating year for accounting and budgeting purposes in an organization. The City of Tulsa's fiscal year is July 1 through June 30.

Fixed Assets
Assets of long-term character that are intended to continue to be held or used, such as land, buildings, machinery, furniture and other equipment. Capital assets are also called fixed assets.

Full Faith and Credit
A pledge of a government's taxing power to repay debt obligations.

Full-time Equivalent Position (FTE)
A part-time position converted to the decimal equivalent of a full-time position based on 2,080 hours per year. For example, a part-time position working for 20 hours per week would be the equivalent to .5 of a full-time position.

Function
A group of related activities aimed at accomplishing a major service or regulatory program for which a government is responsible (e.g., public safety).

Fund
An independent accounting entity with a self-balancing set of accounts for recording all revenues and all related liabilities and residual equities or balances, along with any changes to the above. In other words, each fund is separate from every other fund and maintains records of all income and expenditures for the fund. By law, expenditures cannot exceed the revenues. As an example, a fund is like an individual checking account. Income is recorded in, expenditures are recorded out, and one cannot spend more than one has available in the account.

Fund Balance
The excess of the assets of a fund over its liabilities, reserves and carryover. The following fund balance distinctions are in accordance with Governmental Accounting Standards Board (GASB) #54 guidelines.

Assigned Fund Balance - refers to the funds intended use of resources. Such intent has to be established by the governing body itself or by a body or official delegated by the governing body.

Committed Fund Balance - reflects the amount of the fund balance that is constrained by limitations that the government imposes upon itself at its highest level of decision making and that remain binding unless removed in the same manner.

Non-Spendable Fund Balance - represents resources that are not in spendable form or are legally or contractually required to be maintained intact. Non-Spendable fund balance may include but is not limited to: supplies inventories and prepaid items, the long-term portion of loans receivable and nonfinancial assets held for resale. Legal or contractual requirements may include but are not limited to: the principal of an endowment or a revolving loan fund.

Restricted Fund Balance - resources of a fund that are subject to externally enforceable legal restrictions. Such restrictions can be externally imposed by creditors, grantors, contributors or laws of other governments, or imposed by law through constitutional provisions or enabling legislation.

Unassigned Fund Balance - total fund balance in the general fund in excess of non-spendable, restricted, committed, and assigned fund balance.

—G—

GAAP
Generally Accepted Accounting Principles. Uniform minimum standards for financial accounting and recording, encompassing the conventions, rules, and procedures that define accepted accounting principles.

General Fund
Serves as the primary operating fund for the City of Tulsa. All general operations that are not accounted for otherwise are financed from this primary operating fund.

Goal
A statement of broad direction, purpose or intent based on the needs of the community. A goal is general and timeless.

Grants
A contribution by a government or other organization to support a particular function. Grants may be classified as either operational or capital depending upon the grantee.

—H—

—I—

Indirect Cost
A cost necessary for the functioning of the organization as a whole, but cannot be directly assigned to one service.

Infrastructure
The physical assets of a government (streets, waterlines, sewers, public buildings, parks, etc.).

Interest Income
Revenue generated by the City's pooled portfolio.

Interfund Transfer
The movement of monies between funds of the same governmental entity.

Intergovernmental Revenue
Funds received from federal, state and other local government sources in the form of grants, shared revenues and payments in lieu of taxes.

Internal Service Charges
The charges to user departments for internal services provided by another government agency, such as equipment management, or insurance funded from a central pool.

Internal Service Funds
Funds used to account for Internal Service charges and expenditures.

—J—

—K—

Kana
Software used by City for delivery of actionable intelligence to optimize workforce and manage customer interactions in accordance with each department's AIM goals and objectives.

—L—

Levy
To impose taxes for the support of government activities.

Licenses and Permits
Revenues that come from the City's efforts to provide licenses to business and inspection services to enforce compliance with code requirements for building and operating safety.

Line-item Budget
A budget prepared along departmental lines that focuses on what is to be expended.

Longevity
Employee compensation payments made in recognition of a certain minimum number of years employed full time with the same entity.

Long-term Debt
Debt with a maturity of more than one year after the date of issuance.

—M—

Materials and Supplies
Expenditure account category used for the purchase of commodities which are consumed or materially altered when used, such as office supplies, operating supplies, repair and maintenance supplies, and all items of expense to any person, firm or corporation rendering a service in connection with repair, sale or trade of such articles or commodities.

Mayoral Transfer (MT)
A Budgetary Transfer that allows for the movement of up to $100,000 from one expenditure account group to another account group (i.e. moving funds from #5222101 to #5311103) or from one current project to another current project within the same department and fund. This action requires approval by the Mayor.

Mill
The property tax rate which is based on the valuation of property. A tax rate of one mill produces one dollar of taxes on each $1,000 of net assessed property valuation.

Miscellaneous Revenue
A revenue category that is comprised of revenue sources that do not fit the other categories of Taxes, Licenses and Permits, Intergovernmental Revenue, Shared Revenue, Charges for Services, Fines and Forfeits or Interest Income.

Modified Accrual Basis of Accounting
The method of accounting under which expenditures other than accrued interest on general long-term debt are recorded at the time liabilities are incurred and revenues are recorded when received in cash except for material and/or available revenues. These should be accrued to reflect properly the taxes levied and revenue earned.

—N—

Net Budget
The legally adopted budget less all interfund transfers and inter-departmental charges.

Nominal Dollars
The presentation of dollar amounts not adjusted for inflation. Adjusting for inflation is done to reflect the real purchasing power of money today.

Non-Lapsing Fund
A fund whose unencumbered appropriation balance remains available for expenditure after the end of the fiscal year. A non-lapsing fund remains open and available for use until all appropriations are expended, transferred or closed by budgetary action. Grants and Capital Funds normally operate as non-lapsing funds.

—O—

Object of Expenditure
An expenditure classification referring to the lowest and most detailed level of classification, such as electricity, office supplies, asphalt and furniture.

Objective
Something to be accomplished in specific, well-defined and measurable terms that is achievable within a specific time-frame.

Obligations
Amounts which a government may be legally required to pay out of its resources. They include actual liabilities but also encumbrances not yet paid.

Operating Budget
This sets the plan for the day-to-day operations of the City. The City budgets operating funds annually, based on historical expenditures, priorities set forth by the elected officials, and economic conditions. Sales Tax Revenues and Utility Billing Charges provide the majority of the resources available for use within the Operating Budget.

Operating Expenses
The cost of personnel, materials and equipment required for a department to function.

Operating Revenue
Funds that the government receives as income to pay for ongoing operations. It includes such items as taxes, fees from specific services, interest earnings and grant revenues. Operating revenues are used to pay for day-to-day services.

Operating Transfer
Part of the Other Services and Charges expenditure account category used to account for the transfer of funds within the primary government, to component units and to primary government. This is typically budgeted in the Transfers to Other Funds organizational unit.

Original Budget
The adopted budget as approved by the City Council before the start of a new fiscal year.

Other Services and Charges
Expenditure account category used for the purchase of contractual services and other intangible products such as security, temporary employment, professional and landscaping services, leases, utilities and employee training and travel.

Output Indicator
A unit of work accomplished without reference to the resources required to do the work (e.g., number of permits issued, number of refuse collections made or number of burglary arrests made). Output indicators do not reflect the effectiveness or efficiency of the work performed.

—P—

Pay-as-you-go Basis
A term used to describe a financial policy by which capital outlays are financed from current revenues rather than through borrowing.

Performance Budget
A budget wherein expenditures are based primarily upon measurable performance of activities and work programs.

Performance Indicators
Specific quantitative and qualitative measures of work performed as an objective of specific departments or programs.

Performance Measures
Data collected to determine how effective or efficient a program is in achieving its objectives.

Permit and Licensing System (PALS)
A subsidiary system of the City's General Ledger system. It tracks building/construction permits and licenses issued by the City.

Personal Computer
Any computer workstation, terminal, or laptop with components.

Personal Services
Expenditure account category used for all cost related to compensating employees, including employee benefits such as pension, social security, uniform allowance, long-term disability, insurance, workers' compensation, etc.

Prior-Year Encumbrances
Obligations from previous fiscal years in the form of purchase orders or contracts which are chargeable to an appropriation and for which a part of the appropriation is reserved. They cease to be encumbrances when the obligations are paid or otherwise terminated.

Program
A group of related activities performed by one or more organizational units for the purpose of accomplishing a function for which the government is responsible.

Program Budget
A budget which allocates money to the functions or activities of a government rather than to specific items of cost or to specific departments.

Program Performance Budget
A method of budgeting whereby the services provided to the residents are broken down in identifiable service programs or performance units. A unit can be a department, a division or a workgroup. Each program has an identifiable service or output and objectives to effectively provide the service. The effectiveness and efficiency of providing the service by the program is measured by performance indicators.

Program Revenue (Income)
Revenues earned by a program including fees for services, license and permit fees and fines.

Project Number
Used to identify any special activity, especially where specific reporting requirements exist regarding the activity. These numbers are always used with capital projects and grants.

Purpose
A broad statement of the goals, in terms of meeting public service needs, that a department is organized to meet.

—Q—

—R—

Reserve
A portion of fund equity legally restricted for a specific purpose or not available for appropriation and subsequent spending. It is funds set aside for emergencies or unforeseen expenditures not otherwise budgeted.

Resolution
A special or temporary order of a legislative body requiring less legal formality than an ordinance or statute.

Resources
Total amounts available for appropriation including estimated revenues, fund transfers and beginning balances.

Revenue
The yield from sources of income, such as taxes, licenses, fines, etc., that the City collects and receives into the treasury for public use. Revenue increases the assets of a fund, while not increasing a liability or representing a repayment of expenditure, a cancellation of a liability or an increase in contributed capital.

Revenue Estimates
Projected revenue using both time series analysis and deterministic methods.

—S—

Service Lease
A lease under which the lessor maintains and services the asset.

Service Level
Services or products which comprise an actual or expected output of a given program. Focus is on results rather than measures of workload.

Shared Revenue
Taxes collected by the state are distributed, in part, back to the cities within the state in proportion to their population. This apportionment is determined by the census conducted every ten years.

Sinking Fund
Established to pay for General Obligation Bond debt and judgments against the City.

Source of Revenue
Revenues are classified according to their source or point of origin.

Supplemental Appropriation
An additional appropriation made by the governing body after the budget year has started.

Supplemental Requests
Programs and services which departments would like to have added, in priority order, over their target budget, or if revenue received is greater than anticipated.

—T—

Target Budget
Desirable expenditure levels provided to departments in developing the coming year's recommended budget. It is based on the prior year's adopted budget, excluding one-time expenditures, projected revenues and reserve requirements.

Tax Levy
The resultant product when the tax rate per one hundred dollars is multiplied by the tax base.

Tulsa Metropolitan Statistical Area (TMSA)
An area made up of Creek, Okmulgee, Osage, Pawnee, Rogers, Tulsa, and Wagoner counties. It is often used for analysis for the number of persons and the amount of income in the Tulsa labor market.

Taxes
Compulsory charges levied by a government for the purpose of financing services performed for the common benefit of the people. This term does not include specific charges made against particular persons or property for current or permanent benefit such as special assessments. Examples of tax revenues to the City of Tulsa are franchise, sales and use taxes.

Transfers In/Out
Amounts transferred from one fund to another to assist in financing the services for the recipient fund.

—U—

Unencumbered Balance
The amount of an appropriation that is neither expended nor encumbered. It is the amount of money still available for future purposes.

User Charges
The payment of a fee for direct receipt of a public service by the party who benefits from the service.

—V—

Variable Cost
A cost that increases/decreases with increases/decreases in the amount of service provided.

—W—

Working Cash
Excess of readily available assets over current liabilities or cash on hand equivalents which may be used to satisfy cash flow needs.

Workload Indicator
A unit of work to be done (e.g., number of permit applications received, the number of households receiving refuse collection service or the number of burglaries to be investigated).

—X—

—Y—

—Z—

APPENDIX OF ABBREVIATIONS

AAP	Affirmative Action Plan
ADA	Americans with Disabilities Act
AFP3	Air Force Plant 3
ARPA	American Rescue Plan Act
AT	Administrative Transfer
BDP	Basin Drainage Plans
BOK	Bank of Oklahoma Arena
CAER	Center for Applied Economic Research
CALEA	Commission on Accreditation for Law Enforcement
CARES	Coronovirus Aid, Relief, and Economic Security (Act)
CBD	Central Business District
CDBG	Community Development Block Grant
CIP	Capital Improvements Plan
City	(When capitalized) City of Tulsa, Oklahoma Municipal Government
C.L.E.E.T.	Council of Law Enforcement Education and Training
COPS	Community Oriented Policing Services
CNG	Compressed Natural Gas
CPI	Consumer Price Index
CT	Council Transfer
CTAG	Coalition of Tulsa Area Governments
CW	City Wide
CWSS	City Wide Sewer System
CY	Calendar Year
DCE	Department of City Experience
DEQ	Oklahoma Department of Environmental Quality
Diff.	Difference
DTP	Downtown Tulsa Partnership
E-911	Enhanced 911 emergency telephone number system (Police, Fire and Ambulance services)
EDC	Economic Development Commission
EMSA	Emergency Medical Services Authority
EPA	U.S. Environmental Protection Agency
ERP	Enterprise Resource Planning
ESG	Emergency Solutions Grant
EST.	Estimates
FAA	Federal Aviation Agency
FCC	Federal Communications Commission
FEMA	Federal Emergency Management Agency
FLSA	Fair Labor Standards Act

APPENDIX OF ABBREVIATIONS

(continued)

FM	Force Main
FMLA	Family Medical Leave Act
FY	Fiscal Year (July 1 through June 30)
GAAP	Generally Accepted Accounting Principles
GASB	Governmental Accounting Standards Board
GF	General Fund
GFOA	The Government Finance Officers Association of the U.S. and Canada
GIS	Geographical Information System
GO	General Obligation (Bonds)
GRDA	Grant River Dam Authority
HOME	Home Investment Partnership Program
HOPWA	Housing Opportunities for Persons with AIDS
HR	Human Resources
HRIS	Human Resources Information System
HUD	Department of Housing & Urban Development
INCOG	Indian Nation Council of Governments
IDL	Inner Dispersal Loop (circle of highways around downtown Tulsa)
IT	Information Technology
IVR	Interactive Voice Response
JAG	Justice Assisted Grant
LS	Lift Station
MERP	Municipal Employees Retirement Plan
Met	Metropolitan Environmental Trust
MGD	Millions of Gallons per Day
M K & T	Missouri, Kansas and Texas Railroad (River Parks Trail)
MSA	Metropolitan Statistical Area
MT	Mayoral Transfer
MTTA	Metropolitan Tulsa Transit Authority
NFPA	National Fire Protection Association
NSWWTP	North Side Waste Water Treatment Plant
ODOT	Oklahoma Dept of Transportation
ONG	Oklahoma Natural Gas
OPEB	Other Post Employment Benefits
ORIG	Original
OTC	One Technology Center
OWRB	Oklahoma Water Resource Board
PAC	Performing Arts Center (of Tulsa)
P.A. Law	Penalty Assessment Law Enforcement

APPENDIX OF ABBREVIATIONS

(continued)

PALS	Permit and Licensing SystemSection
PCI	Pavement Condition Index
PFPI	Privately Financed Public Improvements
PILOT	Payment in Lieu of Taxes
PSO	Public Service Company of Oklahoma
RFP	Request for Proposal
ROI	Return on Investment
ROW	Right of Way
RVS	R. L. Jones Airport
RUMA	Regional Metropolitan Utility Authority
SAFER	Staffing for Adequate Fire & Emergency Response Grants
SCBA	Self-Contained Breathing Apparatus
ST	Sales Tax
SSWWTP	South Side Waste Water Treatment Plant
TAA	Tulsa Airport Authority
TAEMA	Tulsa Area Emergency Management Agency
TAEO	Tulsa Authority for Economic Opportunity
TARE	Tulsa Authority for Recovery of Energy
TCC	Tulsa Convention Center
TCWSS	Tulsa Comprehensive Water System Study
TGOV	Tulsa's Government Cable Access Television Station
TIF	Tax Increment Financing
TMATS	Tulsa Metropolitan Area Transportation Study
TMAPC	Tulsa Metropolitan Area Planning Commission
TMCC	Tulsa Metropolitan Chamber of Commerce
TMSA	Tulsa Metropolitan Statistical Area
TMUA	Tulsa Metropolitan Utility Authority
TPACT	Tulsa Performing Arts Center Trust
TPFA	Tulsa Public Facilities Authority
TSID	Tulsa Stadium Improvement District
TU	University of Tulsa
TZMI	Tulsa Zoo Management, Inc.
VoIP	Voice Over Internet Protocol
WIN	Working in Neighborhoods
WSID	Whittier Square Improvement District
WTP	Water Treatment Plant
WWTP	Waste Water Treatment Plant