

FY27 CAPITAL BUDGET FUNDED PROGRAM STATUS AND OPERATING IMPACT

Introduction

This section describes the status of projects financed as part of past multi-year capital programs and potential sources for financing future projects. Since 1980, elected officials have aggressively sought funding for many capital needs. The third-penny sales tax, general obligation bonds, revenue bonds backed by user fees, and state and federal loans and grants have all been used to finance billions of capital improvements. More information is provided about the active programs in the following pages.

Financing Capital Projects

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

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

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

Sales Tax

The City has used a temporary sales tax for capital improvements since 1981. It has been popularly known as the “Third Penny Sales Tax”, however, the rate has varied over the years from a half cent to slightly more than a penny. This tax has provided billions for all types of capital projects. The voters again approved the extension of this tax (labeled as “Improve Our Tulsa”) along with an accompanying 0.1 percent increase to generate \$564 million through 2021 to address both street improvements throughout the city as well as citywide departmental capital needs. This program was reauthorized (“Improve Our Tulsa II”) in November of 2019 extending it for 4.5 years through December 31, 2025, to generate an additional \$193.0 million. In August 2023, the program was extended a second time (“Improve Our Tulsa III”) through June 30, 2030, to generate \$430.5 million. The program will continue to fund the infrastructure, facility and equipment needs of the City’s operating departments in their mission to deliver services to the City’s residents. Additionally, the programs combined the authorized sales taxes with \$1.17 billion in authorized General Obligation Bonds to fund street improvements, as well as departmental needs citywide from Improve Our Tulsa, Improve Our Tulsa II and Improve Our Tulsa III. In 2016, voters approved a new 15-year extension of a 3/10ths penny sales tax, used exclusively for economic development projects (labeled as “Vision Tulsa”). The schedule of projects to be funded in the next two years from sales tax are listed beginning on page 7. The projected revenues available for appropriation for the active sales tax programs are below (the 2016 sales tax collections are primarily used for repayment (“Debt Service”) of revenue bonds used to advance fund a bulk of the program; noted):

Current Revenue Projection 2016 and 2023 Sales Tax Capital Programs April 2026

(amounts expressed in thousands)

	2027 (1)	2028 (2)	2029 (3)	2030 (3)	2031 (3)	Total
2016 Sales Tax	31,080	31,732	32,303	32,885	33,477	161,476
2023 Sales Tax	96,805	98,839	100,618	102,429	104,273	502,964
Total	\$ 127,885	\$ 130,571	\$ 132,921	\$ 135,314	\$ 137,749	\$ 664,441

(1) FY27 Projections based on 2.3% growth rate

(2) FY28 Projections based on 2.1% growth rate

(3) FY29 - FY31 Projections based on 1.8% growth rate

Source: City of Tulsa Finance Department

FY27 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

Enterprise Funds

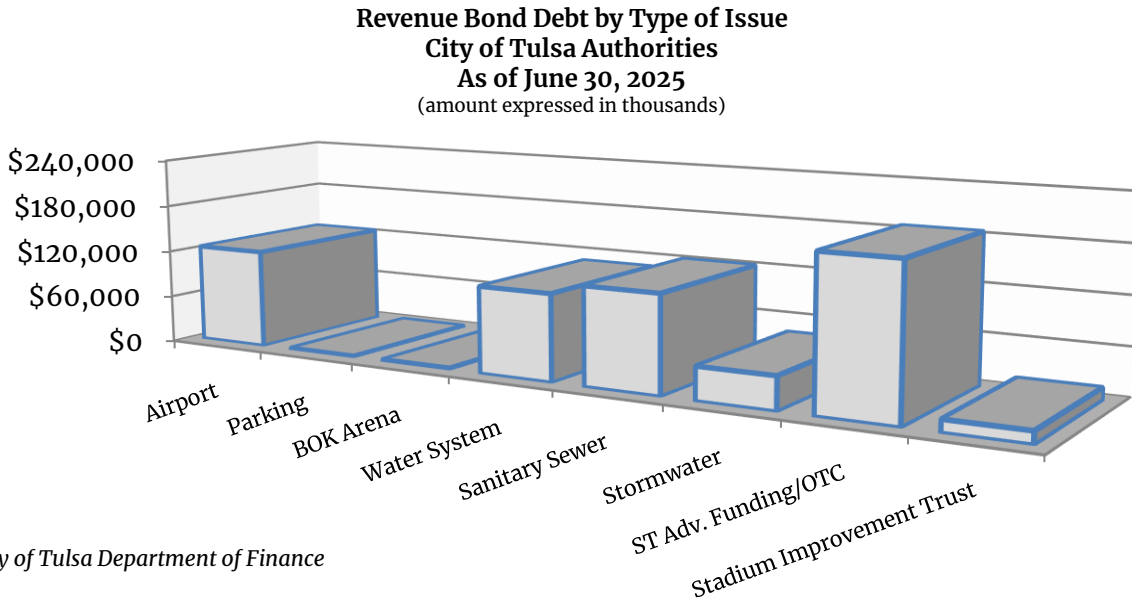
Enterprise funds are used to finance operations in the city that are similar to private utilities. The intent is to recover the costs of providing these services by charging the persons using them through an approved rate structure. The City and its trusts have used this method of financing capital improvements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

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

- 1) Annually from collections (pay-as-you-go), and
- 2) Revenue Bonds

It has been the policy of elected officials to finance all water and solid waste disposal improvements with enterprise funds. Sanitary sewers, golf courses and flood-control facilities are not totally self-supporting and, barring a policy change, it is not contemplated they will be during the five-year time frame of this plan. Parking facilities are normally self-supporting, but two parking projects were included in the 2006 Sales Tax Proposal in support of downtown development and \$8.0 million for a parking facility to serve the new Veterans Hospital was included in the reauthorization of the Improve Our Tulsa program in November of 2020.

The outstanding revenue bond debt by category at the end of FY25 are shown below:



The estimated amounts of annual discretionary capital funds that will be available from the Water, Sewer, and Stormwater Funds from projected revenues in these funds are shown below. Any remaining water, sewer and stormwater system needs will be financed with revenue bonds.

Projected Discretionary Annual Capital Funds
Selected Enterprise Funds
City of Tulsa FYs 2027 - 2031
(amounts expressed in thousands)

Fund	2027	2028	2029	2030	2031	Total
Water	22,205	23,625	27,067	30,760	34,532	138,189
Sewer	48,108	44,698	57,338	49,381	52,691	252,216
Stormwater	11,470	9,000	8,900	9,600	10,800	49,770
Total	\$ 81,783	\$ 77,323	\$ 93,305	\$ 89,741	\$ 98,023	\$ 440,175

Source: City of Tulsa Finance Department

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State Loans for Sanitary Sewers

As part of the 1972 Clean Water Act, the Federal government provided municipalities with grants to construct sanitary sewer improvements needed to meet the new water quality standards. During the 1980s, the grants became loans, and the State was placed in charge of administering the loan program. The City used this program to finance over half a billion in sanitary sewer projects. The program had been an attractive financing tool, as the interest rates were often lower than could be achieved through traditional bonds. However, in FY16 Tulsa Municipal Utility Authority (TMUA) issued its first Utility Revenue Bond which provided \$10 million in funding for sanitary sewer projects. TMUA has continued using this method completing several similar issues in recent years.

General Obligation Bonds

General Obligation (GO) Bonds can be issued by an Oklahoma municipality only upon the consent of the voters in the jurisdiction. They are retired with a dedicated annual levy on property. Tulsa's Net General Obligation Bond Debt was \$473.7 million on June 30, 2025. This is 9.94 percent of the City's net assessed valuation, well below the 25 percent used by bond underwriters as an indicator of fiscal prudence. Using the 25 percent limitation as a standard, the City has an additional \$718 million in general obligation bonding capacity. A final measurement is the mill levy required each year to retire maturing obligations. As shown below, the property tax levies in Tulsa increased as each bond issue was sold, and the current levy is set at 17.63.

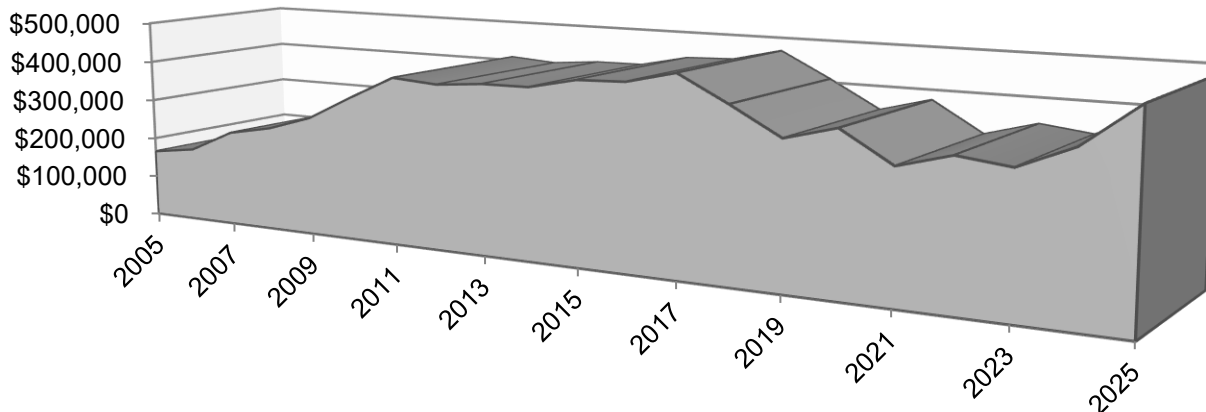
On August 8, 2023, City of Tulsa voters reauthorized the tax levies associated with the popular Improve Our Tulsa (IOT) General Obligation (GO) Bond Program for a second time (as IOT III). The program combined sales tax with \$384.9 million in General Obligation Bonds to fund streets and transportation, city facilities, and public safety facilities across the City. The GO Bond portion of the program will likely be issued annually through FY30. The GO Bonds authorized in the IOT II program will likely finalize in FY29. Any additional Sales Tax or General Obligation Bond programs beyond fiscal year 2030 have not yet been planned. The planned issuance schedule is below:

**Issued and Planned Issuances
2021 and 2023 General Obligation (GO) Capital Programs
April 2026**
(amounts expressed in thousands)

	Previously Issued	2027 Planned	2028 Planned	2029 Planned	2030 Planned	2031 Planned	Total
2021 GO Bonds	278,210	47,990	51,858	48,942	-	-	427,000
2023 GO Bonds	210,125	49,150	74,210	13,695	37,720	-	384,900
Total	\$ 488,335	\$ 97,140	\$ 126,068	\$ 62,637	\$ 37,720	\$ -	\$ 811,900

Source: City of Tulsa Finance Department

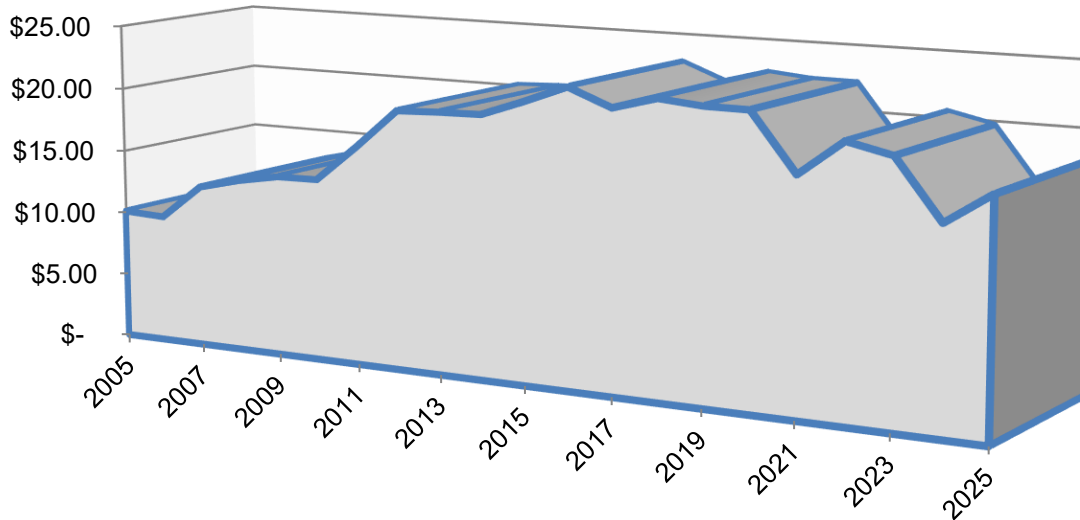
**Net General Obligation Bond
Past 20 Years
As of June 30, 2025**
(amount expressed in thousands)



Source: City of Tulsa Department of Finance

FY27 CAPITAL BUDGET FUNDED PROGRAM STATUS & OPERATING IMPACT

**Historic Property Tax Levy Amount
Past 20 Years
As of June 30, 2025
(amounts express in Mills)**



Source: City of Tulsa Department of Finance

Federal and State Highway Funds and Federal Aviation Administration Grants

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

Conclusion

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

Capital Project Operating Impact

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

The City of Tulsa generally funds capital projects in program packages that are placed before voters every four to six years. At the time of project formulation, staff attempts to estimate and capture potential operating impacts of proposed projects. However, in many cases these projects may not be constructed and operational until the end of an authorized program and the scope and scale of projects may have changed since project formulation conceived several years ago. Below are the estimated operational impacts of some highlighted projects contained in authorized programs which are funded in the FY27 budget. Operational budgetary impacts may not be seen until future fiscal years.

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Projected Annual Operating Impact on the General Fund

Capital Projects By Fund	Department	Maintenance, Materials, & Supplies	Total Upcoming Operating Impact
CAPITAL FUNDING SOURCE: SALES TAX			
Fund 4000: 2016 Vision			
South Tulsa Dam & Related Amenities	RiverParks	\$ 300,000	\$ 300,000
			\$ 300,000
Fund 410: Improve Our Tulsa 3			
Housing	Planning and Neighborhoods	\$ 300,000	\$ 300,000
Neighborhood Revitalization	Planning and Neighborhoods	\$ 10,000	\$ 10,000
Citywide Facility Maintenance	Facilities	\$ 50,000	\$ 50,000
			\$ 360,000
CAPITAL FUNDING SOURCE: GENERAL OBLIGATION BONDS			
Fund 4286: Improve Our Tulsa 2			
Citywide ADA Transition Plan	Streets	\$ 50,000	\$ 50,000
Traffic Engineering	Streets	\$ 100,000	\$ 100,000
Bicycle-Pedestrian Infrastructure	Streets	\$ 35,000	\$ 35,000
			\$ 185,000
Fund 4295: Improve Our Tulsa 3			
Citywide ADA Transition Plan	Streets	\$ 50,000	\$ 50,000
Police-Courts Building Demolition		\$ 50,000	\$ 50,000
			\$ 100,000
TOTAL UPCOMING OPERATING IMPACT			\$ 1,305,000

Source: City of Tulsa Finance Department

FY27 CAPITAL BUDGET

FUNDED PROGRAM STATUS AND OPERATING IMPACT

Fiscal Year 2027 Capital Budget

As a part of the annual budget process, the Mayor and City Council determine the appropriations for approved Capital Improvement Projects. They are funded from numerous sources including Sales Tax, general obligation bonds, enterprise funds, sales tax revenue bonds, utility system revenue bonds, Oklahoma Water Resources Board loans, and federal transportation grants. The following is a list of capital projects, by funding source, being funded in FY26-27 and FY27-28.

	FY27 Appropriations (in dollars)	FY28 Appropriations (in dollars)
Water Enterprise Capital Projects Fund (7400) *From FY27 Draft Rate Model		
Eucha, Spavinaw Water Quality Court Master	637,000	656,000
Raw Water Flowlines Repairs Spavinaw	250,000	-
Raw Water Flowlines Repairs Oologah	-	258,000
Bird Creek Pump Station Flow Meter & Oologah Flowlines Valve Replacement	-	116,000
Raw Water SCADA System	1,092,000	-
Oologah Pump Station Upgrades	1,004,000	-
Oologah Raw Water Expansion	-	477,000
Mohawk Water Treatment Plant-Wide Electrical Rehabilitation	491,000	-
Mohawk Water Treatment Plant Residual Improvements	371,000	-
Mohawk SCADA Replacements	627,000	-
A.B.Jewell Chemical Feed Improvements	783,000	-
A.B.Jewell Water Treatment Plant Improvements - Residual	5,570,000	-
A.B.Jewell Water Treatment Plant Electrical Reliability Improvements	-	1,030,000
Transmission Main from A.B.Jewell - Phase 1	2,884,000	-
Large Water Valve & Vault Replacement	106,000	106,000
Transmission Main Condition Assessment	250,000	-
Water Mains Relocations - Citywide	-	950,000
Dead-End Waterline Connections & Extensions	350,000	350,000
Utility Bridge Rehabilitation	-	100,000
South Tulsa Transmission Main - 60 inch	4,120,000	5,305,000
Bixby Waterline, 24 inch	3,200,000	-
Large Water Meters & Vault Replacements	212,000	212,000
Emergency Water Main Repair & Replacement	-	1,099,000
SCADA Assessment & Cybersecurity	257,500	265,000
SCADA Software & Hardware Replacement	-	1,592,000
Automatic Meter Reading Solution - Citywide	-	10,609,000
Economic Development Citywide	-	500,000
Total Water Enterprise Capital Projects	22,204,500	23,625,000
Water Revenue Bonds Capital Projects (Proposed) *From FY27 Draft Rate Model		
Spavinaw Creek Bridge Replacement	-	4,278,000
Grand River Pump Station Refurbishment	8,240,000	-
Oologah Pump Station Upgrades	-	7,103,000
Mohawk Water Treatment Plant Residual Improvements	-	1,639,000
Water Mains Relocations - Citywide	950,000	-
WaterMains Replacements - Citywide	14,884,000	16,508,000
East Tulsa Secondary System	2,060,000	-
Bixby Waterline, 24 inch	-	13,250,000
SCADA Software & Hardware Replacement	1,545,000	-
Automatic Meter Reading Solution - Citywide	10,300,000	-
Economic Development Citywide	500,000	-
Total Water Revenue Bond Capital Projects	38,479,000	42,778,000

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	FY27 Appropriations	FY28 Appropriations
Sewer Enterprise Capital Projects Fund (7500) *From FY27 Draft Rate Model		
Northside Digester Sludge Heating Improvements	824,000	-
Northside Wastewater Treatment Plant DAF Thickening Improvements	-	184,000
Northside Wastewater Treatment Plant Aeration Basin & RAS Study	-	112,000
Hypochlorite Disinfection Rehabilitation	478,000	-
Northside Wastewater Treatment Plant Waste Load Allocation Study	-	350,000
Northside Lift Station Capacity Upgrade	42,000	24,000
Northside Lagoon #5 Rehabilitation	2,575,000	-
Northside Interceptor Improvements	2,000,000	-
Jones/Douglas Rehabilitation & Relief	-	159,000
Flat Rock Creek Rehabilitation & Relief	541,000	-
Coal Creek Flow Equalization Basin Rehabilitation	785,000	-
Coal Creek Rehabilitation & Relief	803,000	5,625,000
Southside Wastewater Treatment Plant Electrical Upgrades	-	555,000
Southside Wastewater Treatment Plant Concrete Rehabilitation & Replacement	8,630,000	-
Southside Wastewater Treatment Plant Final Clarifier Improvements	803,000	-
Southside Wastewater Treatment Plant Hypochlorite Disinfection Rehabilitation	554,000	-
TWAS Storage Basin Cover Replacement & Structural Rehabilitation	124,000	-
Southside Facility & Power Redundancy Study	312,000	-
West Bank Interceptor Improvements	448,000	649,000
West Tulsa Rehabilitation & Relief	1,544,000	4,481,000
Upper Joe Creek - East Branch	526,000	489,000
Haikey Creek Lift Station Improvements - Phase 4	1,096,000	13,046,000
Haikey Creek Wastewater Treatment Plant Maintenance Office Build-out	50,000	450,000
Haikey Creek SAMS Equipment Replacement (annual equipment)	297,000	371,000
LBC Waste Load Allocation Study	-	339,000
Rolling Hills Relief Sewer	869,000	1,080,000
SCADA Software & Hardware Replacement	2,060,000	-
Private Property I/I Abatement Program	258,000	-
Lift Station Replacements or Upgrades	2,726,000	1,061,000
Jones/Douglas Priority Repairs	371,000	-
Sewer Rehabilitation Area Wide	3,607,000	3,520,000
SCADA Assessment & Cybersecurity	258,000	265,000
Small Unsewered Area Mainline Extensions	515,000	530,000
Areawide Point Repairs	3,090,000	3,183,000
Street Package - Sewer Rehabilitation Citywide	3,863,000	3,978,000
Force Main Condition Assessment	676,000	696,000
Interceptor Condition Assessment	750,000	750,000
Economic Development Wastewater Infrastructure	500,000	500,000
Manhole Condition Assessment and Rehabilitation Program	3,605,000	-
Emergency Sewer Repair, Rehabilitation and Replacement	2,200,000	2,200,000
RCP Interceptor Rehabilitation Phase 1	328,000	-
DIP Interceptor Rehabilitation Phase 1	-	101,000
Total Sewer Enterprise Capital Projects	48,108,000	44,698,000

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	FY27 Appropriations	FY28 Appropriations
Sewer Revenue Bonds Capital Projects (Proposed) *From FY27 Draft Rate Model		
Northsided Interceptor Improvements	1,178,000	-
Flatrock Creek Rehabilitation & Relief	7,850,000	1,077,000
Southside Wastewater Treatment Plant Final Clarifier Improvements	-	1,931,000
Crow Creek Rehabilitation & Relief	-	1,804,000
SCADA Software & Hardware Replacement	-	2,122,000
Private Property I/I Abatement Program	-	1,061,000
Lift Station Replacements or Upgrades	-	1,624,000
Jones/Douglas Priority Repairs	-	5,240,000
Sewer Rehabilitation Area Wide	3,500,000	3,800,000
Areawide Manhole Replacement	3,090,000	3,183,000
Manhole Condition Assessment and Rehabilitation Program	-	3,713,000
Total Sewer Revenue Bond Capital Projects	15,618,000	25,555,000
Stormwater Enterprise Fund (5600) *From FY26 Rate Model; FY27 Rate Model in progress		
Citywide Channel Erosion & Stabilization	2,000,000	400,000
Citywide Detention Pond Rehabilitation	500,000	500,000
Small Drainage - Citywide buyout program	500,000	500,000
Citywide Economic Development	100,000	100,000
Citywide Rehabilitation & Replacement	1,570,000	4,550,000
Storm Sewer Extensions - Citywide	4,500,000	700,000
Transportation Projects - Stormwater Improvements Citywide	2,300,000	1,150,000
Citywide Concrete Channel Rehabilitation	-	1,100,000
Total Stormwater Enterprise Capital Projects	11,470,000	9,000,000
Stormwater Revenue Bond (Proposed) *From FY26 Rate Model; FY27 Rate Model in progress		
Citywide Channel Erosion & Stabilization	1,000,000	1,500,000
Hager Creek-Storm Sewer Relief Line	5,000,000	4,000,000
Storm Sewer Extensions - Citywide	-	3,000,000
Total Stormwater Revenue Bond Projects	6,000,000	8,500,000
2016 Limited-Purpose Economic Development Temporary Sales Tax Fund (4000)		
River Parks		
Low-Water Dam and Pedestrian Bridge	10,150,000	11,200,000
East Bank Park, Boat Dock, and Abutment Improvements	630,000	630,000
Vensel Creek Park and Boat Dock	450,000	450,000
East Bank Trail Connection from Low-Water Dam to Vensel Creek	270,000	270,000
Mitigation, Bank Stabilization & Outfall Protection	360,000	360,000
Total River Parks Projects	11,860,000	12,910,000
Economic Development		
Citywide & Route 66 Beautification and Reinvestment Citywide Beautification	262,500	262,500
Citywide & Route 66 Beautification and Reinvestment Route 66	262,500	262,500
Tulsa Arts Commission	150,000	150,000
Economic Development Priorities	-	18,500,000
Total Economic Development Projects	675,000	19,175,000
Transfer to Debt Service		
Debt Service - Transfer to TPFA	22,968,000	22,988,000
Total Transfer to Debt Service Project	22,968,000	22,988,000
Citywide Public Facilities		
Municipal Courts and Lockup	-	6,039,000
Public Safety Center: Addl Funding	25,000,000	-
Total Citywide Public Facilities Projects	25,000,000	6,039,000
Housing		
Homelessness Prevention and Resolution	6,500,000	17,000,000
Total Housing Projects	6,500,000	17,000,000

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	FY27 Appropriations	FY28 Appropriations
Transfers to General Fund		
Zink Lake Operations	1,417,000	1,460,000
Gilcrease Museum Management	4,992,000	5,105,000
Economic Development Incentives	2,000,000	2,150,000
Total Transfers to General Fund	8,409,000	8,715,000
Total 2016 Limited-Purpose Economic Development Temporary Sales Tax Projects	75,412,000	86,827,000
2023 Sales Tax Capital Projects Fund (410)		
Streets and Transportation		
Citywide Arterial Street Rehabilitation, Repair & Maintenance	2,689,500	4,455,000
City Matching Funds for Federal and State grants for citywide streets projects	3,600,000	3,600,000
Construction Completion Incentives	1,000,000	1,000,000
Citywide Non-Arterial Street Rehabilitation, Repair & Maintenance	5,460,500	9,045,000
Citywide Alleys	-	200,000
Citywide Sidewalks	-	750,000
Citywide American Disabilities Act Transition Plan Implementations	-	1,750,000
Citywide Traffic Engineering	3,000,000	3,000,000
Engineering, Inspection, and Testing for general fund projects	500,000	500,000
Total Streets and Transportation Projects	16,250,000	24,300,000
Parks and Recreation		
Page Belcher Golf Course - renovation	4,000,000	-
Total Parks and Recreation Projects	4,000,000	-
Citywide Public Facilities		
Arvest Convention Center Maintenance and Upgrades	15,850,000	2,950,000
Citywide Facility Maintenance	5,000,000	4,000,000
Total Citywide Public Facilities Projects	20,850,000	6,950,000
Capital Equipment		
Tulsa Fire Department - Apparatus & Vehicles	7,461,000	8,277,000
City vehicles, equipment & technology	20,955,555	20,955,555
Total Capital Equipment Projects	28,416,555	29,232,555
Housing		
Kirkpatrick Heights-Greenwood Area Master Plan Implementation	2,500,000	2,500,000
Housing Initiatives	19,593,214	24,616,111
Neighborhood Revitalization & Improvements	3,000,000	3,000,000
Total Housing Projects	25,093,214	30,116,111
Total 2023 Sales Tax Capital Projects	94,609,769	90,598,666
2006 Special Extended Sales Tax Fund (402)		
Capital Equipment		
Capital Equipment	381,000	-
Total Capital Equipment Projects	381,000	-
Total 2006 Special Extended Sales Tax Fund Capital Projects	381,000	-
2008 Special Temporary Sales Tax Fund (404)		
Streets and Transportation		
Arterial Streets Rehab Citywide	298,000	-
Total Streets and Transportation Projects	298,000	-
Total 2008 Special Temporary Sales Tax Fund Capital Projects	298,000	-

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	FY27 Appropriations	FY28 Appropriations
2020 General Obligation Bond Program (Issue 7 - 4287 & Issue 8 - 4288)		
Non-Arterial Street Rehabilitation Projects		
Maintenance Zone 1068: 41st W Ave, 39th W Ave, and 33rd W Ave from Edi	-	2,540,000
Maintenance Zone 1071: 31st St N from MLK Jr Blvd to Garrison Ave; Fr	-	1,600,000
Maintenance Zone 1078: 55th St N from MLK Jr Blvd to Elgin Ave; Frank	-	2,300,000
Maintenance Zone 3005: Darlington Ave from Apache to Woodrow St; Wood	-	3,000,000
Maintenance Zone 3008: Independence St from Lewis Ave to Florence Pl;	-	1,130,000
Maintenance Zone 3011: Independence St from 71st E Ave to 67th E Ave;	-	2,885,000
Maintenance Zone 4031: 21st Pl S from Jamestown Ave to Louisville Ave	-	3,172,996
Maintenance Zone 4069: Easton Ct and Easton Pl from Gilcrease Museum	-	3,520,000
Maintenance Zone 6144: 131st E Ave/130th E Ave from 21st St S to appr	500,000	-
Maintenance Zone 6150: Admiral Blvd from 166th E Ave to 168th E Ave;	-	3,750,000
Maintenance Zone 7104: 73rd St S from Memorial Dr to 85th E Ave; 85th	-	300,000
Maintenance Zone 9044: 45th St S from Lewis Ave to Columbia Ave; 46th	3,100,000	-
Maintenance Zone 9049: 55th St S from 180 ft west of Cincinnati Ave t	-	3,220,000
Total Non-Arterial Street Rehabilitation Projects	3,600,000	27,417,996
Arterial Street Rehabilitation Projects		
56th St N - MLK Jr Blvd to approx. 1500 ft west of Peoria Ave	610,000	-
46th St N - Elwood Ave to MLK Jr Blvd	-	250,000
Apache St - Harvard Ave to Yale Ave	-	890,000
Harvard Ave - Mohawk Blvd to 36th St N	-	50,000
51st St S - 33rd W Ave to Union Ave	175,000	-
Elwood Ave - 71st St S to 81st St S	-	1,000,000
Lewis Ave - 71st St S to 81st St S	-	950,000
Harvard Ave - 61st St S to 71st St S	-	750,000
Harvard Ave - 71st St S to 81st St S	-	1,280,000
Harvard Ave - 81st St S to 91st St S	-	700,000
Garnett Rd - Admiral Pl to 11th St S	100,000	-
15th St S - Boston Ave to Denver Ave	-	775,000
21st St S - Lewis Ave to Harvard Ave	100,000	-
21st St S - Harvard Ave to Yale Ave	100,000	-
Yale Ave - 31st St S to 36th St S	-	540,000
Sheridan Rd - 31st St S to 41st St S	-	1,500,000
11th St S - 145th E Ave to 161st E Ave	-	100,000
11th St S - 161st E Ave to 177th E Ave	900,000	-
21st St S - 145th E Ave to 161st E Ave	-	460,000
21st St S - 161st E Ave to 177th E Ave	-	460,000
31st St S - Garnett Rd to 129th E Ave	-	500,000
41st St S - 177th E Ave to 193rd E Ave	75,000	-
129th E Ave - 51st St S to 61st St S	-	100,000
145th E Ave - 11th St S to 21st St S	710,000	-
145th E Ave - 21st St S to 31st St S	-	100,000
61st St S - Sheridan Rd to Memorial Dr	-	200,000
Memorial Dr - 51st St S 61st St S	-	562,004
101st St S- Yale Ave to Sheridan Ave	900,000	-
101st St S - Sheridan Rd to Memorial Dr	100,000	-
111st St S - Yale Ave to Sheridan Rd	-	900,000
121st St S - Yale Ave to Sheridan Rd	-	100,000
Yale Ave - 61st St S to 71st St S	200,000	-
Yale Ave - 111th St S to 121st St S	1,050,000	-
41st St S - Riverside Dr to Peoria Ave	-	50,000
41st St S - Peoria Ave to Lewis Ave	-	100,000
Peoria Ave - 31st St S to 41st St S	1,090,000	-
Lewis Ave - 41st St S to I-44	1,200,000	-
51st St S & 33rd W Ave Intersection	50,000	315,000

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	FY27 Appropriations	FY28 Appropriations
71st St S & Union Ave Intersection	-	320,000
81st St S & Union Ave Intersection	-	140,000
Pine St & Sheridan Rd Intersection	-	600,000
Admiral Pl & Garnett Rd Intersection	75,000	-
11th St S & Mingo Rd Intersection	50,000	-
11th St S & Peoria Ave Intersection	-	270,000
11th St S & Harvard Ave Intersection	-	250,000
31st St S & Peoria Ave Intersection	307,903	-
11th St S & 145th E Ave Intersection	-	50,000
11th St S & 177th E Ave Intersection	245,000	-
21st St S & 145th E Ave Intersection	1,620,000	-
21st St S & 161st E Ave Intersection	-	270,000
21st St S & 177th E Ave Intersection	-	270,000
21st St S & 193rd E Ave Intersection	-	60,000
31st St S & 145th E Ave Intersection	-	50,000
41st St S & 177th E Ave Intersection	50,000	-
91st St S & Memorial Dr Intersection	250,000	-
121st St S & Yale Ave Intersection	-	50,000
111th St S & Yale Ave Intersection	250,000	-
41st St S & Peoria Ave Intersection	-	50,000
81st St S & Elwood Ave Intersection	4,750,000	-
101st St S & Sheridan Rd Intersection	10,800,000	-
81st St S - Harvard Ave to Yale Ave	8,790,000	4,710,000
Total Arterial Rehabilitation Projects	34,547,903	19,722,004
Central Business District (CBD) Projects		
Cincinnati Ave	314,000	4,336,000
Alleyways	305,000	-
Total Central Business District (CBD) Projects	619,000	4,336,000
Bridge Maintenance & Rehabilitation Projects		
Bridge #216 - on Mohawk Blvd, 0.25 mi east of Peoria Ave	-	50,000
Bridge #252 - on 11th St S, 0.33 mi west of 177th E Ave	50,000	-
Bridge #315 - on 92nd E Ave, 275 ft north of 91st St S	100,000	-
Bridge #329 - on 129th E Ave, 0.20 mi south of 51st St S	-	40,000
Bridge #478 - on 41st St S, 0.10 mi west of 193rd E Ave	-	50,000
Citywide Bridge Rehabilitation and Inspection	50,000	50,000
Total Bridge Maintenance & Rehabilitation Projects	200,000	190,000
Citywide Projects		
<i>Citywide ADA Transition Plan Implementation and Update (ROW)</i>		
-Signalized Intersections	460,000	-
-Sidewalk Corridors	1,300,000	-
Citywide Non-Arterial Routine and Preventive	5,100,086	-
Citywide Arterial Routine and Preventive	760,505	-
<i>Traffic Engineering</i>		
-Signal Coordination and Communication	120,000	-
-Signal Installation, Repair and Replacement	360,000	-
-Lighting Repair and Replacement	180,000	-
-Pavement Markings and Signs	450,000	-
-Traffic Studies	35,000	-
<i>Bicycle-Pedestrian Infrastructure</i>		
- Go Plan Implementation - Traffic Operations	15,000	-
- Arterial Sidewalk	25,000	-
- Non Arterial Sidewalk	25,000	-
Total Citywide Projects	8,830,591	-

FY27 CAPITAL BUDGET

FUNDED PROGRAM STATUS AND OPERATING IMPACT

	FY27 Appropriations	FY28 Appropriations
Administrative Costs		
Bond Issuance Cost	192,168	192,168
Total Administrative Costs Projects	192,168	192,168
Total 2020 General Obligation Bond Capital Projects	47,989,662	51,858,168
2023 General Obligation Bond Program (Issue 6 - 4296 & Issue 7 - 4297)		
Streets and Transportation		
Additional costs for completion of existing Improve Our Tulsa Projects	16,000,000	6,585,000
East 41st Street: South Garnett to 129th E Ave Widening	11,500,000	-
East 41st Street & South 145th E Ave Intersection	300,000	-
South Sheridan Avenue: East 81st Street to East 91st Street	2,000,000	750,000
South Sheridan Avenue: East 91st Street to East 101st Street	750,000	-
Citywide Bridge Rehabilitation & Replacement	5,060,000	4,540,000
Citywide American Disabilities Act Transition Plan Implementations	2,250,000	-
Citywide Sidewalks	900,000	-
Citywide Alleys	200,000	-
Total Streets and Transportation Projects	38,960,000	11,875,000
Community Facilities		
† Tulsa Performing Arts Center: Building Infrastructure	8,000,000	20,425,000
† Tulsa Performing Arts Center: Chapman Hall	-	20,000,000
† Tulsa Performing Arts Center: Loading Dock	2,000,000	6,200,000
Tulsa Zoo: Children's Zoo Rehabilitation	-	12,400,000
Total Community Facilities Projects	10,000,000	59,025,000
Citywide Facilities Maintenance		
Citywide Parks Mechanical Equipment	-	300,000
Citywide Parks Parking Lot Rehabilitation	-	1,200,000
Citywide Parks Roof Repairs	-	1,625,000
Total Citywide Facilities Maintenance Projects	-	3,125,000
Administrative Costs		
Bond Issuance Costs	190,000	185,000
Total Administrative Costs Projects	190,000	185,000
Total 2023 General Obligation Bond Capital Projects	49,150,000	74,210,000
Total FY27 - FY28 Capital Program Appropriations	409,719,931	457,649,834

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

‡ NOTE: Projects are shown as placeholders until Mayor/Council reach an agreement for the use of funds and thus will be appropriated during the Fiscal Year

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