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 835 projects totaling over $9.9 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 2025-2029 (FY26-FY30)

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 approximately $5.0 million a year from HUD formula grants, subject to Federal appropriations. 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. Mohawk Water Treatment Plant (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 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 history 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 7-7.** The high priority plan projects are shown on **Page 7-8** and **7-9.**

These plans include collaboration with various city departments and external stakeholders, and funds are needed to implement the actions swiftly. *(Note: the small area plans continue to be implemented, but the Planning Office is striving to address a broader area of the city through the Neighborhood Conditions Index.)*

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.

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.

COMPREHENSIVE PLAN, SMALL AREA PLANS AND HUD CONSOLIDATED PLAN

Master Plan Priorities

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 streetscapes. 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.

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.

COMPREHENSIVE PLAN, SMALL AREA PLANS AND HUD CONSOLIDATED PLAN

Master Plan Priorities

Riverwood Neighborhood Plan Update: Effective October 2008. This plan provides a series of connection and infrastructure improvements aimed at 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, stakeholders, 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.

In 2023, the Planning Office created and released 80 **Neighborhood Conditions Index** reports 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. In 2025, Mayor Nichols issued an executive order to establish the Neighborhood Conditions Index (NCI) Pilot Program and cross-departmental task force to focus on strengthening three selected Tulsa neighborhoods: Charles Page, Sequoyah, and Suburban Hills. The program launched community workshops for residents to better understand NCI as it relates to their neighborhood, and fostered collaboration among residents, City departments, and community partners to address neighborhood priorities.

HUD Consolidated Plan 2025-2029

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 approximately $5.0 million per year from HUD formula grants, subject to Federal appropriations. The plan outlines goals for affordable housing and physical

improvements that will serve the City's low- and moderate-income populations. 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 2025-2029 HUD Consolidated Plan, a decision was taken not to include target areas due to the spread of low- and moderate-income block groups throughout the city. Instead, agencies applying Program Year 2026 funding were provided with bonus points for projects that aligned with the City's goals and priorities regarding housing and homelessness services

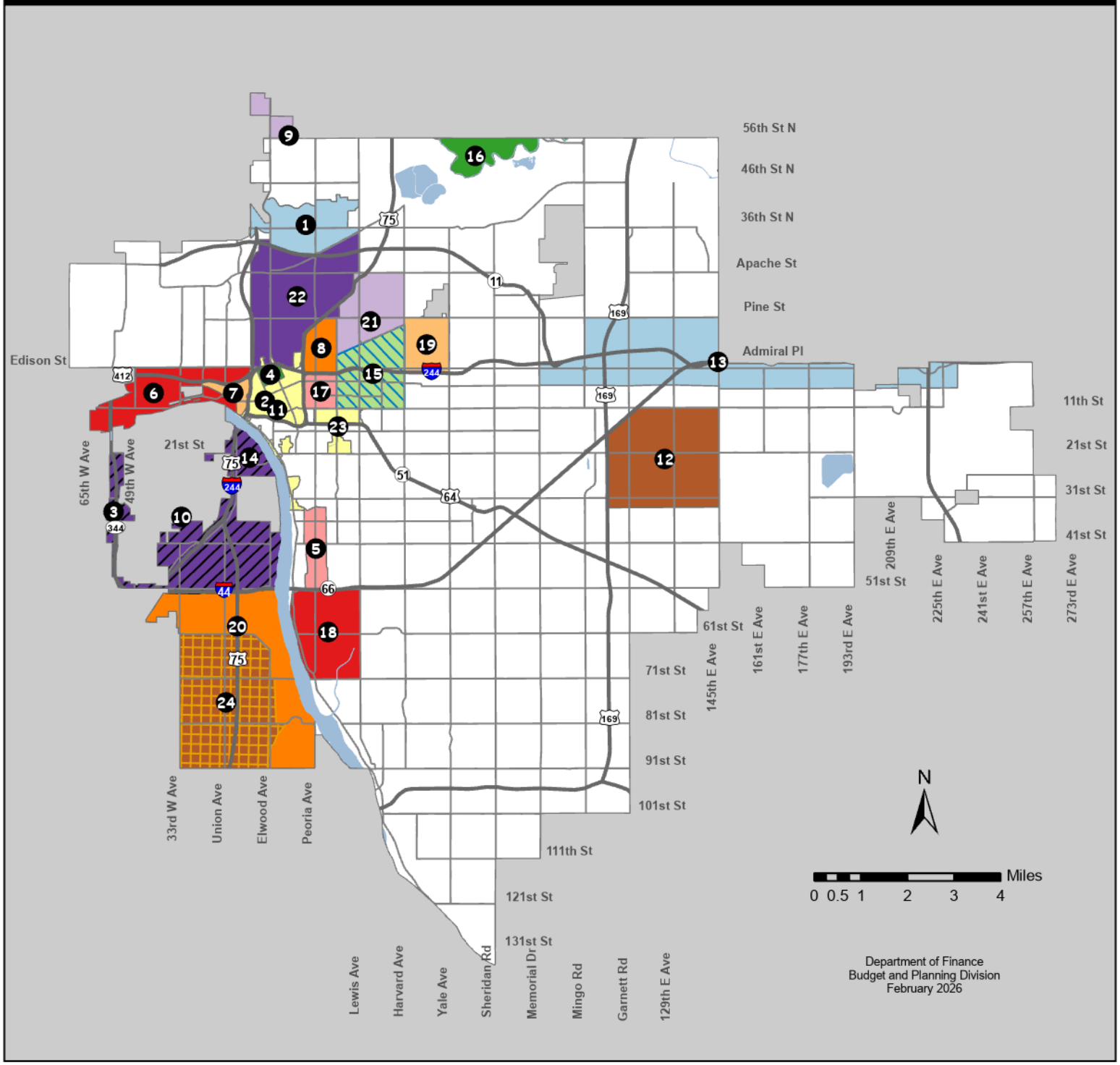
Conclusion

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	$ 583,472	$ 2,999
		TOTAL	**$ 583,472**	**$ 2,999**

AMOUNTS IN THOUSANDS

City of Tulsa
Small Area Plans

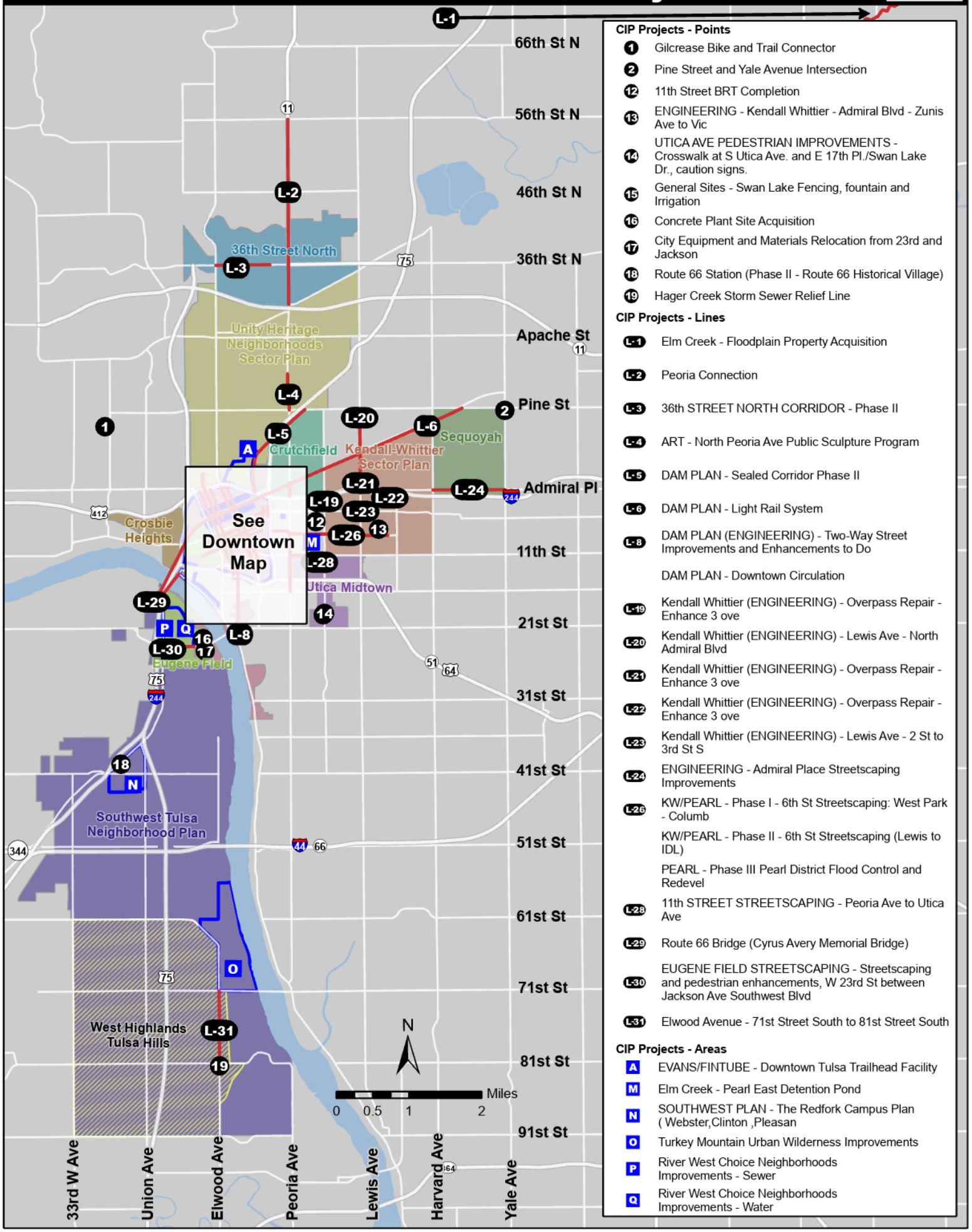


Small Area Plans

1. 36th Street North
2. Arena District Master Plan
3. Berryhill Land Use Plan
4. Brady Village
5. Brookside
6. Charles Page Boulevard
7. Crosbie Heights
8. Crutchfield
9. District 24
10. District 9
11. Downtown Area Master Plan
12. East Tulsa Phase 1 Planning Area
13. East Tulsa Phase 2 Planning Area
14. Eugene Field
15. Kendall-Whittier Sector Plan
16. North Tulsa County Comprehensive Plan
17. Pearl District Small Area Plan
18. Riverwood
19. Sequoyah
20. Southwest Tulsa Neighborhood Plan
21. Springdale Development Area
22. Unity Heritage Neighborhoods Sector Plan
23. Utica Midtown
24. West Highlands Tulsa Hills

Path: \\cityoftulsa.org\gis\GISSVCS\Admin\Projects\Finance\Budget Book Maps\CIP_Maps\CIP_Maps.aprx

Small Area Plans & CIP Projects



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

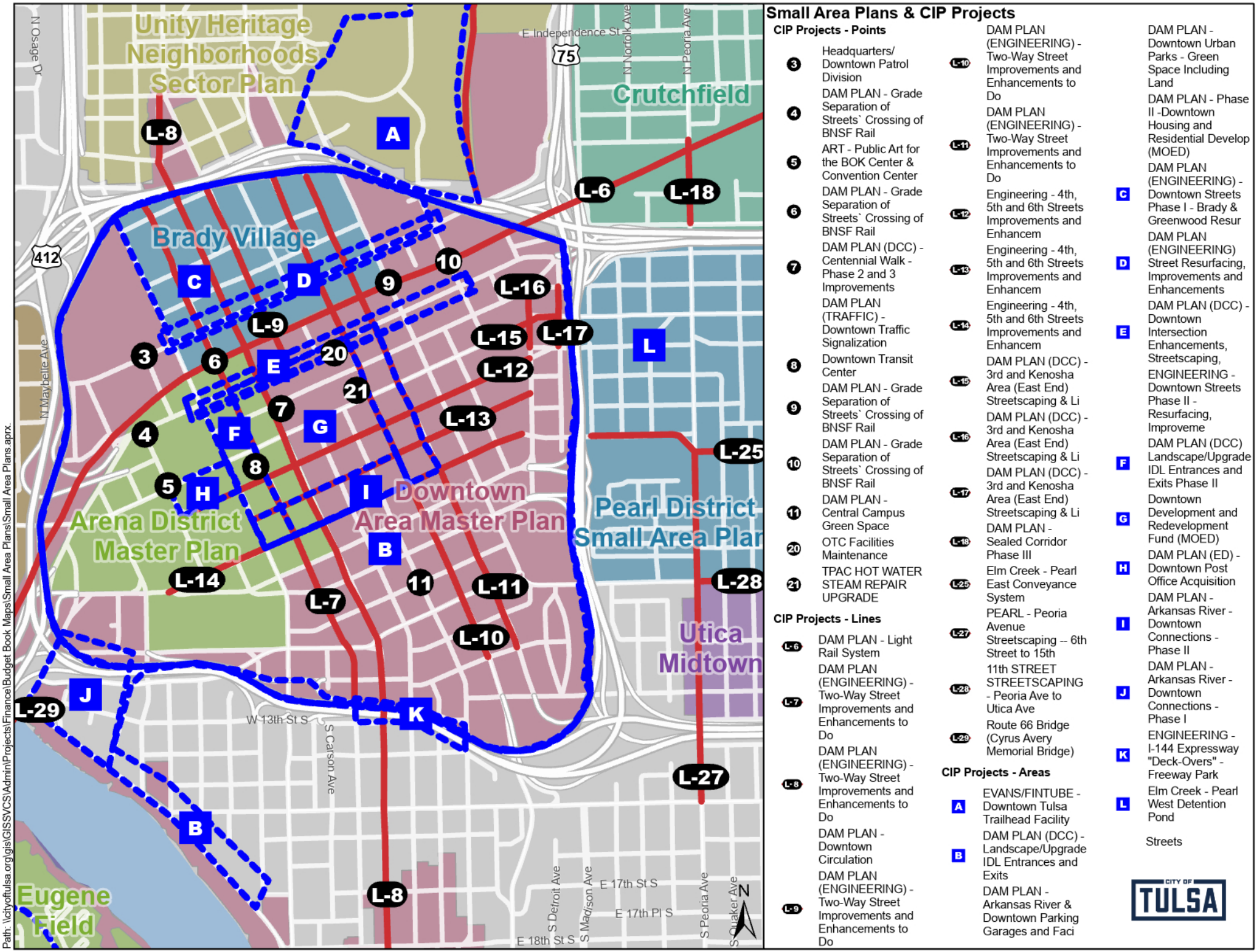
CIP Projects - Lines

- 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

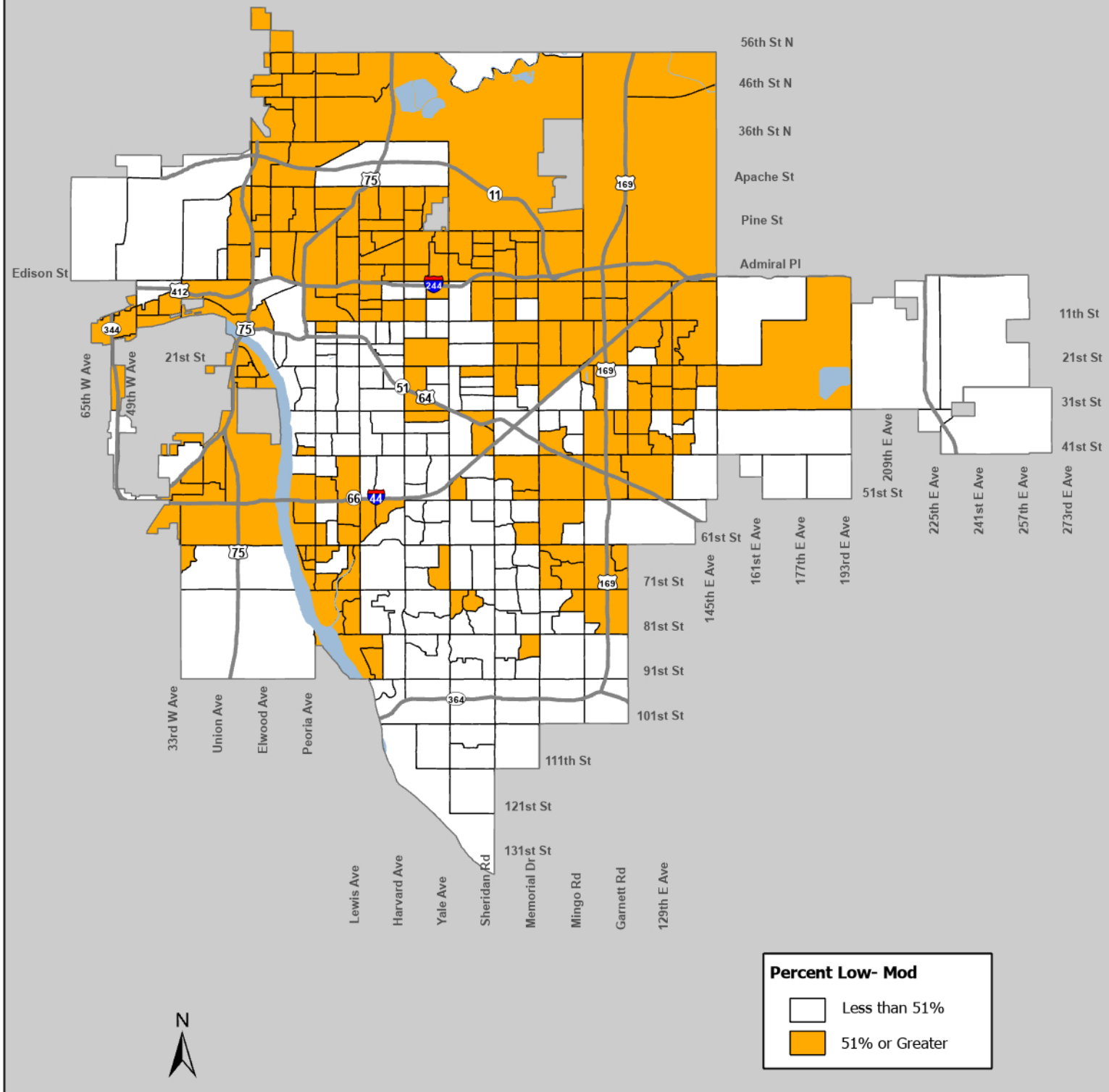
CIP Projects - Areas

- 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

Path: \\cityoftulsa.org\gis\GISSVCS\Admin\Projects\Finance\Budget Book Maps\Small Area Plans\Small Area Plans.aprx


Unity Heritage Neighborhoods Sector Plan
Crutchfield
Brady Village
Arena District Master Plan
Downtown Area Master Plan
Pearl District Small Area Plan
Utica Midtown
Eugene Field
E Independence St
N Norfolk Ave
N Peoria Ave
N Maybelle Ave
W 13th St S
S Carson Ave
E 17th St S
E 17th Pl S
E 18th St S
S Detroit Ave
S Madison Ave
S Peoria Ave
S Quaker Ave
75
412
L-8
A
L-6
L-18
C
D
9
10
L-16
L-9
L-15
L-17
L
3
6
E
20
L-12
21
7
G
L-13
4
F
L-25
8
5
H
I
B
L-14
11
L-11
L-28
L-7
L-10
J
L-29
K
L-27
B
L-8
Path: \\cityoftulsa.org\gis\GISSVCS\Admin\Projects\Finance\Budget Book Maps\Small Area Plans\Small Area Plans.aprx.
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



Source: Department of Housing and Urban Development
Low to Moderate Income Population by Block group ACS 2020-2016

Department of Finance
Budget and Planning Division
February 2026

Path: \\cityoftulsa.org\gis\GISSVCS\Admin\Projects\Finance\Budget Book Maps\Low and Moderate income\Low and Moderate income.aprx.

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, 101 playgrounds, 75 tennis courts, 46 outdoor pickleball courts, 29 full and 35 half basketball courts, 13 water playgrounds, 18 splash pads, 48 large and 47 small picnic shelters, four golf courses, and eight disc-golf courses. Major park facilities are shown on **Page 7-14**.

The 2022 Tulsa Parks and Recreation 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, the 2021 IOT II

programs, and the 2023 Improve our Tulsa III package provided or will provide a combined $96.8 million for maintenance and improvements throughout the parks system.

Zoo Master Plan

In 2010, the City of Tulsa transferred maintenance and operations to nonprofit Tulsa Zoo Management, Inc. (TZMI). City of Tulsa pays TZMI a management fee to operate the zoo (currently about 40 percent of operating expense) and supplements TZMI's fundraising with access to public funding packages necessary to complete the master plan. TZMI's commitment is to match every public dollar with private dollars, which allows the zoo to provide the best wellbeing for the animals in its care and elevate the zoo's role as an economic driver.

Through a comprehensive facility evaluation completed in 2010, and the Tulsa Zoo Master Plan document published and approved in 2012, TZMI originally identified $111.9 million in necessary improvements – from deferred maintenance to failing exhibits and buildings. Since that time, TZMI has delivered over $81 million in zoo improvements including new habitats like the Mary K. Chapman Rhino Reserve (opened in 2014), Ascension St. John Family Den (opened in 2017), Lost Kingdom (opened in 2017), Osage Casino and Hotel Giraffe Barn (open in 2019), Helmerich Playground (opened in 2020), and the Mary K. and John T. Oxley Family Elephant Experience and Elephant Preserve (opened in 2025).

In 2025, TZMI broke ground on another $49 million in projects including William S. Smith African Wilds exhibit complex and Hughes Family Giant Anteater habitat. Through ongoing, comprehensive evaluation, TZMI has identified an addition $34.7 million in immediate deferred maintenance needs, which is not surprising for a 97-year-old zoo. These projects range from HVAC equipment to pathways, parking lots and fencing. As TZMI has done with each project, it will raise private dollars to match voter-approved funding, including that from Improve Our Tulsa, to ensure projects are completed in a way that maximizes economic value for the community.

Looking ahead, with the rise of construction costs including labor and supplies, TZMI now expects an additional $150 million needed to complete the final phases of the Master Plan projects at the zoo. Planned projects like African Forest, Children's Zoo and a new front entry will help increase zoo attendance from today's 700,000 to a million guests each year. As TZMI has proven in 14 years of partnership, these projects provide the most benefit when jointly supported by the City and zoo donors.

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.

The Turkey Mountain Master Plan, launched in 2019, represents a transformative effort to revitalize and preserve the natural beauty and recreational opportunities of Turkey Mountain, a beloved green space in Tulsa. Through $15 million in public and private funding, Turkey Mountain has been elevated to a premier destination, drawing local visitors as well as regional and national mountain biking enthusiasts. For four decades, Turkey Mountain suffered from overuse and a lack of dedicated funding for maintenance and operations. This ambitious plan has addressed those challenges by expanding the urban wilderness to

nearly 700 acres and constructing 40 miles of new, sustainably designed soft surface trails. These improvements have not only enhanced the recreational experience but have also set the foundation for long-term conservation of the area. Looking forward, maintenance is crucial to ensuring the legacy of Turkey Mountain for future generations. Additionally, a privately funded visitors center is in development, which will serve as a hub for visitors and house the administrative staff of River Parks. This milestone effort is a testament to the community's dedication to protecting Turkey Mountain as a natural treasure and a destination for outdoor adventure.

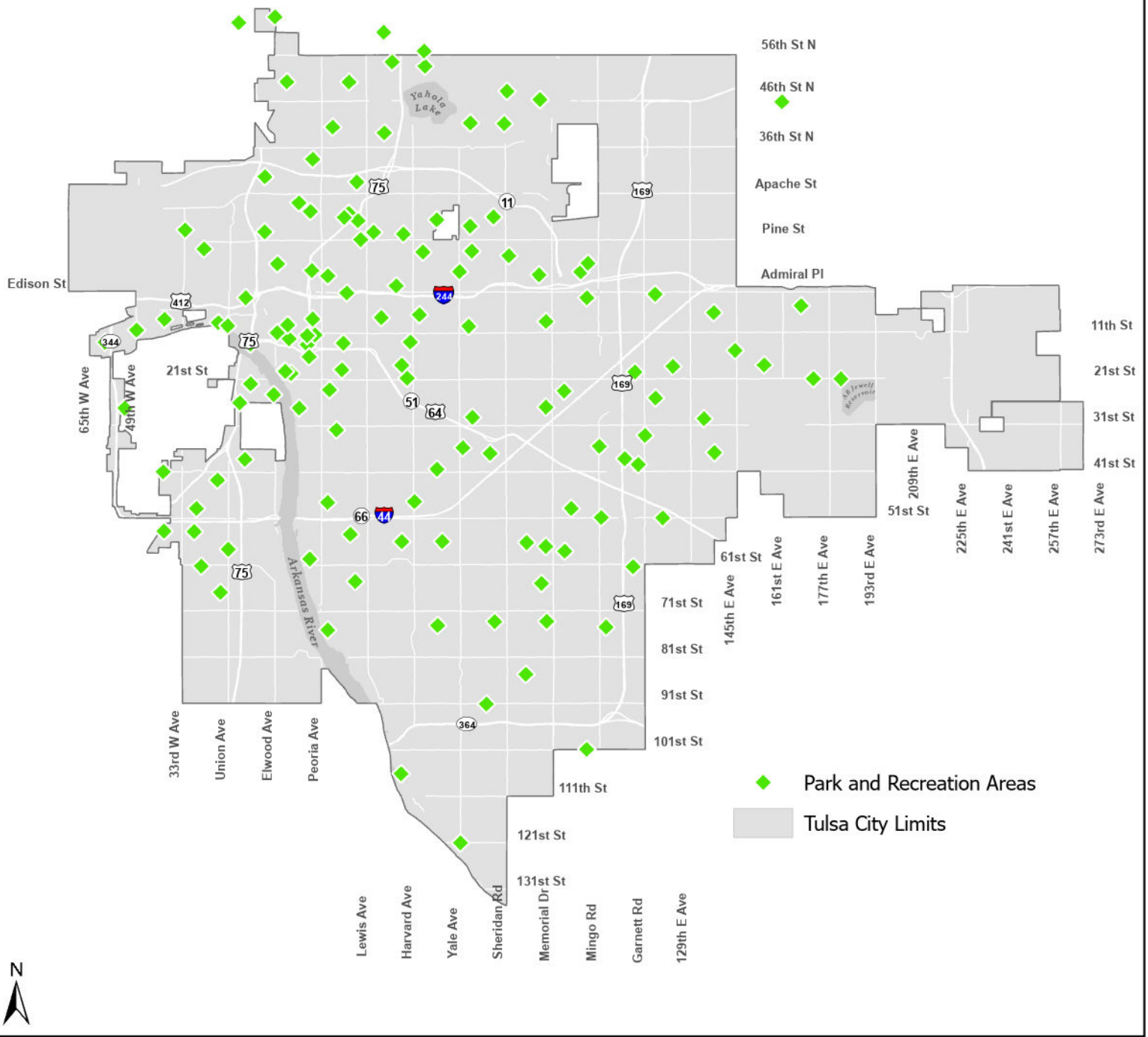
Conclusion

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	$ 1,270	$ 3
2	Park Improvement	Parks	$ 41,325	$ -
3	Trails	Parks/Public Works	$ 57,971	$ 160
4	General Facilities	Parks	$ 61,478	$ -
5	Zoo Master Plan	Parks	$ 200,420	$ -
6	Golf Course Improvements	Parks	$ 50,633	$ -
7	Arkansas River Basin Master Plan	Parks	$ 50,720	$ 18
		TOTAL	**$ 463,818**	**$ 181**

AMOUNTS IN THOUSANDS

City of Tulsa
Park Facilities



Updated February 2026
City of Tulsa GIS Services Group

Document Path: \\cityoftulsa.org\gis\GISSVCS\Admin\Projects\Finance\Budget Book Maps\CIP03_ParkFacilities\CIP03_ParkFacilities.aprx

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 began on January 1, 2026, and will continue through 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 automobiles, transit, bicycle, and pedestrians. 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.

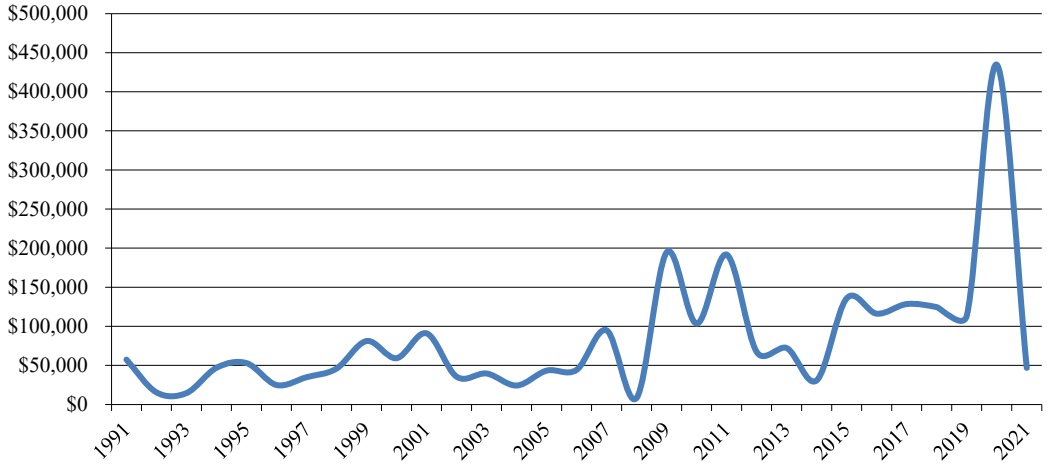
The local expressway system plan was originally developed in the 1950s. While it was designed as a regional network, the City later annexed most of the area it served. The plan shows 107 miles of expressways inside the city limits and/or annexation fence line. To date, 94 miles have been constructed. 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.

Tulsa County Allocations
State and Federal Highway Money
Past 30 Years
(in 000s)



***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.

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

Master Plan Priorities

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 does not meet 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 7-18**, 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 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.

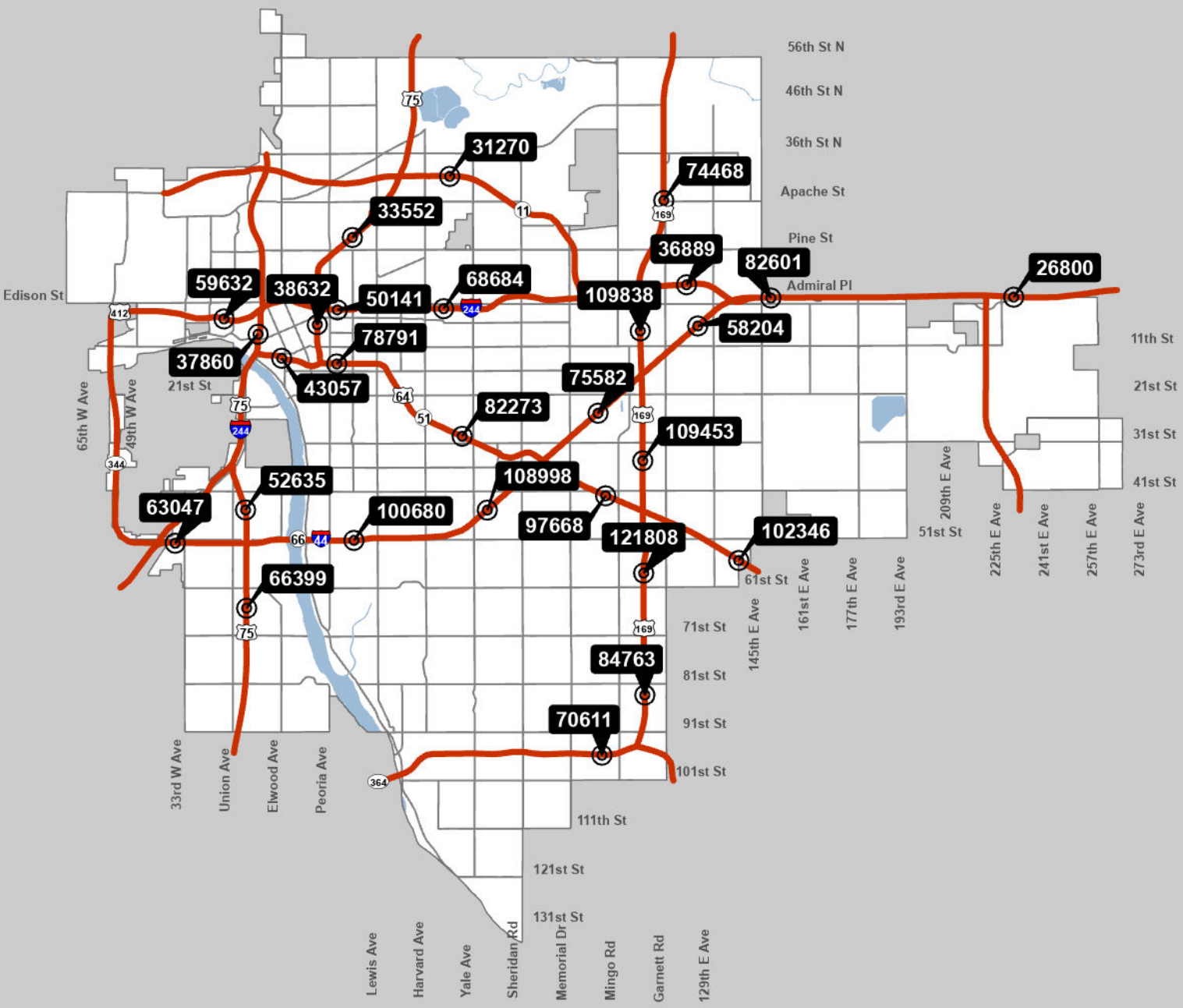
Conclusion

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	Public Works	$ 2,488,276	$ 17,256
2	Intersections	Public Works	$ 250,402	$ 2,045
3	Rehabilitation	Public Works	$ -	$ -
4	Bridges	Public Works	$ 88,706	$ -
5	General Projects	Public Works	$ 178,997	$ -
6	MetroLink	MTTA	$ 15,889	$ 4,236
		TOTAL	**$ 3,022,269**	**$ 23,538**

AMOUNTS IN THOUSANDS

City of Tulsa
Expressways with Traffic Counts



N

0 0.5 1 2 3 4 Miles

Legend

- Annual Average Daily Traffic
- Expressways

Source: Oklahoma Department of Transportation
AADT Traffic Counts 2024

Department of Finance
Budget and Planning Division
February 2026

Path: \\cityoftulsa.org\gis\GISSVCS\Admin\Projects\Finance\Budget Book Maps\COT Traffic Counts\COT Traffic Counts.aprx

Map prepared by City of Tulsa GIS Services Date: 2/13/2026

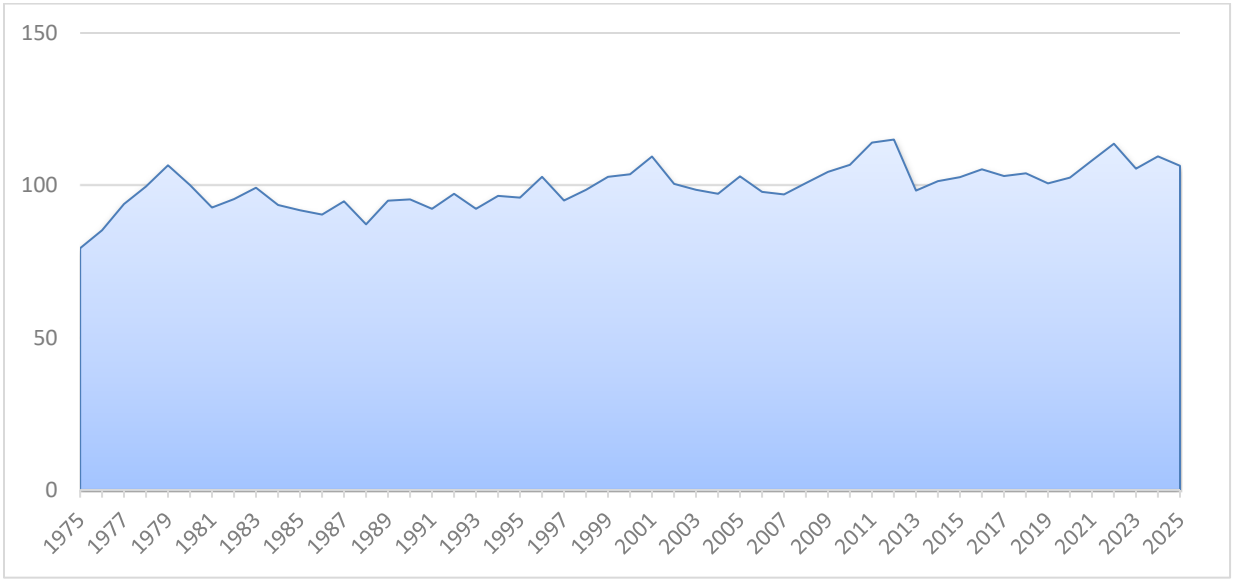
COMPREHENSIVE WATER SYSTEM STUDY
Master Plan Priorities

The water system's goal is to provide clean, reliable water at adequate pressure 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 Comprehensive Water System Study (CWSS) is underway and builds on the previous comprehensive plans completed in 2001 and 2012. 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 million gallons per day (MGD) of treated water, 94% of the City's current production capacity. As part of the 2025 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 was 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 2015 to 2025 ranged from 148 MGD to 182 MGD. During the last five years, Tulsa has experienced average summer conditions for the area. The 2025 CWSS provides 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 50 Years
(in Millions of Gallons)



Source: *Water and Sewer Department*

2025 to 2040 Projected Water Demand

Year	Average	Maximum Day	Maximum Day with Drought
2025	118	189	205
2030	123	199	215
2035	129	208	225
2040	135	217	234

Source: CWSS 2025 MILLIONS OF GALLONS PER DAY

Maximum Day (MGD) equals 1.61 times the Average Day (MGD)
8 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 from 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 2025 CWSS reviewed the need to develop this water source based on water demand projections and made 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.

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 (MGD)		Flowline Capacity MGD		Treatment Capacity (MGD)	
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*

Treatment
Water from the Spavinaw system is treated at the Mohawk Water Treatment Plant. The Mohawk WTP was upgraded in 1999 and has a maximum treatment capacity of 100 MGD. The A. B. Jewell WTP treats water from Lake Oologah. The original A. B. Jewell WTP was completed in 1972. It has been expanded twice and can now treat a maximum of 120 MGD. Expansion of water treatment plant capacity will be required to meet future growth demands. The 2025 CWSS reevaluates the need and time for system capacity expansions at A. B. Jewell WTP. Future expansion projects are addressed in the Capital Improvement Plan. Options to increase capacity at A. B. Jewell WTP 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 2026, there are 2,703 miles of water lines, 18,016 fire hydrants, and 142,109 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.

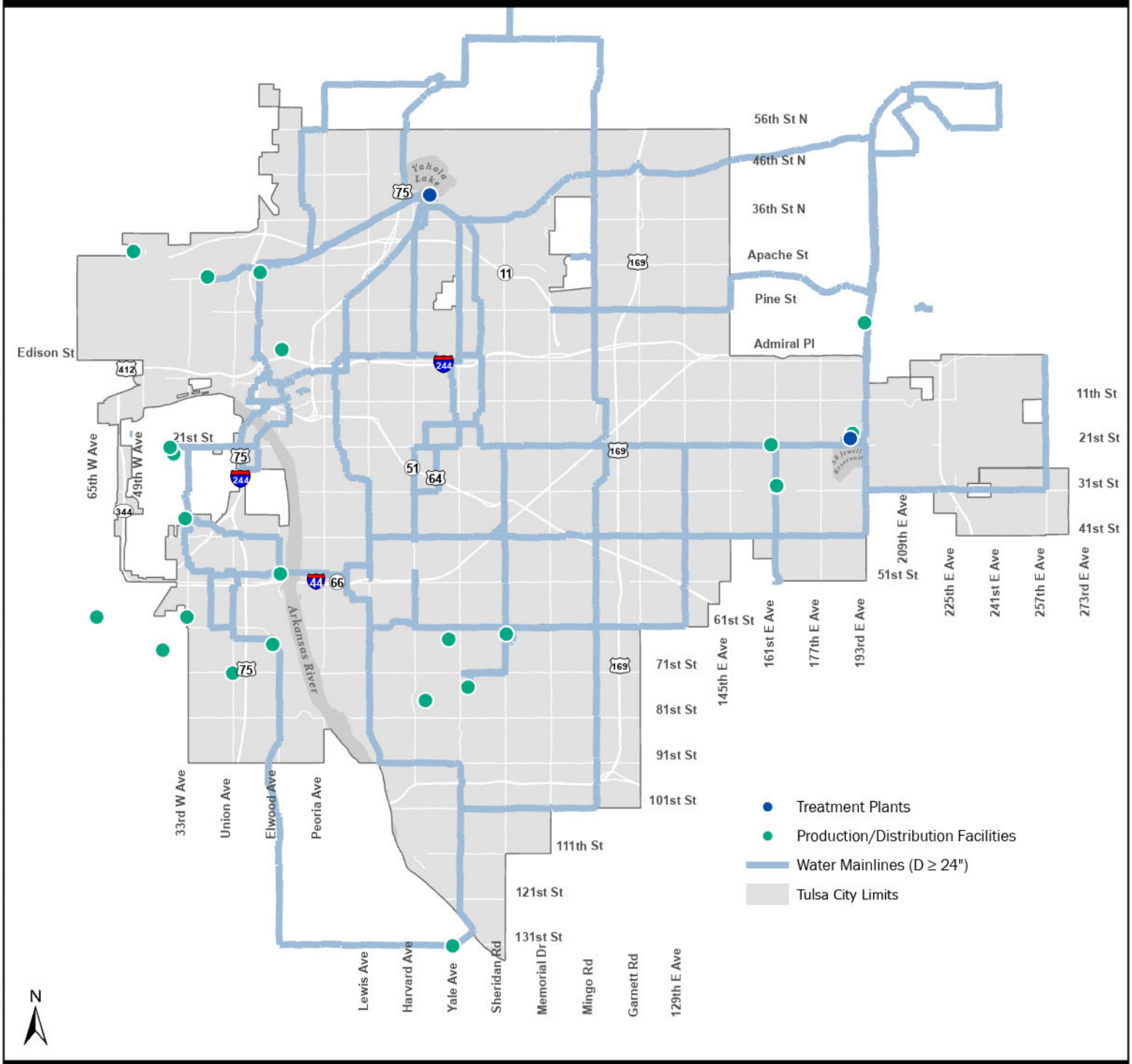
While current pipe size and construction standards are adequate, numerous parts of the distribution system are older and/or were built in areas previously outside the city limits and do not meet today's standards. The City has implemented a risk-based Asset Management Plan (AMP) for the distribution 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 in 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	Area Wide Projects	Water	$ 425,158	$ -
2	Transmission & Distribution	Water	$ 64,967	$ -
3	Treatment & Pumping	Water	$ 123,561	$ -
4	Water Supply	Water	$ 18,917	$ -
		TOTAL	**$ 632,603**	**$ -**

AMOUNTS IN THOUSANDS

City of Tulsa
Water System



Updated February 2026
City of Tulsa GIS Services Group

Document Path: \\cityoftulsa.org\gis\GISSVCS\Admin\Projects\Finance\Budget Book Maps\CIP08_WaterSystem\CIP08_WaterSystem.aprx

COMPREHENSIVE SEWER SYSTEM STUDY

Master Plan Priorities

As the region's largest utility, the Tulsa Metropolitan Utility Authority (TMUA) provides sewer service to many surrounding communities and will continue to do so for years to come. Expansion, maintenance, and capital replacement of the sewer system must be planned and funding secured to accommodate the long-range need for proper sewage treatment and disposal. Managing TMUA's strategic mission requires an understanding of current operations along with short-term and long-term performance needs. To accomplish this, TMUA has commissioned comprehensive studies of the sewer system to develop recommended Capital Improvement Plans (CIPs) that meet TMUA's strategic objectives and priorities. Previous comprehensive wastewater studies were completed in 2003 and 2012. The current comprehensive wastewater study is scheduled to be completed in 2026. TMUA has also implemented a risk-based asset management program in which 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.

Sewer System Overview

The sewer system can be divided into the collection system and treatment plants. The collection system conveys domestic sewage and industrial wastewater from homes, businesses, and industrial facilities to one of four wastewater treatment plants. The treatment plants process the wastewater and return clean water to area streams and rivers in accordance with State and Federal standards. The collection system is divided into four major sewer areas that provide sewer service to most areas within the City of Tulsa, as well as the Port of Catoosa, parts of Sperry, Bixby, Broken Arrow, and Sapulpa, and unincorporated portions of Tulsa County, Creek County, and Osage County. Each of the four basins are served by a treatment plant: Northside, Southside, Haikey Creek, and Lower Bird Creek. Because of different land uses and stream classifications in the sewer area, each plant must meet different treatment requirements and standards established by the Federal Clean Water Act.

Areawide Initiatives

TMUA has a variety of initiatives focused on maintaining, rehabilitating, and growing sanitary sewer assets across the utility's entire service area. Some programs, such as condition assessments or emergency sewer repairs, are necessary to identify existing or potential problems within the sewer system and address those issues accordingly. Other programs focus on expanding the sanitary sewer service area and increasing sewer capacity to support industrial development and population growth.

Northslope Sewer Area

The Northslope Sewer Area is the largest service area in the TMUA system, covering about 67,000 acres. Population growth in the area is forecast to increase steadily, with most of it expected to come from development in the North Cherokee expansion area. Priorities for capital projects include mitigating sewer overflows, increasing capacity to accommodate population and industrial growth, and rehabilitating and replacing the system to maintain service levels. The strategies include high-impact growth projects, public and private inflow and infiltration abatement, and conveyance and storage. Wastewater collected in the Northslope Sewer Area is treated at the Northside Wastewater Treatment Plant, located at 5628 N 105th E Ave, Tulsa, OK 74117, which is designed to treat an annual average flow of 42.6 million gallons per day and a maximum day flow of up to 85.2 million gallons per day.

Southside Sewer Area

The Southslope Sewer Area is the second largest of the TMUA system and covers about 37,900 acres. Moderate population growth is forecasted in the area. Most of this population growth is anticipated in the Northwest Regional Expansion Areas – Harlow Creek, Bigheart, and Berryhill. In addition to growth, the other primary driver for investment is regulatory

compliance to reduce or eliminate sewer overflows. The strategies to support these drivers include developing the expansion areas, abating public and private inflow and infiltration, and upgrading localized capacity. Wastewater collected in the Southslope Sewer Area is treated at the Southside Wastewater Treatment Plant, located at 5300 S. Elwood Ave., Tulsa, OK 74107, which is designed to treat an annual average flow of 42 million gallons per day and a maximum day flow of up to 84 million gallons per day.

Haikey Creek Sewer Area
The Haikey Creek Sewer Area is the third largest in the TMUA system and covers about 27,200 acres. Considerable population growth is expected in the area, and system loading will increase through the planning period. The Haikey Creek system has remaining capacity and is in good condition. However, the Haikey Creek Lift Station has experienced overflows, and improvements are necessary to meet the capacity demand generated by population growth. The primary drivers for improvements in the Haikey Creek system include regulatory compliance and supporting population growth. Wastewater collected in the Haikey Creek Sewer Area is treated at the Haikey Creek Wastewater Treatment Plant, located at 11602 E 151st St S, Broken Arrow, OK 74011, which is designed to treat an annual average flow of 16 million gallons per day and a maximum day flow of up to 32 million gallons per day.

Lower Bird Creek Sewer Area
The Lower Bird Creek Sewer Area is the smallest of the TMUA system, covering about 13,000 acres. The area is expected to experience rapid growth over the planning period. Growth in this area is expected to be fueled by the construction of sanitary sewer interceptors in the Spunky Creek drainage area and by access to water and transportation infrastructure. Most of the increase in projected flows can be attributed to industrial development. The strategies considered to support expansion include construction of high-impact growth projects, conveyance, and treatment capacity upgrades. Wastewater collected in the Lower Bird Creek Sewer Area is treated at the Lower Bird Creek Treatment Plant, located at 151 West 36th St N., Catoosa, OK 74015, which is designed to treat an annual average flow of 4 million gallons per day and a maximum day flow of up to 8 million gallons per day.

Conclusion
Wastewater generated by homes, businesses, and industry must be conveyed to and treated at one of the four wastewater treatment plants. With increasing population and periods of wet weather, the collection system and treatment plants can experience elevated flows that may approach or exceed the wastewater system capacity. Other factors include aging infrastructure and additional regulatory requirements. To accomplish the TMUA strategic objectives, the Capital Improvement Plan was developed using a risk-based asset management program and a capital prioritization system that provides a fair and impartial method for evaluating future capital projects and reducing overall risk to the utility system. The capital projects appearing in the TMUA CIP program address the wastewater system's priority needs over the next five years.

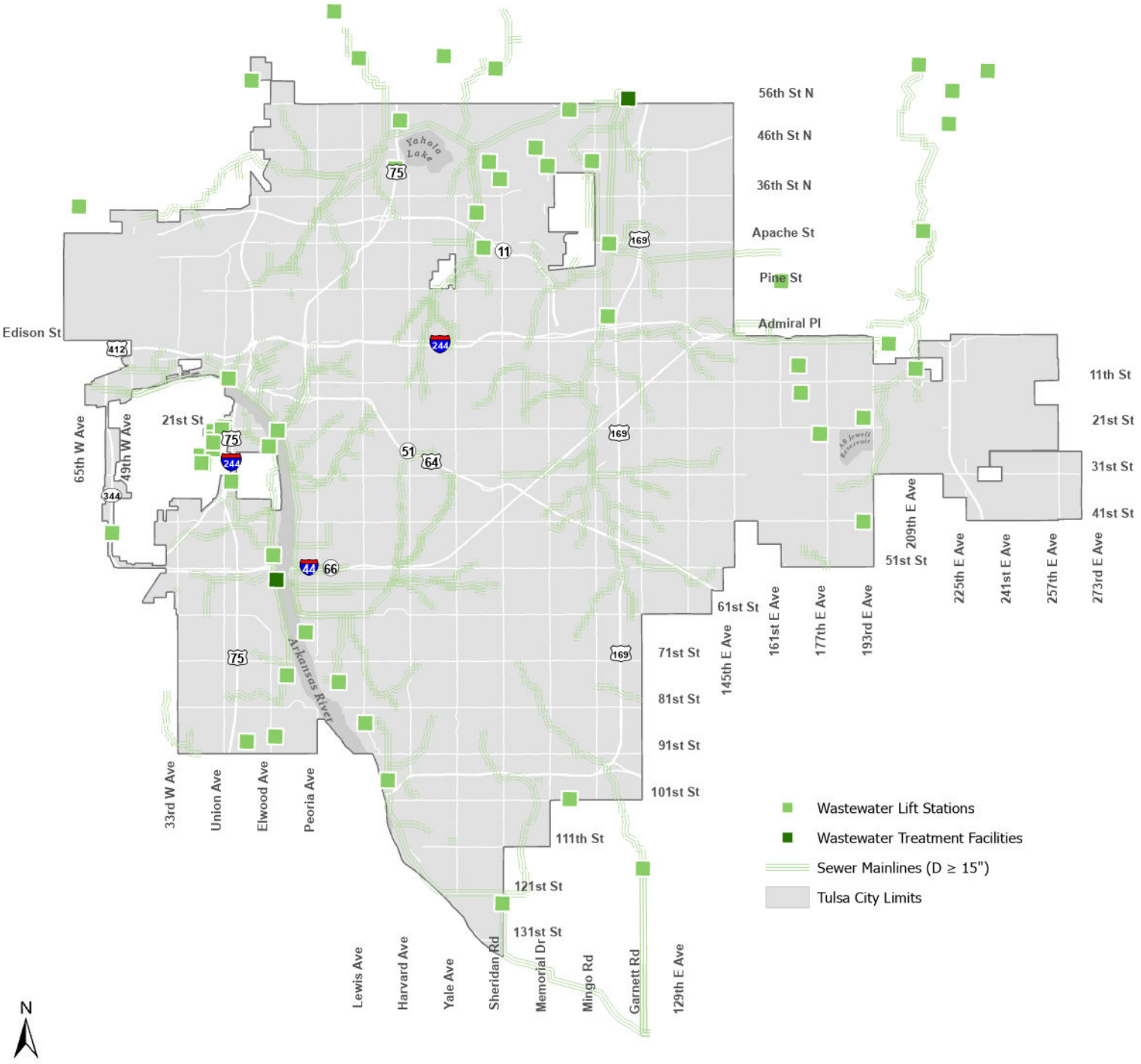
COMPREHENSIVE SEWER SYSTEM STUDY

Master Plan Priorities

	Project Title	Requesting Dept	Cost Estimate	Estimated Annual Operating Impact
1	Northside WWTP	Sewer	$ 27,738	$ -
2	Southside WWTP	Sewer	$ 23,316	$ -
3	Haikey Creek WWTP	Sewer	$ 20,934	$ -
4	Lower Bird Creek WWTP	Sewer	$ -	$ -
5	Lift Stations	Sewer	$ 114,020	$ -
6	Rehabilitation and Relief Projects	Sewer	$ 377,697	$ -
7	Sewer System Extensions	Sewer	$ 37,577	$ -
8	Area Wide Projects	Sewer	$ 310,433	$ -
		TOTAL	**$ 911,715**	**$ -**

AMOUNTS IN THOUSANDS

City of Tulsa
Wastewater System



Updated February 2026
City of Tulsa GIS Services Group

Document Path: \\cityoftulsa.org\gis\GISSVCS\Admin\Projects\Finance\Budget Book Maps\CIP10_WastewaterSystem\CIP10_WastewaterSystem.aprx

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

	Project Title	Requesting Dept	Cost Estimate	Estimated Annual Operating Impact
1	Bridges & Culverts	Flood Control	$ 3,477	$ -
2	Channel Rehabilitation	Flood Control	$ 3,732	$ 250
3	Comprehensive Study	Flood Control	$ 3,000	$ -
4	Engineering & Inspection	Flood Control	$ 500	$ -
5	Floodplain Acquisition	Flood Control	$ -	$ -
6	Lake & Pond Maintenance	Flood Control	$ 80	$ -
7	Planning	Flood Control	$ 22,250	$ -
8	Stormwater Facilities	Flood Control	$ 3,270	$ -
9	Stormwater Improvements	Flood Control	$ 24,710	$ 2,300
10	Urgent Project	Flood Control	$ 900	$ -
		TOTAL	**$ 61,919**	**$ 2,550**

AMOUNTS IN THOUSANDS

City of Tulsa
Drainage Basins

Updated February 2026
City of Tulsa GIS Services Group

Document Path: \\cityoftulsa.org\gis\GISSVCS\Admin\Projects\Finance\Budget Book Maps\CIP12_DrainageBasins\CIP12_DrainageBasins.aprx

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 2021 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. Lastly, the 2017 Vision Tulsa Economic Development Sales Tax program will provide a projected $62 million to provide additional funding for the Public Safety Center and the relocation of the Municipal Courts and Lockup facilities.

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	$ 28,542	$ 924
2	Fire Department	Fire	$ 251,775	$ 2,502
3	Gilcrease Museum	Gilcrease	$ 51,557	$ -
4	Performing Arts Center	PAC	$ 272,646	$ 31
5	BOK Center and Arvest Convention Center	BOK Center/ACC	$ 127,310	$ -
6	Information Technology Department	Information Technology	$ 46,407	$ 2,998
7	Facilities & Equipment Maintenance	Asset Management	$ 235,615	$ 17
8	MetroLink	MTTA	$ 110,080	$ 666
		TOTAL	**$ 1,123,932**	**$ 6,472**

AMOUNTS IN THOUSANDS