City of Edmond

Notice of Public Meeting

The City of Edmond encourages participation from all its citizens. To request an accommodation due to a disability, please contact the ADA Coordinator at least 48 hours prior to a scheduled meeting. The ADA Coordinator can be contacted by email: ADAcoordinator@edmondok.gov or phone: 405-359-4518.

Finance / Audit Committee
Regular Meeting Agenda
City Hall Council Chamber, 22 E. Main Street, Edmond, Oklahoma
8:00 a.m., Thursday, April 16, 2026

Notice to the Public

Official action can only be taken on items which appear on the agenda. The Finance / Audit Committee may discuss, adopt, approve, amend, reject, deny, strike or continue any item listed on the agenda. When more information is needed to act on an item, the Finance / Audit Committee may refer the matter to the City of Edmond staff for additional study. Under certain circumstances, items are deferred/continued to a specific later date or stricken from the agenda entirely.

1. Call to Order.

2. Consideration of Approval of Meeting Minutes from the Finance/Audit Committee Meeting held March 19, 2026.

3. Consideration of Accepting the City Treasurer's Month-End Pooled and Trustee Investment Reports for March 2026.

4. Presentation of the Annual Performeter by Frank Crawford of Crawford & Associates.

5. Discussion and Consideration Regarding Scope and Priorities of a Capital Plan.

6. Discussion of Items for Future Meetings.

7. Citizen Comments.

   This is an opportunity for residents and non-residents to address the Finance / Audit Committee on Finance / Audit Committee related matters not on the agenda or scheduled for a public hearing. All remarks must be directed to the Chair of the meeting, are limited to three minutes or less, and must otherwise be made in accordance with Section I of the City Council / Public Works Authority rules, available here and upon request at City Hall.

Please note that members of the Finance / Audit Committee cannot respond to issues brought up in Citizen Comments if they are not on the agenda, in accordance with state law.

8. Comments from the Finance / Audit Committee Chair and Members.

9. Adjournment.

Finance / Audit Committee **2.**

Meeting Date: 04/16/2026

Submitted By: Ethan Davis, Finance

Item

Consideration of Approval of Meeting Minutes from the Finance/Audit Committee Meeting held March 19, 2026.

Background

Time Frame

Issue

Recommendations

Action Needed

Public Notification

Attachments

Minutes

City of Edmond

Finance / Audit Committee Regular Meeting

March 19, 2026

1. **Call to Order of the Finance / Audit Committee Meeting.**

   Chairman Ross VanderHamm called the Finance/Audit Committee meeting to order at 8:00 a.m. Thursday, March 19, 2026. Present were Chairman Ross VanderHamm, Mayor Nash, Councilmember Watterson, and board members Taylor Wilson and Rick McCune.

   Absent: None

2. **Consideration and Approval of Meeting Minutes from the Finance/Audit Committee Meeting held December 18th, 2025.**

   Motion by Taylor Wilson and seconded by Councilmember Watterson to approve the minutes. Motion carried as follows:

   YES: Chairman VanderHamm, Mayor Nash, Councilmember Watterson, Rick McCune, and Taylor Wilson.

   NO: None

3. **Consideration of Accepting the City Treasurer's Month-End Pooled and Trustee Investment Reports for November and December 2025 and January and February 2026.**

   Taylor mentioned appreciation for the new written explanation and comments on the investment reports.

   Motion by Taylor Wilson and seconded by Rick McCune to accept the investment report for November and December 2025 and January and February 2026. Motion carried as follows:

   YES: Chairman VanderHamm, Mayor Nash, Councilmember Watterson, Rick McCune, and Taylor Wilson.

   NO: None

4. **Presentation and Discussion of the Annual Consolidated Financial Report (ACFR) by Andy Cromer from HSPG & Associates.**

   Andy Cromer from HSPG & Associates, the City's external auditing firm, presented the details of the ACFR. He states two firms involved in the audit. HSPG & Associates are the auditing firm and Crawford and Associates assist to help prepare the ACFR and tidy up year-end books. The assistance from Crawford and Associates ebbs and flows over time but over the past few years that assistance has been less involved. HSPG gives an opinion on financial reporting.

Taylor Wilson asks about page 31 of the ACFR. It says the unassigned fund balance is approximately $3.4 million. This would be the capital balance for shortfalls, correct? Andy responds by saying yes.

Andy Cromer goes on to say HSPG issues a single audit report. In 2025 $20 million was spent in federal awards, the most Andy can tell that the City has ever done. That said, no major issues with either internal controls, or compliance.

The 2nd report is the Letter to Management. This is required because of the total amount of federal awards. This report also includes internal controls and compliance, again no major issues with either. He does, however, mention that there is deficit fund balance in the City's TIF and CDBG Entitlement funds. The deficits are not material to the financial statements, but future balances could become material if left unremedied.

The 3rd report is the Required Communication Letter. This is required to provide to the governing body. One of the items mentioned was the new accounting standard for calculating liability for accrued absences. Because of the change in accounting standards, HSPG added about $8 million to the liability account. Next section of the report talks about historical financial statements, a big part of which is pensions. Pensions must be accounted for now because there is a reasonable forecast of what it is going to cost in the future. Currently, the City is 82% funded. Fire and Police are about 90+% funded, but the City has no control over the police or fire pensions. The City's pension plan is highly dependent on the value of the underlying investments that the plan holds.

Rick McCune asks how the 82% funded pension plan compares to other Cities. Andy responds by saying over 80% is considered well-funded and are generally "OK". The City has been working with an actuary, and if the actuary thinks the plan is underfunded, they will generally recommend increasing the contributions to make the plan whole.

Councilmember Watterson asks what drove the change in accounting standards for absences and how to account for them. Andy responds by saying it was a change in accounting policy. Nothing was done wrong; it was just an update to existing calculations.

Other items that Andy mentioned include a receivable for approximately $450K related to a police officer at school that had not been booked. SBITA (subscription-based information technology arrangement) with Microsoft that was explained by the IT department. Another item mentioned was $213K that the City billed the developer of the hotel conference center that the receipt of payments were behind on. Taylor Wilson mentioned that the receipt of payments is behind, but not the invoicing (invoices have been sent but not yet paid by the developer). Andy also mentioned that $500K TIF was not reported, because of this, the deficit fund balance of $1.3 million is understated and it should be closer to $1.8 million when including the $500K. State law says a fund balance cannot be negative. In this case, it would be a compliance issue as it is approaching materiality, if it's not corrected it could become an issue in future years.

Chairman VanderHamm asks if that is inherent to TIF programs. Andy says yes, it is, the only way to avoid it would be to have the developers put the money up front. Councilmember Watterson says we are doing this now after learning from the 1st set of TIF financings.

Andy also mentioned that the City needs to have some written policies and procedures for federal grants. Under federal purchasing laws, there are some subtle differences in purchasing. These must be followed for federal awards. It can be a very short policy, but we should have something to follow the 12 grant requirements, especially as the city is obtaining more grant dollars. Councilmember Watterson asks Christy Batterson (Director of Housing and Community Development) if she would like to respond on the grant policy.

Christy Batterson states we do have a grant policy that was adopted by the city council. This policy says that we follow federal or state regulations, whichever is more restrictive.

Taylor Wilson asks if there are any other items that were noteworthy, but not necessary to put into the audit. Andy responds by saying that there aren't any other noteworthy items that he can recall.

Rick McCune commends the staff on a clean opinion and no material deficiencies with Taylor Wilson in agreement and stating that we've completed our audit ahead of the state and the largest metro in the region. Chairman VanderHamm also agreed and appreciates the staff for making a real effort to get the audit completed early.

Taylor Wilson asks if it needs to formally be taken to City Council, Chairman VanderHamm says yes, it has historically gone to Council after this committee reviews.

Councilmember Watterson thanks staff for working through it quickly but would love it to be done faster if possible. He also commends staff on 39 straight years of obtaining the ACFR award.

No action needed, discussion only.

5. Discussion and Review of Outstanding Debt and the Prioritization of Debt Paydown.

Chris Gander (Bank of Oklahoma Financial Advisor for the City of Edmond) was in attendance to discuss the City's outstanding debt. He states that the City has 3 different debt structures secured by: 1) Utility Revenue & 0.75% sales tax, 2) 2% sales tax, and 3) Junior lien utility revenue & 0.75% sales tax. He provided a handout regarding the potential for refunding part of the 2016 bonds; this can't be done until we reach the call date (7/1/2026). He goes on to say that technically most of the OWRB notes are callable anytime, but that they require the consent of OWRB and that they rarely consent to prepayment unless it involves a refinancing with their dollars.

Regarding the potential 2016 bond refunding, the current (subject to changes in existing interest rates) present value savings with a partial refunding would be between $250K and $1.1 million +/- 50 basis points from the current rates.

Rick McCune asks if our bond indenture allows for the refunding of some, but not all the CUSIPS. Chris Gander replies, yes, it allows for a partial refunding.

Chris Gander goes on to say that we don't have to necessarily refund it under the same security structure and that we would likely be able to unwind a portion of the reserve fund for the CUSIPS that are refunded and retired. He says this could be a good option for the City and that the City's very good bond rating (AA-) helps in that regard.

Chairman VanderHamm asks how we should deal with refunding's. He asks if there are significant savings, should we proceed. Councilmember Watterson asks what the general strategy is for debt reduction. He follows up by asking if we have a strategy or policy written down. He uses the parking garage loan as an example, 5.18% is expensive.

Chris Gander says it's all highly dependent on call dates for debt repayment and refinancings. Historically speaking, most of the City's debt issuances have included 10-year call provisions.

Taylor Wilson mentions that he tends to think about it like a home mortgage. He says that if you have savings of 1% on the loan then it would make sense to refinance. If there is money to be saved, then it would be a benefit.

Chris Gander says that it depends on whether we have cash to pay it off early, or if the priority is to borrow via refinancing to reduce debt elsewhere. He says BOK watches the rates to see if they can refinance or refund and that the 2016, 2017, and 2024 bonds would be good candidates for refunding if rates start to come down as we get closer to the call dates.

Taylor Wilson asks Chris Gander if it's possible to save on the rate if we have more cash on hand because we've gone two years in reduction of capital. Chris responds by saying that rating agencies don't like trends going in the wrong direction and that it could hurt refinancing.

Rick McCune asks Chris Gander whether it's possible for the City to cash refund some of these CUSIPS for repayment. Chris replies that yes, we could pay cash to refund some of the CUSIP and refinance the rest.

Taylor Wilson asked if last year was the 1st time the City borrowed for Electric, the board members replied that yes, it was.

Chairman VanderHamm states that the City does not have a formal debt policy or philosophy that can be used to guide the City long term. He states that the City should look to develop a Debt Policy and that it would have the added benefit of helping both City Council and citizens better understand the City's debt. Chris Gander says that he believes we've had some informal policies on specific revenue streams and what amount the City has borrowed.

Councilmember Watterson agrees that the City should develop a policy to provide some continuity. Mayor Nash asks how we should go about this. Watterson says the finance committee should probably develop it and then take it to council for final approval.

Allan Brooks (Attorney for The Public Finance Law Group PLL and Bond Counsel to the City) states that he doesn't know of very many debt policies out there for other City's he works with, but that it should go together with capital improvement and should depend on what the City's needs are. He goes on to say that Edmond has historically stayed ahead of the curve in terms of infrastructure, oftentimes financed via debt.

No action taken, discussion only.

6. **Discussion of Financing Options, Timeline Associated with Water Treatment Plant Expansion Project (WPT-01C), Project and Authorization to Proceed with Bidding the WTP-01C Project.**

Kris Neifing, Director of Water Resources for the City of Edmond, is bringing this item to the committee because there is a project with pre-qualification of bidders. He discusses project financing and timeline. The project involves previously discussed expansion to the Water Treatment Plant. Estimated bid point was $327 million with an upper limit of about $425 million. In addition to this, there are several other projects in the 5-year window. The Public Works Committee has spent about 5 cumulative hours discussing this project and rates.

Taylor Wilson asks what interest rate was used in the rate study. Chris Gander replies that a rate study wasn't completed but it would be around 4.25%-5%.

Kris Neifing says they are using $350 million as the midpoint for project costs, and that they won't know for certain until bids are received. The plan is for a contingency to be built into the budget. As far as financing options are concerned, it is recommended to move forward with FAP loans through the Oklahoma Water Resource board as the City has used in the past. FAP loans are a more expensive form of financing than SRF (drawdown) loans that the City has also utilized, but SRF loans require the projects to comply with BABA (Build America Buy America) requirements which are not present with the FAP loans. BABA requires all federally funded projects to use materials produced in the United States to include iron, steel, and all other construction materials. Because of these requirements, projects funded by SRF loans will have added risk and drive-up project costs. FAP loans look to be the best value for the rate payer. For this last piece of the Water Treatment Plant project, a previous City Council chose to extend the project over multiple phases instead of doing it all at once, at the time, bids for the entire project if completed at once were about $250 million. Rate increases have been phased in over time to reduce the overall impact of project costs. To move forward with financing, a project must be bid out. This is the final phase of the Water Treatment Plant expansion and will increase total gallons per day from about 12 million to 30 million.

Chairman VanderHamm asks if this will get us out of future Oklahoma City water purchases. Kris states that yes, it will eventually get us away from the water purchases from Oklahoma City. This will allow Edmond to have local control of water supply instead of relying on another city that

sees Edmond as a customer, and not a partner. In Oklahoma City's eyes, the citizens of Oklahoma City come first, and Edmond citizens are second priority [regarding water supply]. Kris goes on to say that we are currently paying over $1 million per year to Oklahoma City for water we don't even use.

Taylor Wilson asks whether the rate study includes the reduction in costs of the $1 million that we would no longer be paying to Oklahoma City. Kris responds that no, it doesn't because the Water Treatment Plant would need to come online before Edmond can cut off the $1 million agreement with Oklahoma City.

Chairman VanderHamm mentions that the discussion has always been, what does Edmond need. An added benefit would be that the City does not have to rely on Oklahoma City with the main driver being that the City can service its own citizens and their increasing needs.

Kris goes on to mention that it has been a long discussion to get here, but the City is now at a point where it can move forward and there is no obligation until the project is sent out for bid.

Taylor Wilson asks for confirmation that the assumption is to use FAP financing. Kris replies yes.

Allan passed out a handout with proposed schedule with several events taking place over the next few months and culminating with the closure of the FAP issuance with Oklahoma Water Resource Board and award of construction bid both taking place in early-to-mid July. Regarding the financing options, Allan mentions that in the earlier phases of the Water Treatment Plant Project it was decided to utilize FAP funding. He says from an engineering standpoint the financing terms mattered, and it was decided to utilize FAP funding because the project wouldn't have to comply with BABA. At the time of the earlier phases, it was difficult to source some of the materials needed to complete the projects from American manufacturers and in some cases, it is still difficult to source the needed materials.

Rick McCune asked what the rate difference is between the FAP and SRF loans. Allan answered by saying it varies on any given day and Chris replied that it's treated more as an add-on.

Allan goes on by saying that the cost of the project could be between 12-17% higher to follow BABA requirements with an SRF loan versus a FAP loan. Contractors generally don't want to bid on projects that have federal funding because of the unknowns with costs of BABA requirements and materials sourcing. Because of this, it could lead to less bids versus FAP where these requirements are not part of the construction. Allan also recalled an example where a city almost finished a project but had to wait for final completion because a part was not manufactured in the US and couldn't finish the project. Allan also adds that the City previously used the SRF loans as a gold standard, but since the BABA requirements their usage has become less common with Edmond and other Cities, since that time FAP has become much more common form of borrowing.

Councilmember Watterson asked if we have the option to borrow partially through SRF and the remainder through FAP. Allan answers by saying no, borrowing some federal dollars means the whole project would be subject to the BABA requirements.

Taylor Wilson asked from a financing perspective, would a rate increase be necessary to repay the loans and stay within borrowing ratios. Allan says that the City would meet current required ratios without a rate increase, but it would be tight and cuts would likely need to be made.

Taylor followed up by asking what the current assumption is on principal borrowing. Allan says they would ask the OWRB for a not to exceed amount of $425 million and true up the final number after receipt of bids. Taylor asked if $350 million or $425 million estimate was used for the rate study calculation. Chris says the final cost of the project could be $350 million or $425 million, it just depends on the bids, but that the estimate is in the ballpark.

Taylor also asked if the coverage ratio is good enough to provide adequate reserves and work through the debt service. Chris says that the City could borrow way more money than it could afford. It would depend on what the City has available, and the calculation is based on if the City didn't pay its other bills. Chris says the City has a coverage ratio of over 1.5 times. If the coverage ratio was 1.4 times or lower a reserve fund would be required. Taylor asked what the collateral is on the loan. Chris replied that it's a junior pledge. Junior lien + 0.75% sales tax.

Chairman VanderHamm asked if any contractors have been contacted to get an idea of the cost. Kris Neifing said yes, a few have been contacted and they believe at least two contractors are tracking aggressively.

Councilmember Watterson asked whether water rates need to be approved because the coverage ratios are already met. Asks if the rates can be reviewed after the project has been bid out. Kris Neifing says that the change would be significant if the City doesn't get out ahead of it. Watterson asks what the issue is by going ahead and getting bids. Will Huggins in the water department mentioned that there are only 30 days after receiving bids that it must either be re-bid or awarded. That 30-day window could be extended with contractor approval, but it's recommended to approve rate changes beforehand so there are no issues with the potential for bid expiration.

Councilmember Watterson asked if the board had a choice. Allan says that this is not final approval, but rather just approval to move forward with bidding a not to exceed amount of $425 million. Taylor asked if this committee had the authority to vote on that. Chairman VanderHamm said that have the authority to approve the bidding of the project, but final approval would come from City Council.

Motion by Mayor Nash and seconded by Rick McCune to provide authorization and proceed with bidding the WTP-01C project not to exceed $425MM. Motion carried as follows:

YES: Chairman VanderHamm, Mayor Nash, Councilmember Watterson, Rick McCune, and Taylor Wilson.

NO: None.

7. **Discussion Regarding Post-Year Review of FY2024-2025 Budget vs. Actuals, Including Budget Amendments Adopted Throughout the Fiscal Year.**

Kathy Panas thanked Matt Newcomb for his work on this report. She mentions that each basket came in under current budget. This report can also be drilled down on to view what wraps up into the numbers presented. Budget amendments were about $300 million, most of which were Water Department items.

Councilmember Watterson appreciated the details but is more interested in looking at the current year (item #8 on the agenda).

No action needed, discussion only.

8. **Discussion Regarding FY26 Mid-Year Budget to Actual Reports, December 2025 Sales & Use Tax Summaries, and Debt Detail Report.**

Councilmember Watterson mentions that he's not sure if budgeting is done by month, quarter, or fiscal year. If more than half of what was budgeted has already been spent at the midpoint of the year, then that's a problem, but notes that some items are not linear in how they're expensed, some things are purchased early or late in the year. Kathy Panas mentions that budgeting by year, but cash flow analyses are performed every month to ensure the City has enough cash on hand.

Matt Newcomb discusses that this is mostly a plan indicator and that the focus is on taxes and other recurring monthly expenses as linear items on the budget.

Councilmember Watterson asks if the directors are doing monthly spreads on their budget. Kathy responds by saying that with capital outlay, sometimes the projects don't even get started. As each director goes through the year they should watch and see changes in their budget and that if they start going over budget, they should look to make cuts. If no cuts can be made, they need to plan to go to council for a budget amendment.

Taylor Wilson says this is actual cash, quasi-accrued, but not encumbered. Chairman VanderHamm agrees and says that this is what has been paid but not necessarily encumbered.

Councilmember Watterson mentions that one of the things that comes to mind is IT contracts for things like software. Kathy says that there is a purchase order to pay for it, but until it's paid, it doesn't show up as actuals. She uses our external auditing firm of HSPG as an example, this is encumbered at the beginning of the year but not paid until closer to the end of the year.

Councilmember Watterson is surprised that with a budget of $872 million that budgeting is not done monthly. Mayor Nash responds by asking if the new budget software (Questica) gives the City the ability to budget monthly. Matt Newcomb responds by saying that it does, but will require learning, training, and time to get to that point.

Mayor Nash says that the State went through this about 20 years ago and that they budget quarterly, but that individual agencies can budget monthly. Councilmember Watterson says that quarterly budgeting would be a good 1st step and would like to have a plan to date as a starting point and that the departments need to provide that. Mayor Nash states that when he worked with different agencies, they would break the budgets down by largest items if they struggled with quarterly budget. Councilmember Watterson says he would like to begin doing that and that the departments should have several linear assumptions, like staff costs.

Chairman VanderHamm says this this report is done quarterly and given to staff. Rick McCune asks if directors are considering the big one-time items in their budgets and Chairman VanderHamm says yes.

Kris Neifing, director of Water Resources, chimed in to say that some of their expenses are linear and that one would assume the revenues would be linear as well, but they can be all over the place. Expenses can be all over the place as well and some of these can be hard to track. He does look at Profit and Loss reports regularly to see where the trend is, but it can be skewed with expenses at the beginning of the year. Mayor Nash responds by saying this is all part of budgeting. Some months you might be ahead and some you might be running below, but when it gets to Q3 or Q4 special attention needs to be paid to make sure expenses are kept below revenues. He goes on to say that one of the main reasons the City began using Questica is because it can manage it more effectively and that budget managers need to be in a point of managing their budgets themselves so there aren't any budget issues at year-end.

Chairman VanderHamm says that as a former director, Questica will help move things in the right direction. When he was a director, he would look at Profit and Loss reports for the department as frequently as every week to see where he was in the year, but also to monitor encumbrances, as those were the commitments for the remainder of the year.

Kris Neifing replies by saying that when he looks at Profit and Loss reports he might already be at 95% for the year because it includes encumbrances, so he often must back those out to get a better picture of some of his expenses. Councilmember Watterson mentions that this is how big companies handle this. They consider their large purchases. Taylor Wilson suggests experimenting with the encumbered portion as Chairman VanderHamm stated. Taylor also mentioned that he likes the sheet and the detail it provides.

Councilmember Watterson appreciates the new report that is being sent out regarding sales/use tax, budget, and debt as it's helpful to get a solid view of where things stand.

Taylor Wilson also states that a change in the trend of sales/use tax might be occurring. He goes on to say that there might still be structural issues with the math equation (regarding budgeting and tax collections), but that the potential trend change is encouraging.

No action needed, discussion only.

9. **Discussion of Items for Future Meetings.**

Councilmember Watterson mentions that this list looks complete, but that an item should be added for the Debt Policy as a future item for discussion and consideration after today's meeting. He also suggested trying to knock out two items at a time during our future meetings.

Taylor Wilson suggested that starting with Capital Plan and Franchise Fees would be ideal and Mayor Nash agreed. Taylor also mentioned that he believed the franchise fees collections might not be correct and would appreciate a deeper discussion regarding that topic.

After further discussion, it was mentioned that the Capital Plan and Performeter would be appropriate topics for the next meeting and to bring the Franchise fee item to the committee during the May committee meeting.

No action needed, discussion only.

10. **Citizen Comments.**

None.

11. **Comments from the Finance / Audit Committee Chair and Members.**

Chairman VanderHamm –Glad to be back.

Mayor Nash – Glad Ross is back.

Councilmember Watterson – None.

Board Member Rick McCune – None.

Board Member Wilson – None.

12. **Adjournment.**

Motion by Mayor Nash, seconded by Councilmember Watterson to adjourn, motion carried as follows:

YES: Chairman VanderHamm, Mayor Nash, Councilmember Watterson, Rick McCune, and Taylor Wilson.

NO: None

The meeting was adjourned at 10:13 a.m.

Finance / Audit Committee **3.**

Meeting Date: 04/16/2026

Submitted By: Ethan Davis, Finance

Item

Consideration of Accepting the City Treasurer's Month-End Pooled and Trustee Investment Reports for March 2026.

Background

Pooled Portfolio: The market value of the pooled portfolio increased by $8,418,585.60 during the month. The increase was primarily attributable to approximately $14 million in securities that matured on February 28 and were delivered on March 2, which caused February's balance to be understated by a corresponding amount. The increase was partially offset by $6,042,678.06 in debt service payments made from the pooled holdings for OWRB notes still in the drawdown phase, as detailed below:

2020D (Water) - $750,000.00 (P) + $224,551.92 (I) + $46,784.46 (Admin Fees) = **$1,021,336.38**
2022A (Water) - $2,333,333.33 (P) + $1,286,313.25 (I) + $267,982.00 (Admin Fees) = **$3,887,628.58**
2024A (Wastewater) - $500,000.00 (P) + $48,407.40 (I) + $14,492.83 (Admin Fees) = **$562,900.23**
2024B (Water) – $0.00 (P) + $257,221.21 (I) + $46,430.91 (Admin Fees) = **$303,652.12**
2024D (Water) - $155,583.33 (P) + $94,722.86 (I) + $16,854.56 (Admin Fees) = **$267,160.75**

Trustee Portfolio: The market value of the trustee portfolio decreased by $7,774,586.33 during the month. This decrease reflects debt service transfers and interest earnings totaling $3,578,035.00 offset by $1,926,761.04 in project expenses, $2,876.70 in bank fees, and $9,422,983.59 in debt service payments, as detailed below:

Transfer-In: **$3,148,681.15**
Interest Earned: **$429,353.85**

Project Expenses:
2023A Bond – Crossland Construction pay app #19 (B2500002): **$608,867.90**
2023A Bond – Building and Earth Sciences pay app #14 (B2500004): **$3,145.50**
2024 Bond – Virginia Transformer Corp pay app #4 (B2500007): **$26,092.40**
2024 Bond – Anixter power solutions pay app #1 (B2500008): **$785,338.00**
2024 Bond – Burns & McDonnell Engr company #2 (B2500011): **$97,807.50**
2024 Bond – Midwest Wrecking Co. pay app #1 (B2600015): **$37,250.00**
2024C FAP – Archer Western Construction pay app #15 (P2500150): **$368,259.74**

Bank Fees:
BOK - **$1,666.70**
BONY - **$1,210.00**

Debt Service Payments:
2023A (CIP) - $1,050,000 (P) + $676,690.50 (I) = **$1,726,690.50**
2023B (CIP) - $960,000 (P) + $657,900.88 (I) = **$1,617,900.88**
2023C (CIP) - $270,000 (P) + $232,323.00 (I) = **$502,323.00**
2018 (Water) – $402,581.19 (P) + $177,133.28 (I) + $37,528.24 (Admin Fees) = **$617,242.71**

2020C (Water) – $516,629.67 (P) + $263,515.57 (I) + $89,631.15 (Admin Fees) = **$869,776.39**
2020A (Wastewater) – $169,356.34 (P) + $61,433.43 (I) + $27,924.29 (Admin Fees) = **$258,714.06**
2020B (Water) – $256,675.15 (P) + $133,918.55 (I) + $46,499.49 (Admin Fees) = **$437,093.19**
2022B FAP (Water) – $0.00 (P) + $1,817,702.86 (I) = **$1,817,702.86**
2024C FAP (Water) – $0.00 (P) + $1,575,540 (I) = **$1,575,540.00**

Time Frame

Issue

Recommendations

Action Needed

Public Notification

Attachments

COE March Pooled Report
COE March Trustee Report

CITY OF EDMOND, OK
MONTHLY INVESTMENT REPORT
Pooled Investments
03-31-2026

In accordance with the City of Edmond's investment policy, the City is required to have City Council approved investment policies, defining authorized investments which are limited to those allowed by the Oklahoma State Statute 62. Monthly reports are to be presented to the City Council to disclose the book and market values of the investments and to demonstrate compliance with the approved policy.

The City of Edmond is in compliance with the adopted policy and Oklahoma State Statute. All investments purchased meet the four basic tenets of the investment policy – legality is first, followed by investment safety, liquidity, and yield.

Asset Class	Face Amount/Shares	Market Value	Book Value	% of Portfolio	YTM @ Cost	Days To Maturity
Bank of Oklahoma - Securities	318,000,000.00	316,955,737.39	314,824,668.91	79.82	3.92	263
CDARS Program	42,145,845.14	42,145,845.14	42,145,845.14	10.69	4.02	209
Checking Accounts (BOK Operating)	15,602,445.46	15,602,445.46	15,602,445.46	3.96	1.80	1
Money Market	21,826,104.73	21,826,104.73	21,826,104.73	5.53	3.56	1
Total / Average	**397,574,395.33**	**396,530,132.72**	**394,399,064.24**	**100.00**	**3.83**	**232**

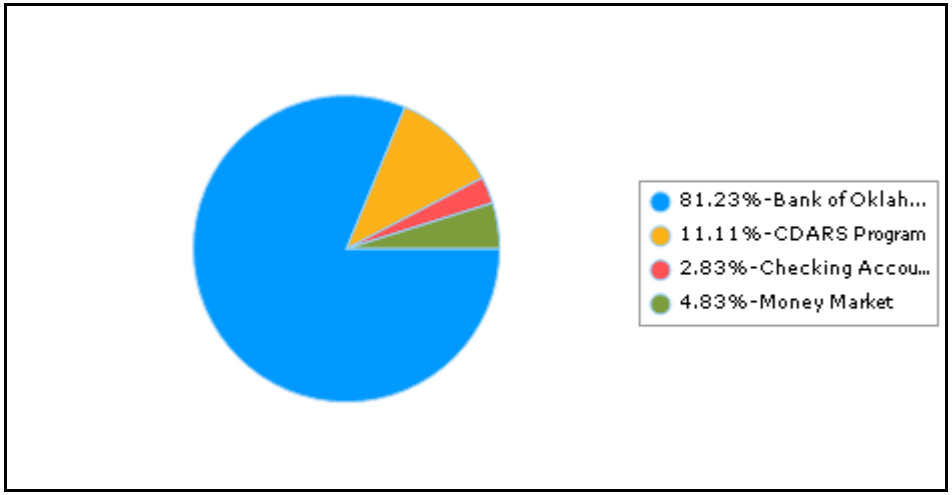
City of Edmond
Distribution by Asset Class - Market Value
Report Group | Pooled Investments

Begin Date: 2/28/2026, End Date: 3/31/2026

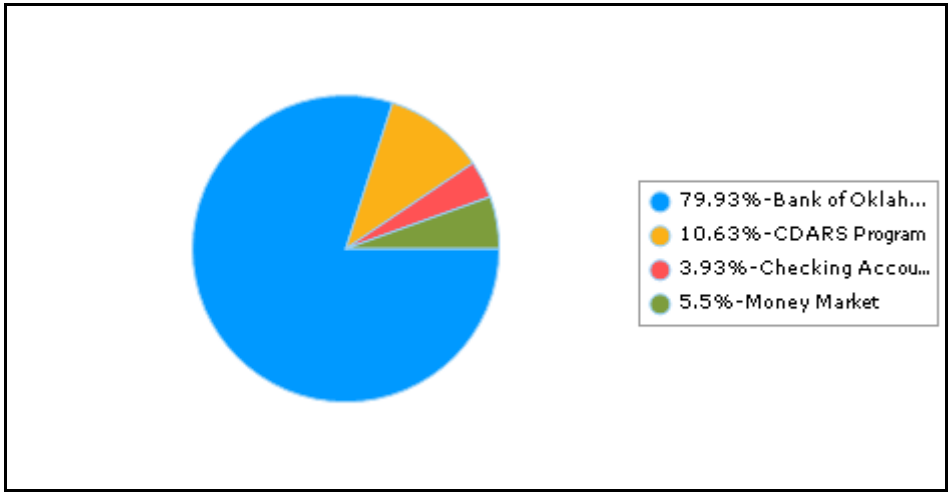
Asset Class Allocation

Asset Class	Market Value 2/28/2026	% of Portfolio 2/28/2026	Market Value 3/31/2026	% of Portfolio 3/31/2026
Bank of Oklahoma - Securities	315,276,479.91	81.23	316,955,737.39	79.93
CDARS Program	43,115,234.88	11.11	42,145,845.14	10.63
Checking Accounts (BOK Operating)	10,967,745.77	2.83	15,602,445.46	3.93
Money Market	18,752,086.56	4.83	21,826,104.73	5.50
Total / Average	**388,111,547.12**	**100.00**	**396,530,132.72**	**100.00**

Portfolio Holdings as of 2/28/2026



Portfolio Holdings as of 3/31/2026



Bank of Oklahoma - Securities represented in detail by Broker/Dealer on page 7.

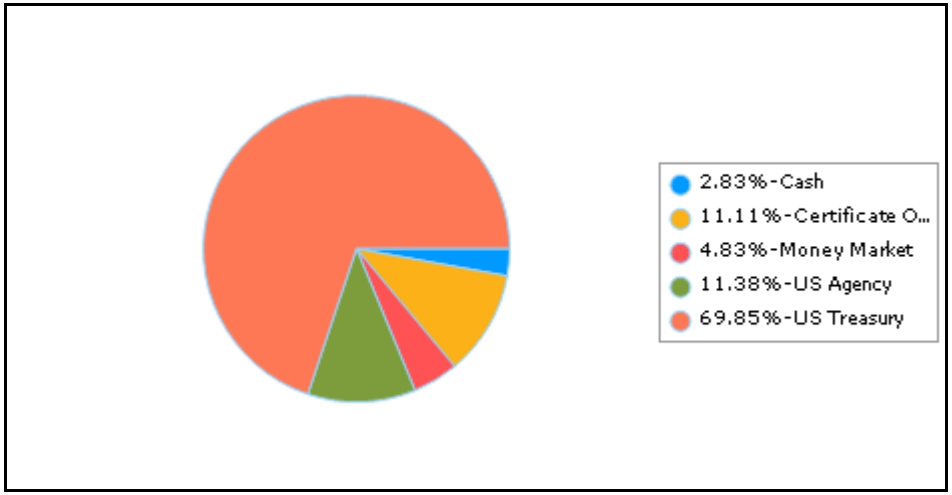
City of Edmond
Distribution by Security Sector - Market Value
Report Group | Pooled Investments

Begin Date: 2/28/2026, End Date: 3/31/2026

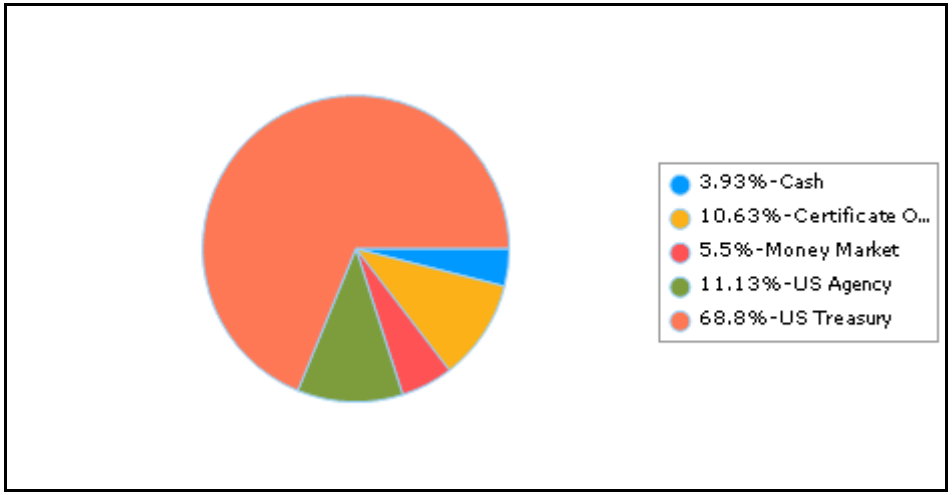
Security Sector Allocation

Security Sector	Market Value 2/28/2026	% of Portfolio 2/28/2026	Market Value 3/31/2026	% of Portfolio 3/31/2026
Cash	10,967,745.77	2.83	15,602,445.46	3.93
Certificate Of Deposit	43,115,234.88	11.11	42,145,845.14	10.63
Money Market	18,752,086.56	4.83	21,826,104.73	5.50
US Agency	44,185,426.99	11.38	44,125,283.70	11.13
US Treasury	271,091,052.92	69.85	272,830,453.69	68.80
Total / Average	**388,111,547.12**	**100.00**	**396,530,132.72**	**100.00**

Portfolio Holdings as of 2/28/2026



Portfolio Holdings as of 3/31/2026



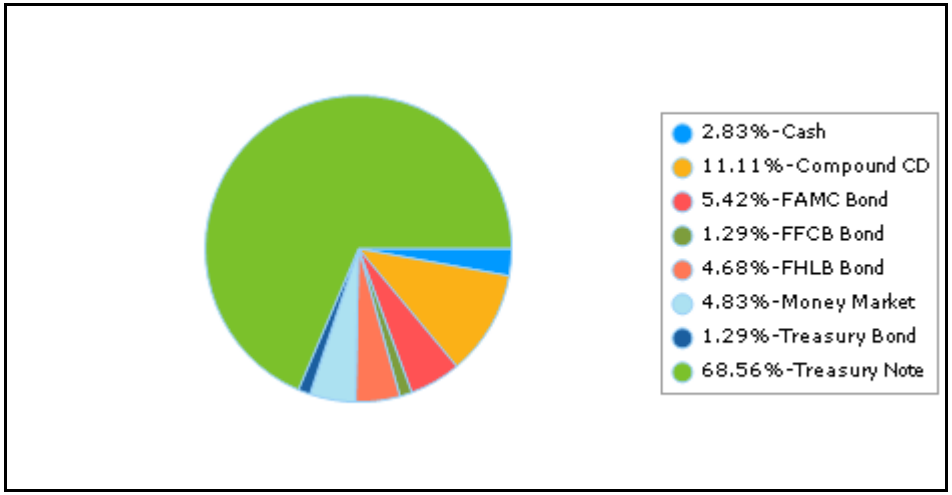
City of Edmond
Distribution by Security Type - Market Value
Report Group | Pooled Investments

Begin Date: 2/28/2026, End Date: 3/31/2026

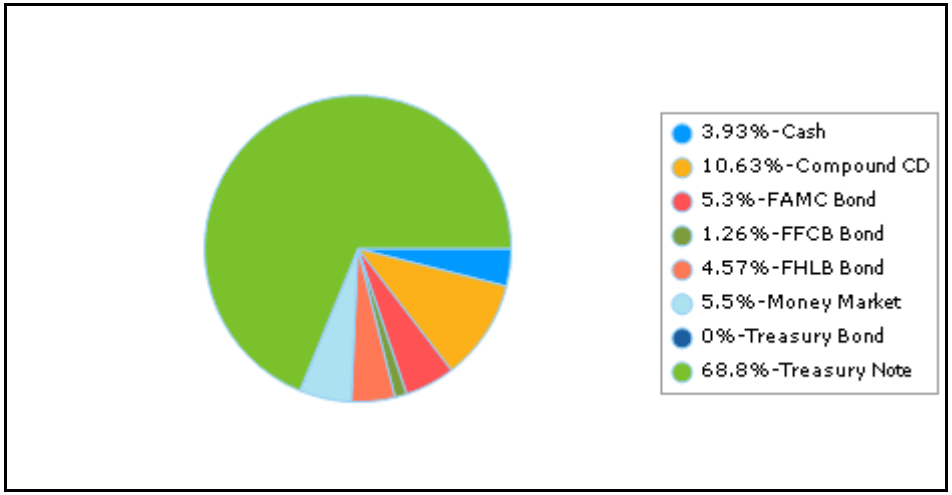
Security Type Allocation

Security Type	Market Value 2/28/2026	% of Portfolio 2/28/2026	Market Value 3/31/2026	% of Portfolio 3/31/2026
Cash	10,967,745.77	2.83	15,602,445.46	3.93
Compound CD	43,115,234.88	11.11	42,145,845.14	10.63
FAMC Bond	21,040,107.20	5.42	21,011,234.86	5.30
FFCB Bond	4,991,620.85	1.29	4,993,291.40	1.26
FHLB Bond	18,153,698.94	4.68	18,120,757.44	4.57
Money Market	18,752,086.56	4.83	21,826,104.73	5.50
Treasury Bond	5,001,478.30	1.29	0.00	0.00
Treasury Note	266,089,574.62	68.56	272,830,453.69	68.80
Total / Average	**388,111,547.12**	**100.00**	**396,530,132.72**	**100.00**

Portfolio Holdings as of 2/28/2026



Portfolio Holdings as of 3/31/2026

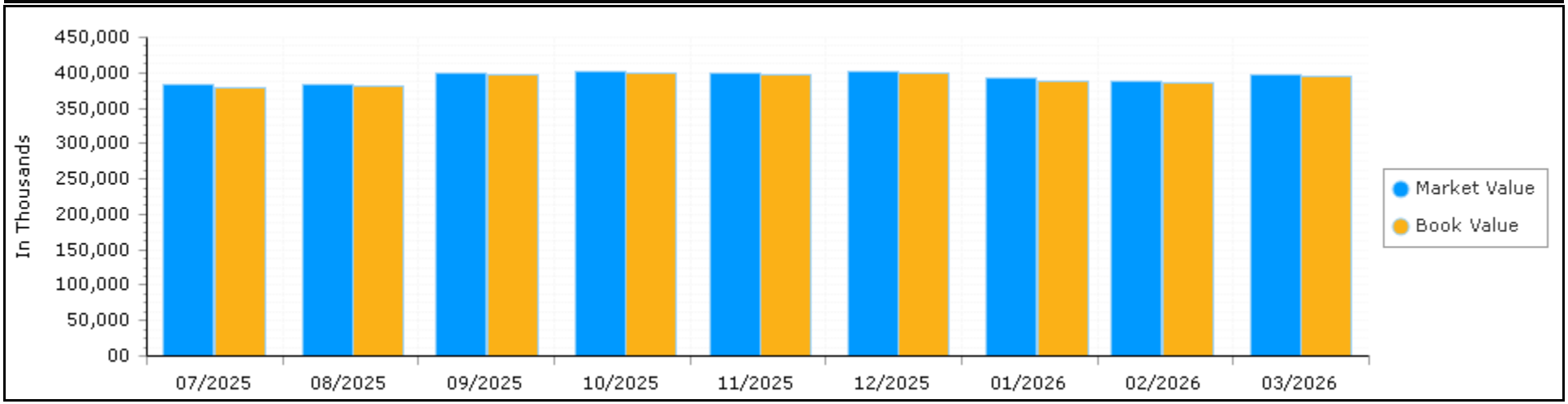


City of Edmond
Portfolio Summary by Month
Report Group | Pooled Investments

Begin Date: 7/31/2025, End Date: 3/31/2026

Month	Market Value	Book Value	Unrealized Gain/Loss	YTM @ Cost	YTM @ Market	Duration	Days To Maturity
7/31/2025	382,415,596.43	379,317,232.02	3,098,364.41	4.34	4.15	0.65	240
8/31/2025	383,649,939.87	380,180,630.84	3,469,309.03	4.30	4.02	0.64	236
9/30/2025	400,159,655.78	396,758,941.73	3,400,714.05	4.18	3.87	0.61	227
10/31/2025	401,918,545.16	398,517,669.18	3,400,875.98	4.12	3.76	0.64	236
11/30/2025	398,876,579.16	396,058,640.07	2,817,939.09	4.06	3.77	0.67	243
12/31/2025	402,103,886.52	399,459,502.41	2,644,384.11	3.98	3.63	0.68	249
1/31/2026	391,727,209.57	389,142,022.31	2,585,187.26	3.92	3.61	0.68	247
2/28/2026	388,111,547.12	385,304,454.17	2,807,092.95	3.90	3.59	0.66	237
3/31/2026	396,530,132.72	394,399,064.24	2,131,068.48	3.83	3.70	0.66	233
Total / Average	**393,943,676.93**	**391,015,350.77**	**2,928,326.15**	**4.07**	**3.79**	**0.65**	**239**

Market Value / Book Value Comparison



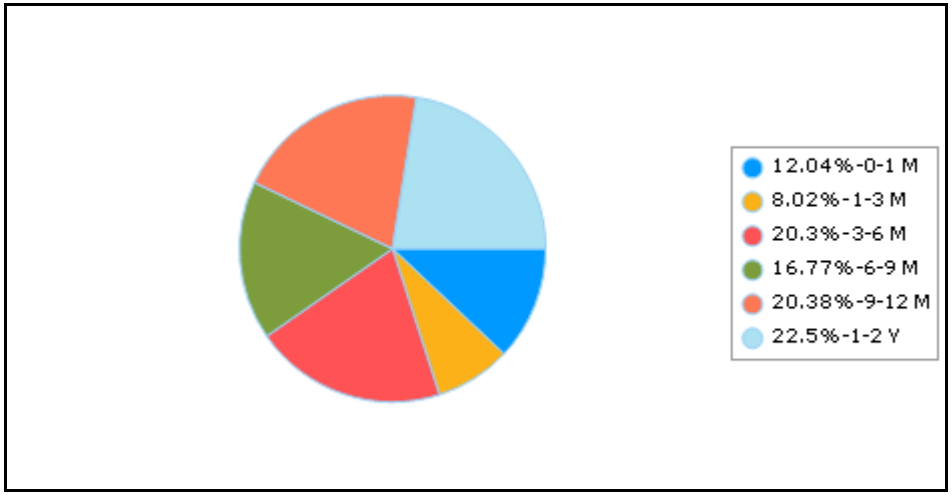
City of Edmond
Distribution by Maturity Range - Market Value
Report Group | Pooled Investments

Begin Date: 2/28/2026, End Date: 3/31/2026

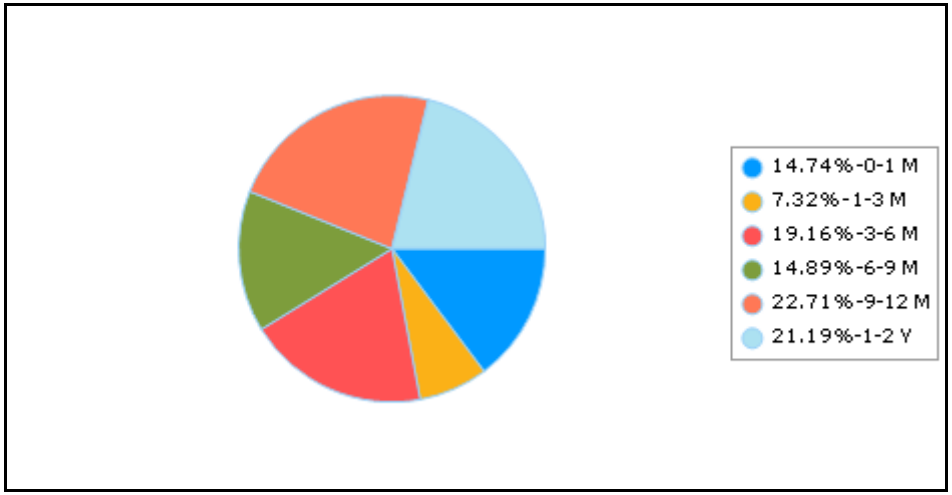
Maturity Range Allocation

Maturity Range	Market Value 2/28/2026	% of Portfolio 2/28/2026	Market Value 3/31/2026	% of Portfolio 3/31/2026
0-1 Month	46,709,475.66	12.04	58,435,499.98	14.74
1-3 Months	31,119,120.50	8.02	29,018,875.45	7.32
3-6 Months	78,773,116.88	20.30	75,959,057.98	19.16
6-9 Months	65,087,522.78	16.77	59,053,689.16	14.89
9-12 Months	79,102,205.42	20.38	90,033,763.98	22.71
1-2 Years	87,320,105.88	22.50	84,029,246.17	21.19
Total / Average	**388,111,547.12**	**100.00**	**396,530,132.72**	**100.00**

Portfolio Holdings as of 2/28/2026



Portfolio Holdings as of 3/31/2026



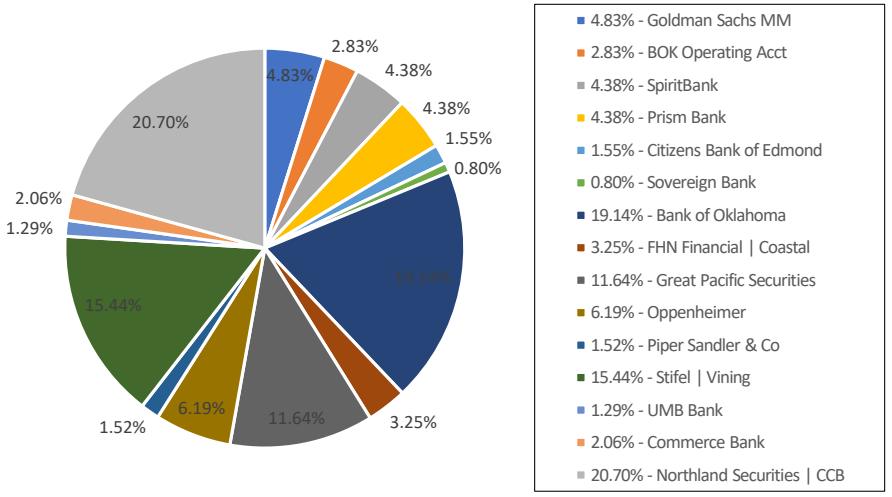
City of Edmond
Distribution by Broker/Dealer - Market Value
Report Group | Pooled Investments

Begin Date: 2/28/2026, End Date: 3/31/2026

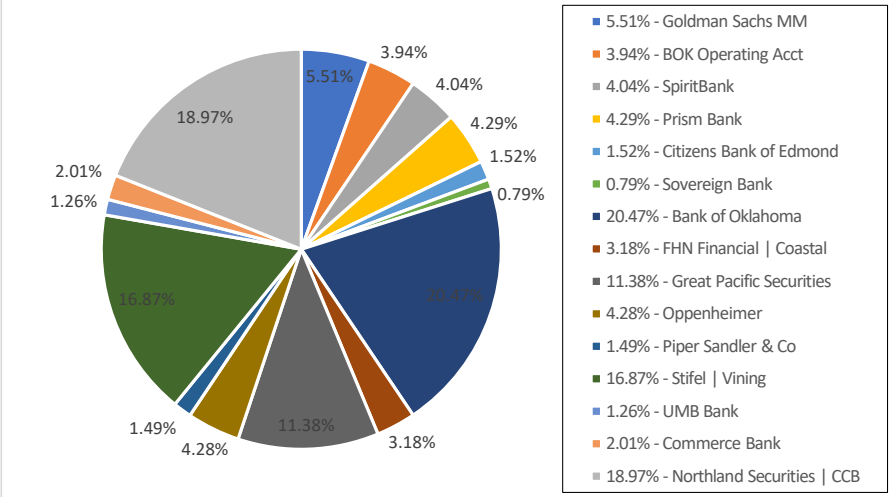
Broker/Dealer Allocation

Dealer	Market Value 2/28/2026	% of Portfolio 2/28/2026	Market Value 3/31/2026	% of Portfolio 3/31/2026
Liquid Assets				
Goldman Sachs MM	18,752,086.56	4.83	21,826,104.73	5.51
BOK Operating Acct	10,967,745.77	2.83	15,602,445.46	3.94
CDARS				
SpiritBank	17,000,000.00	4.38	16,000,000.00	4.04
Prism Bank	17,000,000.00	4.38	17,000,000.00	4.29
Citizens Bank of Edmond	6,014,998.72	1.55	6,034,427.55	1.52
Sovereign Bank	3,100,236.16	0.80	3,111,417.59	0.79
Securities				
Bank of Oklahoma	74,296,555.86	19.14	81,178,511.03	20.47
FHN Financial | Coastal	12,621,098.94	3.25	12,624,859.80	3.18
Great Pacific Securities	45,157,124.90	11.64	45,117,875.75	11.38
Oppenheimer	24,020,401.95	6.19	16,979,453.15	4.28
Piper Sandler & Co	5,902,425.72	1.52	5,917,133.52	1.49
Stifel | Vining	59,932,138.42	15.44	66,910,273.83	16.87
UMB Bank	5,015,087.90	1.29	5,010,625.00	1.26
Commerce Bank	7,976,195.32	2.06	7,983,043.76	2.01
Northland Securities | CCB	80,355,450.90	20.70	75,233,961.55	18.97
Total / Average	**388,111,547.12**	**100.00**	**396,530,132.72**	**100.00**

Portfolio Holdings as of 2/28/2026



Portfolio Holdings as of 3/31/2026



City of Edmond
Portfolio Holdings by Portfolio Name
Report Group | Pooled Investments

Date: 3/31/2026

Description CUSIP	Face Amount / Shares	Settlement Date YTM @ Cost	Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
Pooled Investments - Bank of Oklahoma								
FAMC 3.56 4/26/2027		12/26/2025	7,000,000.00	99.60	6,972,280.42	1.77%	NR	391
31424W5U2	7,000,000.00	3.56	7,000,000.00	3.94	67,837.78	-27,719.58	NR	1.05
FAMC 3.7 7/20/2027		3/20/2026	7,000,000.00	99.99	6,999,314.77	1.77%	NR	476
31428JED5	7,000,000.00	3.70	7,000,000.00	3.71	7,913.89	-685.23	NR	1.28
FAMC 4.68 12/7/2026		6/7/2024	7,000,000.00	100.57	7,039,639.67	1.77%	NR	251
31424WJY9	7,000,000.00	4.68	7,000,000.00	3.82	103,740.00	39,639.67	NR	0.67
FFCB 3.14 7/2/2026		1/15/2025	4,914,683.55	99.87	4,993,291.40	1.25%	S&P-AA+	93
3133EJTQ2	5,000,000.00	4.36	4,914,683.55	3.65	38,813.89	78,607.85	Moodys-Aaa	0.25
FHLB 4.625 9/11/2026		7/9/2025	5,030,335.89	100.39	5,019,361.00	1.28%	S&P-AA+	164
3130AWTQ3A	5,000,000.00	4.09	5,030,335.89	3.73	12,847.22	-10,974.89	Moodys-Aaa	0.44
FHLB 4.625 9/11/2026		7/3/2025	5,039,233.50	100.39	5,019,361.00	1.28%	S&P-AA+	164
3130AWTQ3	5,000,000.00	3.94	5,039,233.50	3.73	12,847.22	-19,872.50	Moodys-Aa1	0.44
FHLB 4.875 3/12/2027		5/22/2024	8,045,854.64	101.03	8,082,035.44	2.04%	S&P-AA+	346
3130B17G6	8,000,000.00	4.66	8,045,854.64	3.76	20,583.33	36,180.80	Moodys-Aaa	0.94
T-Note 0 2/15/2028		2/5/2025	4,387,350.00	93.12	4,655,890.00	1.11%	NR	686
912833RY8	5,000,000.00	4.37	4,387,350.00	3.83	0.00	268,540.00	NR	1.88
T-Note 0 5/15/2027		3/5/2025	6,430,690.00	95.91	6,713,700.07	1.63%	NR	410
912833PD6	7,000,000.00	3.90	6,430,690.00	3.75	0.00	283,010.07	NR	1.12
T-Note 0 5/15/2027		12/17/2025	6,663,720.00	95.91	6,713,700.07	1.69%	NR	410
912833PD6A	7,000,000.00	3.52	6,663,720.00	3.75	0.00	49,980.07	NR	1.12
T-Note 0 8/15/2026		2/20/2025	5,631,962.40	98.62	5,917,133.52	1.43%	NR	137
912833PA2	6,000,000.00	4.31	5,631,962.40	3.70	0.00	285,171.12	NR	0.38
T-Note 0 8/15/2027		2/12/2025	4,487,900.00	94.94	4,746,859.80	1.14%	NR	502
912833PE4	5,000,000.00	4.36	4,487,900.00	3.81	0.00	258,959.80	NR	1.38

City of Edmond
Portfolio Holdings by Portfolio Name
Report Group | Pooled Investments

Date: 3/31/2026

Description CUSIP	Face Amount / Shares	Settlement Date YTM @ Cost	Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
T-Note 0.625 7/31/2026		5/29/2025	5,760,234.38	98.97	5,938,153.14	1.46%	NR	122
91282CCP4	6,000,000.00	4.15	5,760,234.38	3.72	6,111.88	177,918.76	Moodys-Aa1	0.34
T-Note 0.75 5/31/2026		12/18/2024	7,609,895.44	99.50	7,959,687.52	1.93%	NR	61
91282CCF6A	8,000,000.00	4.25	7,609,895.44	3.77	19,945.06	349,792.08	Moodys-Aaa	0.17
T-Note 0.75 5/31/2026		4/16/2025	3,859,375.00	99.50	3,979,843.76	0.98%	NR	61
91282CCF6B	4,000,000.00	3.98	3,859,375.00	3.77	9,972.53	120,468.76	Moodys-Aaa	0.17
T-Note 0.75 5/31/2026		11/14/2024	6,631,406.25	99.50	6,964,726.58	1.68%	NR	61
91282CCF6	7,000,000.00	4.31	6,631,406.25	3.77	17,451.92	333,320.33	Moodys-Aaa	0.17
T-Note 1.125 10/31/2026		9/4/2025	7,760,312.50	98.48	7,878,000.00	1.97%	NR	214
91282CDG3	8,000,000.00	3.80	7,760,312.50	3.79	37,541.44	117,687.50	NR	0.58
T-Note 1.875 2/28/2027		1/23/2025	4,759,765.63	98.32	4,916,015.65	1.21%	NR	334
91282CEC1	5,000,000.00	4.29	4,759,765.63	3.76	7,897.42	156,250.02	Moodys-Aaa	0.91
T-Note 1.875 2/28/2027		11/14/2025	7,822,187.50	98.32	7,865,625.04	1.98%	NR	334
91282CEC1A	8,000,000.00	3.65	7,822,187.50	3.76	12,635.87	43,437.54	Moodys-Aa1	0.91
T-Note 2.625 5/31/2027		1/14/2026	3,951,560.00	98.64	3,945,781.24	1%	NR	426
91282CET4	4,000,000.00	3.53	3,951,560.00	3.82	34,903.85	-5,778.76	Moodys-Aa1	1.15
T-Note 3.75 4/15/2026		11/27/2024	7,934,375.00	100.00	7,999,946.80	2.01%	NR	15
91282CGV7A	8,000,000.00	4.37	7,934,375.00	3.70	137,637.36	65,571.80	Moodys-Aaa	0.04
T-Note 3.75 4/15/2026		7/31/2024	4,940,429.69	100.00	4,999,966.75	1.25%	Moodys-Aaa	15
91282CGV7	5,000,000.00	4.48	4,940,429.69	3.70	86,023.35	59,537.06	NR	0.04
T-Note 3.75 8/31/2026		3/12/2025	6,979,428.75	100.00	6,999,671.91	1.77%	NR	153
91282CLH2	7,000,000.00	3.96	6,979,428.75	3.75	22,112.77	20,243.16	Moodys-Aaa	0.42
T-Note 3.875 3/31/2027		11/26/2025	8,032,187.50	100.11	8,008,875.04	2.04%	NR	365
91282CMVOA	8,000,000.00	3.56	8,032,187.50	3.76	0.00	-23,312.46	Moodys-Aa1	0.99

City of Edmond
Portfolio Holdings by Portfolio Name
Report Group | Pooled Investments

Date: 3/31/2026

Description CUSIP	Face Amount / Shares	Settlement Date YTM @ Cost	Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
T-Note 3.875 3/31/2027		11/19/2025	8,027,500.00	100.11	8,008,875.04	2.04%	NR	365
91282CMVO	8,000,000.00	3.61	8,027,500.00	3.76	0.00	-18,624.96	Moodys-Aa1	0.99
T-Note 3.875 5/31/2027		1/22/2026	4,015,156.25	100.07	4,002,656.24	1.02%	NR	426
91282CNE7	4,000,000.00	3.58	4,015,156.25	3.81	51,524.73	-12,500.01	Moodys-Aa1	1.14
T-Note 3.875 7/31/2027		3/25/2026	6,996,718.75	100.04	7,002,460.92	1.77%	NR	487
91282CNP2	7,000,000.00	3.91	6,996,718.75	3.85	44,209.25	5,742.17	Moodys-Aa1	1.31
T-Note 4.125 1/31/2027		10/15/2025	7,047,788.23	100.31	7,021,738.29	1.79%	NR	306
91282CMH1A	7,000,000.00	3.58	7,047,788.23	3.74	47,061.46	-26,049.94	Moodys-Aa1	0.83
T-Note 4.125 1/31/2027		10/1/2025	8,047,440.00	100.31	8,024,843.76	2.04%	NR	306
91282CMH1	8,000,000.00	3.66	8,047,440.00	3.74	53,784.53	-22,596.24	Moodys-Aa1	0.83
T-Note 4.125 1/31/2027		10/29/2025	8,052,739.92	100.31	8,024,843.76	2.04%	NR	306
91282CMH1B	8,000,000.00	3.58	8,052,739.92	3.74	53,784.53	-27,896.16	Moodys-Aa1	0.83
T-Note 4.125 10/31/2026		7/30/2025	5,004,446.85	100.18	5,008,828.15	1.27%	NR	214
91282CLS8A	5,000,000.00	4.05	5,004,446.85	3.81	86,032.46	4,381.30	Moodys-Aa1	0.57
T-Note 4.125 10/31/2026		7/16/2025	5,003,000.00	100.18	5,008,828.15	1.27%	NR	214
91282CLS8	5,000,000.00	4.07	5,003,000.00	3.81	86,032.46	5,828.15	Moodys-Aa1	0.57
T-Note 4.125 2/15/2027		10/22/2025	7,053,593.75	100.31	7,021,875.00	1.79%	NR	321
91282CKA8	7,000,000.00	3.52	7,053,593.75	3.76	35,096.69	-31,718.75	Moodys-Aa1	0.87
T-Note 4.125 6/15/2026		4/30/2025	4,011,562.50	100.08	4,003,200.00	1.02%	NR	76
91282CHH7	4,000,000.00	3.86	4,011,562.50	3.70	48,049.45	-8,362.50	Moodys-Aaa	0.21
T-Note 4.25 12/31/2026		9/24/2025	7,047,578.13	100.35	7,024,609.41	1.79%	NR	275
91282CME8	7,000,000.00	3.69	7,047,578.13	3.76	73,964.09	-22,968.72	Moodys-Aa1	0.74
T-Note 4.375 12/15/2026		9/10/2025	7,060,703.13	100.42	7,029,440.11	1.79%	NR	259
91282CJP7	7,000,000.00	3.66	7,060,703.13	3.76	89,182.69	-31,263.02	Moodys-Aa1	0.7

City of Edmond
Portfolio Holdings by Portfolio Name
Report Group | Pooled Investments

Date: 3/31/2026

Description CUSIP	Face Amount / Shares	Settlement Date YTM @ Cost	Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
T-Note 4.375 7/31/2026		1/8/2025	5,007,226.56	100.21	5,010,625.00	1.27%	NR	122
91282CLB5	5,000,000.00	4.28	5,007,226.56	3.71	35,652.62	3,398.44	Moodys-Aaa	0.34
T-Note 4.375 7/31/2026		5/15/2025	7,019,624.01	100.21	7,014,875.00	1.78%	NR	122
91282CLB5A	7,000,000.00	4.13	7,019,624.01	3.71	49,913.67	-4,749.01	Moodys-Aaa	0.34
T-Note 4.375 8/15/2026		6/11/2025	3,007,627.44	100.21	3,006,421.89	0.76%	NR	137
91282CHU8A	3,000,000.00	4.15	3,007,627.44	3.78	15,953.04	-1,205.55	Moodys-Aa1	0.38
T-Note 4.375 8/15/2026		6/5/2025	3,011,250.00	100.21	3,006,421.89	0.76%	Moodys-Aa1	137
91282CHU8	3,000,000.00	4.05	3,011,250.00	3.78	15,953.04	-4,828.11	NR	0.38
T-Note 4.5 4/15/2027		12/10/2025	7,079,780.19	100.77	7,053,926.32	1.8%	NR	380
91282CKJ9	7,000,000.00	3.62	7,079,780.19	3.74	144,519.23	-25,853.87	Moodys-Aa1	1.01
T-Note 4.5 4/15/2027		12/31/2025	7,089,414.06	100.77	7,053,926.32	1.8%	NR	380
91282CKJ9A	7,000,000.00	3.47	7,089,414.06	3.74	144,519.23	-35,487.74	Moodys-Aa1	1.01
T-Note 4.625 10/15/2026		8/6/2025	5,043,750.00	100.45	5,022,632.80	1.28%	NR	198
91282CJC6	5,000,000.00	3.86	5,043,750.00	3.77	106,095.47	-21,117.20	Moodys-Aa1	0.53
T-Note 4.625 11/15/2026		8/27/2025	7,064,998.08	100.51	7,035,710.92	1.79%	NR	229
91282CJK8A	7,000,000.00	3.83	7,064,998.08	3.78	121,629.83	-29,287.16	Moodys-Aa1	0.61
T-Note 4.625 11/15/2026		8/13/2025	6,055,258.02	100.51	6,030,609.36	1.54%	NR	229
91282CJK8	6,000,000.00	3.86	6,055,258.02	3.78	104,254.14	-24,648.66	Moodys-Aa1	0.61
T-Note 4.625 6/15/2027		1/28/2026	4,056,875.00	100.94	4,037,500.00	1.03%	NR	441
91282CKV2	4,000,000.00	3.56	4,056,875.00	3.82	53,873.63	-19,375.00	Moodys-Aa1	1.18
T-Note 4.625 6/15/2027		2/26/2026	7,097,553.89	100.94	7,065,625.00	1.8%	NR	441
91282CKV2A	7,000,000.00	3.52	7,097,553.89	3.82	94,278.85	-31,928.89	Moodys-Aa1	1.18
T-Note 4.625 6/15/2027		3/11/2026	7,089,687.50	100.94	7,065,625.00	1.8%	NR	441
91282CKV2B	7,000,000.00	3.58	7,089,687.50	3.82	94,278.85	-24,062.50	Moodys-Aa1	1.18

City of Edmond
Portfolio Holdings by Portfolio Name
Report Group | Pooled Investments

Date: 3/31/2026

Description CUSIP	Face Amount / Shares	Settlement Date YTM @ Cost	Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
T-Note 4.625 6/30/2026		4/2/2025	6,045,000.00	100.22	6,013,031.28	1.53%	NR	91
91282CKY6	6,000,000.00	4.00	6,045,000.00	3.71	68,991.71	-31,968.72	NR	0.25
T-Note 4.625 6/30/2026		4/23/2025	4,031,250.00	100.22	4,008,687.52	1.02%	NR	91
91282CKY6A	4,000,000.00	3.94	4,031,250.00	3.71	45,994.48	-22,562.48	NR	0.25
T-Note 4.625 9/15/2026		6/18/2025	3,018,946.53	100.40	3,012,023.43	0.77%	NR	168
91282CHY0	3,000,000.00	4.09	3,018,946.53	3.73	6,032.61	-6,923.10	Moodys-Aa1	0.46
T-Note 4.875 4/30/2026		12/4/2024	8,065,312.50	100.09	8,007,036.24	2.04%	NR	30
91282CKK6	8,000,000.00	4.27	8,065,312.50	3.73	162,679.56	-58,276.26	NR	0.08
			314,824,668.91		**316,955,737.39**	**79.84%**		**263**
Sub Total Pooled Investments - Bank of Oklahoma	**318,000,000.00**	**3.92**	**314,824,668.91**	**3.76**	**2,590,159.08**	**2,131,068.48**		**0.71**
Pooled Investments - CDARS Program								
CDARS Citizens Bank of Edmond 3.797 2/4/2027		2/5/2026	6,034,427.55	100.00	6,034,427.55	1.53%	NR	310
1032683971	6,034,427.55	3.80	6,034,427.55	3.80	0.00	0.00	NR	0.83
CDARS Prism Bank 3.81 11/5/2026		11/6/2025	3,000,000.00	100.00	3,000,000.00	0.76%	NR	219
1032177006	3,000,000.00	3.81	3,000,000.00	3.81	46,064.38	0.00	NR	0.6
CDARS Prism Bank 3.86 12/3/2026		12/4/2025	3,000,000.00	100.00	3,000,000.00	0.76%	NR	247
1032336686	3,000,000.00	3.86	3,000,000.00	3.86	37,666.96	0.00	NR	0.68
CDARS Prism Bank 4.27 9/17/2026		9/18/2025	3,000,000.00	100.00	3,000,000.00	0.76%	NR	170
1031890035	3,000,000.00	4.27	3,000,000.00	4.27	69,219.28	0.00	NR	0.47
CDARS Prism Bank 4.41 7/23/2026		7/24/2025	5,000,000.00	100.00	5,000,000.00	1.27%	NR	114
1031565711	5,000,000.00	4.41	5,000,000.00	4.41	153,944.80	0.00	NR	0.31
CDARS Prism Bank 4.41 8/20/2026		8/21/2025	3,000,000.00	100.00	3,000,000.00	0.76%	NR	142
1031721233	3,000,000.00	4.41	3,000,000.00	4.41	81,923.66	0.00	NR	0.39
CDARS Sovereign Bank 4.239 5/21/2026		5/22/2025	3,111,417.59	100.00	3,111,417.59	0.79%	NR	51
1031215303	3,111,417.59	4.24	3,111,417.59	4.24	0.00	0.00	NR	0.14

City of Edmond
Portfolio Holdings by Portfolio Name
Report Group | Pooled Investments

Date: 3/31/2026

Description CUSIP	Face Amount / Shares	Settlement Date YTM @ Cost	Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
CDARS Spirit Bank 3.69 3/4/2027		3/5/2026	4,000,000.00	100.00	4,000,000.00	1.01%	NR	338
1032841712	4,000,000.00	3.69	4,000,000.00	3.70	10,932.73	0.00	NR	1.97
CDARS Spirit Bank 3.74 1/7/2027		1/8/2026	6,000,000.00	100.00	6,000,000.00	1.52%	NR	282
1032525047	6,000,000.00	3.74	6,000,000.00	3.74	51,243.04	0.00	NR	1.97
CDARS Spirit Bank 4.07 10/8/2026		10/9/2025	3,000,000.00	100.00	3,000,000.00	0.76%	NR	191
1032016312	3,000,000.00	4.07	3,000,000.00	4.07	30,256.77	0.00	NR	0.52
CDARS Spirit Bank 4.31 6/25/2026		6/26/2025	3,000,000.00	100.00	3,000,000.00	0.76%	NR	86
1031405374	3,000,000.00	4.31	3,000,000.00	4.26	32,050.25	0.00	NR	0.24
			42,145,845.14		**42,145,845.14**	**10.68%**		**209**
Sub Total Pooled Investments - CDARS Program	**42,145,845.14**	**4.02**	**42,145,845.14**	**4.02**	**513,301.87**	**0.00**		**0.84**
Pooled Investments - Liquid Assets								
Bank of Oklahoma - Operating Cash		11/2/2021	52,119.59	100.00	52,119.59	0.01%	None	1
BOK1996	52,119.59	1.85	52,119.59	1.85		0.00	None	0
Bank of Oklahoma - Operating Cash		8/3/2006	15,550,325.87	100.00	15,550,325.87	3.94%	NR	1
BOK6459	15,550,325.87	1.80	15,550,325.87	1.80		0.00	NR	0
Goldman Sachs MM		3/25/2022	21,826,104.73	100.00	21,826,104.73	5.53%	None	1
GOLDMANSACHS	21,826,104.73	3.56	21,826,104.73	3.56		0.00	None	0
			37,428,550.19		**37,428,550.19**	**9.48%**		**1**
Sub Total Pooled Investments - Liquid Assets	**37,428,550.19**	**2.83**	**37,428,550.19**	**2.83**		**0.00**		**0**
			394,399,064.24		**396,530,132.72**	**100.00%**		**232**
TOTAL PORTFOLIO	**397,574,395.33**	**3.83**	**394,399,064.24**	**3.70**	**3,103,460.95**	**2,131,068.48**		**0.66**

CITY OF EDMOND, OK
MONTHLY INVESTMENT REPORT
Trustee Investments
03-31-2026

In accordance with the City of Edmond's investment policy, the City is required to have City Council approved investment policies, defining authorized investments which are limited to those allowed by the Oklahoma State Statute 62. Monthly reports are to be presented to the City Council to disclose the book and market values of the investments and to demonstrate compliance with the approved policy.

The City of Edmond is in compliance with the adopted policy and Oklahoma State Statute. All investments purchased meet the four basic tenets of the investment policy – legality is first, followed by investment safety, liquidity, and yield.

Asset Class	Face Amount/Shares	Market Value	Book Value	% of Portfolio	YTM @ Cost	Days To Maturity
Bank of New York - Money Market	7,995,984.02	7,995,984.02	7,995,984.02	4.96	3.24	1
Bank of Oklahoma - Money Market	153,077,198.45	153,077,198.45	153,077,198.45	95.04	3.30	1
Total / Average	**161,073,182.47**	**161,073,182.47**	**161,073,182.47**	**100.00**	**3.30**	**1**

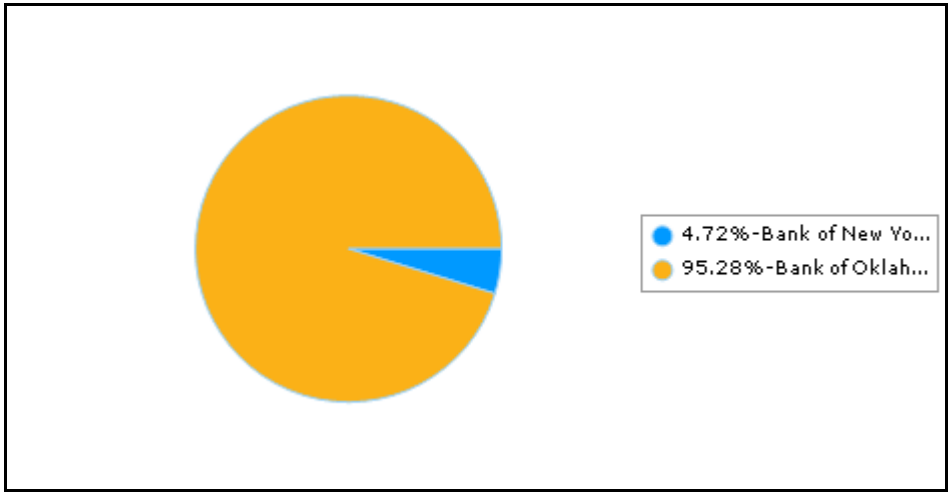
City of Edmond
Distribution by Asset Class - Market Value
Report Group | Trustee Investments

Begin Date: 2/28/2026, End Date: 3/31/2026

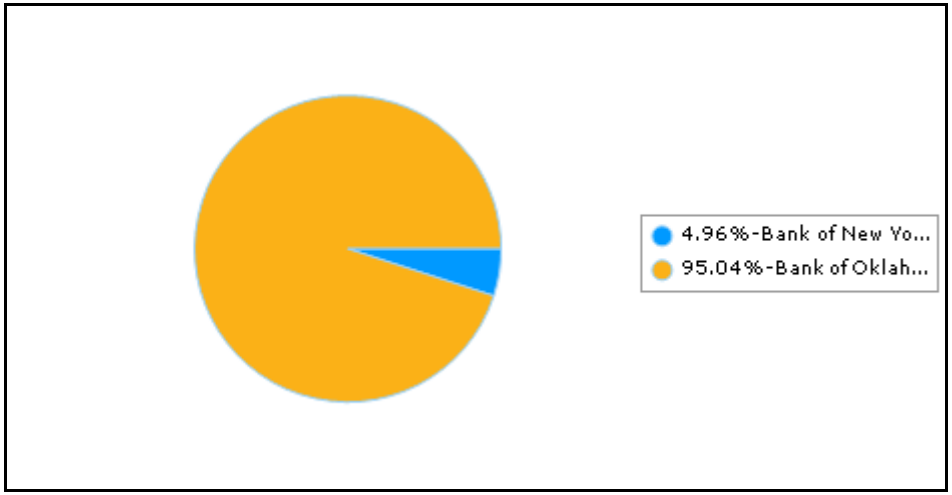
Asset Class Allocation

Asset Class	Market Value 2/28/2026	% of Portfolio 2/28/2026	Market Value 3/31/2026	% of Portfolio 3/31/2026
Bank of New York - Money Market	7,977,146.16	4.72	7,995,984.02	4.96
Bank of Oklahoma - Money Market	160,870,622.64	95.28	153,077,198.45	95.04
Total / Average	**168,847,768.80**	**100.00**	**161,073,182.47**	**100.00**

Portfolio Holdings as of 2/28/2026



Portfolio Holdings as of 3/31/2026



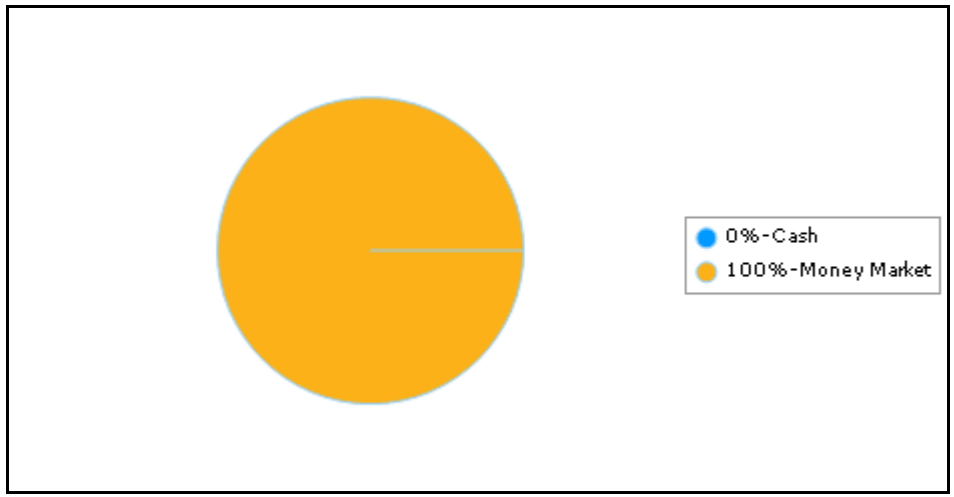
City of Edmond
Distribution by Security Sector - Market Value
Report Group | Trustee Investments

Begin Date: 2/28/2026, End Date: 3/31/2026

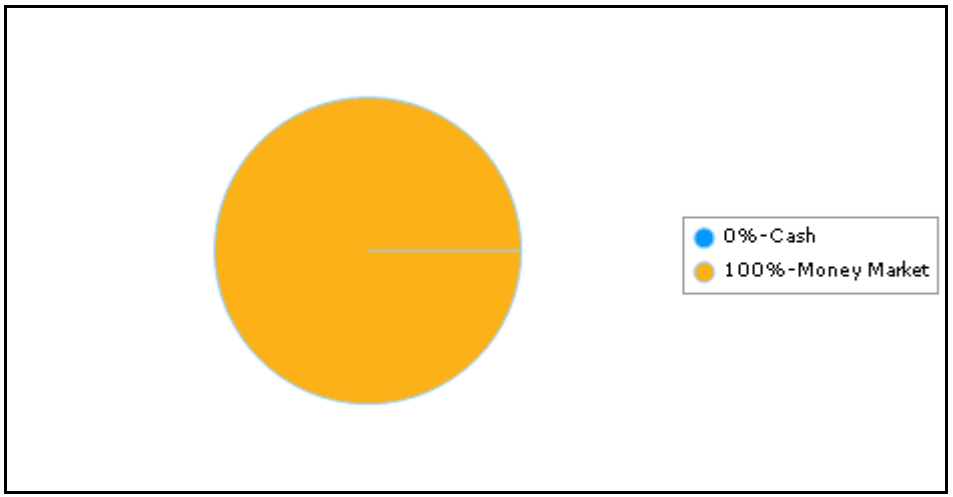
Security Sector Allocation

Security Sector	Market Value 2/28/2026	% of Portfolio 2/28/2026	Market Value 3/31/2026	% of Portfolio 3/31/2026
Cash	1.00	0.00	1.00	0.00
Money Market	168,847,767.80	100.00	161,073,181.47	100.00
Total / Average	**168,847,768.80**	**100.00**	**161,073,182.47**	**100.00**

Portfolio Holdings as of 2/28/2026



Portfolio Holdings as of 3/31/2026



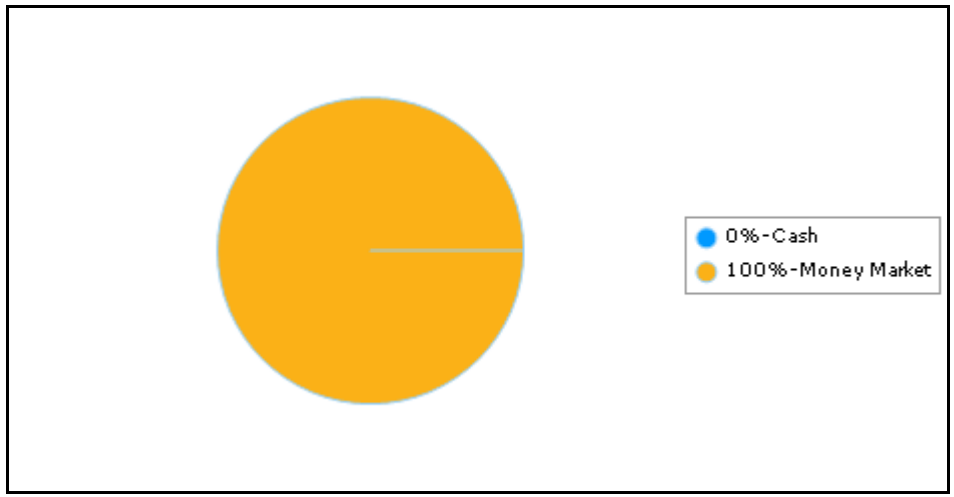
City of Edmond
Distribution by Security Type - Market Value
Report Group | Trustee Investments

Begin Date: 2/28/2026, End Date: 3/31/2026

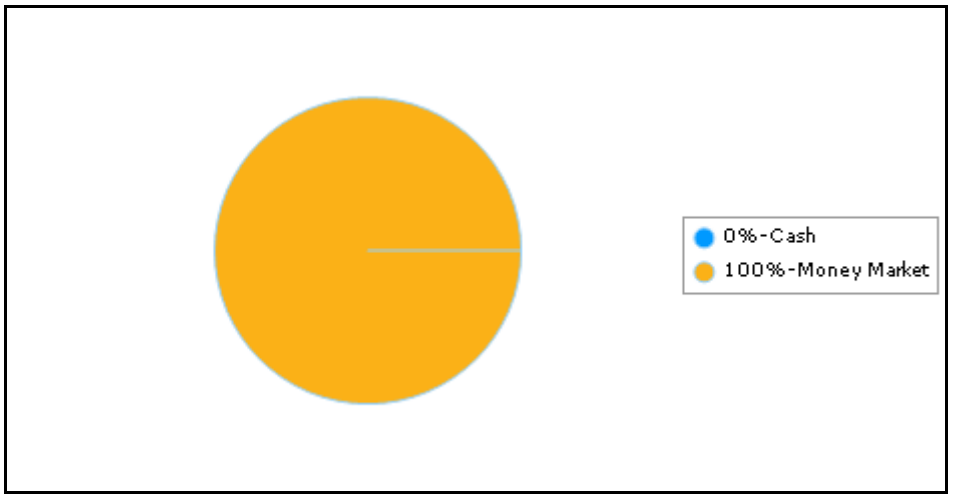
Security Type Allocation

Security Type	Market Value 2/28/2026	% of Portfolio 2/28/2026	Market Value 3/31/2026	% of Portfolio 3/31/2026
Cash	1.00	0.00	1.00	0.00
Money Market	168,847,767.80	100.00	161,073,181.47	100.00
Total / Average	**168,847,768.80**	**100.00**	**161,073,182.47**	**100.00**

Portfolio Holdings as of 2/28/2026



Portfolio Holdings as of 3/31/2026

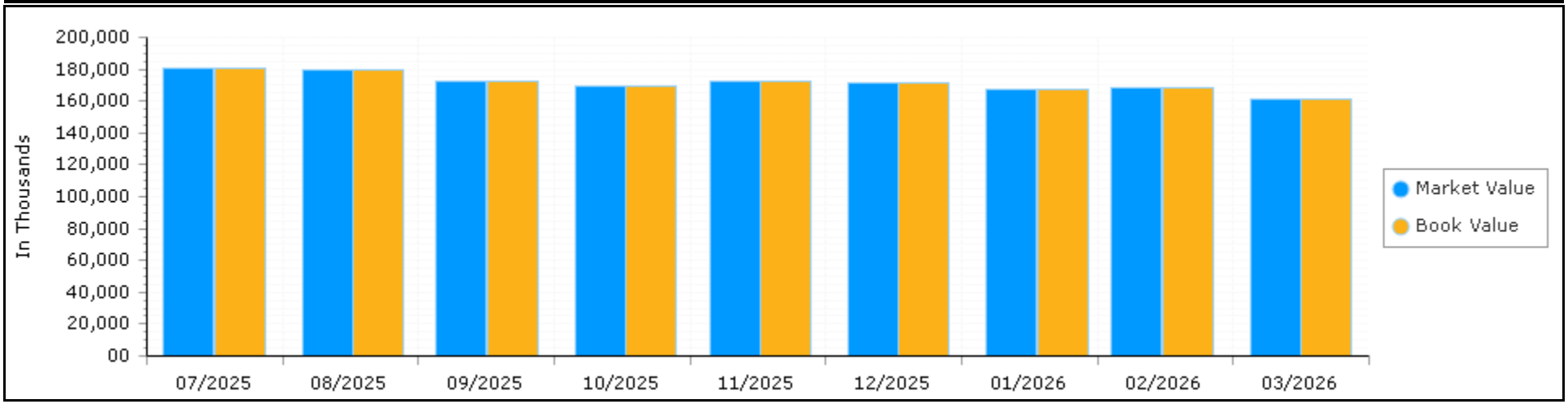


City of Edmond
Portfolio Summary by Month
Report Group | Trustee Investments

Begin Date: 7/31/2025, End Date: 3/31/2026

Month	Market Value	Book Value	Unrealized Gain/Loss	YTM @ Cost	YTM @ Market	Duration	Days To Maturity
7/31/2025	180,338,741.63	180,338,741.63	0.00	3.94	3.94	0.00	1
8/31/2025	180,057,930.97	180,057,930.97	0.00	3.90	3.90	0.00	1
9/30/2025	172,267,372.66	172,267,372.66	0.00	3.79	3.79	0.00	1
10/31/2025	169,802,440.47	169,802,440.47	0.00	3.70	3.70	0.00	1
11/30/2025	172,503,336.59	172,503,336.59	0.00	3.67	3.67	0.00	1
12/31/2025	171,313,204.10	171,313,204.10	0.00	3.44	3.44	0.00	1
1/31/2026	167,363,278.89	167,363,278.89	0.00	3.34	3.34	0.00	1
2/28/2026	168,847,768.80	168,847,768.80	0.00	3.34	3.34	0.00	1
3/31/2026	161,073,182.47	161,073,182.47	0.00	3.30	3.30	0.00	1
Total / Average	**171,507,472.95**	**171,507,472.95**	**0.00**	**3.61**	**3.61**	**0.00**	**1**

Market Value / Book Value Comparison



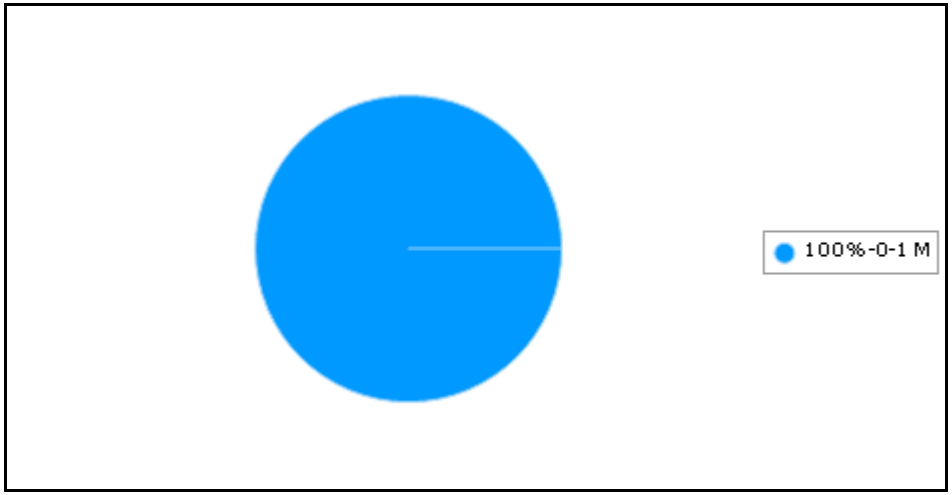
City of Edmond
Distribution by Maturity Range - Market Value
Report Group | Trustee Investments

Begin Date: 2/28/2026, End Date: 3/31/2026

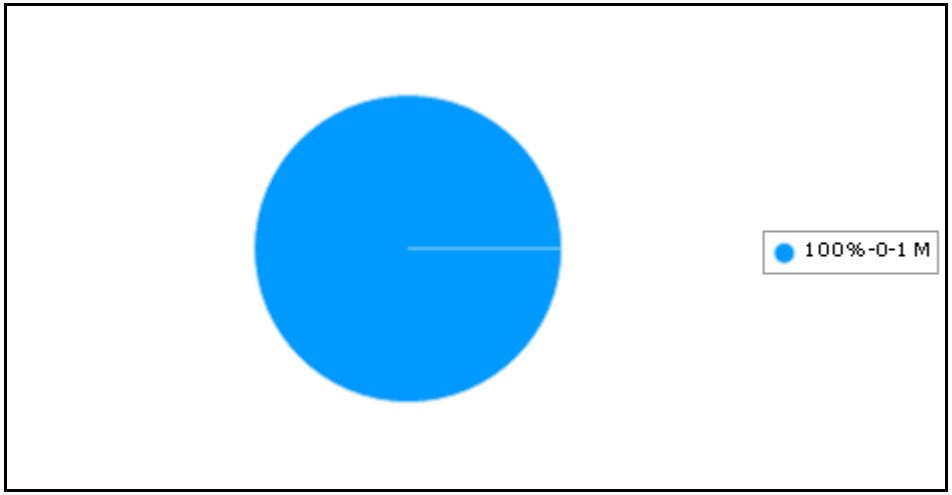
Maturity Range Allocation

Maturity Range	Market Value 2/28/2026	% of Portfolio 2/28/2026	Market Value 3/31/2026	% of Portfolio 3/31/2026
0-1 Month	168,847,768.80	100.00	161,073,182.47	100.00
Total / Average	**168,847,768.80**	**100.00**	**161,073,182.47**	**100.00**

Portfolio Holdings as of 2/28/2026



Portfolio Holdings as of 3/31/2026

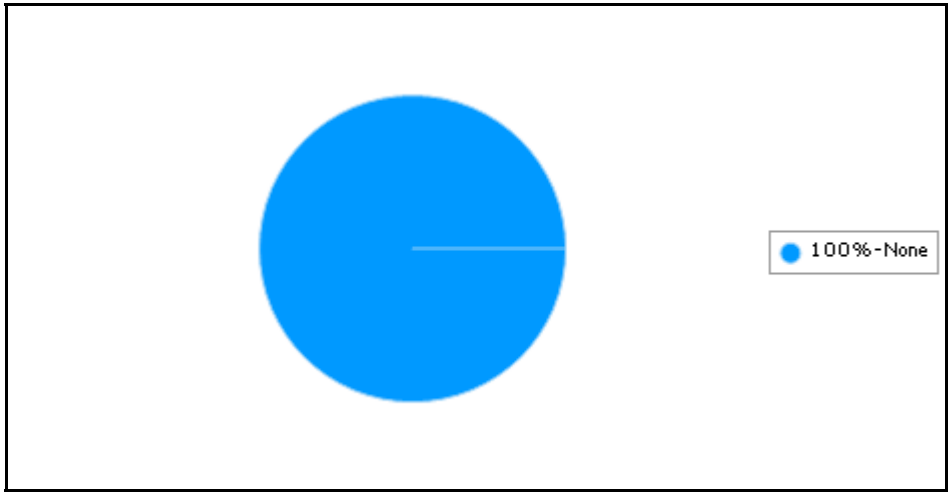


City of Edmond
Distribution by Broker/Dealer - Market Value
Report Group | Trustee Investments

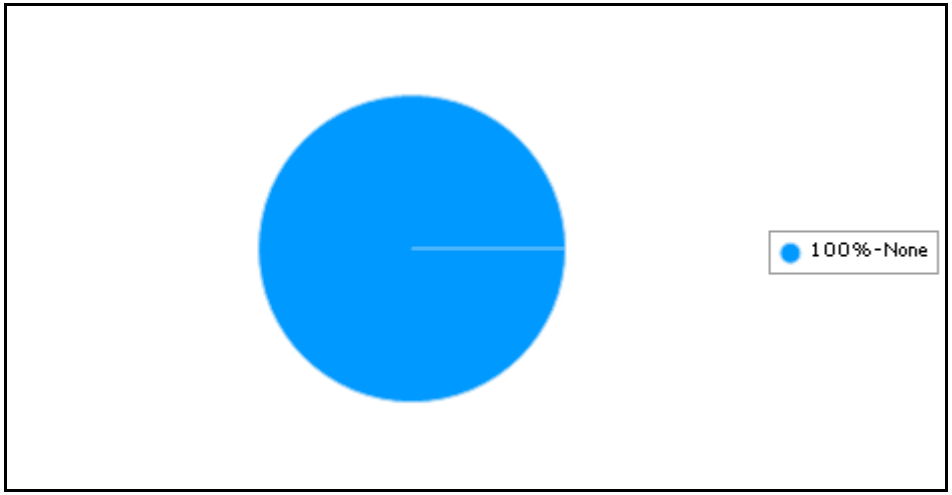
Begin Date: 2/28/2026, End Date: 3/31/2026

Broker/Dealer Allocation				
Dealer	Market Value 2/28/2026	% of Portfolio 2/28/2026	Market Value 3/31/2026	% of Portfolio 3/31/2026
Liquid Assets	168,847,768.80	100.00	161,073,182.47	100.00
Total / Average	**168,847,768.80**	**100.00**	**161,073,182.47**	**100.00**

Portfolio Holdings as of 2/28/2026



Portfolio Holdings as of 3/31/2026



City of Edmond
Portfolio Holdings by Portfolio Name
Report Group | Trustee Investments

Date: 3/31/2026

Description CUSIP	Face Amount / Shares	Settlement Date YTM @ Cost	Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
1550-0004855.1 EPWA 2018 ORF-18-0006-DW (1048)								
Invesco AIM Premier Inst MM		3/31/2023	34,800.84	100.00	34,800.84	0.02%	NR	1
00142W868	34,800.84	3.30	34,800.84	3.30		0.00	NR	0
			34,800.84		**34,800.84**	**0.02%**		**1**
Sub Total 1550-0004855.1 EPWA 2018 ORF -18-0006-DW (1048)	**34,800.84**	**3.30**	**34,800.84**	**3.30**		**0.00**		**0**
1550-0005292.1 EPWA 2020C DWSRF DS Fund (1046)								
Invesco AIM Premier Inst MM		6/30/2020	163,019.68	100.00	163,019.68	0.1%	NR	1
00142W868	163,019.68	3.30	163,019.68	3.30		0.00	NR	0
			163,019.68		**163,019.68**	**0.1%**		**1**
Sub Total 1550-0005292.1 EPWA 2020C DWSRF DS Fund (1046)	**163,019.68**	**3.30**	**163,019.68**	**3.30**		**0.00**		**0**
1550-0005517.1 EPWA 2021A ORF 21-0026-CW (1049)								
Invesco AIM Premier Inst MM		8/31/2024	723,872.83	100.00	723,872.83	0.45%	NR	1
00142W868	723,872.83	3.30	723,872.83	3.30		0.00	NR	0
			723,872.83		**723,872.83**	**0.45%**		**1**
Sub Total 1550-0005517.1 EPWA 2021A ORF 21-0026-CW (1049)	**723,872.83**	**3.30**	**723,872.83**	**3.30**		**0.00**		**0**
1550-0005567.1 EPWA 2020B ORF 19-0016-DW (1045)								
Invesco AIM Premier Inst MM		5/31/2021	81,576.51	100.00	81,576.51	0.05%	NR	1
00142W868	81,576.51	3.30	81,576.51	3.30		0.00	NR	0
			81,576.51		**81,576.51**	**0.05%**		**1**
Sub Total 1550-0005567.1 EPWA 2020B ORF 19-0016-DW (1045)	**81,576.51**	**3.30**	**81,576.51**	**3.30**		**0.00**		**0**
1550-0005935.1 EPWA 2022A ORF 22-0002-DW (1044)								
Invesco AIM Premier Inst MM		6/30/2022	0.02	100.00	0.02	0%	NR	1
00142W868	0.02	3.30	0.02	3.30		0.00	NR	0
			0.02		**0.02**	**0%**		**1**
Sub Total 1550-0005935.1 EPWA 2022A ORF 22-0002-DW (1044)	**0.02**	**3.30**	**0.02**	**3.30**		**0.00**		**0**
1550-0005936.1 2022B FAP-22-0010-L DS (1042)								

City of Edmond
Portfolio Holdings by Portfolio Name
Report Group | Trustee Investments

Date: 3/31/2026

Description CUSIP	Face Amount / Shares	Settlement Date YTM @ Cost	Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
Invesco AIM Premier Inst MM		5/31/2022	833,153.68	100.00	833,153.68	0.52%	NR	1
00142W868	833,153.68	3.30	833,153.68	3.30		0.00	NR	0
			833,153.68		**833,153.68**	**0.52%**		**1**
Sub Total 1550-0005936.1 2022B FAP-22-0010-L DS (1042)	**833,153.68**	**3.30**	**833,153.68**	**3.30**		**0.00**		**0**
1550-0005937.1 EPWA 2020D ORF-21-0010-DW (1047)								
Invesco AIM Premier Inst MM		6/30/2022	0.02	100.00	0.02	0%	NR	1
00142W868	0.02	3.30	0.02	3.30		0.00	NR	0
			0.02		**0.02**	**0%**		**1**
Sub Total 1550-0005937.1 EPWA 2020D ORF-21-0010-DW (1047)	**0.02**	**3.30**	**0.02**	**3.30**		**0.00**		**0**
1550-0007065.1 EPWA 2024A ORF-23-0097-CW (1030)								
Invesco AIM Premier Inst MM		12/31/2024	0.30	100.00	0.30	0%	NR	1
00142W868	0.30	3.30	0.30	3.30		0.00	NR	0
			0.30		**0.30**	**0%**		**1**
Sub Total 1550-0007065.1 EPWA 2024A ORF-23-0097-CW (1030)	**0.30**	**3.30**	**0.30**	**3.30**		**0.00**		**0**
1550-0007066.1 EPWA 2024B ORF-23-0076-DW (1034)								
Invesco AIM Premier Inst MM		12/31/2024	0.30	100.00	0.30	0%	NR	1
00142W868	0.30	3.30	0.30	3.30		0.00	NR	0
			0.30		**0.30**	**0%**		**1**
Sub Total 1550-0007066.1 EPWA 2024B ORF-23-0076-DW (1034)	**0.30**	**3.30**	**0.30**	**3.30**		**0.00**		**0**
1550-0007068.1 EPWA 2024C FAP-24-0019-L DS (1081)								
Invesco AIM Premier Inst MM		12/31/2024	510,275.25	100.00	510,275.25	0.32%	NR	1
00142W868	510,275.25	3.30	510,275.25	3.30		0.00	NR	0
			510,275.25		**510,275.25**	**0.32%**		**1**
Sub Total 1550-0007068.1 EPWA 2024C FAP-24-0019-L DS (1081)	**510,275.25**	**3.30**	**510,275.25**	**3.30**		**0.00**		**0**
1550-0007068.2 EPWA 2024C FAP-24-0019-L Proj (1082								

City of Edmond
Portfolio Holdings by Portfolio Name
Report Group | Trustee Investments

Date: 3/31/2026

Description CUSIP	Face Amount / Shares	Settlement Date YTM @ Cost	Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
Invesco AIM Premier Inst MM		10/31/2024	56,122,926.86	100.00	56,122,926.86	34.84%	NR	1
00142W868	56,122,926.86	3.30	56,122,926.86	3.30		0.00	NR	0
			56,122,926.86		**56,122,926.86**	**34.84%**		**1**
Sub Total 1550-0007068.2 EPWA 2024C FAP-24-0019-L Proj (1082	**56,122,926.86**	**3.30**	**56,122,926.86**	**3.30**		**0.00**		**0**
1550-0007070.1 EPWA 2024D ORF-21-0020-DW (1067)								
Invesco AIM Premier Inst MM		1/30/2025	0.05	100.00	0.05	0%	NR	1
00142W868	0.05	3.30	0.05	3.30		0.00	NR	0
			0.05		**0.05**	**0%**		**1**
Sub Total 1550-0007070.1 EPWA 2024D ORF-21-0020-DW (1067)	**0.05**	**3.30**	**0.05**	**3.30**		**0.00**		**0**
2400-0001009.1 EPWA 2021a Note Fund (1040)								
Invesco AIM Premier Inst MM		8/31/2021	174,079.25	100.00	174,079.25	0.11%	NR	1
00142W868	174,079.25	3.30	174,079.25	3.30		0.00	NR	0
			174,079.25		**174,079.25**	**0.11%**		**1**
Sub Total 2400-0001009.1 EPWA 2021a Note Fund (1040)	**174,079.25**	**3.30**	**174,079.25**	**3.30**		**0.00**		**0**
2400-0001009.3 EPWA 2021A Construction Fund (1041)								
Invesco AIM Premier Inst MM		7/31/2021	6,224,711.63	100.00	6,224,711.63	3.86%	NR	1
00142W868	6,224,711.63	3.30	6,224,711.63	3.30		0.00	NR	0
			6,224,711.63		**6,224,711.63**	**3.86%**		**1**
Sub Total 2400-0001009.3 EPWA 2021A Construction Fund (1041)	**6,224,711.63**	**3.30**	**6,224,711.63**	**3.30**		**0.00**		**0**
2400-0001010.2 EPWA 2021B Note Fund (1036)								
Invesco AIM Premier Inst MM		8/31/2021	410,664.25	100.00	410,664.25	0.25%	NR	1
00142W868	410,664.25	3.30	410,664.25	3.30		0.00	NR	0
			410,664.25		**410,664.25**	**0.25%**		**1**
Sub Total 2400-0001010.2 EPWA 2021B Note Fund (1036)	**410,664.25**	**3.30**	**410,664.25**	**3.30**		**0.00**		**0**
2400-0001010.3 EPWA 2021B Construction Fund (1037)								

City of Edmond
Portfolio Holdings by Portfolio Name
Report Group | Trustee Investments

Date: 3/31/2026

Description CUSIP	Face Amount / Shares	Settlement Date YTM @ Cost	Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
Invesco AIM Premier Inst MM		7/31/2021	293,390.05	100.00	293,390.05	0.18%	NR	1
00142W868	293,390.05	3.30	293,390.05	3.30		0.00	NR	0
			293,390.05		**293,390.05**	**0.18%**		**1**
Sub Total 2400-0001010.3 EPWA 2021B Construction Fund (1037)	**293,390.05**	**3.30**	**293,390.05**	**3.30**		**0.00**		**0**
2400-0001011.1 EPWA 2023A Note Fund (1051)								
Invesco AIM Premier Inst MM		7/31/2023	287,959.00	100.00	287,959.00	0.18%	NR	1
00142W868	287,959.00	3.30	287,959.00	3.30		0.00	NR	0
			287,959.00		**287,959.00**	**0.18%**		**1**
Sub Total 2400-0001011.1 EPWA 2023A Note Fund (1051)	**287,959.00**	**3.30**	**287,959.00**	**3.30**		**0.00**		**0**
2400-0001011.3 EPWA 2023A Construction (1053)								
Invesco AIM Premier Inst MM		6/30/2023	17,620,858.65	100.00	17,620,858.65	10.94%	NR	1
00142W868	17,620,858.65	3.30	17,620,858.65	3.30		0.00	NR	0
			17,620,858.65		**17,620,858.65**	**10.94%**		**1**
Sub Total 2400-0001011.3 EPWA 2023A Construction (1053)	**17,620,858.65**	**3.30**	**17,620,858.65**	**3.30**		**0.00**		**0**
2400-0001012.1 EPWA 2023B Note Fund (1055)								
Invesco AIM Premier Inst MM		7/31/2023	270,567.11	100.00	270,567.11	0.17%	NR	1
00142W868	270,567.11	3.30	270,567.11	3.30		0.00	NR	0
			270,567.11		**270,567.11**	**0.17%**		**1**
Sub Total 2400-0001012.1 EPWA 2023B Note Fund (1055)	**270,567.11**	**3.30**	**270,567.11**	**3.30**		**0.00**		**0**
2400-0001012.3 EPWA 2023B Construction (1057)								
Invesco AIM Premier Inst MM		6/30/2023	3,668,201.09	100.00	3,668,201.09	2.28%	NR	1
00142W868	3,668,201.09	3.30	3,668,201.09	3.30		0.00	NR	0
			3,668,201.09		**3,668,201.09**	**2.28%**		**1**
Sub Total 2400-0001012.3 EPWA 2023B Construction (1057)	**3,668,201.09**	**3.30**	**3,668,201.09**	**3.30**		**0.00**		**0**
2400-0001013.1 EPWA 2023C Construction (1063)								

City of Edmond
Portfolio Holdings by Portfolio Name
Report Group | Trustee Investments

Date: 3/31/2026

Description CUSIP	Face Amount / Shares	Settlement Date YTM @ Cost	Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
Invesco AIM Premier Inst MM		6/30/2023	2,180,501.81	100.00	2,180,501.81	1.35%	NR	1
00142W868	2,180,501.81	3.30	2,180,501.81	3.30		0.00	NR	0
			2,180,501.81		**2,180,501.81**	**1.35%**		**1**
Sub Total 2400-0001013.1 EPWA 2023C Construction (1063)	**2,180,501.81**	**3.30**	**2,180,501.81**	**3.30**		**0.00**		**0**
2400-0001013.3 EPWA 2023C Note Fund (1065)								
Invesco AIM Premier Inst MM		7/31/2023	84,031.08	100.00	84,031.08	0.05%	NR	1
00142W868	84,031.08	3.30	84,031.08	3.30		0.00	NR	0
			84,031.08		**84,031.08**	**0.05%**		**1**
Sub Total 2400-0001013.3 EPWA 2023C Note Fund (1065)	**84,031.08**	**3.30**	**84,031.08**	**3.30**		**0.00**		**0**
2400-0001015.2 2013 Refunding Interest Fund (1074)								
Invesco AIM Premier Inst MM		8/31/2013	271,325.10	100.00	271,325.10	0.17%	NR	1
00142W868	271,325.10	3.30	271,325.10	3.30		0.00	NR	0
			271,325.10		**271,325.10**	**0.17%**		**1**
Sub Total 2400-0001015.2 2013 Refunding Interest Fund (1074)	**271,325.10**	**3.30**	**271,325.10**	**3.30**		**0.00**		**0**
2400-0001016.1 EPWA 2014 Arbitrage Rebate Fd (1031								
Invesco AIM Premier Inst MM		3/5/2020	237,465.54	100.00	237,465.54	0.15%	NR	1
00142W868	237,465.54	3.30	237,465.54	3.30		0.00	NR	0
			237,465.54		**237,465.54**	**0.15%**		**1**
Sub Total 2400-0001016.1 EPWA 2014 Arbitrage Rebate Fd (1031	**237,465.54**	**3.30**	**237,465.54**	**3.30**		**0.00**		**0**
2400-0001017.1 EPWA 2014B Refunding Revenue (1086)								
Invesco AIM Premier Inst MM		2/28/2015	0.16	100.00	0.16	0%	NR	1
00142W868	0.16	3.30	0.16	3.30		0.00	NR	0
			0.16		**0.16**	**0%**		**1**
Sub Total 2400-0001017.1 EPWA 2014B Refunding Revenue (1086)	**0.16**	**3.30**	**0.16**	**3.30**		**0.00**		**0**
2400-0001017.2 EPWA 2014B Refunding P&I (1087)								

City of Edmond
Portfolio Holdings by Portfolio Name
Report Group | Trustee Investments

Date: 3/31/2026

Description CUSIP	Face Amount / Shares	Settlement Date YTM @ Cost	Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
Invesco AIM Premier Inst MM		2/28/2015	406,019.13	100.00	406,019.13	0.25%	NR	1
00142W868	406,019.13	3.30	406,019.13	3.30		0.00	NR	0
			406,019.13		**406,019.13**	**0.25%**		**1**
Sub Total 2400-0001017.2 EPWA 2014B Refunding P&I (1087)	**406,019.13**	**3.30**	**406,019.13**	**3.30**		**0.00**		**0**
2400-0001017.3 EPWA 2014B Refunding Reserve (1088)								
Invesco AIM Premier Inst MM		2/28/2015	2,394,703.04	100.00	2,394,703.04	1.49%	NR	1
00142W868	2,394,703.04	3.30	2,394,703.04	3.30		0.00	NR	0
			2,394,703.04		**2,394,703.04**	**1.49%**		**1**
Sub Total 2400-0001017.3 EPWA 2014B Refunding Reserve (1088)	**2,394,703.04**	**3.30**	**2,394,703.04**	**3.30**		**0.00**		**0**
2400-0001019.2 EPWA 2016 Revenue Fund (1096)								
Invesco AIM Premier Inst MM		7/12/2016	1,106,900.00	100.00	1,106,900.00	0.69%	NR	1
00142W868	1,106,900.00	3.30	1,106,900.00	3.30		0.00	NR	0
			1,106,900.00		**1,106,900.00**	**0.69%**		**1**
Sub Total 2400-0001019.2 EPWA 2016 Revenue Fund (1096)	**1,106,900.00**	**3.30**	**1,106,900.00**	**3.30**		**0.00**		**0**
2400-0001019.3 EPWA 2016 Reserve Fund (1097)								
Invesco AIM Premier Inst MM		7/5/2016	2,434,026.70	100.00	2,434,026.70	1.51%	NR	1
00142W868	2,434,026.70	3.30	2,434,026.70	3.30		0.00	NR	0
			2,434,026.70		**2,434,026.70**	**1.51%**		**1**
Sub Total 2400-0001019.3 EPWA 2016 Reserve Fund (1097)	**2,434,026.70**	**3.30**	**2,434,026.70**	**3.30**		**0.00**		**0**
2400-0001020.2 EPWA 2017 Bond Fund (1027)								
Invesco AIM Premier Inst MM		11/30/2017	4,525,325.00	100.00	4,525,325.00	2.81%	NR	1
00142W868	4,525,325.00	3.30	4,525,325.00	3.30		0.00	NR	0
			4,525,325.00		**4,525,325.00**	**2.81%**		**1**
Sub Total 2400-0001020.2 EPWA 2017 Bond Fund (1027)	**4,525,325.00**	**3.30**	**4,525,325.00**	**3.30**		**0.00**		**0**
2400-0001020.3 EPWA 2017 Reserve Fund (1028)								

City of Edmond
Portfolio Holdings by Portfolio Name
Report Group | Trustee Investments

Date: 3/31/2026

Description CUSIP	Face Amount / Shares	Settlement Date YTM @ Cost	Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
Invesco AIM Premier Inst MM		10/26/2017	10,410,694.92	100.00	10,410,694.92	6.46%	NR	1
00142W868	10,410,694.92	3.30	10,410,694.92	3.30		0.00	NR	0
			10,410,694.92		**10,410,694.92**	**6.46%**		**1**
Sub Total 2400-0001020.3 EPWA 2017 Reserve Fund (1028)	**10,410,694.92**	**3.30**	**10,410,694.92**	**3.30**		**0.00**		**0**
2400-0001020.4 EPWA 2017 Project Fund (1029)								
Invesco AIM Premier Inst MM		10/26/2017	22,515,133.10	100.00	22,515,133.10	13.98%	NR	1
00142W868	22,515,133.10	3.30	22,515,133.10	3.30		0.00	NR	0
			22,515,133.10		**22,515,133.10**	**13.98%**		**1**
Sub Total 2400-0001020.4 EPWA 2017 Project Fund (1029)	**22,515,133.10**	**3.30**	**22,515,133.10**	**3.30**		**0.00**		**0**
2400-0007103.1 EPWA 2024 Bond Fund (1075)								
Invesco AIM Premier Inst MM		12/31/2024	990,250.00	100.00	990,250.00	0.61%	NR	1
00142W868	990,250.00	3.30	990,250.00	3.30		0.00	NR	0
			990,250.00		**990,250.00**	**0.61%**		**1**
Sub Total 2400-0007103.1 EPWA 2024 Bond Fund (1075)	**990,250.00**	**3.30**	**990,250.00**	**3.30**		**0.00**		**0**
2400-0007103.2 EPWA 2024 Reserve Fund (1076)								
Invesco AIM Premier Inst MM		10/31/2024	2,304,100.31	100.00	2,304,100.31	1.43%	NR	1
00142W868	2,304,100.31	3.30	2,304,100.31	3.30		0.00	NR	0
			2,304,100.31		**2,304,100.31**	**1.43%**		**1**
Sub Total 2400-0007103.2 EPWA 2024 Reserve Fund (1076)	**2,304,100.31**	**3.30**	**2,304,100.31**	**3.30**		**0.00**		**0**
2400-0007103.3 EPWA 2024 Construction Fund (1077)								
Invesco AIM Premier Inst MM		10/31/2024	15,796,665.19	100.00	15,796,665.19	9.81%	NR	1
00142W868	15,796,665.19	3.30	15,796,665.19	3.30		0.00	NR	0
			15,796,665.19		**15,796,665.19**	**9.81%**		**1**
Sub Total 2400-0007103.3 EPWA 2024 Construction Fund (1077)	**15,796,665.19**	**3.30**	**15,796,665.19**	**3.30**		**0.00**		**0**
Hospital Sale Fund (755 - 1002 & 1003) 751374								

City of Edmond
Portfolio Holdings by Portfolio Name
Report Group | Trustee Investments

Date: 3/31/2026

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Bank of New York - Dryfus MM		11/30/2015	838,420.05	100.00	838,420.05	0.52%	NR	1
X9USDEYSM-75	838,420.05	3.24	838,420.05	3.24		0.00	NR	0
Bank of New York - Dryfus MM		1/31/2015	7,157,562.97	100.00	7,157,562.97	4.44%	NR	1
X9USDEYSM-74	7,157,562.97	3.24	7,157,562.97	3.24		0.00	NR	0
Equity Place Holder Cash		6/30/2015	1.00	100.00	1.00	0%	NR	1
CASH000K5GP	1.00	0.00	1.00	0.00		0.00	NR	0
			7,995,984.02		**7,995,984.02**	**4.96%**		**1**
Sub Total Hospital Sale Fund (755 - 1002 & 1003) 751374	**7,995,984.02**	**3.24**	**7,995,984.02**	**3.24**		**0.00**		**0**
			161,073,182.47		**161,073,182.47**	**100.00%**		**1**
TOTAL PORTFOLIO	**161,073,182.47**	**3.30**	**161,073,182.47**	**3.30**		**0.00**		**0**

Finance / Audit Committee **4.**

Meeting Date: 04/16/2026

Submitted By: Ethan Davis, Finance

Item

Presentation of the Annual Performeter by Frank Crawford of Crawford & Associates.

Background

Annually, our consultants evaluate and compile a summary of financial results for the City. Frank Crawford of Crawford & Associates presents the key drivers for the City.

Time Frame

The performeter discusses financial metrics for FY25 (July 1, 2024 through June 30, 2025).

Issue

Presentation of the annual Performeter.

Recommendations

Discussion of the annual Performeter.

Action Needed

No action needed. Discussion only.

Public Notification

Posted agenda.

Attachments

Performeter

PERFORMETER.

City of Edmond

Fiscal Year 2025

A Financial Statement Analysis Tool Using Indicators of Financial Health and Success

CRAWFORD & ASSOCIATES P.C.

PERFORMETER.

What Is The Performeter®?

- An analysis that takes a government's financial statements and converts them into useful and understandable measures of financial performance
- Financial ratios and a copyrighted analysis methodology are used to arrive at ratings from 0-10.
- The overall rating is a barometer of the entity's financial health and performance.

PERFORMETER.

How to Use The Performeter®

- Use the individual ratios to identify financial warning signals.
- Use the overall rating as a collective benchmark of financial health and success of the entity as a whole.
- Use the comparisons to prior years to monitor trends in financial indicators.

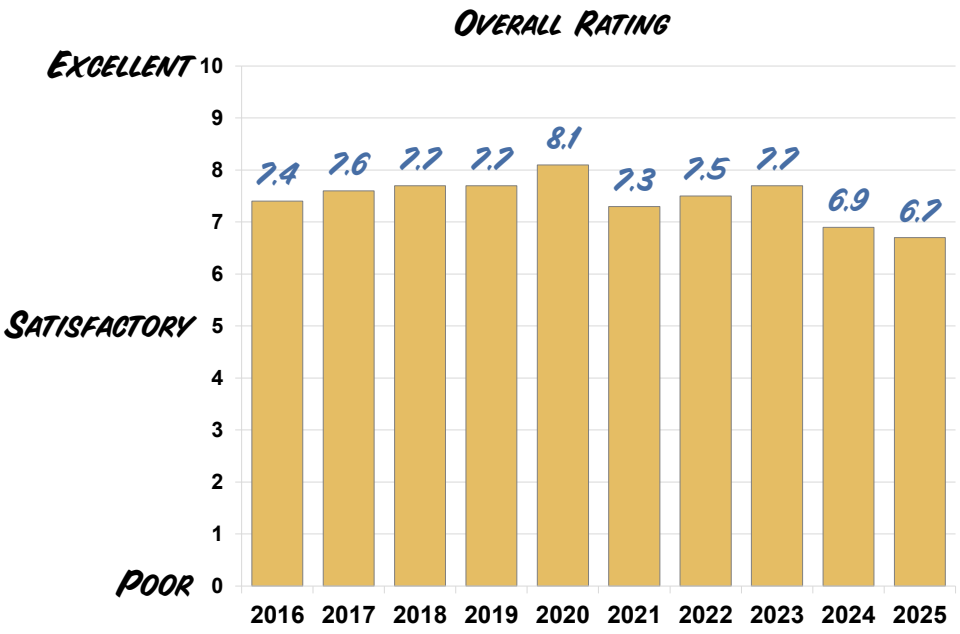
PERFORMETER.

Limitations of the Performeter®

- The Performeter® should not be used as the only source of financial information to evaluate the entity's performance and condition.
- The analysis is an overall rating of the entity as a whole and not of specific activities, funds, or units.
- The Performeter® is based on Crawford & Associates' professional judgment and is limited as to its intended use

PERFORMETER® RATING

WHAT IS THE STATE OF OUR OVERALL FINANCIAL CONDITION?



For the 2025 fiscal year, the ratings by ratio category were as follows:

Financial Position	4.4
Financial Performance	8.2
Financial Capability	7.6
Overall Rating	**6.7**

The strongest component of the ratings was the City's overall financial performance category over the past year, while the City's overall financial position category rating was just below satisfactory. The City's overall financial capability category rating at June 30, 2025 also remained well above satisfactory. However, the 2025 overall rating of 6.7 indicates the evaluator's opinion that the City of Edmond's overall financial health declined slightly when compared to the prior period but still remains above satisfactory.

FY 25 OVERALL PERFORMETER® RATING: 6.7

PERFORMETER.

Financial Position Ratings

- This set of ratings serves to illustrate “point-in-time” measures of the entity’s financial status, solvency, and liquidity as of the date of its most recent annual financial statements.

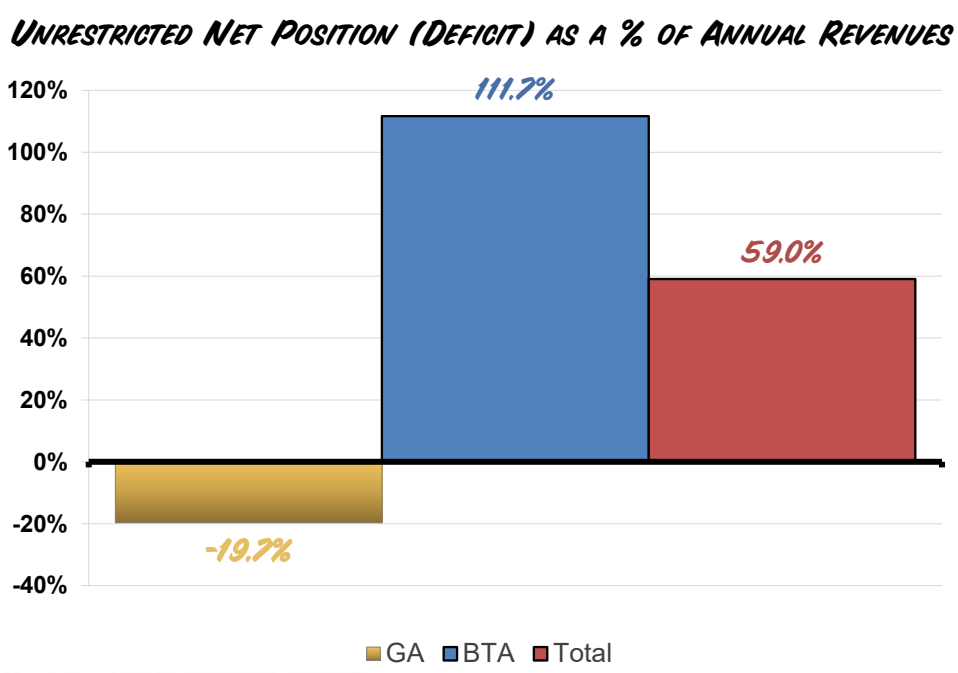
CRAWFORD & ASSOCIATES P.C.

Financial Position Ratings

Unrestricted Net Position	How do our total rainy day funds look?
General Fund Unassigned Fund Balance	How does our General Fund unassigned fund balance carryover position look?
Capital Asset Condition	How much life do we still have left in our capital assets?
Pension Plan Funding Ratio	Will we be able to pay for retiree healthcare in the future?
OPEB Plan Funding	Will our employees be happy with us when they retire as far as health is concerned?
Debt to Assets	Who really owns the City?
Current Ratio	Will our employees and vendors be pleased with our ability to pay them on time?
Quick Ratio	How is our short-term cash position?

Level of Unrestricted Net Position

How do our total rainy day funds look?



The level of total unrestricted net position is an indication of the amount of unexpended and available resources the City has in all funds combined at a point in time to fund emergencies, shortfalls or other unexpected needs. In our model, 50% is considered excellent, while 30% is considered a desired minimum.

For the year ended June 30, 2025, the City's total unrestricted net position was in a surplus position, or positive by approximately $225.8 million, equivalent to approximately 59% of annual total revenues. This is considered an excellent position indicator and is well above our model's desired minimum of 30% and represents an increase from the ratio of the prior year. Note that all of the positive net position in located in the business-type activities.

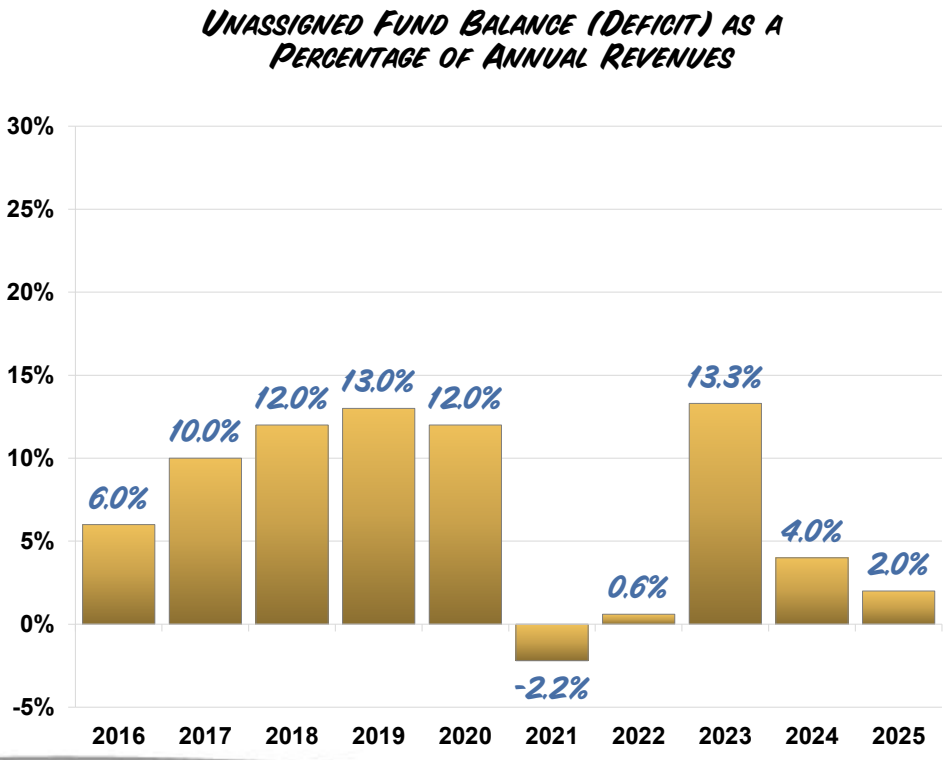
2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
34%	35%	43%	52%	58%	50%	38%	53%	49%	59%

Performeter® Rating

10

Level of General Fund Unassigned Fund Balance

How does our carryover look?



The level of unassigned fund balance is an indication of the amount of unexpended, unencumbered and available resources the City has at a point in time to carryover into the next fiscal year to fund budgetary emergencies, shortfalls or other unexpected needs. In our model, 10% is considered a minimum responsible level, while 30% is considered desirable.

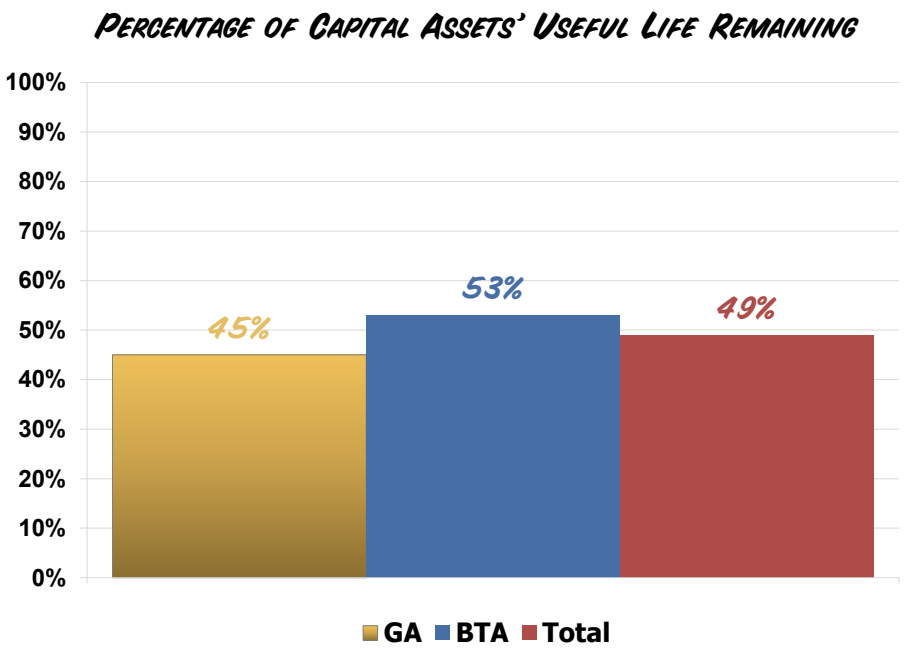
For the year ended June 30, 2025, the City's unassigned fund balance of the General Fund (less any deficit unassigned fund balance of any other governmental funds) amounted to a $1.9 million or 2.4% of annual General Fund revenues. This represents a decrease in the ratio when compared to the ratio of the prior period and is remains below satisfactory. Although the GF's actual unassigned fund balance is $3.47 million, other governmental funds have deficit unassigned fund balances of $1.54 million, which nets to the $1.9 million.

2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
6%	10%	12%	13%	12%	-2.2%	0.6%	13.3%	4.0%	2.4%

PERFORMETER® RATING 1.2

Capital Asset Condition

How much useful life do we have left in our capital assets?



The capital asset condition ratio compares depreciable capital assets cost to accumulated depreciation to determine the overall percentage of useful life remaining. A low percentage could indicate an upcoming need to replace a significant amount of capital assets. For comparison purposes, we have removed the consideration of the cost of land and current construction-in-progress.

At June 30, 2025, the City's depreciable capital assets amounted to $1.4 billion while accumulated depreciation totaled $740 million. This indicates that, on average, the City's depreciable capital assets have a little less than one-half (49%) of their useful lives remaining. This represents a near satisfactory financial indicator in our model and represents an increase in the ratio when compared with the ratio of the prior year.

2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
54%	52%	51%	49%	49%	49%	50%	46%	47%	49%

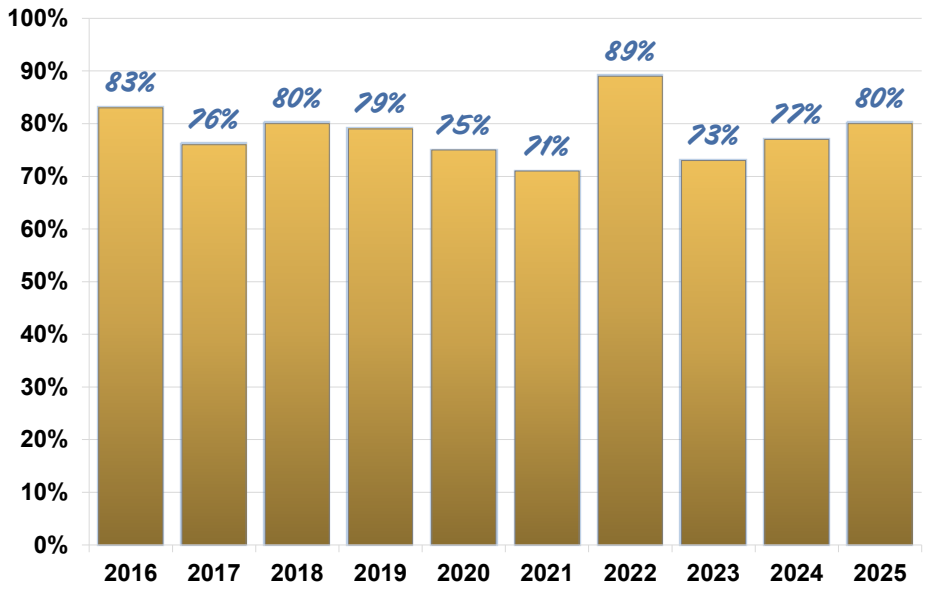
Performeter® Rating

4.7

Non-Uniformed Employee Pension Plan Funding Ratio

Will we be able to pay for retiree pension in the future?

Pension Plan Net Position as a Percentage of Total Pension Liability



The pension funding ratio compares the actuarial fair value of the pension plan's net position to the total pension liability for pension benefits. A percentage less than 100% indicates the plan is not fully funded at the measurement date.

At June 30, 2025, the City's pension plan net position was 80% of the total pension liability, indicating the plan was just above three-fourths funded, from an actuarial perspective, at the last valuation date. The funded ratio improved when compared to the ratio of the prior period, due to higher investment returns in the plan year compared to the prior plan year. This ratio is based on GASB pension accounting standards first implemented in FY 2015, using an actuarial accounting perspective with a one-year look-back period rather than a funding perspective applied from previous GASB standards.

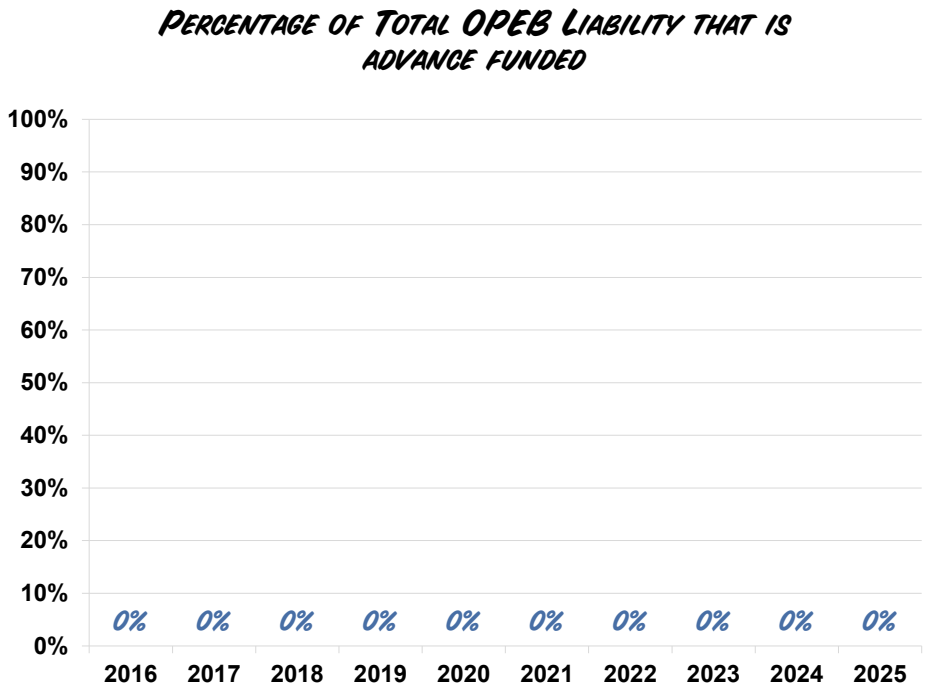
2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
83%	76%	80%	79%	75%	71%	89%	73%	77%	80%

PERFORMETER® RATING

0

OPEB Plan Funding Ratio

Will we be able to pay for retiree health care in the future?



The OPEB funding ratio compares the actuarial value of any retiree healthcare plan assets set aside in trusts for future benefits with the actuarial accrued liability for plan benefits. An "actuarial fully advance funded" plan would reflect a funding percentage of 100%. Whereas funding strategy for the OPEB benefits. a "pay-as-you-go" plan would report a funding percentage of 0%. The City has adopted a pay-as-you-go funding strategy for the OPEB Benefits

An accounting standard implemented in FY 2018 requires certain future retiree post employment healthcare costs to be recognized while the employee is providing service. The City has adopted a pay-as-you-go plan. As a result, there is no plan net position to offset the total OPEB liability of approximately $7.1 million, and the ability to pay for these future benefits will be dependent on future resources and appropriations made to fund these costs.

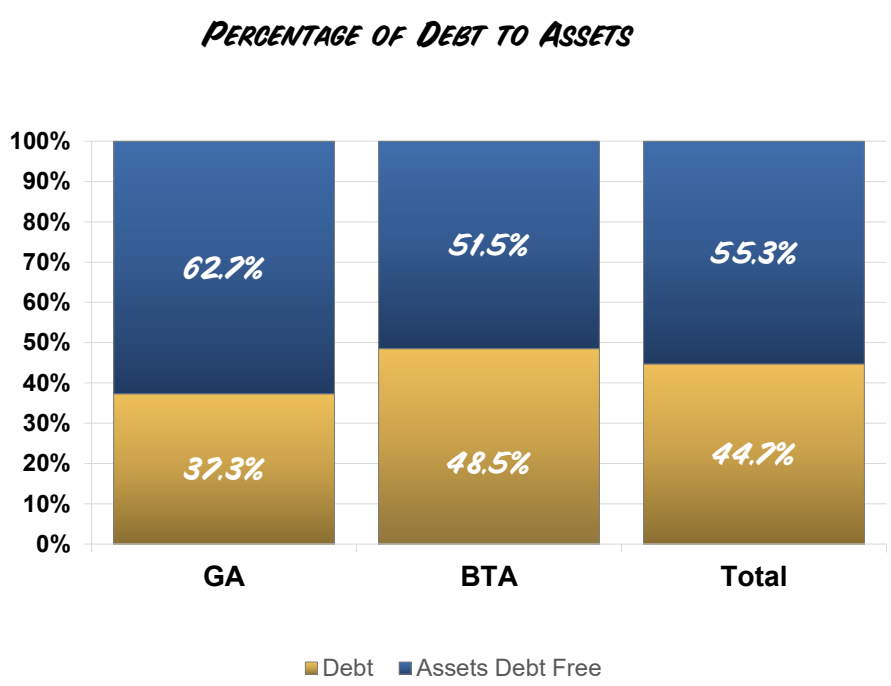
2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

PERFORMETER® RATING

0

Debt to Assets

Who really owns the City's assets?



The debt to assets ratio measures the extent to which the City had funded its assets with debt. The lower the debt percentage, the more equity the City has in its assets.

At June 30, 2025, 45% of the City's $2.02 billion of total assets were funded with debt or other obligations, leaving 55% as equity. This indicates that for each dollar of City assets owned, it owes approximately 45 cents of that dollar to others. This is considered to be an above satisfactory ratio and represents an increase when compared to the ratio of the prior period.

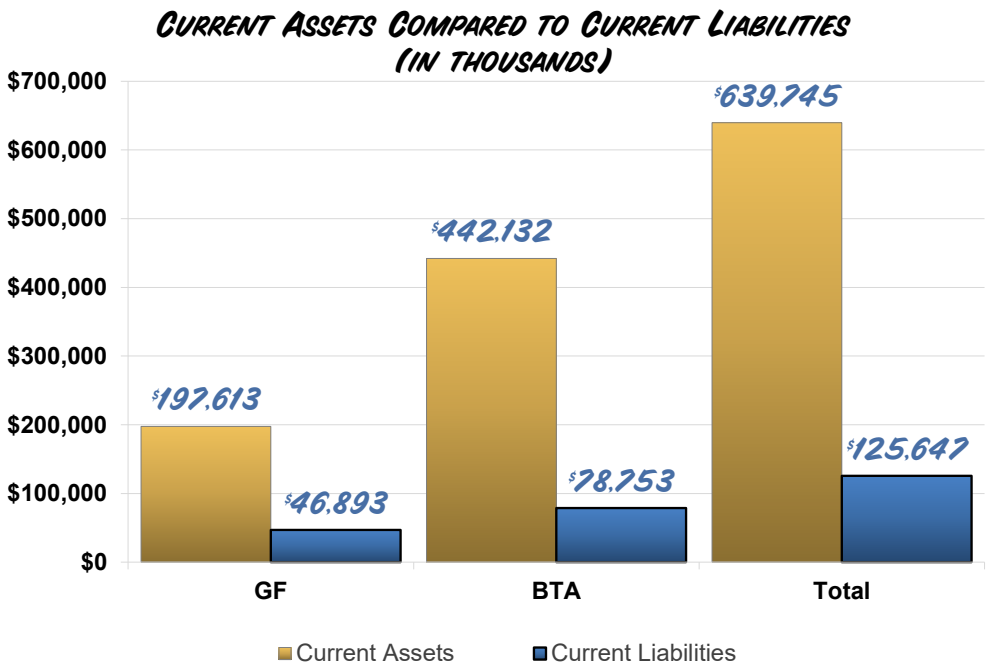
2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
75%	71%	62%	64%	66%	65%	63%	62%	51%	55%

PERFORMETER® RATING

5.7

Current Ratio

Will our vendors and employees be pleased with our ability to pay them on time?



The current ratio is one measure of the City's ability to pay its short-term obligations. The current ratio compares total current assets and current liabilities. A current ratio of 2.00 to 1 indicates a satisfactory current liquidity and an ability to meet the short-term obligations.

At June 30, 2025, the City had a government-wide ratio of current assets to current liabilities of 5.09 to 1. This indicates that the City had a little over five times the amount of current assets needed to pay current liabilities. This is considered an excellent indicator of liquidity but represents a slight decrease in the ratio when compared to the ratio of the prior period.

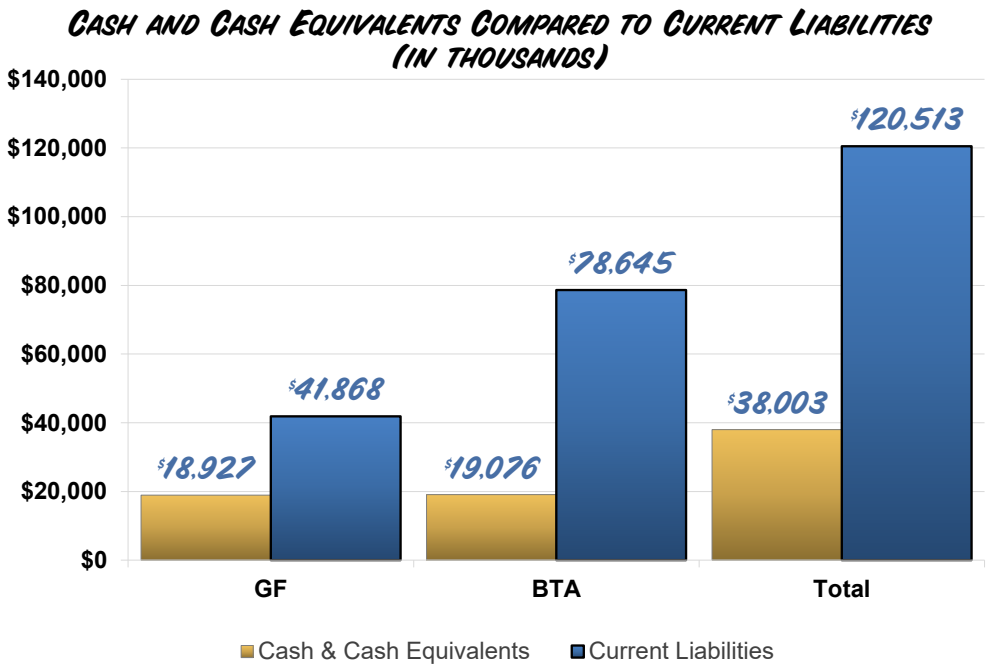
2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
4.95	6.20	7.27	6.01	6.25	5.33	5.63	5.97	5.32	5.09

Performeter® Rating

10

Quick Ratio

How is our short-term cash position?



The quick ratio is another, more conservative, measure of the City's ability to pay its short-term operating obligations. The quick ratio compares total unrestricted cash and cash equivalents to current liabilities. A quick ratio of 1.00 to 1 indicates adequate current liquidity and an ability to meet the short-term obligations with cash on hand.

At June 30, 2025, the City had a government-wide ratio of unrestricted cash and cash equivalents to current liabilities of 0.32 to 1. This indicates that the City had about one-third times the amount of unrestricted cash and cash equivalents needed to pay short-term operating obligations at year end. Although this is considered an unsatisfactory ratio, it is the City's practice to minimize the amount of cash on hand in order to maximize the returns on City investments.

2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
0.44	0.93	0.50	0.39	1.22	0.55	0.79	0.58	0.29	0.32

Performeter® Rating

0

Financial Position Ratings

Summary and Comparison to Prior Years

Ratio	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Unrestricted Net Position	50%	38.4%	52.7%	49.2%	59.0%
General Fund Unassigned Fund Balance	-2.2%	0.6%	13.3%	4.0%	2.4%
Capital Asset Condition	49%	50%	46%	47%	49%
Pension Plan Funding	70%	89%	73%	77%	80%
OPEB Plan Funding	0%	0%	0%	0%	0%
Debt to Assets	65%	63%	62%	51%	55%
Current Ratio	5.33	5.63	5.97	5.32	5.09
Quick Ratio	**0.55**	**0.79**	**0.58**	**0.29**	**0.32**
Financial Position Performeter® Rating	**4.4**	**4.8**	**5.3**	**4.5**	**4.4**

Financial Performance Ratings

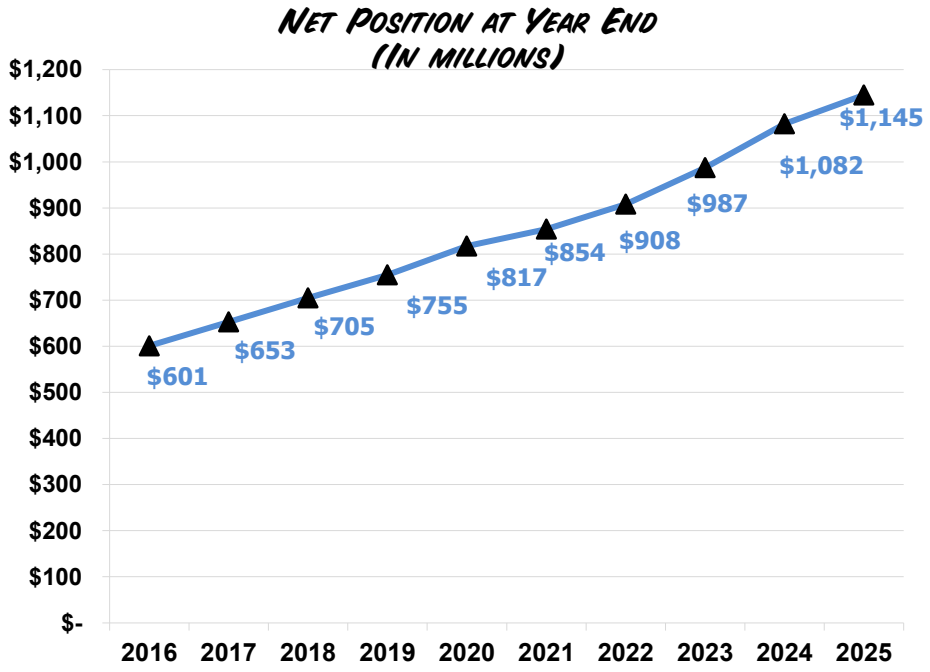
- This set of ratings serves to illustrate “look-back” measures as to whether the entity’s financial position has been improving, deteriorating, or remaining steady.

Financial Performance Ratings

Change in Net Position	Did our overall financial condition improve, decline, or remain steady from the past year?
Interperiod Equity	Who paid for the costs of current year services – current, past, or future tax and rate payers?
BTA Self-Sufficiency	Did current year business-type activities, such as utilities, pay for themselves?
Debt Service Coverage	Were our revenue bond and note investors pleased with our ability to pay them on time?
Sales Tax Growth	What is the state of our local economy?

Change in Net Position

Did our overall financial position improve, decline or remain steady over the past year?



Net position include all assets and deferred outflows, and all liabilities and deferred inflows of the City, except for fiduciary funds held for the benefit of others. It is measured as the difference between total assets and deferred outflows, including capital assets, and total liabilities and deferred inflows, including long-term debt. Net position increases as a result of earning more revenue than expenses incurred in the fiscal year.

For the year ended June 30, 2025, total net position increased by approximately $62.6 million, or 5.8% from the prior year beginning net position, as restated.

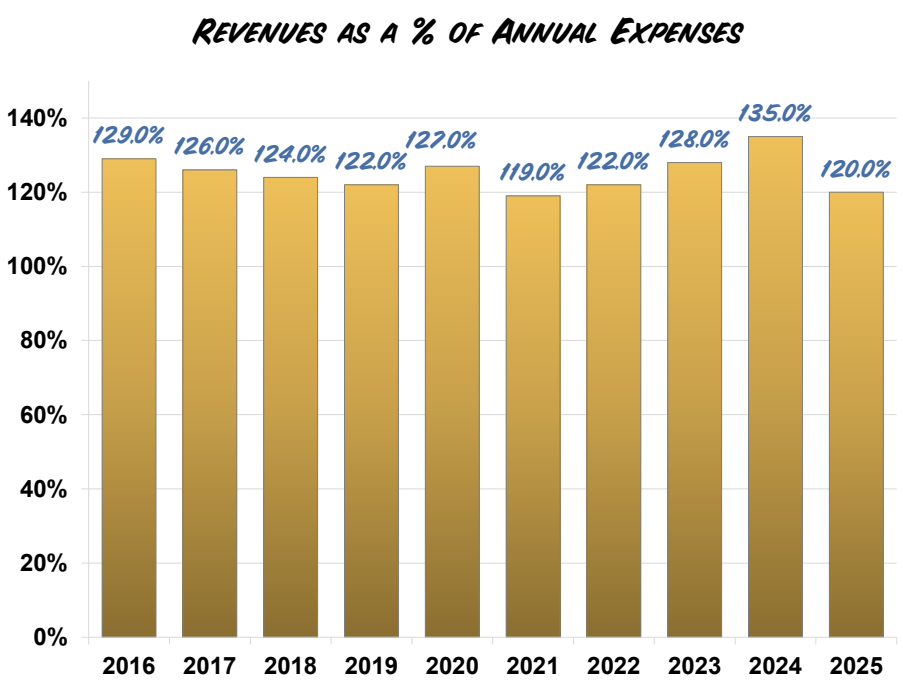
2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
+10.3%	+8.7% *	+8.0%	+7.1%	+8.1%	+4.5%	+6.4%	+8.7%	+10.5%*	+5.8%

Performeter® Rating 7.9

*Restated years for pension and OPEB changes and compensated absence liability

Interperiod Equity

Who is paying for today's costs of services?



Interperiod equity is achieved when the cost of current services are paid by current year tax and rate payers. When current year costs are subsidized by prior year resources carried over or from debt proceeds, it can be said that interperiod equity was not achieved, and either past or future tax and rate payers helped fund the costs of current year services.

For the year ended June 30, 2025, the City's total costs were fully funded by current year tax and rate payers, with current year revenues, excluding fund balance carryovers, generating revenues at a level of 119.6% of current year costs.

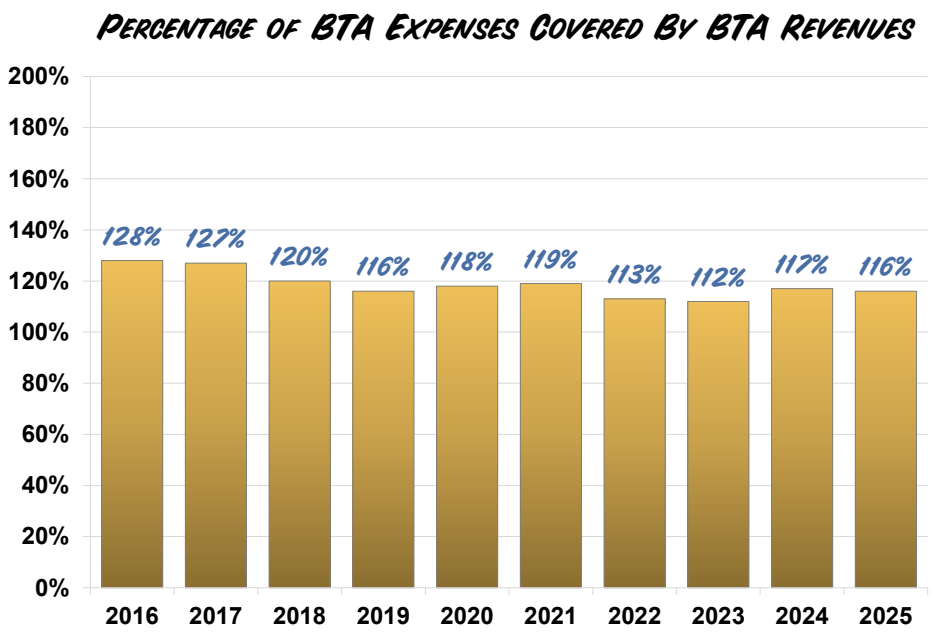
2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
129%	126%	124%	122%	127%	119%	122%	128%	135%	120%

Performeter® Rating

10

BTA Self-Sufficiency

Did current year business-type activities (BTA) pay for themselves?



The self-sufficiency ratio indicates the level at which business-type activities (utilities) covered their current costs with current year revenues, without having to rely on subsidies or use of prior year reserves.

For the year ended June 30, 2025, the City's business-type activities in total were 116% self-sufficient in total. This indicates that the current year costs of the City's business-type activities were fully funded by their charges and fees in total, and did not require the use of reserves, non-operating revenues, or transfers from other funds in order to pay for the BTA current year costs. This ratio is relatively consistent when compared with the ratio of the prior period.

2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
128%	127%	120%	116%	118%	119%	113%	112%	117%	116%

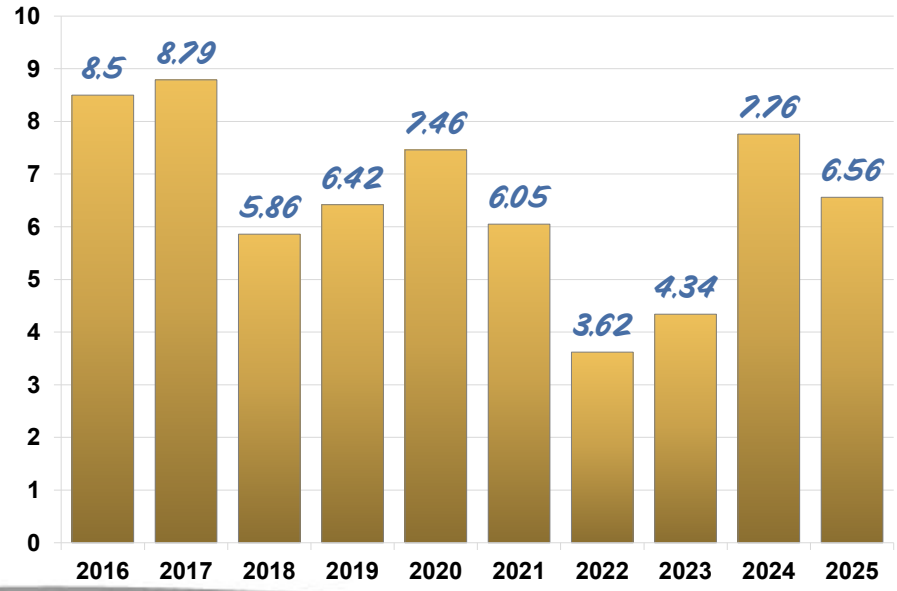
PERFORMETER® RATING

10

Debt Service Coverage

Were our revenue bond investors pleased with our ability to pay them on time?

Number of Times Net Pledged Revenues Cover Annual Debt Service



The debt service coverage ratio compares the City's debt service requirements on revenue bonds to the net operating cash generated by the revenue streams pledged for payment. A debt service ratio of greater than 1.00 indicates a sufficient ability to make the debt service payments from net revenue from operations.

For the year ended June 30, 2025, the City experienced an excellent debt service coverage ratio of 6.56. This indicates the City generated over six and one-half times the amount of cash necessary to pay the debt service requirements on its revenue bonds and notes. However, this does represent a decrease from the ratio of the prior period.

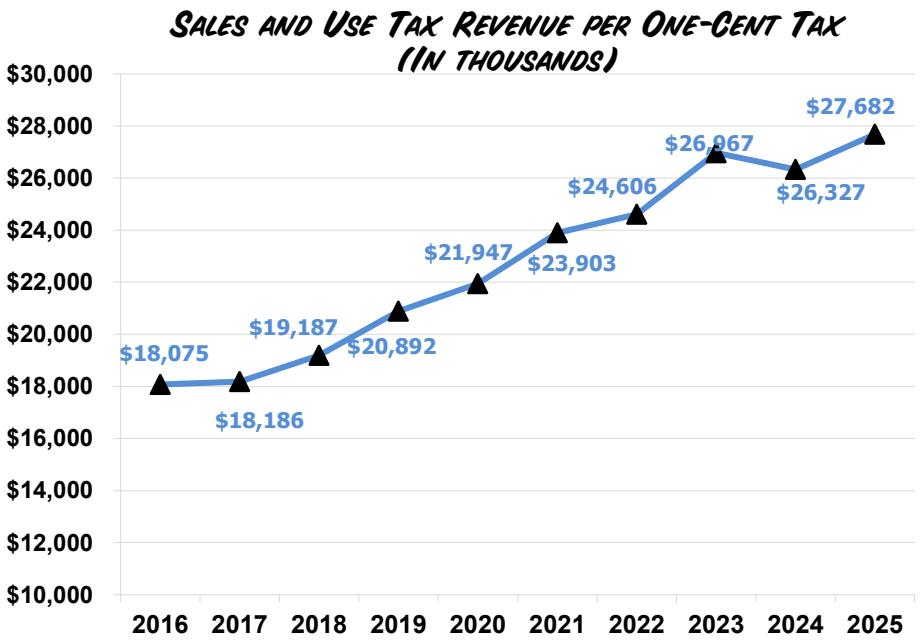
2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
8.50	8.79	5.86	6.42	7.46	6.05	3.62	4.34	7.76	6.56

PERFORMETER® RATING

10

Sales Tax Growth

What is the state of our local economy?



Due to the inability of Oklahoma municipalities to levy a property tax for operations, the City is highly dependent on sales and use tax revenue to fund its general governmental activities.

Sales tax growth is a measure of the state of our local economy by comparing revenue collected to the prior year in terms of the change per one-cent tax.

For the year ended June 30, 2025, the City experienced a decrease in total sales and use tax collections in the amount of $1.5 million or 1.4% from the prior year. The per penny sales tax collections on the left side of this page shows an increase per penny, but because the City reduced its sales tax rate from 4% to 3.75% for this full year, the per penny chart shows an increase in the per penny sales tax, while *total* sales and use tax collections show a slight decrease.

2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
+0.8%	+0.6%	+5.5%	+8.9%	+5.1%	+8.9%	+6.9%	+8.2%	-2.4%	-1.4%

Performeter® Rating

3.6

Financial Performance Ratings

Summary and Comparison to Prior Years

Ratio	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Change in Net Position	4.5%	6.4%	8.7%	10.5%	5.8%
Interperiod Equity	119%	122%	128%	135%	120%
BTA Self Sufficiency	119%	113%	112%	117%	116%
Debt Service Coverage	6.05	3.62	4.34	7.76	6.56
Sales Tax Growth	8.9%	9.8%	9.6%	-2.4%	-1.4%
Financial Performance Performeter® Rating	**9.4**	**9.6**	**9.9**	**8.42**	**8.17**

Financial Capability ratings

- This set of ratings serves to illustrate “look-forward” measures of the government’s ability to obtain resources in the form of revenues or borrowings in order to finance the services its constituency requires.

PERFORMETER.

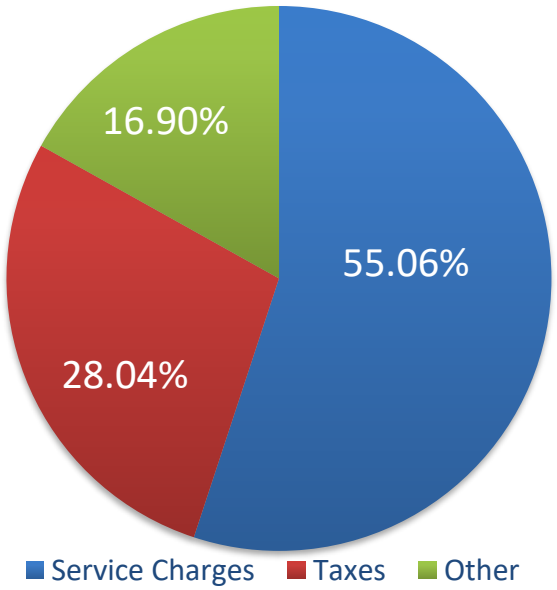
Financial Capability ratings

Revenue Dispersion	How much of our revenue is beyond our direct control?
Debt Service Load	How heavily is our budget loaded with payments to retire long-term debt?
Bonded Debt Per Capita	What is the debt burden on our property tax payers?
Legal Debt Limit Remaining	Will we be legally able to issue more long-term debt if needed?
Property Taxes Per Capita	Will our citizens be willing to approve property tax increases if needed?
Local Sales Tax Rate	Will our citizens be willing to approve sales tax increases if needed?

Revenue Dispersion

How heavily are we relying on revenue sources beyond our direct control?

2025 Revenue Percentages by Source



The percentage dispersion of revenue by source indicates how dependent the City is on certain types of revenue. The more dependent the City is on revenue sources beyond its direct control, such as taxes requiring voter approval or revenues from other governments such as grants, the less favorable the dispersion.

For the year ended June 30, 2025, the City had direct control over 55.1% of its revenues (service charges). This ratio indicates the City has limited exposure, as do most cities, to financial difficulties due to reliance (44.9%) on taxes that require voter approval and on grants, contributions, and other revenues.

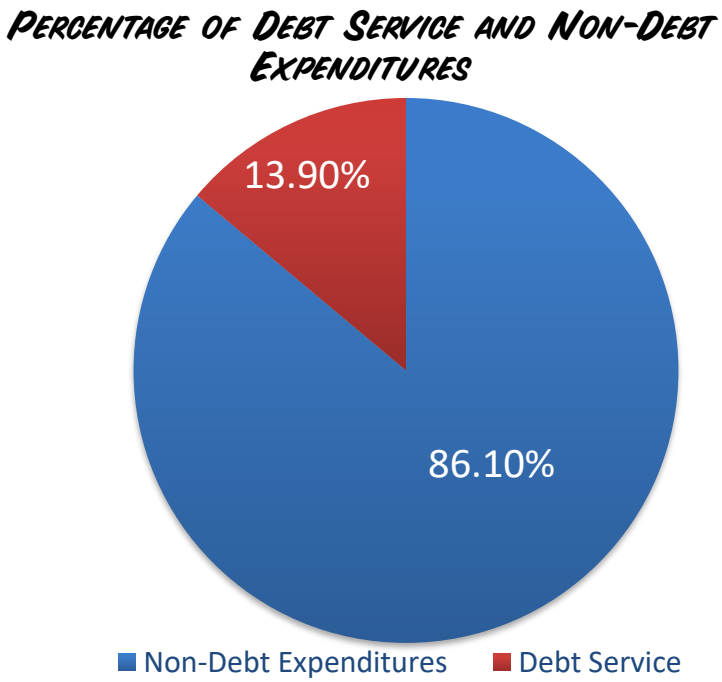
2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
39%	37%	38%	40%	40%	41%	37%	45%	48%	45%

Performeter® Rating

5.6

Debt Service Load

How much of our annual non-capital budget is loaded with disbursements to pay off long-term debt?



The debt service load ratio measures the extent to which the City's non-capital expenditures City-wide were comprised of debt service payments on long-term debt.

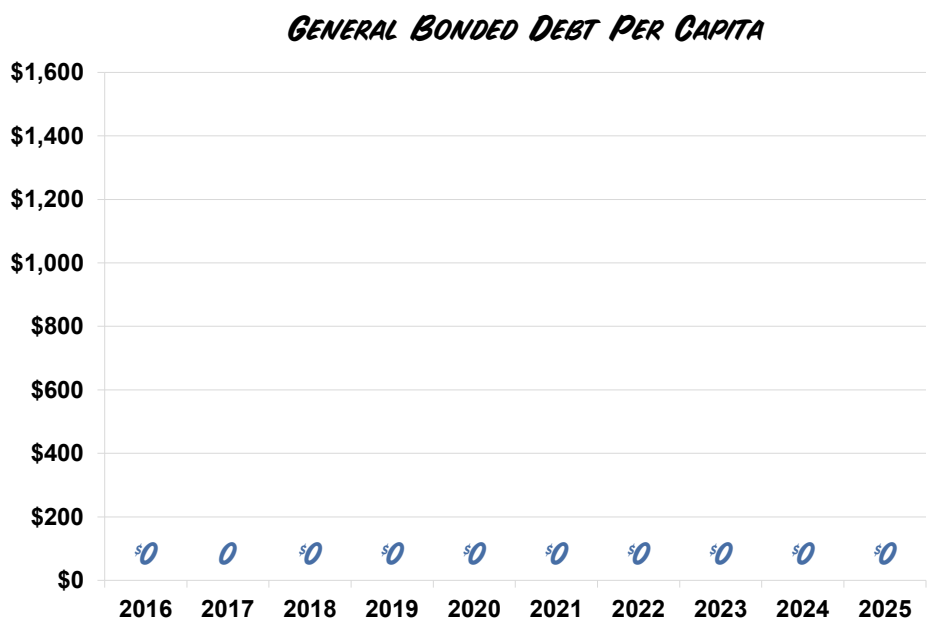
For the year ended June 30, 2025, the City's total non-capital expenditures amounted to $285 million, of which $40 million (or 13.9%), were payments for principal and interest on long-term debt. In our model, this is an above satisfactory indicator and indicates that for every dollar the City spent on non-capital items, approximately 14 cents of that dollar was used for debt service.

2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
7%	9%	10%	12%	12%	11%	11%	12%	13%	14%

PERFORMETER® RATING 7.0

Bonded Debt Per Capita

What is the debt burden on our property tax payers?



The financial ratio of general bonded debt per capita is an indication of the City's debt burden on its citizens and other taxpayers related to general obligation debt payable from property taxes. The ratio does not consider debt payable from enterprise activities or alternate revenues.

For the year ended June 30, 2025, the City continued to have no general obligation bonded debt outstanding. Therefore, it has no general bonded debt burden on its citizens and taxpayers.

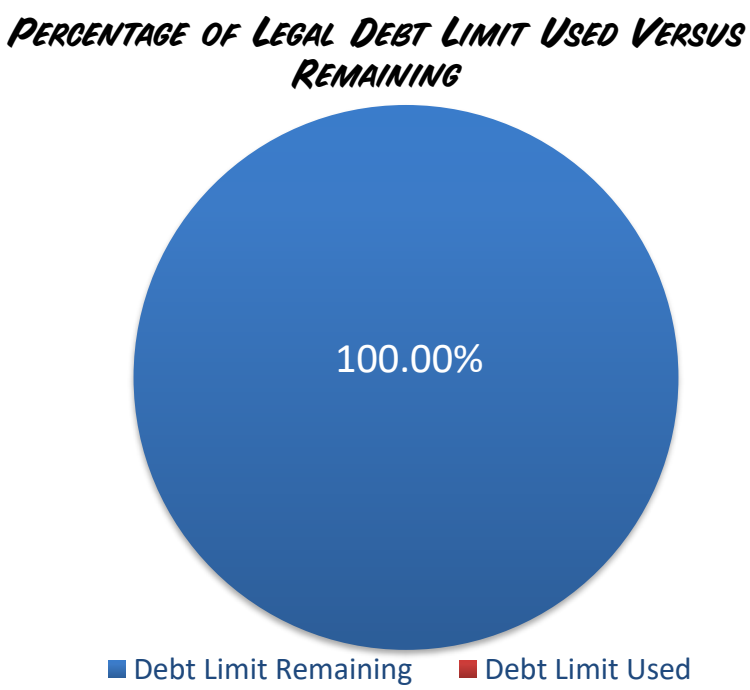
2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

PERFORMETER® RATING

10

Legal Debt Limit Remaining

Will we be able to issue more debt, if needed?



Oklahoma law limits certain types of general obligation debt to no more than 10% of the City's net assessed valuation of taxable property.

For the year ended June 30, 2025, the City continued to have no general obligation debt applicable to this legal debt limit. This means that at June 30, 2025, the City had 100% of its general bonded legal debt limit remaining.

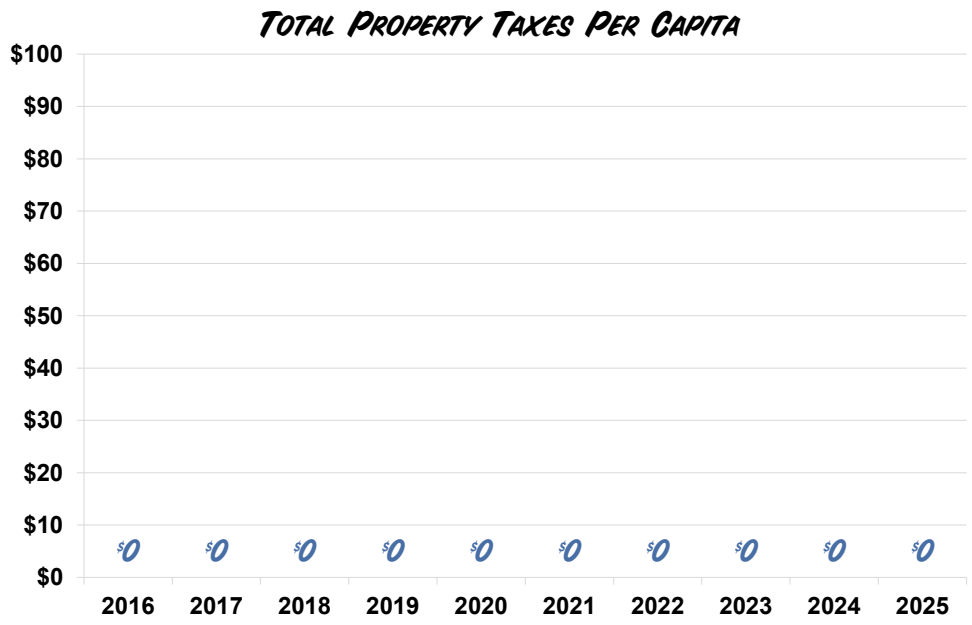
2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Performeter® Rating

10

Property Taxes Per Capita

Will our citizens be willing to approve property tax increases, if needed?



The financial ratio of property taxes per capita is an indication of the City's property tax burden on its citizens and other taxpayers. Constitutionally, Oklahoma municipalities may only levy a property tax to retire general obligation bonded debt and judgments.

For the year ended June 30, 2025, the City had no general obligation bond debt service or judgments outstanding, and therefore, had no property tax levied in 2025. This is an excellent indicator of financial capability in our model.

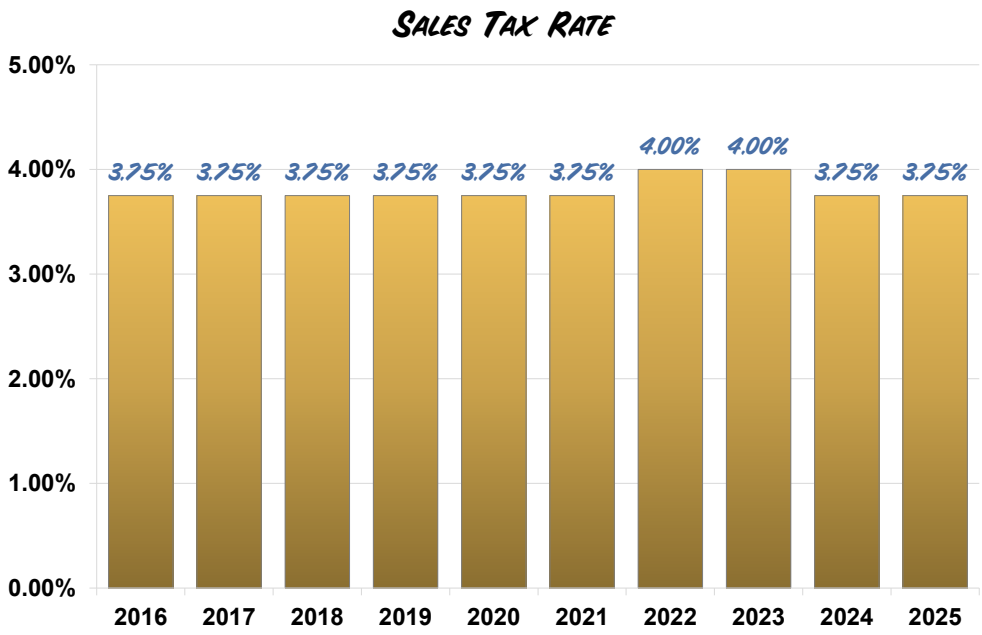
2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Performeter® Rating

10

Local Sales Tax Rate

Will our citizens be willing to approve sales tax increases, if needed?



For Oklahoma municipalities, sales tax is the primary source of funding for general government operations. Sales tax rates cannot be increased without voter approval. In our model, a 2% tax rate is considered excellent from the financing margin perspective, while 5% rate is considered a high rate and therefore weak in terms of increase ability margin.

For the year ended June 30, 2025, the City's sales tax rate in effect was 3.75%. There was no change in the sales tax rate from the prior period.

2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
3.75%	3.75%	3.75%	3.75%	3.75%	3.75%	4.00%	4.00%	3.75%	3.75%

Performeter® Rating

4.2

Financial Capability Ratings

Summary and Comparison to Prior Years

Ratio	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Revenue Dispersion	41%	37%	45%	48%	45%
Debt Service Load	11%	11%	12%	13%	14%
General Bonded Debt per Capita	$0	$0	$0	$0	$0
Remaining Legal Debt Margin	100%	100%	100%	100%	100%
Property Taxes per Capita	$0	$0	$0	$0	$0
Sales Tax Rate	3.75%	4.00%	4.00%	3.75%	3.75%
Financial Capability Performeter® Rating	**7.8**	**7.5**	**7.7**	**7.6**	**7.6**

Thank You!

- We would like to commend and thank the City of Edmond for allowing us to present this financial analysis. We hope it serves as a useful and understandable complement to the annual financial report.
- Visit our website at **www.crawfordcpas.com** for other useful tools for governments.

Finance / Audit Committee **5.**

Meeting Date: 04/16/2026

Submitted By: Ethan Davis, Finance

Item

Discussion and Consideration Regarding Scope and Priorities of a Capital Plan.

Background

The City's long-term financial sustainability depends on effectively planning for major capital expenses related to facilities, streets, trails, vehicles, parks, and other infrastructure. Establishing a comprehensive Capital Plan allows the City to identify, prioritize, and schedule future maintenance, replacement, and funding needs in a more deliberate and coordinated manner.

City staff has been asked to develop this plan and begin gathering relevant information in preparation for future review and discussion. Because the scope of the work will require coordination across departments and will involve additional data collection and analysis, the plan will be developed over time as needed and brought forward in phases for discussion and refinement.

The purpose of this discussion is to provide the committee with an opportunity to identify the desired scope, format, and priorities for development of the capital plan.

Time Frame

This item will be developed on an ongoing basis as staff gathers available information, coordinates with departments, and identifies priorities for future planning, maintenance, replacement, and funding considerations. No specific completion date is established at this time.

Issue

Staff recognizes the need for a regularly updated capital plan that defines long-term priorities for capital assets and related funding needs. Developing a capital plan will help establish goals for a separate capital budget, address maintenance and replacement planning, identify potential funding sources, consider insurance-related issues for covered assets, and define the full capital planning process to be presented to City Council.

Recommendations

Staff recommends continued discussion and development of the capital plan, including consideration of the following:

- Defining Goals and Expectations
    - Review Frequency
    - Format
    - Asset Criteria/Thresholds
- Funding Sources
    - Sales Tax
    - Debt
    - Insurance
- Capital Plan Development
    - Presentation and collaboration with the CIP Board
- Policies
    - Capital Asset Renewal

    - Replacement Reserve
    - Maintenance
- Risk Analysis
    - Consultant-provided or internally completed
- Replacement Plan for Capital Assets
    - Replacement Schedule
- Asset Listing
    - Review and update

Action Needed

No action required.

Public Notification

Posted Agenda.

Attachments

OKC Capital Plan

OKC Budgeting and Financial Planning Policies

OK State Capital Improvement Plan

ODOT Asset Management Plan

Wichita 2026-2035 Adopted CIP

Capital Improvement Budget

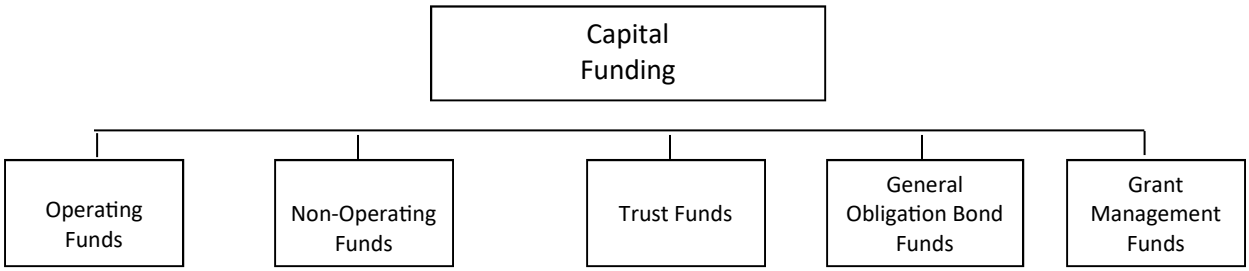
The Capital Improvement budget is separate from the city's operating budget approved by the city council. The provided capital budget is a listing of FY26 amounts budgeted and funding sources of each planned project. The planned capital expenditures represents the cost of new construction, renovation, acquisition or capital maintenance of City infrastructure, facilities, or other capital investments, to ensure the continuation of service, enhance operations and promote economic development.

A five-year Capital Improvement plan is prepared biennially or triennually to identify projects across the City which improve municipal services, strengthen infrastructure, enhance culture and recreation, and promote the economic development and growth of the City. The five-year CIP plan is available to the public and published online at https://www.okc.gov/departments/finance/financial-and-budget-reports/budget-and-tax-reports.



CAPITAL IMPROVEMENT FUNDING

The FY26 Capital Improvement Budget includes capital expenditures funded through various sources. Capital projects funded by General Obligation Bonds and Public Trusts are included in this section to provide a comprehensive capital position. Capital budgets for these two sources are not approved through the normal budget process. City voters approve General Obligation Bond propositions providing authorization for bond funded capital projects. Public trusts' capital budgets are approved by the trustees.



- Airports Fund
- Internal Service Fund
- Medical Service Prog Fund
- Stormwater Drainage Fund

- Asset Forfeiture Fund
- Better Streets, Safer City Sales Tax Fund
- Better Streets, Safer City Use Tax Fund
- Capital Improvement Projects Fund
- City and Schools Capital Use Tax Fund
- Internal Service Capital Fund
- MAPS Fund
- MAPS 3 Sales Tax Fund
- MAPS 3 Use Tax Fund
- MAPS 4 Program Fund
- MAPS 4 Use Tax Fund
- Police and Fire Equipment Sales Tax Fund
- Police Sales Tax Fund
- Special Purpose Funds
- Sports Facilities Sales Tax Fund
- Sports Facilities Use Tax Fund
- Stormwater Drainage Capital Fund
- Street and Alley Capital Fund

- Central Oklahoma Parking and Transportation Authority
- Oklahoma City Airports Trust
- Oklahoma City Economic Development Trust
- Oklahoma City Environmental Authority Trust
- Oklahoma City Municipal Facilities Authority
- Oklahoma City Public Property Authority
- Oklahoma City Water Utilities Trust
- Oklahoma City Zoological Trust

- 2012 General Obligation Bonds
- 2013 General Obligation Bonds
- 2014 General Obligation Bonds
- 2017 General Obligation Bonds

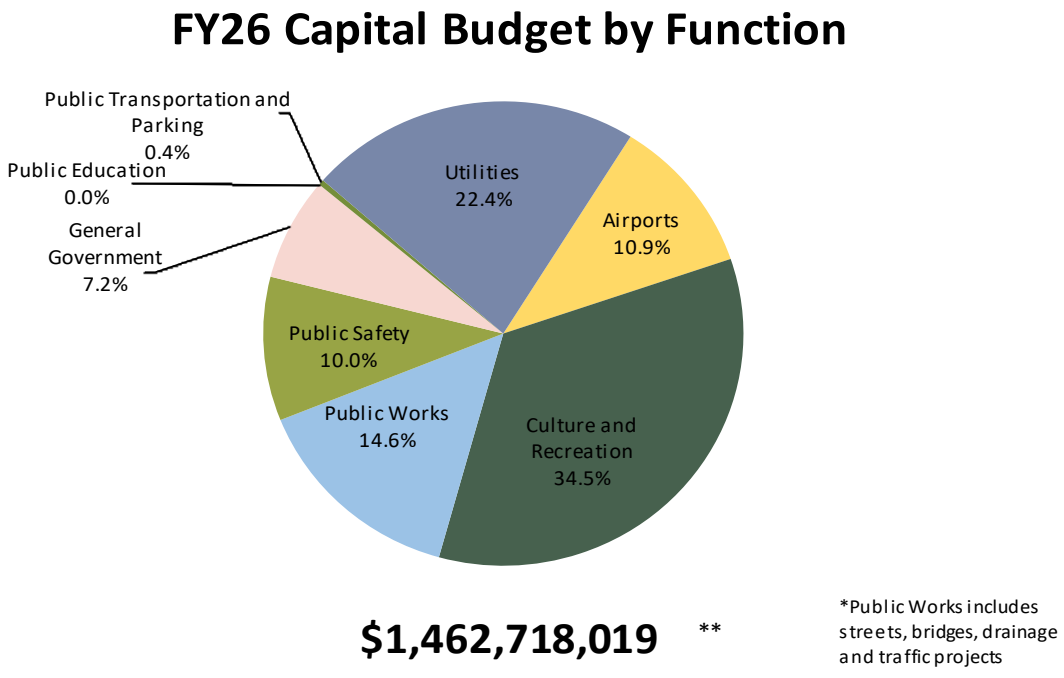
- Police Grants
- Public Works Grants
- Trust Grants

IMPACT OF CAPITAL PROJECTS ON THE OPERATING BUDGET

The City recognizes that capital projects have an impact on the operating budget in two distinct ways and has taken appropriate steps to address those impacts. The first impact occurs during the design and construction phase of capital projects. As projects are being undertaken, City staff has numerous design, management, construction and oversight responsibilities. For example, implementation of the General Obligation Bond Programs have required significant resources, particularly within the Public Works Department, due to the extensive design and project management requirements of these programs. Where feasible, the costs of project management are charged to the associated projects by the department providing those services.

The second and primary impact of capital projects on the operating budget is the ongoing maintenance and operations requirements that continue after a project is completed. As part of the operating and capital budget development process, departments are asked to identify costs associated with the maintenance and operation of capital projects that are to be completed in the coming fiscal year and future fiscal year impacts.

The City's capital planning process includes the estimate of future operating and maintenance costs resulting from proposed capital improvements. Capital improvements that replace existing City assets generally reduce maintenance and operating costs in the near term. As the assets age, maintenance and operating costs will increase, but generally do not exceed the cost of operating and maintaining the assets they are replacing. For new capital projects, which increase City assets, Departments are required to provide estimates of future operating and maintenance costs to assist in the decision making for operating budgets and to allow for consideration of the feasibility of the projects.



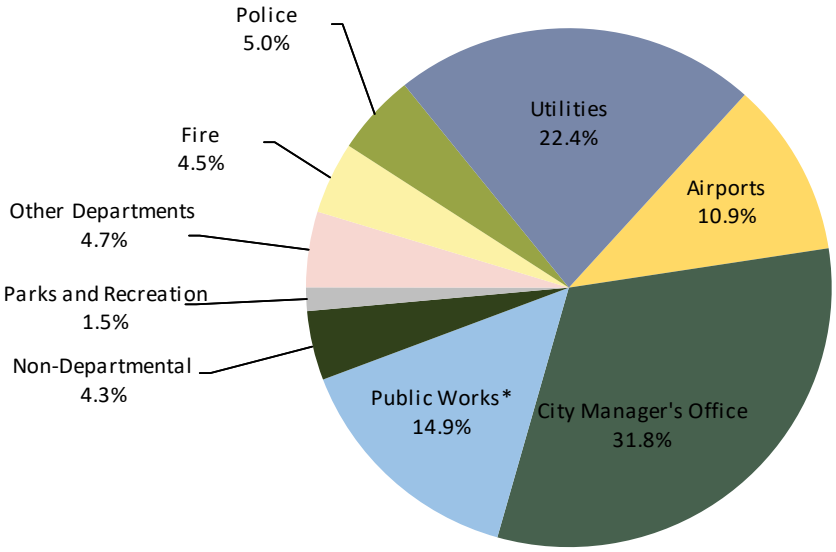
CAPITAL EXPENDITURES SUMMARY

	Actual FY24	Adopted FY25	Proposed FY26
Operating Funds			
Airports Fund	$420,185	$0	$0
General Fund	1,592,676	0	0
Internal Service Fund	0	0	0
Medical Service Program Fund	0	0	0
Stormwater Drainage Fund	657,880	480,898	480,898
Total Operating Funds	**$2,670,741**	**$480,898**	**$480,898**
Non-Operating Funds			
Asset Forfeiture Funds	$0	$200,000	$100,000
Capital Improvements Projects Fund	16,345,186	122,240,472	116,641,768
Impact Fee Fund	1,561,492	77,524,888	78,508,729
Internal Service Capital Fund	87,941	7,862,330	6,264,081
Special Purpose Funds	694,269	6,538,454	5,661,767
Stormwater Drainage Capital Fund	496,053	6,301,602	2,423,342
Street and Alley Capital Fund	0	0	0
Transportation & Parking Fund	0	0	0
Total Non-Operating Funds	**$19,184,941**	**$220,667,746**	**$209,599,687**
Trust Funds *			
Central OK Trans. and Parking Auth. (COTPA)	$7,372,335	$3,057,000	$4,584,289
McGee Creek Authority (MCA)	2,637,779	0	0
OKC Airport Trust (OCAT)	42,664,513	49,270,000	114,855,000
OKC Environmental Assistance Trust (OCEAT)	0	0	0
OKC Economic Development Trust (OCEDT)	0	0	0
OKC Municipal Facilities Authority (OCMFA)	0	0	1,204,399
OKC Public Property Authority (OCPPA)	2,659,673	7,218,589	7,618,234
OKC Water Utilities Trust (OCWUT)	271,380,463	297,029,000	327,849,000
OKC Zoological Trust (OCZT)	10,849,615	22,316,000	11,800,000
Total Trust Funds	**$337,564,377**	**$378,890,589**	**$467,910,922**
Special Tax Funds			
Special Tax Funds	$127,800,435	$576,703,949	$614,968,165
Total Special Tax Funds	**$127,800,435**	**$576,703,949**	**$614,968,165**
General Obligation Bond Funds			
General Obligation Bond Funds	$51,412,039	$118,435,000	$124,350,348
Total General Obligation Bond Funds	**$51,412,039**	**$118,435,000**	**$124,350,348**
Grant Management Funds			
Grant Management Funds	($2,480,727)	$47,421,000	$45,408,000
Total Grant Management Funds	**($2,480,727)**	**$47,421,000**	**$45,408,000**
Other Unspecified Funds			
Other Unspecified Funds	$0	$8,000,000	-
Other Unspecified Funds * **	**$0**	**$8,000,000**	**$0**
Total Capital Expenditures **	**$536,151,807**	**$1,350,599,182**	**$1,462,718,019**

* Not included in the City's adopted budget

** Estimated Capital Expenditures as of April 19, 2025

CAPITAL BUDGET BY DEPARTMENT



$1,462,718,019 **

*Public Works includes streets, bridges, drainage and traffic projects

** Estimated Capital Expenditures as of April 19, 2025

	Proposed FY26
Airports	$159,521,000
City Clerk's Office	3,542,522
City Manager's Office	465,323,816
Development Services	21,523
Finance	333,693
Fire	65,481,376
General Services	29,515,687
Human Resources	188,317
Information Technology	14,509,966
Mayor and Council	-
Municipal Counselor	252,377
Municipal Court	211,781
Non-Departmental	63,149,003
Parks and Recreation	21,415,822
Planning	2,966,196
Police	73,796,340
Public Transportation and Parking	5,583,197
Public Works	217,256,402
Utilities	327,849,000
Zoo	11,800,000
**Total Capital Expenditures ** **	**$1,462,718,019**


SEAL OF THE CITY OF
OKLAHOMA CITY
The City of
OKLAHOMA CITY

AIRPORTS

2- Shuttle Buses FY26 - Will Rogers World Airport (Ward 3)

Purchase of replacement two buses Estimated annual operating cost is $10,000.

	FY26 Cost
Oklahoma City Airport Trust	$290,000
Project Total	**$290,000**

A1250006 - WRWA Upgrade Baggage Handling System - Will Rogers World Airport (Ward 3)

Replacement and/or addition of baggage conveyor, upgrade or replacement of operating hardware/software, replacement of aging components in the baggage handling system. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$2,500,000
Project Total	**$2,500,000**

A1250007 - WRWA Wayfinding and Signage Services - Will Rogers World Airport (Ward 3)

Yearly Services Contract for signage maintenance, fabrication, and installation. The Airport signage will need to be updated as areas of the Airport change in use, destination, or as tenants change, or as new sign needs are identified. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$300,000
Project Total	**$300,000**

A1250008 WRWA Reconstruct Terminal Apron South Gates - Phase 2 - Will Rogers World Airport (Ward 3)

Rehabilitation of the terminal apron. Several areas of pavement are over 40 years old and showing signs of distress in the form of cracking, spalling, and surface delamination. The rehabilitation will be performed in phases and may be spread over multiple Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$2,314,000
Project Total	**$2,314,000**

A2230001 - WPA Terminal Apron Pavement Rehabilitation - Wiley Post Airport (Ward 3)

Routine pavement maintenance is required to extend useful life. Previous projects addressed the asphalt portion. Rehabilitation of concrete portion of terminal apron. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$350,000
Project Total	**$350,000**

A2250001 - WPA Aircraft Box Hangars - Wiley Post Airport (Ward 3)

This authorization for professional services will be for Project No. OCAT WPA 2516 Aircraft T-Hangars for additional box hangars to have available box hangars for lease. The airport is at capacity for small box hangars for lease. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$1,653,000
Project Total	**$1,653,000**

A4250000 - WRWA Metro Tech New Hangar - Will Rogers World Airport (Ward 3)

This project is for the design and construction of a new hangar to be constructed for the Metro Tech Campus (Project) at Will Rogers World Airport. The hangar is intended to house a single MD-80 aircraft for maintenance and training purposes. The hangar i Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$6,000,000
Project Total	**$6,000,000**

A7250000 - MMAC Medium Voltage Transformers T38 and T39 Replacement - Mike Monroney Aeronautical Center (Ward 3)

Replace the pad-mounted, medium-voltage Transformers near the Thomas P. Stafford Building. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$300,000
Project Total	**$300,000**

A7250001 - MMAC TPS Emergency Lighting - Mike Monroney Aeronautical Center (Ward 3)

Emergency TPS lighting at Mike Montgomery Aeronautical Center. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$160,000
Project Total	**$160,000**

A7250003 - MMAC Medium Voltage Standy Electrical - Mike Monroney Aeronautical Center (Ward 3)

MV Standby Electrical Equipment. Electrical equipment needed to keep FAA rented facilities (MMAC) with power. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$300,000
Project Total	**$300,000**

A7250005 - MMAC AHQ Temporary Chiller - Mike Monroney Aeronautical Center (Ward 3)

Rental of temporary chiller and appurtenances. Temporary chiller at AHQ building is damaged and beyond repair. Providing temporary chiller until a replacement chiller can be installed. Approximately 13 rental months at 28days/month. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$150,000
Project Total	**$150,000**

A7250006 - MMAC TPS Fire Sprinkler Replacement - Mike Monroney Aeronautical Center (Ward 3)

Type A Study to determine severity of the Fireline issue. FAA has identified corrosion and microbial issues with the fire lines at Thomas P. Stafford building. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$1,080,000
Project Total	**$1,080,000**

A7250007 - MMAC TPA Skylight Replacement - Mike Monroney Aeronautical Center (Ward 3)

MMAC TPS Building Skylight Replacement. The Thomas P. Stafford (TPS) Building Skylights are leaking and need replacement. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$680,000
Project Total	**$680,000**

AWS Explosive Detection Screening Equipment (EDSE) - Will Rogers World Airport (Ward 3)

Purchase EDSE to comply with TSA-mandated Aviation Worker Screening (AWS). Estimated annual operating cost is $75,000.

	FY26 Cost
Oklahoma City Airport Trust	$75,000
Project Total	**$75,000**

CEPA Future Hgr Dev. Taxilane - Clarence E. Page Airport (Ward 3)

Hangar development in the northeast “Future Individual Hangar Development Area” is growing and this taxilane extension will provide additional area for development with access to the taxiways and runways. Estimated annual operating cost is $0.

	FY26 Cost
Other Grants	$392,000
Oklahoma City Airport Trust	$8,000
Project Total	**$400,000**

CEPA Construct New Maint Fac - Clarence E. Page Airport (Ward 3)

Construct new 60x100 Maintenance Facility and install electronic gate. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$360,000
Project Total	**$360,000**

CEPA RCE Box Hangars - Clarence E. Page Airport (Ward 3)

This project will be to build hangars along the new taxi lane that is being developed in calendar year 2025. The plan is to do split funding with ODAA funding 40% for three hangars with one add alternate so we are budgeting for four hangars. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$1,760,000
Project Total	**$1,760,000**

CEPA Reconstruction Taxiway A - Clarence E. Page Airport (Ward 3)

CEPA reconstruction of Taxiway A. Estimated annual operating cost is $0.

	FY26 Cost
Other Grants	$587,000
Oklahoma City Airport Trust	$17,000
Project Total	**$604,000**

ConRAC Buses - Will Rogers World Airport (Ward 3)

Purchase two new buses. Estimated annual operating cost is $10,000.

	FY26 Cost
Oklahoma City Airport Trust	$1,100,000
Project Total	**$1,100,000**

De-Ice Truck - Will Rogers World Airport (Ward 3)

Replace De-ice truck.Current truck is 17 years old and will send it to WPA to replace their current piece. Estimated annual operating cost is $10,000.

	FY26 Cost
Oklahoma City Airport Trust	$312,000
Project Total	**$312,000**

Horticulture Maintenance Facility - Will Rogers World Airport (Ward 3)

Construct a new horticulture maintenace facility for grounds maintenace. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$2,650,000
Project Total	**$2,650,000**

MMAC ANF-1 Chiller & Cool Repl - Mike Monroney Aeronautical Center (Ward 3)

OCAT WRWA 2318 ANF I Chiller and Cooling Tower Replacements. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$3,095,000
Project Total	**$3,095,000**

MMAC Arb Loadg Dock Exp Repair - Mike Monroney Aeronautical Center (Ward 3)

Repair Expansion joint in the Loading Dock Area. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$650,000
Project Total	**$650,000**

MMAC Atb Chiller & Cooling Tow - ATB Chiller and Cooling Tower - MMAC (Ward 3)

Replace chiller and cooling tower. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$2,000,000
Project Total	**$2,000,000**

MMAC Bmb Vechicle Maint Roof - Mike Monroney Aeronautical Center (Ward 3)

Replacement of roof over vehicle maintenance area of BMB and sealing of window openings. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$220,000
Project Total	**$220,000**

MMAC Environmental Remediation - Mike Monroney Aeronautical Center (Ward 3)

This will be used when it is necessary to remediate buildings or areas before projects. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$250,000
Project Total	**$250,000**

MMAC Fsb Medium Voltage Switch - Mike Monroney Aeronautical Center (Ward 3)

Replace the pad-mounted, medium-voltage Switch 49970 near the Thomas P. Stafford Building. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$470,000
Project Total	**$470,000**

MMAC Hangar 8 Roof Replacement - Mike Monroney Aeronautical Center (Ward 3)

Hangar 8 Roof Replacement. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$80,000
Project Total	**$80,000**

MMAC Hangar 9 Roof Replacement - Mike Monroney Aeronautical Center (Ward 3)

Hangar 9 Roof Replacement. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$3,810,000
Project Total	**$3,810,000**

MMAC Hgr9 Chiller, Tower & AHU - Mike Monroney Aeronautical Center (Ward 3)

Replace two (2) 300 ton chillers, cooling tower and seven (7) AHU's. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$6,060,000
Project Total	**$6,060,000**

MMAC LED Streetlight Upgrade - Mike Monroney Aeronautical Center (Ward 3)

Replace aging lamp post heads including lamps and ballasts. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$570,000
Project Total	**$570,000**

MMAC Lsf Roof & Gutter Repairs - Mike Monroney Aeronautical Center (Ward 3)

Repair/replace gutter on the LSF Building and replace cap sheet on roof. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$1,500,000
Project Total	**$1,500,000**

MMAC Macarthur Blvd Storm Sewe - Mike Monroney Aeronautical Center (Ward 3)

Repair and replace storm sewer along MacArthur Blvd. Estimated annual operating cost is $0.

	FY26 Cost
Other Grants	$100,000
Oklahoma City Airport Trust	$0
Project Total	**$100,000**

MMAC Mechanical Systems Repair - Mike Monroney Aeronautical Center (Ward 3)

This will be used when it is necessary to repair or maintain mechanical HVAC systems due to failures before a full project can begin. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$250,000
Project Total	**$250,000**

MMAC Medium Voltage Systems - Mike Monroney Aeronautical Center (Ward 3)

This will be used when it is necessary to repair or maintain medium voltage systems due to failures before a full project can begin. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$250,000
Project Total	**$250,000**

MMAC Medium Voltage Upgrades - Mike Monroney Aeronautical Center (Ward 3)

Repair, replace and expand medium voltage electrical system as needed. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$250,000
Project Total	**$250,000**

MMAC Mike Monroney Blvd Entry - Mike Monroney Aeronautical Center (Ward 3)

Replacement of the paving from Regina Ave. through the intersection of Foster Ave. Also included are curb replacement and construction of crosswalks. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$500,000
Project Total	**$500,000**

MMAC MMAC Macarthur Blvd Pavin - Mike Monroney Aeronautical Center (Ward 3)

MacArthur Blvd Paving Repair and Replacement. MacArthur Blvd - SW 64th Street to SW74 Street; and MacArthur Blvd - SW 59th Street to SW 63rd Street. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$300,000
Project Total	**$300,000**

MMAC Multi-Elevator Replace-I - Mike Monroney Aeronautical Center (Ward 3)

Replace the elevators in the following buildings: ARB (3 pass - 1 freight), CAMI (2 pass - 2 freight), CAMI Hi-Bay (1 freight), Hangar 8 (1 pass), Hangar 9 (3 pass - 1 freight), RTF (1 pass). Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$3,500,000
Project Total	**$3,500,000**

MMAC MV Sectionalizing and Circuit Separation - Mike Monroney Aeronautical Center (Ward 3)

MMAC MV ReplaceTransforers and Switches Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$1,200,000
Project Total	**$1,200,000**

MMAC Natural Gas System Repair - Mike Monroney Aeronautical Center (Ward 3)

This will be used when it is necessary to repair or maintain the natural gas master meter system due to failures before a full project can begin. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$100,000
Project Total	**$100,000**

MMAC Registry Chiller/Boiler - Mike Monroney Aeronautical Center (Ward 3)

Registry Chiller and Boiler Replacement. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$1,900,000
Project Total	**$1,900,000**

MMAC Roof Study & Master Plan - Mike Monroney Aeronautical Center (Ward 3)

Evaluate and prioritize the conditions of all OCAT roof on the MMAC campus. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$260,000
Project Total	**$260,000**

MMAC Water Meter Purch & Instl - Mike Monroney Aeronautical Center (Ward 3)

Purchase water meters for buildings on the MMAC campus. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$2,500,000
Project Total	**$2,500,000**

Motor Grader - Will Rogers World Airport (Ward 3)

Replace equipment becoming less dependable, costly to maintain and obselete parts Estimated annual operating cost is $10,000.

	FY26 Cost
Oklahoma City Airport Trust	$400,000
Project Total	**$400,000**

Service Animal Relief Area - Will Rogers World Airport (Ward 3)

Construct a new service animal relief area. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$500,000
Project Total	**$500,000**

Snow Broom FY26 - Will Rogers World Airport (Ward 3)

Purchase of a Snow Broom. Estimated annual operating cost is $10,000.

	FY26 Cost
Oklahoma City Airport Trust	$750,000
Project Total	**$750,000**

TYMCO Sweeper - Will Rogers World Airport (Ward 3)

Purchase TYMCO Sweeper. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$376,000
Project Total	**$376,000**

WPA Construct New Atct - Wiley Post Airport (Ward 1)

Construct new Airport Terminal and Air Traffic Control Tower. Estimated annual operating cost is $0.

	FY26 Cost
Other Grants	$9,100,000
Oklahoma City Airport Trust	$583,000
Project Total	**$9,683,000**

WPA Drainage Improvements - Wiley Post Airport (Ward 1)

Design and construct a new RCB trunk line in Basin D identified in the 2015 Drainage Study conducted by MKEC to alleviate flooding problems. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$2,032,000
Project Total	**$2,032,000**

WPA Gulfstream Demo - Wiley Post Airport (Ward 1)

Demolition of WPA Gulfstream facility. Estimated annual operating cost is $1,491,600.

	FY26 Cost
Oklahoma City Airport Trust	$2,125,000
Project Total	**$2,125,000**

WPA Hangar 10 Roof - Wiley Post Airport (Ward 1)

Recoating of the Hangar 10 roof. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$500,000
Project Total	**$500,000**

WPA Hgr 11 Middle & High Roof - Wiley Post Airport (Ward 1)

Re-roof high roof and adjacent equipment room (middle roof). Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$510,000
Project Total	**$510,000**

WPA Perimeter Fence & Gates - Wiley Post Airport (Ward 1)

Purchase and installation of a new perimeter fence & gates around the entire airport. Estimated annual operating cost is $0.

	FY26 Cost
Other Grants	$100,000
Oklahoma City Airport Trust	$0
Project Total	**$100,000**

WPA Reconstruct A-5 - Wiley Post Airport (Ward 1)

Reconstruction of taxi lane A-5 East of Taxiway B to withstand 100,000 number of aircraft. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$1,500,000
Project Total	**$1,500,000**

WPA Rehabilitate Term Apron - Wiley Post Airport (Ward 1)

Routine pavement maintenance is required to extend useful life. Previous projects addressed the asphalt portion. Estimated annual operating cost is $0.

	FY26 Cost
Other Grants	$100,000
Oklahoma City Airport Trust	$250,000
Project Total	**$350,000**

WPA TW B PAVEMENT REHAB - Wiley Post Airport (Ward 1)

Reconstruct,rehabilitate,clean and seal PCC joints and cracks on Taxiway B. Estimated annual operating cost is $0.

	FY26 Cost
Other Grants	$0
Oklahoma City Airport Trust	$200,000
Project Total	**$200,000**

WPA Widen Rway 17R/35L to 100' - Wiley Post Airport (Ward 1)

Widen Runway 17R/35L from 75' to 100' and reconstruct asphalt section of runways. Install new lights in cans previously installed. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$6,953,000
Project Total	**$6,953,000**

WRWA AAR Multi Hangar Painting - Will Rogers World Airport (Ward 3)

Repainting of AAR Hangars, excluding Hangar 4. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$200,000
Project Total	**$200,000**

WRWA AAR New 3-Bay Hangar - Will Rogers World Airport (Ward 3)

AAR received funding from the State of Oklahoma to design and construct a new 3-Bay Aircraft Hangar at Will Rogers World Airport. The new hangar will be located north of the existing Hangar 3B. Estimated annual operating cost is $0.

	FY26 Cost
Other Grants	$9,584,000
Project Total	**$9,584,000**

WRWA AAR Ramp Pavement Rehab-I - Will Rogers World Airport (Ward 3)

The AAR ramp is located to the east of the northern end of Taxiway A and is approximately 3,000 feet long by 300 ft. wide. Due to the size of the apron, the rehabilitation is split into 2 phases. Phase I consists of approximately 1,500 ft. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$4,140,000
Project Total	**$4,140,000**

WRWA Airports Proc Impv Implem - Will Rogers World Airport (Ward 3)

The Airports process improvement implementation will apply the solutions recommended in the study to automate and streamline business processes. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$500,000
Project Total	**$500,000**

WRWA COMMON USE GATES AND TICKET COUNTERS - Will Rogers World Airport (Ward 3)

Professional services and constrution for podiums and display cabinets at Gates 20, 22, 24 & 32. In addition add two ticket counters in Area 729 of the non-secure area. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$368,000
Project Total	**$368,000**

WRWA Common Use System - Will Rogers World Airport (Ward 3)

WRWA Common Use system to allow airlines the joint-use of Gate 32 for international flights, as well other Airport/unassigned gates and ticket counters. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$400,000
Project Total	**$400,000**

WRWA Conrac Canopy Fabric Repl - Will Rogers World Airport (Ward 3)

Replace 25-30% per year of Lot 3 Canopy Fabric as needed. Estimated annual operating cost is $0.

	FY26 Cost
PAX\Customer Facility Charges	$500,000
Project Total	**$500,000**

WRWA Equipment Capital - Will Rogers World Airport (Ward 3)

WRWA Equipment Capital Bucket. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$750,000
Project Total	**$750,000**

WRWA FIDS AND ENGAGE IMPROVE - Will Rogers World Airport (Ward 3)

Flight information display system (FIDS) and Engage hardware replacement of aging Legacy hardware and software. Estimated annual operating cost is $40,000.

	FY26 Cost
Oklahoma City Airport Trust	$500,000
Project Total	**$500,000**

WRWA Fuel Facility Comm - Will Rogers World Airport (Ward 3)

Upgrade all Fuel Facility components (microloads, PLC) required to communicate over Ethernet (reference project # A1180013). Currently, everything is serial and not reliable. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$150,000
Project Total	**$150,000**

WRWA Garage B & C Repairs - Will Rogers World Airport (Ward 3)

Garage B and C review/repair waterproofing and structural repairs. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$1,000,000
Project Total	**$1,000,000**

WRWA Hldrm Seating &Elect Upg - Will Rogers World Airport (Ward 3)

Design holdroom seating layouts, add and upgrade additional holdroom floor electrical outlets, replace aging seating. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$3,431,000
Project Total	**$3,431,000**

WRWA Lariat Landing Dev-Phse 1 - Will Rogers World Airport (Ward 3)

This plan outlined the implementation of certain infrastructure to provide road access and utilities to the Phase 1 development area. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$600,000
Project Total	**$600,000**

WRWA Lariat Landing Hangar Development - Will Rogers World Airport (Ward 3)

Eastside Hangar Development. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$20,000,000
Project Total	**$20,000,000**

WRWA Lot 3 Rehab - Will Rogers World Airport (Ward 3)

Crack and base repair of Surface Parking Lot 3. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$90,000
Project Total	**$90,000**

WRWA Masterplan Update - Will Rogers World Airport (Ward 3)

The existing master plan was approved in 2010. This project will be to perform a complete master plan update for Will Rogers World Airport. Estimated annual operating cost is $0.

	FY26 Cost
Other Grants	$227,000
Oklahoma City Airport Trust	$23,000
Project Total	**$250,000**

WRWA Mechanical Improvements - Will Rogers World Airport (Ward 3)

Emergency repairs. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$100,000
Project Total	**$100,000**

WRWA Network Infra Refresh - Will Rogers World Airport (Ward 3)

Terminal communication infrastructure refresh including replacement and improvements to comm room equipment and wiring throughout the terminal building to improve reliability and security for Airport and tenant systems. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$500,000
Project Total	**$500,000**

WRWA Parcs System Refresh - Will Rogers World Airport (Ward 3)

WRWA Parking Access and Revenue Control System (PARCS) system refresh. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$500,000
Project Total	**$500,000**

WRWA Parking Garage & MEP Eval - Will Rogers World Airport (Ward 3)

Analysis and engineering for painting of all Parking Garages B and C. Evaluation of Parking Garages and Pedestrian Tunnel MEP Systems. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$2,818,000
Project Total	**$2,818,000**

WRWA PARKING GARAGE D - Will Rogers World Airport (Ward 3)

Design and construction for a new five story parking Garage D to be located just north of the existing five story Garage C. Prepare preliminary and final design documents for the bidding and construction of the new garage. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$7,252,000
Project Total	**$7,252,000**

WRWA Passenger Bridge Upgrade - Will Rogers World Airport (Ward 3)

Paint, wall panels, flooring, replace major components with modernized upgrades. Estimated annual operating cost is $0.

	FY26 Cost
Other Grants	$8,511,000
Oklahoma City Airport Trust	$462,000
Project Total	**$8,973,000**

WRWA Pavement Replace Rehab - Will Rogers World Airport (Ward 3)

Funding for unexpected pavement repair or replacement project. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$500,000
Project Total	**$500,000**

WRWA Pedestrian Access East - Will Rogers World Airport (Ward 3)

This project enhances pedestrian safety and accessibility by creating a defined pathway between the sidewalk and parking lot on Terminal Drive's East side for airport employees and tenants. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$150,000
Project Total	**$150,000**

WRWA Pedestrian Access West - Will Rogers World Airport (Ward 3)

This project enhances pedestrian safety and accessibility by creating a defined pathway between the sidewalk and parking lot on Terminal Drive's West side for airport employees and tenants. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$150,000
Project Total	**$150,000**

WRWA Plaza and Canopy Refresh - Will Rogers World Airport (Ward 3)

The canopy's on the upper level and in the plaza need painted, lighting redone, bird proofed, trash cans, seating and new colunm covers. Estimated annual operating cost is $10,000.

	FY26 Cost
Oklahoma City Airport Trust	$1,000,000
Project Total	**$1,000,000**

WRWA Ramp Cupping Plow - Will Rogers World Airport (Ward 3)

Purchase Cupping Plow to clear ramps. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$139,000
Project Total	**$139,000**

WRWA Reconstr Rw 17R-35L North - Will Rogers World Airport (Ward 3)

Evaluate & design for the rehab of concrete pavement, lights and shoulders on runway 17R/35L. The north 1,000 feet requires full recontruction. The work will include all connecting taxiways to a distance beyond the runway safety area on each connecting ta Estimated annual operating cost is $0.

	FY26 Cost
Other Grants	$2,665,000
Oklahoma City Airport Trust	$1,074,000
Project Total	**$3,739,000**

WRWA Recontr Terminal Apron So - Will Rogers World Airport (Ward 3)

Reconstruction of the terminal apron. Several areas of pavement are over 40 years old and showing signs of distress in the form of cracking, spalling, and surface delamination. Estimated annual operating cost is $0.

	FY26 Cost
Other Grants	$6,609,000
Oklahoma City Airport Trust	$405,000
Project Total	**$7,014,000**

WRWA Rehab Runway 17R/35L Pave - Will Rogers World Airport (Ward 3)

Reconstruct the center 50 feet (25 feet on each side of the centerline) of Runway 35L/17R. Rehabilitation will include runway shoulders and runway centerline lights. Estimated annual operating cost is $0.

	FY26 Cost
Other Grants	$0
Oklahoma City Airport Trust	$400,000
Project Total	**$400,000**

WRWA Snow & Mowing Equip Store - Will Rogers World Airport (Ward 3)

Construct building to store snow equipment in the summer and mowing equipment in the winter. Estimated annual operating cost is $10,000.

	FY26 Cost
Oklahoma City Airport Trust	$300,000
Project Total	**$300,000**

WRWA Term Build Flooring Repl - Will Rogers World Airport (Ward 3)

WRWA Replacement of porcelain tile flooring with terrazzo flooring. Estimated annual operating cost is $0.

	FY26 Cost
Other Grants	$3,208,000
Oklahoma City Airport Trust	$0
Project Total	**$3,208,000**

WRWA Terminal Access Road - Will Rogers World Airport (Ward 3)

Rehabilitate the terminal entrance and exit road along with adjacent intersecting roads. Estimated annual operating cost is $0.

	FY26 Cost
Other Grants	$1,951,000
Oklahoma City Airport Trust	$500,000
Project Total	**$2,451,000**

WRWA TERMINAL AREA MASTER PLAN - Will Rogers World Airport (Ward 3)

The Master Plan will provide a planning tool to correctlandside traffic issues and provide a roadmap for future development in the termnl area in-line with forecasted airport growth projections and a related approved and phased development plan. Estimated annual operating cost is $0.

	FY26 Cost
Oklahoma City Airport Trust	$200,000
Project Total	**$200,000**

WRWA Terminal Restrooms Renova - Will Rogers World Airport (Ward 3)

Update the access and finishes to all level 1 , level 2 and mezzanine restrooms in the main terminal area and west concourse. The upgrades will include bringing the restrooms up to the current ADA code requirements. Estimated annual operating cost is $0.

	FY26 Cost
Other Grants	$1,532,000
Oklahoma City Airport Trust	$0
Project Total	**$1,532,000**

AIRPORTS FY26 TOTAL $162,521,000

BOND-LIBRARIES

Downtown Library - 300 Park Avenue (Ward 6)

Expansion, renovation, remodeling, and repair. In addition, potential site preparation, infrastructure, appurtenances, roadways, parking, equipment, furniture and technology improvements. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$3,180,000
Project Total	**$3,180,000**

Libraries CNTRL_ULSTA - To be determined. (N/A)

Libraries Unlisted Control Account. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$450,000
Project Total	**$450,000**

BOND-LIBRARIES FY26 TOTAL $3,630,000

CITY CLERK

Centralized Records Facility - 19 N. Klein Avenue (Ward 6)

Acquisition, expansion, improvement, rehabilitation, repair, construction, equip and furnish the City's Centralized Records Facility. Estimated annual operating cost is $250,000.

	FY26 Cost
2017 G.O. Bonds	$3,200,000
Project Total	**$3,200,000**

Network Improvements - 200 N. Walker Ave. (Ward 6)

Improvements and modifications related to network equipment maintained by City Clerk. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$74,000
Project Total	**$74,000**

CITY CLERK FY26 TOTAL $3,274,000

CITY MANAGER

AE-0002 - Paycom Arena-OKC Arena - 100 W Reno Ave (Ward 6)

Public Works - CIP. AE-0002 - Oklahoma City Arena - CMAR Agreement. Estimated annual operating cost is $0.

	FY26 Cost
OKC Public Property Authority	$2,000,000
Project Total	**$2,000,000**

C10431 - CIP Funded work for New Arena - 100 W Reno Ave (Ward 6)

CIP Fund Project. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$650,000
Project Total	**$650,000**

MB-1566-Softball HOF Misc Repairs - 2801 NE 50th Street (Ward 7)

USA Softball Hall of Fame Miscellaneous Repairs. Estimated annual operating cost is $0.

	FY26 Cost
OKC Public Property Authority	$50,000
Project Total	**$50,000**

MB-1762 Softball Hall of Fame Indoor Practice Facility - 2801 NE 50th Street (Ward 7)

Softball Hall of Fame Indoor Practice Facility - 32k sf 2801 NE 50TH ST. Estimated annual operating cost is $0.

	FY26 Cost
OKC Public Property Authority	$75,000
Project Total	**$75,000**

Print Shop Remodel - 200 N. Walker (Ward 6)

Remodel of the Print Shop to accommodate service consultations and assistance, display sample products, and give customers an area to complete print shop business transactions. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$80,000
Project Total	**$80,000**

Printshop Equipment - 200 N. Walker (Ward 6)

Replacement of printing or copying equipment used in Print Shop operations. Estimated annual operating cost is $0.

	FY26 Cost
Internal Service Fund Capital	$50,000
Project Total	**$50,000**

CITY MANAGER FY26 TOTAL $2,905,000

CITY MANAGER (MAPS)

AE-0001 - OKC Arena-Owner's Rep - 100 W Reno Ave (Ward 7)

Professional consulting services between City of OKC, OCPPA, and ICON Venue Group, LLC dba CAA ICON for the OKC Arena, 1 Myriad Gardens. Estimated annual operating cost is $0.

	FY26 Cost
OKC Public Property Authority	$4,709,372
Project Total	**$4,709,372**

AE-0006 - Prairie Surf Demolition - City Wide (Ward 7)

Demolish Prairie Surf for new NBA arena. Estimated annual operating cost is $0.

	FY26 Cost
OKC Public Property Authority	$5,000,000
Project Total	**$5,000,000**

M3-C016 - MAPS3 Contribution to Riversport Improvements - Downtown Oklahoma City (Ward 6)

MAPS3 Contribution to Riversport Improvements. Estimated annual operating cost is $0.

	FY26 Cost
MAPS3 Sales Tax	$3,000,000
Project Total	**$3,000,000**

M4-NY011 - Youth Centers-Ph I - To be determined (Citywide)

Oversight Contractor ADG & Gooden Group - Youth Centers Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Sales Tax	$7,891,000
Project Total	**$7,891,000**

M4-TR020 - Trails-Trail Improvement - SW 59th St to SW 74th St (Citywide)

May Avenue Trail-SW 59th St to SW 74th St. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Sales Tax	$2,083,400
Project Total	**$2,083,400**

M4-TTG21 - Transit-Planned Growth Long Range Plan - City Wide (Citywide)

Plan for Future Embark Investments Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Sales Tax	$1,315,411
Project Total	**$1,315,411**

MAPS 3 Convention Center - 100 Mick Cornett Drive (Ward 6)

Remaining funds for the new MAPS 3 Downtown Convention Center. Estimated annual operating cost is $0.

	FY26 Cost
MAPS3 Sales Tax	$1,994,931
Project Total	**$1,994,931**

MAPS4 - Animal Shelter - To be determined (Ward 7)

Construction of a new animal shelter to provide the needed additional capacity. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Sales Tax	$147,000
Project Total	**$147,000**

MAPS4 - Arena/Related Facil - 100 W Reno (Arena) and 9600 N Oklahoma Ave (Practice Facility) (Citywide)

Provide improvements to the Downtown Arena and NBA Practice Facility. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Sales Tax	$30,000,000
Project Total	**$30,000,000**

MAPS4 - Beautification - City Wide (Citywide)

Funding for beautification efforts along major corridors across Oklahoma City. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Sales Tax	$4,806,500
Project Total	**$4,806,500**

MAPS4 - Civil Rights Center - To be determined. (N/A)

Restore and improve existing Freedom Center building and construct a new civil rights museum and gathering space. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Sales Tax	$59,600
Project Total	**$59,600**

MAPS4 - Diversion Hub - To be determined (Ward 6)

Land acquisition and construction of a Diversion Hub. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Sales Tax	$65,700
Project Total	**$65,700**

MAPS4 - Fairgrounds Coliseum - Oklahoma State Fairgrounds (Ward 6)

Construction of a new coliseum at the Fairgrounds to replace the aging Jim Norick Arena. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Sales Tax	$312,700
Project Total	**$312,700**

MAPS4 - Family Justice Center - To be determined (N/A)

Land acquisition and construction of a new Family Justice Center. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Sales Tax	$131,800
Project Total	**$131,800**

MAPS4 - Homelessness - City Wide (Citywide)

Land acquisition and construction and/or renovation to provide affordable housing options to the homeless. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Sales Tax	$159,200
Project Total	**$159,200**

MAPS4 - Innovation District - To be determined (Ward 7)

Provide improved district connectivity, renovate existing H.B. Foster Center, construct an Innovation Hall, and provide for the operating expenses. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Sales Tax	$1,651,700
Project Total	**$1,651,700**

MAPS4 - Mental Health - City Wide (Citywide)

Land acquisition and construction of a Restoration Center, two new Mental Health Crisis Centers, and fund transitional housing. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Sales Tax	$4,107,000
Project Total	**$4,107,000**

MAPS4 - Multipurpose Stadium - To be determined. (Ward 7)

Land acquisition and construction of a new multipurpose stadium. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Sales Tax	$143,100
Project Total	**$143,100**

MAPS4 - Parks - City Wide (Citywide)

Provide neighborhood and community park upgrades, improve C.B. Cameron and Southlakes Soccer Parks, perform larger scale park improvements, and improvements along the Oklahoma River. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Sales Tax	$11,557,700
Project Total	**$11,557,700**

MAPS4 - Senior Wellness Center - City Wide (Citywide)

Land acquisition and construction of a fifth Senior Health and Wellness Center. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Sales Tax	$11,743,900
Project Total	**$11,743,900**

MAPS4 - Transit - City Wide (Citywide)

Funding for planned transit growth, bus stop improvements, advanced transit capabilities, and enhanced bus service. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Sales Tax	$10,805,800
Project Total	**$10,805,800**

MAPS4 - Wlks/Lane/Trail/Stlght - City Wide (Citywide)

Continued funding for pedestrian and bicycle related projects. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Sales Tax	$17,514,500
Project Total	**$17,514,500**

MAPS4 - Youth Centers - City Wide (Citywide)

Land acquisition and construction of at least four Youth Centers. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Sales Tax	$17,117,900
Project Total	**$17,117,900**

CITY MANAGER (MAPS) FY26 TOTAL $136,318,214

CITY MANAGER (OCMAPS)

G94125-FTA-PL-2024-04 - City Wide (Citywide)

ACOG Long Range Transit Plan. Estimated annual operating cost is $0.

	FY26 Cost
Other Grants	$150,000
Project Total	**$150,000**

CITY MANAGER (OCMAPS) FY26 TOTAL $150,000

DEVELOPMENT SERVICES

Animal Welfare Incinerator - Incinerator for disposal of deceased animals at the Animal Shelter. 2811 SE 29th Street (Ward 7)

Incinerator for disposal of deceased animals at the Animal Shelter. Estimated annual operating cost is $12,000.

	FY26 Cost
MAPS4 Use Tax	$250,000
Project Total	**$250,000**

DEVELOPMENT SERVICES FY26 TOTAL $250,000

ECONOMIC DEVELOPMENT

ED0863 - MBG Chilled Water Line - 301 W. Reno (Ward 6)

Installation of a closed loop chilled water system to aid the function and efficiency of the new air handler units. Estimated annual operating cost is $0.

	FY26 Cost
OKC Economic Development Trust	$3,000,000
Project Total	**$3,000,000**

ED0864 - Wiley Post USS OKC Memorial - 2021 S. Robinson Ave (Ward 6)

Partial project funding from TIF 8 for improvements to Wiley Post Park including the USS Oklahoma City Memorial Plaza. Estimated annual operating cost is $0.

	FY26 Cost
OKC Economic Development Trust	$4,750,000
Project Total	**$4,750,000**

ECONOMIC DEVELOPMENT FY26 TOTAL $7,750,000

FIRE

Fire Ambulance Replacement - City Wide (N/A)

Replacement of fire ambulances. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Use Tax	$410,000
Project Total	**$410,000**

Fire Apparatus Replacement - City Wide (N/A)

Fire apparatus replacement plan. Fire apparatus is comprised of all the emergency vehicles responding from fire stations including command vehicles. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Use Tax	$9,245,850
Project Total	**$9,245,850**

Fire Control Unlisted - City Wide (N/A)

Fire Control Account-Unlisted. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$916,250
Project Total	**$916,250**

Fire Passenger Vehicles - City Wide (N/A)

Replacement of fire support vehicles. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Use Tax	$660,000
Project Total	**$660,000**

Fire Station #13, Air Depot - In the vicinity of SE 74th Street and S Air Depot Boulevard. (Ward 4)

Construct new fire stations, and repair, renovate, remodel, replace, improve, furnish, equip, and technology improvements of Fire facilities. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$6,355,000
Project Total	**$6,355,000**

Fire Training Center - In the vicinity of I-240 and S Air Depot (Ward 4)

Construct a new training center and repair, renovate, remodel, replace, improve, furnish, equip and improve technology. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$10,650,000
Project Total	**$10,650,000**

FIRE FY26 TOTAL $28,237,100

GENERAL SERVICES

420 W. Main, 10th Fl. Remodel - 420 W. Main (Ward 6)

Renovation of the 10th Floor to improve the existing office space for the Development Services and Information Technology Departments. The renovation will also provide space for additional staff in the future. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$7,283,050
Project Total	**$7,283,050**

ABS Struxureware, Energy Mgt - City Wide (Citywide)

Upgrade energy management systems to ABS Struxureware operating controllers at all applicable facilities and additional energy management systems upgrades to ABS systems. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$500,000
Project Total	**$500,000**

AMAG Hardware Replacement - City Wide (Citywide)

Routine break/fix replacement of AMAG access control equipment and hardware including locks, card readers, and various maintenance items. Estimated annual operating cost is $35,000.

	FY26 Cost
Capital Improvement Fund	$100,000
Project Total	**$100,000**

City Hall Waterproofing - 200 North Walker (Ward 6)

This project will provide funding for sealing surfaces as required to prevent water from leaking/seeping into building. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$361,000
Project Total	**$361,000**

Citywide Carpet Replacement - Various locations (Citywide)

Replace aged carpet that reaches the manufacturer's life cycle and documented wear percentage in the Downtown campus buildings and SW Oklahoma City Library. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$50,000
Project Total	**$50,000**

Citywide Fleet Replacement - City Wide (N/A)

Replacement of highway and non-highway equipment in the general fleet used by Animal Welfare, Development Services, Municipal Court, Parks, Public Transportation and Parking, and Public Works. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$4,600,000
Project Total	**$4,600,000**

Citywide HVAC Units - Various locations (Citywide)

Replacement of old and outdated HVAC units. Specific locations include Will Rogers Garden Center, Macklanburg Rec Center, Southern Oaks Rec Center, Pitts Rec Center, RMACC, and Will Rogers Police Station. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$250,000
Project Total	**$250,000**

Citywide Roofing - Various locations (Citywide)

Roof repairs / replacement at various facilities including Fire Station 16, E-911, Schilling Community Center, Taylor Center, Macklanburg Center, and the Whisenhunt Athletic Complex. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$500,000
Project Total	**$500,000**

CMF Maintenance - 3738 SW 15th Street (Ward 6)

Reserve funds for Central Maintenance Facility improvement and repair projects. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$100,000
Project Total	**$100,000**

Downtown Campus Maintenance - 100 N Walker, 200 N Walker, 420 W Main (Citywide)

Maintenance and repairs at the Downtown City Facilities. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$75,000
Project Total	**$75,000**

Fire and Intrusion Security - City Wide (Citywide)

Centralized fire and intrusion security solution for City facilities. Estimated annual operating cost is $175,000.

	FY26 Cost
Capital Improvement Fund	$1,600,000
Project Total	**$1,600,000**

GENERAL SERVICES FY26 TOTAL $15,419,050

INFORMATION TECHNOLOGY

Canopy Grounding Mitigation - City Wide (N/A)

Install surge arrestor in the cabling at the top of towers for the wireless canopy system and the replacement of non-armored cat 5E cable and cat 6 cable with armored cable. Estimated annual operating cost is $0.

	FY26 Cost
Internal Service Fund Capital	$130,299
Project Total	**$130,299**

Cisco UCCXv12.5.1 Implement - City Wide (N/A)

Implementation of new, virtualized Unified Contact Center Express production and development systems. Estimated annual operating cost is $0.

	FY26 Cost
Internal Service Fund Capital	$100,000
Project Total	**$100,000**

Core Voice ISR Gateway Rplc - City Wide (N/A)

Replace IT collaboration core voice ISR gateway. Configure, install, and cutover voice call routing services to three new Cisco 4431 ISR's (with appropriate Collaboration hardware installed). Estimated annual operating cost is $0.

	FY26 Cost
Internal Service Fund Capital	$105,000
Project Total	**$105,000**

iNovah-Accela API Update - City Wide (N/A)

New integration between Accela and iNovah due to an Accela upgrade from version 9.3.3 to 21.x.x. System Innovators will construct the new interface. Estimated annual operating cost is $0.

	FY26 Cost
Internal Service Fund Capital	$82,800
Project Total	**$82,800**

IT CCTV - City Wide (Ward 6)

Improvement and maintenance to IT CCTV system. Estimated annual operating cost is $0.

	FY26 Cost
Internal Service Fund Capital	$866,611
Project Total	**$866,611**

IT Device Replacement - 100 N. Walker (Ward 6)

Standard device replacement. Estimated annual operating cost is $0.

	FY26 Cost
Internal Service Fund Capital	$697,797
Project Total	**$697,797**

IT Fund Control Acct - City Wide (N/A)

Projects include security, network , administrative, server, process management, GIS, database, telecom and others. Estimated annual operating cost is $0.

	FY26 Cost
Internal Service Fund Capital	$412,461
Project Total	**$412,461**

IT Network - City Wide (N/A)

Improvements and maintenance to IT network. Estimated annual operating cost is $0.

	FY26 Cost
Internal Service Fund Capital	$834,953
Project Total	**$834,953**

IT Server - City Wide (Citywide)

Improvements and maintenance to IT servers. Estimated annual operating cost is $0.

	FY26 Cost
Internal Service Fund Capital	$1,453,065
Project Total	**$1,453,065**

LTE Modem Management - City Wide (N/A)

LTE Modem Management software and licensing to manage and track modems on the private network. Estimated annual operating cost is $17,000.

	FY26 Cost
Internal Service Fund Capital	$85,000
Project Total	**$85,000**

Network Expansion - City Wide (N/A)

Expand network infrastructre to address internet access needs in remote locations for employees to handle benefits and other Oracle funcitons. Estimated annual operating cost is $0.

	FY26 Cost
Internal Service Fund Capital	$100,000
Project Total	**$100,000**

Network Segmentation - City Wide (N/A)

Replace the distribution switches, layer switches, and wireless access points with Fortinet Firewalls for internal network segmentation and to provide visibility of the network. Estimated annual operating cost is $0.

	FY26 Cost
Internal Service Fund Capital	$50,782
Project Total	**$50,782**

SD-WAN Solution - City Wide (N/A)

Replace the software-defined wide area network solution for remote sites. Estimated annual operating cost is $0.

	FY26 Cost
Internal Service Fund Capital	$87,358
Project Total	**$87,358**

INFORMATION TECHNOLOGY FY26 TOTAL $5,006,125

MUNICIPAL COUNSELOR

MCO Office Additions - 200 N Walker Ave (Ward 6)

Add additional office space for Municipal Counselor. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$105,000
Project Total	**$105,000**

MCO Remodel - 200 N. Walker Ave. (Ward 6)

Remodel projects for the Municipal Counselor's Office, including painting, carpeting and replacement of furniture and fixtures. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$135,000
Project Total	**$135,000**

MUNICIPAL COUNSELOR FY26 TOTAL $240,000

PARKS AND RECREATION

Athletic Facility LED Lighting - Parks citywide (Citywide)

The increased number of lighted fields improves park amenities for the public will generate more revenue to the City through an increase of permit fees and meet national standards for public park excellence. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$980,014
Project Total	**$980,014**

Athletic Fields - Edwards Park - 2917 NE 14th Street (Ward 7)

The need and demand to create additional football fields in the local community is high and we have received requests to create additional football fields from the community and Council. This project will create four additional football fields. Estimated annual operating cost is $80,000.

	FY26 Cost
Capital Improvement Fund	$891,588
Development Impact Fees	$76,681
Project Total	**$968,269**

Field Lights - South Lakes Soc - 12310 S Meridian Ave. (Ward 5)

New Athletic Field Lights for South Lakes Soccer Complex. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$123,993
Project Total	**$123,993**

Hefner Golf - Irrigation - 4491 S Lake Hefner Drive (Ward 1)

Hefner Golf Course had a complete irrigation system failure on the south golf course. The system needs to be replaced to sustain the turf on the course. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$1,200,000
Project Total	**$1,200,000**

Lone Oak Park - Consulting - City Wide (Ward 8)

OKC Parks wishes to solicit bids for a consulting firm to provide engineering and design services for the development of Lone Oak Park and the Northwest Impact Fee Benefit Area. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$500,000
Development Impact Fees	$2,355,100
Project Total	**$2,855,100**

Myriad Gardens Capital Fund - 301 W Reno Avenue (Ward 6)

Capital maintenance projects at Myriad Gardens facilities. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$100,000
Project Total	**$100,000**

PARK00245 - Bicentennial Park Furniture - 201 N. Walker (Ward 6)

Refinish furniture in Bicentennial Park and City Hall Park. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$137,329
Project Total	**$137,329**

Parks & Rec Fac Cntrl Unlisted - City Wide (Citywide)

Control project for unlisted bond funds related to the Parks and Recreation Facilities. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$3,520,000
Project Total	**$3,520,000**

Route 66 Bridges - 9901 NW 23rd Street (Ward 1)

The bridges across the ponds at Route 66 Park have rotted and are unsafe for park patrons. The first year will fund an engineering study to determine the actual cost for replacing the bridges. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$76,914
Project Total	**$76,914**

Taylor Park - Taylor Park (Ward 5)

Improve parklands by installing, providing, improving playgrounds, athletic, picnic, and aquatic facilities, trails, water feature, horticulture, nature observation, landscaping, lighting, equipment, furniture,or maintenance facilities. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$1,100,000
Project Total	**$1,100,000**

Trail Lights - N OK River Trai - Wards 4, 6 & 7 (Ward 6)

Installing green energy solar lights on trails, especially the ones in remote areas will increase trail use and safety for all patrons without having a direct ongoing utility cost increase. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$62,083
Project Total	**$62,083**

Trail Lights - S OK River Trai - Wards 4, 6 & 7 (Ward 6)

Installing green energy solar lights on trails, especially the ones in remote areas will increase trail use and safety for all patrons without having a direct ongoing utility cost increase. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$202,083
Project Total	**$202,083**

Trail Lights - W River Trail - Wards 1 & 3 (Ward 3)

Installing green energy solar lights on trails, especially the ones in remote areas will increase trail use and safety for all patrons without having a direct ongoing utility cost increase. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$152,083
Project Total	**$152,083**

Trl_Wstrn, NW 47, Rbnsn, NW 22 - Greenway extending from Harvey and NW 22nd to NW 37th and Francis by following natural water features as possible (Ward 2)

Acquisition, construction, expansion, renovation, repair, relocation, or improvements to new and/or existing City trails. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$1,325,000
Project Total	**$1,325,000**

Trosper Park - Shelter & RR - 2300 SE 29th Street (Ward 7)

Trosper Park is one of the City's original four corner parks. The park currently has a small shelter with restroom but has been without water after the extreme freezing temperatures last year keeping the facility closed and subject to vandalism. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$500,000
Project Total	**$500,000**

Washington Park - Washington Park (Ward 7)

Improve parklands by installing, providing, improving playgrounds, athletic, picnic, and aquatic facilities, trails, water feature, horticulture, nature observation, landscaping, lighting, equipment, furniture,or maintenance facilities. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$650,000
Project Total	**$650,000**

Will Rogers Tennis Center - 3400 N. Portland (Ward 2)

A new tennis center clubhouse was constructed and completed in 2020. The second floor buildout of the clubhouse was not fully funded. This project will finish that space for more programming and public engagement in tennis tournaments and daily play. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$148,096
Project Total	**$148,096**

Will Rogers Various Projects - Ward 2

Various capital improvement projects at Will Rogers Park - replacing drainage structures, a pedestrian bridge for ADA compliance, perimeter fencing for security, repairing historic structures, and irrigation. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$1,181,076
Project Total	**$1,181,076**

PARKS AND RECREATION FY26 TOTAL $15,282,040

POLICE

AXON_Contract - City Wide (Citywide)

AXON contract includes the funding of Software, Tasers, Body-Worn Cameras, In-car Cameras, other equipment and services. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Use Tax	$4,150,170
Project Total	**$4,150,170**

Driving_Track - 8501 South Midwest Blvd. (Ward 5)

Construction of Driving Track for the Oklahoma City Police Department. Estimated annual operating cost is $0.

	FY26 Cost
Police Sales Tax Fund	$6,739,140
Project Total	**$6,739,140**

G93611 - 2024 DNA - City Wide (Citywide)

Grants - Capital. Estimated annual operating cost is $0.

	FY26 Cost
Other Grants	$134,000
Project Total	**$134,000**

Hefner Lake Facility - City Wide (Ward 2)

Constuction of new Police Ranger Station at Lake Hefner. Estimated annual operating cost is $0.

	FY26 Cost
Police Sales Tax Fund	$1,594,000
Project Total	**$1,594,000**

Hefner Lake Police Dock Replacement - City Wide (Ward 2)

Project provides for removing the existing floating dock and related infrastructure and constructing a new floating dock with a new ADA compliant gangway and ancillary site improvements. Estimated annual operating cost is $0.

	FY26 Cost
Police Sales Tax Fund	$1,450,000
Project Total	**$1,450,000**

Helicopter Refurbishments - City Wide (N/A)

Refurbishment of police helicopter equipment including major overhaul repairs of helicopter engines, transmissions, rotors, and other equipment as it becomes necessary. Estimated annual operating cost is $0.

	FY26 Cost
Btr Streets Safer City Use Tax	$274,000
MAPS4 Use Tax	$1,799,551
Project Total	**$2,073,551**

Patrol/Marked Vehicles - City Wide (N/A)

Scheduled replacement of Police patrol sedans, sport utility vehicles, boats, motorcycles and bicycles. Initially, newer vehicle purchases result in savings due to less maintenance cost on an aging fleet. Estimated annual operating cost is $0.

	FY26 Cost
Btr Streets Safer City Use Tax	$18,000
MAPS3 Use Tax	$998,846
MAPS4 Use Tax	$19,645,169
Project Total	**$20,662,015**

Police Building Improvements - City Wide (Citywide)

Improvement to existing police facilities including construction, equipment, furnishings, installation or A&E services. These projects include enhancements to equipment and infrastructure critical to efficient operations. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$200,000
Police Sales Tax Fund	$1,214,769
Project Total	**$1,414,769**

Police Helicopter - City Wide (N/A)

Replacement and purchase of police helicopters. Estimated annual operating cost is $200,000.

	FY26 Cost
MAPS4 Use Tax	$5,324,482
Police and Fire Equipment Tax	$1,000,000
Project Total	**$6,324,482**

Police Storage Facility - 1600 S. Portland (Ward 3)

Construction of a new Police Storage Facility at the SW 15th and Portland Ave. complex. Estimated annual operating cost is $5,000.

	FY26 Cost
Police Sales Tax Fund	$6,500,000
Project Total	**$6,500,000**

Police Tact Command Vehicle - City Wide (N/A)

Purchase of a replacement Tactical Command Vehicle that will be used to coordinate the safe apprehension of criminal suspects. Estimated annual operating cost is $0.

	FY26 Cost
Police Sales Tax Fund	$698,425
Project Total	**$698,425**

Police Training Center - City Wide (Ward 4)

Construct a new Police/Fire training center (Phase 1-Driving Track, Phase 2-Building Construction and Parking and Phase 3-Site Amenities). Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$20,000,000
Project Total	**$20,000,000**

Radar Replacement Project - City Wide (N/A)

Purchase of various Radar equipment including Speed Awarness Monitor trailers, Traffic Data Collectors and Replacement Radars and other equipment. Estimated annual operating cost is $0.

	FY26 Cost
Police Sales Tax Fund	$395,000
Project Total	**$395,000**

Special Investigations Vehicle - City Wide (N/A)

Replacement of undercover vehicles for the Special Investigations Division. Initially, newer vehicle purchases result in savings due to less maintenance cost on an aging fleet. Estimated annual operating cost is $0.

	FY26 Cost
Police Sales Tax Fund	$200,000
Project Total	**$200,000**

Unmarked Vehicles Police - City Wide (N/A)

Scheduled replacement of unmarked Police vehicles. Initially, newer vehicle purchases result in savings due to less maintenance cost on an aging fleet. Estimated annual operating cost is $0.

	FY26 Cost
Btr Streets Safer City Use Tax	$101,360
MAPS4 Use Tax	$1,865,391
Project Total	**$1,966,751**

POLICE FY26 TOTAL $74,302,303

PUBLIC TRANS AND PARKING

Bus Replacement - City Wide (N/A)

Replace aging buses utilized beyond their useful lives. Estimated annual operating cost is $0.

	FY26 Cost
Cntrl OK Trans and Prkng Auth	$2,883,289
Project Total	**$2,883,289**

Bus Shelters - City Wide (Citywide)

Bus shelters (12 annually). Estimated annual operating cost is $0.

	FY26 Cost
Other Grants	$90,000
Project Total	**$90,000**

Central Oklahoma Transportation and Parking Authority (COTPA) Section 5307 2023 Capital and Operating Assistance (City of Edmond) Grant - City Wide (N/A)

This project will consist of bus preventive maintenance, bus preventive maintenance (City of Edmond), ADA paratransit service, rehabilitation and renovation of Downtown Transit Center (employee restrooms), mobile data management software, real-time transi Estimated annual operating cost is $0.

	FY26 Cost
Cntrl OK Trans and Prkng Auth	$70,000
Project Total	**$70,000**

Computers/Software Upgrades - 2000 S. May (Ward 6)

Transit Management system for enhanced customer service and operational efficiencies. Estimated annual operating cost is $10,000.

	FY26 Cost
Cntrl OK Trans and Prkng Auth	$200,000
Project Total	**$200,000**

Equipment Replacement - 2000 S May Avenue (Ward 6)

Purchase of maintenance equipment. Estimated annual operating cost is $2,000.

	FY26 Cost
Cntrl OK Trans and Prkng Auth	$20,000
Other Grants	$80,000
Project Total	**$100,000**

Ferry Terminal Upgrades - 701 S Lincoln Blvd (Ward 7)

Upgrades to ferry terminal. Estimated annual operating cost is $0.

	FY26 Cost
Cntrl OK Trans and Prkng Auth	$45,000
Other Grants	$80,000
Project Total	**$125,000**

FY 2021 Central Oklahoma Transportation and Parking Authority - Innovative Coordinated Access and Mobility Discretionary Grant - Software - City Wide (N/A)

Purchase, replace, and install outdated paratransit scheduling software system with a next-generation mobility coordination and scheduling system software to manage the existing mobility programs and paratransit services in a coordinated cost-effective ma Estimated annual operating cost is $0.

	FY26 Cost
Cntrl OK Trans and Prkng Auth	$500,000
Project Total	**$500,000**

OKC COTPA Section 5307 2022 Capital, Planning, and Operating Assistance (City of Edmond) Grant - City Wide (N/A)

Bus preventive maintenance, Paratransit service, renovation of Downtown Transit Center and Administrative Building , transit planning, service vehicles, computer equipment, software, shop equipment, and other operating costs (City of Edmond). Estimated annual operating cost is $0.

	FY26 Cost
Other Grants	$100,000
Project Total	**$100,000**

Paratransit Vans - City Wide (N/A)

Replacement of 25 paratransit vehicles starting in FY 2019. Estimated annual operating cost is $0.

	FY26 Cost
Cntrl OK Trans and Prkng Auth	$35,000
Other Grants	$140,000
Project Total	**$175,000**

Parking Garage Improvements - Downtown (Ward 6)

Repairs and improvements to all garages including revenue collection equipment. Estimated annual operating cost is $0.

	FY26 Cost
Cntrl OK Trans and Prkng Auth	$500,000
Project Total	**$500,000**

Public Transit Buses - City Wide (N/A)

Acquisition of public transit buses, bus stop improvements; and construction, repair, improvement, and acquisition of transit facilities, equipment and materials. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$4,230,652
Project Total	**$4,230,652**

Security at COTPA Facilities - City Wide (Citywide)

Provide access control, lighting, outside cameras and perimeter fencing at COTPA facilities. Estimated annual operating cost is $1,000.

	FY26 Cost
Cntrl OK Trans and Prkng Auth	$17,000
Other Grants	$68,000
Project Total	**$85,000**

Service Vehicle Replacement - City Wide (N/A)

Replacement of service vehicles. Estimated annual operating cost is $0.

	FY26 Cost
Cntrl OK Trans and Prkng Auth	$100,000
Project Total	**$100,000**

Streetcar Battery Replacement - 420 NW 5th Street (Ward 7)

Replacement of streetcar batteries. Estimated annual operating cost is $0.

	FY26 Cost
MAPS4 Use Tax	$1,600,000
Project Total	**$1,600,000**

Transit Center Improvements - 420 NW 5th Street (Ward 6)

Facilities improvements. Estimated annual operating cost is $0.

	FY26 Cost
Cntrl OK Trans and Prkng Auth	$50,000
Project Total	**$50,000**

PUBLIC TRANS AND PARKING FY26 TOTAL $10,808,941

PUBLIC WORKS

DM-0422 - Parc First Garage Bricktown Feasible Study - 2 NE 2nd St (Ward 6)

Feasibility study for Parc First Garage located in Bricktown at 2 NE 2nd St. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$65,000
Project Total	**$65,000**

MC-0708-III - CMF Property Master Plan - City Wide (Citywide)

Public Works - CIP. MC-0708-III - master plan located at CMF for the additional property purchased with 2017 GO Bond Funds. Estimated annual operating cost is $0.

	FY26 Cost
Capital Improvement Fund	$75,000
Project Total	**$75,000**

PUBLIC WORKS FY26 TOTAL $140,000

PUBLIC WORKS - DRAINAGE

County Line and SW 59 - Southeast corner of S County Line Rd and SW 59th St (Ward 3)

Drainage, channel and water quality improvements, mapping and equipmentwhich may include stormwater detention facilities, real property acquisition, construction and related activities, landscaping, or technology improvements. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$690,000
Project Total	**$690,000**

Dam/Cntrl House Refurb_OK Rvr - Various locations along the Oklahoma River. (Ward 6)

Dam & Control House refurbishments - Oklahoma River. Estimated annual operating cost is $0.

	FY26 Cost
Stormwater Drainage Utility	$750,000
Project Total	**$750,000**

Drainage Sys Cntrl Unlisted - City Wide (Citywide)

Control project for unlisted bond funds related to Drainage. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$816,250
Project Total	**$816,250**

Hog Creek Lake Thunderbird - SE 29th Street to SE 149th Street and South Post Road to South Peebly Road (Ward 4)

Drainage, channel and water quality improvements, mapping and equipmentwhich may include stormwater detention facilities, real property acquisition, construction and related activities, landscaping, or technology improvements. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$697,996
Project Total	**$697,996**

Mapping Data Systems Programs - City Wide (N/A)

Drainage, channel and water quality improvements, mapping and equipmentwhich may include stormwater detention facilities, real property acquisition, construction and related activities, landscaping, or technology improvements. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$408,167
Project Total	**$408,167**

MC-0754 May Ave. Dam Structural Repairs - May & NW Expressway (Ward 2)

Public Works - CIP. MC-0754 - May Ave. Dam Structural Repairs. Estimated annual operating cost is $0.

	FY26 Cost
Stormwater Drainage Utility	$1,894,240
Project Total	**$1,894,240**

MC-0759 - Cyber Security Upgrades for Oklahoma River SCADA - City Wide (Citywide)

Public Works - CIP. MC-0759 - Cyber Security Upgrades for Oklahoma River SCADA. Estimated annual operating cost is $0.

	FY26 Cost
Stormwater Drainage Utility	$60,000
Project Total	**$60,000**

NW 10 and Walker - In the Vicinity of NW 10th St and Walker (Ward 6)

Drainage, channel and water quality improvements, mapping and equipmentwhich may include stormwater detention facilities, real property acquisition, construction and related activities, landscaping, or technology improvements. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$735,756
Project Total	**$735,756**

NW 35, Independence_Deep Fork - NW 35th St and N Independence Ave (Ward 2)

Drainage, channel and water quality improvements, mapping and equipmentwhich may include stormwater detention facilities, real property acquisition, construction and related activities, landscaping, or technology improvements. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$990,000
Project Total	**$990,000**

NW 67 and Ann Arbor - NW 67th St and Ann Arbor Terrace In The Vicinity Of NW 63rd and N Meridian Ave (Ward 1)

Drainage, channel and water quality improvements, mapping and equipmentwhich may include stormwater detention facilities, real property acquisition, construction and related activities, landscaping, or technology improvements. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$500,000
Project Total	**$500,000**

OK Rivr Sedimnt. Basn Dredging - Oklahoma River (North Canadian River) from South Eastern to South Meridian Avenue (Ward 6)

Dredge the Oklahoma River Sediment basin to remove large amounts of sediment deposits that are caused by strong flows of water. Estimated annual operating cost is $0.

	FY26 Cost
Stormwater Drainage Utility	$200,000
Project Total	**$200,000**

West Elm Creek Lake Thndrbrd - SE 29th Street to SE 149th Street and South Post Road to South Peebly Road (Ward 4)

Drainage, channel and water quality improvements, mapping and equipmentwhich may include stormwater detention facilities, real property acquisition, construction and related activities, landscaping, or technology improvements. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$2,200,000
Project Total	**$2,200,000**

PUBLIC WORKS - DRAINAGE FY26 TOTAL $9,942,409

PUBLIC WORKS - STREETS

Ann Arbor, NW 23 to NW 36 - N Ann Arbor from NW 23rd St to NW 36th St (Ward 3)

Reconstruction, construction, repair, resurfacing, or improvements of streetwhich may include AE, signals, signs, markings, devices, conduit, lighting, drainage, intersection imprv, ROW, utilities, sidewalks, furniture, landscaping, or irrigation system. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$605,000
Project Total	**$605,000**

Auto Alley Streetscape - N Broadway Avenue from NW 4th Street to W Park Place (Ward 6)

Pedestrian safety improvements at intersections and throughout the corridor. Improvements include trees and landscaping, lighting, access & safety improvements, resurfacing & restriping. Estimated annual operating cost is $0.

	FY26 Cost
Better Streets Safer City Tax	$1,224,007
Project Total	**$1,224,007**

B1701060251 - PC-0926-IV - Post Road from SE 44th to 74th - Post Road from SE 44th to 74th (Ward 4)

B1701060251 - PC-0926-IV - Widening of Post from 44th to 74th. Estimated annual operating cost is $0.

	FY26 Cost
2012 G.O. Bonds	$4,000,000
Project Total	**$4,000,000**

B1701060252 - BC-0230-II - NE 10th St & NE Grand Blvd - NE 10th St & NE Grand Blvd (Ward 7)

B1701060252 - BC-0230-II - NE 10th St & NE Grand Blvd Bridge Rehabilitation. Estimated annual operating cost is $0.

	FY26 Cost
2013 G.O. Bonds	$2,592,824
Project Total	**$2,592,824**

B1701060253 - PJ-CA-0065 - N Frisco Rd, NW 10 to NW 23 - N Frisco Rd, NW 10 to NW 23 (Ward 3)

B1701060253 - PJ-CA-0065 - N Frisco RD, NW 10th ST to NW 23rd ST Reconstruction. Estimated annual operating cost is $0.

	FY26 Cost
2014 G.O. Bonds	$650,000
Project Total	**$650,000**

BSSC Resurfacing of N Broadway - N Broadway Avenue from Dean A McGee Avenue to NW 10th Street (Ward 6)

Arterial resurfacing and repairs as part of the Better Streets Safer City Sales Tax initiative. Estimated annual operating cost is $0.

	FY26 Cost
Better Streets Safer City Tax	$1,202,904
Project Total	**$1,202,904**

Czech Hall , Reno to SW 15 - Czech Hall Road, Reno Avenue to SW 15th St (Ward 3)

Widening and improving listed streetswhich may include AE, signals, signs, markings, devices, conduit and improvements, lighting, drainage, intersection improvements, ROW, utilities, sidewalks, landscaping, or irrigation systems. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$2,950,000
Project Total	**$2,950,000**

Deep Fork Greenway Cxn. - North Shartel, Deep Fork Trail Alignment through Zachary Taylor Park (Ward 2)

Tier 1 and Tier 3 bike facilities project for the Better Streets Safer Sales Tax Program. Estimated annual operating cost is $0.

	FY26 Cost
Better Streets Safer City Tax	$306,007
Project Total	**$306,007**

Douglas, SE 74 to SE 59 - S Douglas Blvd from SE 74th St to SE 59th St (Ward 4)

Reconstruction, construction, repair, resurfacing, or improvements of streetwhich may include AE, signals, signs, markings, devices, conduit, lighting, drainage, intersection imprv, ROW, utilities, sidewalks, furniture, landscaping, or irrigation system. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$1,320,000
Project Total	**$1,320,000**

Grand/Independence Bike Lanes - NW Grand Boulevard and N Independence Avenue (Ward 2)

Tier 1 and Tier 3 bike facilities project for the Better Streets Safer Sales Tax Program. Estimated annual operating cost is $0.

	FY26 Cost
Better Streets Safer City Tax	$87,186
Project Total	**$87,186**

I-44, Reno, May, NW 10 - Area bound by I-44, W Reno, N May, and NW 10th St (Ward 6)

Resurfacing, repair, rehabilitation or improvement of the streets in areas bounded by listed streetswhich may include AE, signals, signs, markings, devices, conduit, lighting, drainage, intersection improvements, ROW, utilities, or sidewalks. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$81,666
Project Total	**$81,666**

Impact: Mustang Rd & I-40 - Mustang road & I-40 Interchange. (Ward 3)

Traffic Impact Project Benefits N-1 - Mustang road & I-40 Interchange - Provide N bound continuous right-turn lane at I-40 E bound on-ramp, additional lane on I-40 E bound collector-distributor, additional W bound left-turn lane on I-40 W bound off-ramp. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$738,735
Project Total	**$738,735**

Impact: NW 27th & N Portland - NW 27th Street & N Portland Avenue. (Ward 2)

Impact Project – Benefit Area: I-2 – NW 27th Street & N Portland Avenue – Install Signal. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$90,064
Project Total	**$90,064**

Impact: I-240 & Sooner Road - I-240 & S Sooner Road. (Ward 4)

Impact Project – Benefit Area: I-240 & Sooner Road – Construct a southbound right turn lane at the intersection of I-240 westbound on/offramp at S Sooner Road. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$242,149
Project Total	**$242,149**

Impact: I-40 & S Anderson Rd - I-40 & S Anderson Road. (Ward 4)

Impact Project – Benefit Area: R-2 – I-40 & S Anderson Road – 1. Install traffic signal at the north interchange, 2. Add an east bound right turn lane to the south interchange. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$528,776
Project Total	**$528,776**

Impact: N Santa Fe & NW 150th - N Santa Fe Avenue & NW 150th Street. (Ward 7)

Impact Project- Benefit Area:N-5 –N Santa Fe & NW 150th – 1. Intersection widening/modifications to provide right-turn lanes on EB&WB approaches & longer left-turn lanes on all four approaches, 2. Crosswalk, sidewalk ramp, & traffic signal modifications. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$2,202,938
Project Total	**$2,202,938**

Impact: NW 164th & N MacArthur - NW 164th Street and N MacArthur Boulevard. (Ward 8)

Traffic Impact Project - Benefit Area: N-6 --- NW 164th Street and N MacArthur Boulevard - Construct northbound right turn and install traffic signal. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$725,000
Project Total	**$725,000**

Impact: NW 23rd & NW Grand Blv - NW 23rd Street & NW Grand Boulevard. (Ward 2)

Impact Project – Benefit Area: I-2 – NW 23rd Street & NW Grand Boulevard – 1. Construct southbound turn lane, 2. Construct southbound right turn. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$270,000
Project Total	**$270,000**

Impact: NW 39th Exprswy &Tulsa - NW 39th Expressway & Tulsa Avenue. (Ward 2)

Impact Project – Benefit Area: I-1 – NW 39th Expressway & Tulsa Avenue – Construct southbound right turn bay 150’. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$266,687
Project Total	**$266,687**

Impact: NW Exprswy & N Morgan - NW Expressway & N Morgan Road. (Ward 1)

Impact Project – Benefit Area: R-4 – NW Expressway & N Morgan Road – 1. Construct westbound right turn, 2. Construct eastbound right turn, 3. Convert eastbound and westbound left turn to flashing yellow arrows. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$179,197
Project Total	**$179,197**

Impact: NW Exprswy/Lake Hefner - NW Expressway & Lake Hefner Parkway. (Ward 2)

Impact Project – Benefit Area: C-1 – NW Expressway & Lake Hefner Parkway – 1. Implement dual right turn lanes and additional lane on channelized northbound right turn approach, 2. Add a westbound right turn lane. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$1,474,687
Project Total	**$1,474,687**

Impact: NW Expwy & W Hefner Rd - NW Expressway and W Hefner Road. (Ward 1)

Traffic Impact Project - Benefit Area: N-6 --- NW Expressway and West Hefner Road - Construct eastbound right turn, construct northbound right turn, and convert eastbound and westbound to flashing yellow arrow left turn. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$643,435
Project Total	**$643,435**

Impact: NW Expy & Council Road - NW Expressway and Council Road. (Ward 1)

Traffic Impact Project - Benefit Area: N-6 --- NW Expressway and Council Road - Construct eastbound right turn and construct westbound right turn. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$811,536
Project Total	**$811,536**

Impact: SW 29th west of Morgan - SW 29th west of Morgan Road. (Ward 3)

Traffic Impact Project - Benefit Area: N-1 --- SW 29th west of Morgan Road - Widen to four (4) travel lanes for approximately 1,000 feet. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$324,842
Project Total	**$324,842**

Impact: SW 54th & S Portland - SW 54th Street & S Portland Avenue. (Ward 3)

Impact Project – Benefit Area: N-2 – SW 54th Street & S Portland Avenue – 1. Add eastbound and westbound right turn lanes on SW 54th Street, 2. Add dual southbound left turn lanes on S Portland Avenue. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$1,430,000
Project Total	**$1,430,000**

Impact: W Memorial Rd & N May - W Memorial Road & N May Avenue. (Ward 8)

Impact Project – Benefit Area: I-1 – W Memorial Road & N May Avenue, Westbound – 1. Construct southbound right turn bay 150' on W Memorial Road, 2. Construct southbound right turn bay 150' on N May Avenue. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$619,392
Project Total	**$619,392**

Impact: Wilshire & N Council - W. Wilshire Boulevard and N. Council Road. (Ward 1)

Traffic Impact Project - Benefit Area: N-6 --- West Wilshire Boulevard and North Council Road - Construct eastbound right turn and northbound right turn. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$560,226
Project Total	**$560,226**

Impact:NW Exprswy & N Indepenc - NW Expressway & N Independence Ave. (Ward 2)

Traffic Impact Project- Benefit Area C-1 – NW Exprsway & N Independence Ave–1. Extend right turn along NW Exprsway to N Independence Ave, E of ramp @ Hefner Prkwy, 2. Add SB left turn on N Independence Ave & restripe approach to left/through/right lanes. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$398,020
Project Total	**$398,020**

Impact:NW Expy & N County Line - NW Expressway and N County Line Road. (Ward 1)

Traffic Impact Project - Benefit Area: N-6 --- NW Expressway and N County Line Road - Construct southbound turn lane, construct northbound left turn, and convert eastbound and westbound arrow left turn. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$1,873,622
Project Total	**$1,873,622**

Impact:SW 44th West of Council - SW 44th Street West of Council Road. (Ward 3)

Traffic Impact Project - Benefit Area: N-1 --- SW 44th Street West of Council Road - Provide westbound right-turn auxiliary lane along Western Heights Public Schools campus. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$1,442,429
Project Total	**$1,442,429**

Indiana/Linwood Bike Lanes - N Indiana Avenue from NW 19th Street to Linwood Boulevard.; Linwood Boulevard from N Indiana Avenue to N Shartel Avenue (Ward 6)

Tier 1, Tier 2, and Tier 3 bike facilities project for the Better Streets Safer Sales Tax Program. Estimated annual operating cost is $0.

	FY26 Cost
Better Streets Safer City Tax	$3,181,111
Project Total	**$3,181,111**

Kelley_MLK_NE 36 _NE 50 - Area bound by Kelley Ave, MLK, NE 36th St, and NE 50th St (Ward 7)

Resurfacing, repair, rehabilitation or improvement of the streets in areas bounded by listed streetswhich may include AE, signals, signs, markings, devices, conduit, lighting, drainage, intersection improvements, ROW, utilities, or sidewalks. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$3,880,000
Project Total	**$3,880,000**

May, SW 59 to SW 44 - S May Ave from SW 59th St to SW 44th St (Citywide)

Reconstruction, construction, repair, resurfacing, or improvements of streetwhich may include AE, signals, signs, markings, devices, conduit, lighting, drainage, intersection improvement, ROW, utilities, sidewalks, furniture, landscaping, or irrigation sy Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$1,320,000
Project Total	**$1,320,000**

Memorial, Morgan to dead end - W Memorial Rd from N Morgan Rd to dead end (Ward 8)

Reconstruction, construction, repair, resurfacing, or improvements of streetwhich may include AE, signals, signs, markings, devices, conduit, lighting, drainage, intersection imprv, ROW, utilities, sidewalks, furniture, landscaping, or irrigation system. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$250,000
Project Total	**$250,000**

N Rockwell, Britton to Hefner - N Rockwell Ave from W Britton Road to W Hefner Rd (Ward 8)

Reconstruction, construction, repair, resurfacing, or improvements of streetwhich may include AE, signals, signs, markings, devices, conduit, lighting, drainage, intersection imprv, ROW, utilities, sidewalks, furniture, landscaping, or irrigation system. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$550,000
Project Total	**$550,000**

NE 23, MLK, NE 8, Lottie - Area bounded by NE 23rd St, N MLK Ave, NE 8th St, and N Lottie Ave (Ward 7)

Sidewalk improvementswhich may include reconstruction, construction, repair, resurfacing, or improvements of sidewalks, AE, signals, signs, lighting, landscaping, or pedestrian amenities. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$670,000
Project Total	**$670,000**

NE 23rd Streetscape - NE 23rd Street from Kelley to Miramar/KatyTrail (Ward 7)

Resurfacing, sidewalk, and pedestrian safety improvements at intersections. Estimated annual operating cost is $0.

	FY26 Cost
Better Streets Safer City Tax	$2,718,356
Project Total	**$2,718,356**

NE 24/N Lottie Bike Lanes - NE 24th Street/N Lottie Avenue from N Kelley Avenue to NE 23rd Street; N Lottie Avenue from NE 23rd Street to NE 4th Street (Ward 7)

Tier 1 and Tier 3 bike facilities project for the Better Streets Safer Sales Tax Program. Estimated annual operating cost is $0.

	FY26 Cost
Better Streets Safer City Tax	$165,151
Project Total	**$165,151**

NE 36, Lincoln to I-35 - NE 36th St, Lincoln to I-35 (Ward 7)

Reconstruction, construction, repair, resurfacing, or improvements of streetwhich may include AE, signals, signs, markings, devices, conduit, lighting, drainage, intersection imprv, ROW, utilities, sidewalks, furniture, landscaping, or irrigation system. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$4,450,000
Project Total	**$4,450,000**

NW 23, Penn to Western - NW 23rd St from N Pennsylvania Ave to N Western Ave (Citywide)

Reconstruction, construction, repair, resurfacing, or improvements of streetwhich may include AE, signals, signs, markings, devices, conduit, lighting, drainage, intersection improvements, ROW, utilities, sidewalks, furniture, landscaping, or irrigation s Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$1,320,000
Project Total	**$1,320,000**

NW 23, Western to Broadway - NW 23rd St from Western Ave to Broadway Ave - PC-0648 and PC-0648-IIPC-0648-II is 100% funded by ODOT Per Chad Meisenburg 3.8.23 (Ward 2)

Street enhancementswhich may include reconstruction, construction, repair, resurfacing, or improvements of streets, pedestrian safety improvements, bicycle lanes, striping, markings, or pedestrian amenities. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$3,300,000
Project Total	**$3,300,000**

NW 36, Penn to Western - NW 36th St from N Pennsylvania Ave to N Western Ave (Ward 2)

Reconstruction, construction, repair, resurfacing, or improvements of streetwhich may include AE, signals, signs, markings, devices, conduit, lighting, drainage, intersection imprv, ROW, utilities, sidewalks, furniture, landscaping, or irrigation system. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$1,335,000
Project Total	**$1,335,000**

NW 36_Penn_NW Expwy_Classen - Area bound by NW 36th St, Pennsylvania, NW Expwy and Classen Blvd (Ward 2)

Resurfacing, repair, rehabilitation or improvement of the streets in areas bounded by listed streetswhich may include AE, signals, signs, markings, devices, conduit, lighting, drainage, intersection improvements, ROW, utilities, or sidewalks. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$2,157,500
Project Total	**$2,157,500**

PC-0975 - Richland Rd - SW 74th - SW 104th - SW 74th - SW 104th (Ward 3)

PC-0975 Chip Seal - Richland Rd - 74th - 104th. Estimated annual operating cost is $0.

	FY26 Cost
General Fund	$583,008
Project Total	**$583,008**

Penn, Memorial to NW 150 - N Pennsylvania Ave from Memorial Rd to NW 150th St (Ward 8)

Reconstruction, construction, repair, resurfacing, or improvements of streetwhich may include AE, signals, signs, markings, devices, conduit, lighting, drainage, intersection imprv, ROW, utilities, sidewalks, furniture, landscaping, or irrigation system. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$3,300,000
Project Total	**$3,300,000**

Penn, NW 122 to Memorial - N Pennsylvania Ave from NW 122nd St to Memorial Rd (Ward 8)

Reconstruction, construction, repair, resurfacing, or improvements of streetwhich may include AE, signals, signs, markings, devices, conduit, lighting, drainage, intersection imprv, ROW, utilities, sidewalks, furniture, landscaping, or irrigation system. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$1,265,000
Project Total	**$1,265,000**

Reno, Frisco Rd to Richland Rd - Reno Avenue from Frisco Road to Richland Road (Ward 3)

Reconstruction, construction, repair, resurfacing, or improvements of streetwhich may include AE, signals, signs, markings, devices, conduit, lighting, drainage, intersection imprv, ROW, utilities, sidewalks, furniture, landscaping, or irrigation system. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$550,000
Project Total	**$550,000**

Richland Road, SW 44 to SW 59 - Richland Road from SW 44th St to SW 59th St (Ward 3)

Reconstruction, construction, repair, resurfacing, or improvements of streetwhich may include AE, signals, signs, markings, devices, conduit, lighting, drainage, intersection imprv, ROW, utilities, sidewalks, furniture, landscaping, or irrigation system. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$550,000
Project Total	**$550,000**

S Penn,Blkwldr Heronville ES - Along S Pennsylvania Ave from SW 29th St to SW Grand Blvd; Along S Blackwelder Ave from SW 29th St to SW Grand Blvd; Surrounding Heronville ES (Ward 6)

Sidewalk improvementswhich may include reconstruction, construction, repair, resurfacing, or improvements of sidewalks, AE, signals, signs, lighting, landscaping, or pedestrian amenities. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$730,000
Project Total	**$730,000**

SE 44, High to Eastern - SE 44th St from S High Ave to S Eastern Ave (Citywide)

Reconstruction, construction, repair, resurfacing, or improvements of streetwhich may include AE, signals, signs, markings, devices, conduit, lighting, drainage, intersection improvements, ROW, utilities, sidewalks, furniture, landscaping, or irrigation s Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$1,335,000
Project Total	**$1,335,000**

Streets Cntrl Unlisted - City Wide (Citywide)

Control project for unlisted bond funds related to Streets. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$9,754,125
Project Total	**$9,754,125**

STX17SR0124 - PC-0926/WC-1023-B - Resurface SE 74th from Douglas to Post - SE 74th from Douglas to Post (Ward 4)

Public Works - CIP. STX17SR0124 PC-0926/WC-1023-B - Resurfacing of SE 74th from Douglas to Post. Estimated annual operating cost is $0.

	FY26 Cost
Better Streets Safer City Tax	$1,500,000
Project Total	**$1,500,000**

SW 104, Western to Santa Fe - SW 104th St from S Western Ave to S Santa Fe Ave (Ward 5)

Reconstruction, construction, repair, resurfacing, or improvements of streetwhich may include AE, signals, signs, markings, devices, conduit, lighting, drainage, intersection imprv, ROW, utilities, sidewalks, furniture, landscaping, or irrigation system. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$1,335,000
Project Total	**$1,335,000**

SW 149, Penn to Western - SW 149th St from S Pennsylvania Ave to S Western Ave (Ward 5)

Widening and improving listed streetswhich may include AE, signals, signs, markings, devices, conduit and improvements, lighting, drainage, intersection improvements, ROW, utilities, sidewalks, landscaping, or irrigation systems. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$2,950,000
Project Total	**$2,950,000**

SW 29 and S May - SW 29th St and S May Ave (Ward 6)

Sidewalk improvementswhich may include reconstruction, construction, repair, resurfacing, or improvements of sidewalks, AE, signals, signs, lighting, landscaping, or pedestrian amenities. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$115,000
Project Total	**$115,000**

SW 29, Penn to May - Area from Penn to May on and around SW 29th St (Ward 6)

Street enhancementswhich may include reconstruction, construction, repair, resurfacing, or improvements of streets, pedestrian safety improvements, bicycle lanes, striping, markings, or pedestrian amenities. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$3,300,000
Project Total	**$3,300,000**

SW 29, Portland to May - SW 29th St from S Portland Ave to S May Ave (Citywide)

Reconstruction, construction, repair, resurfacing, or improvements of streetwhich may include AE, signals, signs, markings, devices, conduit, lighting, drainage, intersection imprv, ROW, utilities, sidewalks, furniture, landscaping, or irrigation system. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$550,000
Project Total	**$550,000**

SW 29, Western to Penn - SW 29th St from Western Avenue to Pennsylvania Avenue (Ward 6)

Reconstruction, construction, repair, resurfacing, or improvements of streetwhich may include AE, signals, signs, markings, devices, conduit, lighting, drainage, intersection imprv, ROW, utilities, sidewalks, furniture, landscaping, or irrigation system. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$1,345,000
Project Total	**$1,345,000**

SW 59, Council to County Line - SW 59th St from Council Road to County Line Road (Ward 3)

Reconstruction, construction, repair, resurfacing, or improvements of streetwhich may include AE, signals, signs, markings, devices, conduit, lighting, drainage, intersection imprv, ROW, utilities, sidewalks, furniture, landscaping, or irrigation system. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$545,000
Project Total	**$545,000**

SW 59, Council to Rockwell - SW 59th St from S Council Rd to S Rockwell Ave (Ward 3)

Widening and improving listed streetswhich may include AE, signals, signs, markings, devices, conduit and improvements, lighting, drainage, intersection improvements, ROW, utilities, sidewalks, landscaping, or irrigation systems. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$288,792
Project Total	**$288,792**

SW 59, County Line to Hwy 152 - SW 59th St from County Line Rd to Hwy 152 (Ward 3)

Widening and improving listed streetswhich may include AE, signals, signs, markings, devices, conduit and improvements, lighting, drainage, intersection improvements, ROW, utilities, sidewalks, landscaping, or irrigation systems. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$711,704
Project Total	**$711,704**

Villa, Youngs, Venice Bike Ln - N Villa Avenue, N Youngs Boulevard and N Venice Boulevard between NW 62nd Street and NW 10th Street (Ward 6)

Tier 2 and Tier 3 bike facilities project for the Better Streets Safer Sales Tax Program. Estimated annual operating cost is $0.

	FY26 Cost
Better Streets Safer City Tax	$233,214
Project Total	**$233,214**

PUBLIC WORKS - STREETS FY26 TOTAL $86,079,289

PUBLIC WORKS - TRAFFIC

Impact: Study Eastern/Memorial - Traffic Impact Study, North Eastern Avenue and East Memorial Road - Benefit Area N-4. (Ward 7)

Traffic Impact Study, North Eastern Avenue and East Memorial Road - Benefit Area N-4. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$1,166,343
Project Total	**$1,166,343**

Impact: Study N Council/W Mem - Traffic Impact Study, North Council Road and West Memorial Road - Benefit Area N-6. (Citywide)

Traffic Impact Study, North Council Road and West Memorial Road - Benefit Area N-6. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$183,977
Project Total	**$183,977**

Impact: Study N Western/I-44 - Traffic impact study,North Western Avenue and West I-44 Highway - Benefit Area C-1. (Ward 2)

Traffic impact study,North Western Avenue and West I-44 Highway - Benefit Area C-1. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$494,865
Project Total	**$494,865**

Impact: Study Reno to Mustang - Traffic Impact Study, West Reno Avenue and South Mustang Road - Benefit Area N-1. (Ward 3)

Traffic Impact Study, West Reno Avenue and South Mustang Road - Benefit Area N-1. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$1,311,253
Project Total	**$1,311,253**

Impact: Study S MacArthur/I-40 - Traffic impact study,South MacArthur Boulevard and West I-40 Highway - Benefit Area I-2. (Ward 3)

Traffic impact study,South MacArthur Boulevard and West I-40 Highway - Benefit Area I-2. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$131,696
Project Total	**$131,696**

Impact: Study S Sooner-E I-240 - Traffic Impact Study, South Sooner Road and East I-240 Highway - Benefit Area I-3 and N-3. (Ward 4)

Traffic Impact Study, South Sooner Road and East I-240 Highway - Benefit Area I-3 and N-3. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$137,712
Project Total	**$137,712**

Impact: Study W Britton/Lk Hef - Traffic impact study, West Britton Road and Lake Hefner Parkway (State Highway 74 and East Wharf Drive) - Benefit Area I-1. (Ward 2)

Traffic impact study, West Britton Road and Lake Hefner Parkway (State Highway 74 and East Wharf Drive) - Benefit Area I-1. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$109,713
Project Total	**$109,713**

S Penn and Shadowlake Dr - S Pennsylvania Avenue at Shadowlake Drive (Ward 5)

Installation, acquisition of new, improvement, replacement or repair of existing traffic signals, signs, equipment, and deviceswhich may include AE, ROW, utility relocation, conduit installation, drainage, intersection improvements, or lighting. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$1,145,000
Project Total	**$1,145,000**

TC-0639 -- Impact: SE 44th & Post Intersection Improvements - Benefit Area R-2 - SE 44th & Post (Ward 4)

Public Works - CIP. TC-0639 - Intersection Improvements at SE 44th and Post Traffic Benefit Area R-2 using Traffic Impact Fees. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$490,000
Project Total	**$490,000**

TC-0640 -- Impact: SE 74th St & S Poast Rd Intersection Improvements -- Benefit Area N3 & R2 - SE 74th St & S Poast Rd (Ward 4)

Public Works - CIP. TC-0640 - Intersection Improvements at SE 74th Street and South Post Road Traffic Benefit Area N3/R2 using Traffic Impact Funds. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$347,662
Project Total	**$347,662**

TC-0641 -- Impact: SE 89th St & S Post Rd Intersection Improvements -- Benefit Area N3 & R2 - SE 89th St & S Post Rd (Ward 4)

Public Works - CIP. TC-0641 - Intersection Immprovements at SE 59th Street and South Post Road Traffic Benenfit Area N3/R2 using Traffic Impact Funds. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$807,338
Project Total	**$807,338**

TC-0677 - Impact: Phase IV Traffic Studies -- Benefit Area N6 - City Wide (N/A)

Public Works - CIP. TC-0677 - Phase IV, Traffic Studies, Area N-6. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$87,414
Project Total	**$87,414**

TC-0678 - Impact: Phase II Traffic Studies - Benefit Area N1 - City Wide (N/A)

Public Works - CIP. TC-0678 - Phase II, Traffic Studies, Area N-1. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$94,884
Project Total	**$94,884**

TC-0679 - Impact: Phase II Traffic Studies - Benefit Area R1 - City Wide (N/A)

Public Works - CIP. TC-0679 - Phase II, Traffic Studies, Area R-1. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$81,128
Project Total	**$81,128**

Traffic Ctrl Sys Ctrl Unlisted - City Wide (Citywide)

Control project for unlisted bond funds related to the Traffic control systems. Estimated annual operating cost is $0.

	FY26 Cost
2017 G.O. Bonds	$533,666
Project Total	**$533,666**

Traffic Stdy 10th-N Czech Hall - Traffic Impact Study, NW 10th Street and North Czech Hall Road - Benefit Area N-1. (Ward 3)

Traffic Impact Study, NW 10th Street and North Czech Hall Road - Benefit Area N-1. Estimated annual operating cost is $0.

	FY26 Cost
Development Impact Fees	$95,000
Project Total	**$95,000**

PUBLIC WORKS - TRAFFIC FY26 TOTAL **$7,217,651**

PUBLIC WORKS - TRAILS

Deep Fork Greenway Trail Ph 3 - Deep Fork Greenway Trail (Ward 2)

The addition of signage to the new Deepfork Greenway Trail. Estimated annual operating cost is $0.

	FY26 Cost
Better Streets Safer City Tax	$136,987
Project Total	**$136,987**

PUBLIC WORKS - TRAILS FY26 TOTAL $136,987

SOLID WASTE MANAGEMENT

Cart Purchases - City Wide (N/A)

Replacement of recycling and collection carts and the addition of carts for expanded service. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$2,810,000
Project Total	**$2,810,000**

Mobile Equipment - City Wide (N/A)

Replacement of pick-up trucks, refuse trucks, side loaders, and other mobile equipment. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$3,215,000
Project Total	**$3,215,000**

SWM Technology Upgrades - City Wide (Citywide)

Technology upgrades. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$223,000
Project Total	**$223,000**

SOLID WASTE MANAGEMENT FY26 TOTAL $6,248,000

WASTEWATER

Capital Plan Program Mgt - City Wide (N/A)

The program management portion of the contract is to perform the program management services for the Capital Improvement Plan that incorporate developing, reporting, scheduling, coordination with internal and external agencies, and quarterly updates. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$676,000
Project Total	**$676,000**

Chisholm Creek WWTP R & R - 22000 N. Western Avenue (Ward 8)

The funds in this category provide for plant upgrades to improve, replace, and renew existing facilities as necessary to continue reliable and regulatory compliant operation. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$1,064,000
Project Total	**$1,064,000**

Citywide Sanitary Sewer R & R - City Wide (Citywide)

To provide for renewal and/or replacement of deficient sanitary sewer lines. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$14,751,000
Project Total	**$14,751,000**

Condition Assessment - City Wide (Citywide)

This program will assess the condition of collection system assets to determine which assets require replacement or rehabilitation. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$4,224,000
Project Total	**$4,224,000**

Customer Service Division - City Wide (Citywide)

Replaces meters and meter pits. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$2,966,000
Project Total	**$2,966,000**

Deer Creek Plant Improvements - 20600 N. Portland Avenue (Ward 8)

Improvements to the Deer Creek Wastewater Treatment Plant. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$8,448,000
Project Total	**$8,448,000**

Deer Creek WWTP Improvements - 20600 N. Portland Ave. (Ward 8)

Plant upgrades to improve, replace, and renew existing facilities as necessary to continue reliable and regulatory compliant operations. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$1,123,000
Project Total	**$1,123,000**

Emergency Projects - City Wide (Citywide)

Wastewater related emergency projects. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$1,299,000
Project Total	**$1,299,000**

Equipment Replacement - City Wide (N/A)

Mobile equipment replacement. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$1,489,000
Project Total	**$1,489,000**

Flow Metering Isolation - City Wide (Citywide)

Measure wastewater flows within specific basins to identify areas of high inflow and infiltration in order to determine and prioritize abatement projects. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$845,000
Project Total	**$845,000**

Gen WWTP & Collection Sys Imp - City Wide (Citywide)

Collection system and treatment plant modifications and upgrades to meet increasing demands and regulatory requirements. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$5,632,000
Project Total	**$5,632,000**

I/I Abatement - City Wide (Citywide)

This program will further investigate the cause of inflow and infiltration and install the required capital improvements necessary to prevent them from entering the collection system. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$2,253,000
Project Total	**$2,253,000**

Laboratory Improvements - City Wide (Citywide)

Laboratory improvements. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$113,000
Project Total	**$113,000**

Lift Station R & R - City Wide (Citywide)

Lift station renewals and/or replacements. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$823,000
Project Total	**$823,000**

Line Maintenance Division Pro. - City Wide (Citywide)

Line Maintenance projects. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$130,000
Project Total	**$130,000**

N Canadian WWT R & R - 12800 N. Anderson Road (Ward 7)

Plant upgrades to improve, replace, and renew existing facilities as necessary to continue reliable and regulatory compliant operations. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$9,349,000
Project Total	**$9,349,000**

North Canadian Expansion - 12800 N Anderson Rd (Ward 7)

North Canadian Wastewater Treatment Plant expansion. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$5,000,000
Project Total	**$5,000,000**

Odor Control Improvements - City Wide (N/A)

Installation of odor control systems at various wastewater treatment plants and lift stations. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$4,975,000
Project Total	**$4,975,000**

Other Interceptors - City Wide (N/A)

Other Interceptors. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$8,448,000
Project Total	**$8,448,000**

Policy B and B-1 Projects - City Wide (Citywide)

Used for developments located within a sewer shed where the potential for additional growth will require proposed wastewater mains to be upsized to meet future development. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$563,000
Project Total	**$563,000**

Public Works Reimbursements - City Wide (Citywide)

Public Works reimbursement projects. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$338,000
Project Total	**$338,000**

Relocation for Road Projects - City Wide (Citywide)

Relocations of sewer roadway improvement projects. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$1,127,000
Project Total	**$1,127,000**

S Canadian WWT R & R - 15924 S. May Avenue (Ward 5)

Plant upgrades to improve, replace, and renew existing facilities as necessary to continue reliable and regulatory compliant operations. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$338,000
Project Total	**$338,000**

Technology Upgrades - City Wide (N/A)

Technology upgrades. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$1,126,000
Project Total	**$1,126,000**

WASTEWATER FY26 TOTAL $77,100,000

WATER

Capital Plan Program Mgt - City Wide (N/A)

The program management portion of the contract is to perform the program management services for the Capital Improvement Plan that incorporate developing, reporting, scheduling, coordination with internal and external agencies, and quarterly updates. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$780,000
Project Total	**$780,000**

City of The Village Main Repl - City of The Village (N/A)

The City of The Village Main replacement. The City of Oklahoma City Water Utilities provides water to the City of The Village. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$1,559,000
Project Total	**$1,559,000**

Citywide Water Main R & R - City Wide (Citywide)

Water main renewals and replacements. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$14,838,000
Project Total	**$14,838,000**

Customer Service Division Proj - City Wide (Citywide)

Replaces water meters and meter pits. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$2,966,000
Project Total	**$2,966,000**

Draper 72" Replace from WTP - City Wide (Citywide)

In-depth condition assessment of 72-inch transmission main from the Draper Water Treatment Plant. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$650,000
Project Total	**$650,000**

Draper Plant R & R - 13700 S. Douglas Boulevard (Ward 4)

Draper Water Treatment Plant renewal and replacement. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$3,595,000
Project Total	**$3,595,000**

Draper WTP Upgrades - 13700 S. Douglas Boulevard (Ward 4)

Improvements to the Draper Water Treatment Plant. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$4,288,000
Project Total	**$4,288,000**

Emergency Projects - City Wide (Citywide)

Water related emergency projects. The department encounters emergencies during the operation of raw water supply and potable water distribution. Funds are allocated each year to pay for these emergencies. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$3,898,000
Project Total	**$3,898,000**

Equipment Replacement - City Wide (N/A)

Mobile equipment replacement. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$1,558,000
Project Total	**$1,558,000**

Existing Atoka Pipeline - Lake Atoka to Lake Stanley Draper (Citywide)

Maintenance and repair of the existing raw water pipeline. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$3,619,000
Project Total	**$3,619,000**

Hefner Plant R & R - 3827 W. Hefner Road (Ward 8)

Hefner Water Treatment Plant renewal and replacement. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$4,535,000
Project Total	**$4,535,000**

Hefner WTP Upgrades - 3827 W. Hefner Road (Ward 8)

Improvements to the Hefner Water Treatment Plant to meet regulatory requirement and maintain reliable operation. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$15,018,000
Project Total	**$15,018,000**

Laboratory Improvements - City Wide (Citywide)

Laboratory improvements. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$138,000
Project Total	**$138,000**

Lake Management Projects - Lake Stanley Draper, Lake Hefner, Lake Overholser, and Lake Atoka (Citywide)

The City owns and operates several lakes. Many of the functional and structural components of the reservoir require capital funds to do major repairs and or upgrades. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$525,000
Project Total	**$525,000**

Large Valve Replacement - City Wide (Citywide)

Large valve replacement. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$325,000
Project Total	**$325,000**

Line Maintenance Division Proj - City Wide (Citywide)

Line Maintenance Division capital projects. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$4,971,000
Project Total	**$4,971,000**

Public Works Reimbursements - City Wide (Citywide)

Public Works reimbursement projects. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$278,000
Project Total	**$278,000**

Raw Water 2nd Atoka Pipeline - Lake Atoka to Lake Stanley Draper (Citywide)

Construction of a second raw water pipeline from Lake Atoka to Lake Stanley Draper. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$174,764,000
Project Total	**$174,764,000**

Relocation for Road Projects - City Wide (Citywide)

Relocation of water roadway improvement projects. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$1,391,000
Project Total	**$1,391,000**

Technology Upgrade - City Wide (N/A)

Technology upgrades. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$1,237,000
Project Total	**$1,237,000**

Upgrades to Booster Stations - City Wide (Citywide)

Upgrades to booster stations to improve reliability and resiliency. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$579,000
Project Total	**$579,000**

Water System Pressure Mgmt - City Wide (Citywide)

Develop and update automated water system pressure zones throughout the system to provide reliable, resilient water service. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$1,299,000
Project Total	**$1,299,000**

Water Treatment Plant Improvem - City Wide (Citywide)

General Operation and Maintenance Improvements required at the Water Treatment Plant to maintain reliability. Estimated annual operating cost is $0.

	FY26 Cost
OKC Water Utilities Trust	$1,690,000
Project Total	**$1,690,000**

WATER FY26 TOTAL	**$244,501,000**

ZOO

General Capital Maintenance - 2101 NE 50th St (Ward 7)

Capital maintenance of buildings, grounds, and exhibits. Estimated annual operating cost is $0.

	FY26 Cost
OKC Zoological Trust	$1,500,000
Project Total	**$1,500,000**

New Master Plan Projects - 2101 NE 50th St (Ward 7)

Upcoming master-plan projects currently in the planning stage. Estimated annual operating cost is $0.

	FY26 Cost
OKC Zoological Trust	$1,000,000
Project Total	**$1,000,000**

Zoo - Oklahoma City Aquarium - 2000 Remington Pl, Oklahoma City, OK 73111 (Ward 7)

Zoo - Oklahoma City Aquarium MZ-0071. Estimated annual operating cost is $0.

	FY26 Cost
OKC Zoological Trust	$3,400,000
Project Total	**$3,400,000**

Zoo - Sea Lion Cove - 2000 Remington Pl, Oklahoma City, OK 73111 (Ward 7)

5-9-21-01-699. Estimated annual operating cost is $0.

	FY26 Cost
OKC Zoological Trust	$5,000,000
Project Total	**$5,000,000**

Zoo - Well Infrastructure - 2000 Remington Pl, Oklahoma City, OK 73111 (Ward 7)

Zoo - Well Infrastructure. Estimated annual operating cost is $0.

	FY26 Cost
OKC Zoological Trust	$900,000
Project Total	**$900,000**

ZOO FY26 TOTAL $11,800,000

OVERVIEW OF BONDS AND DEBT SERVICE

Major capital improvements such as streets, drainage, facilities, and major equipment are often financed by bonds. This funding mechanism allows payment for infrastructure improvements to be made over multiple years, usually over the life of the improvement.

General Obligation Bonds (GO Bonds) are approved by the voters at a special election called for that purpose.

Each year, the City repays a portion of the remaining principal on GO Bonds it has issued, along with interest on the remaining balance. Together these payments are called Debt Service. The ad valorem property tax is the primary revenue source used for repaying GO Bonds. The Debt Service Fund is totally independent of the City's operating funds and because of this independence, debt service costs do not affect current or future operations.

State law does not place a cap on the amount of debt the City can incur through our General Obligation Unlimited Tax (GOULT) Bond program. However, our General Obligation Limited Tax (GOLT) Bond program is subject to an annual ad valorem property tax limit of 5 mills. Revenue bonds for water, sewer, airport and parking projects, backed by user fees, have been issued by various trusts established by the City. The City is the legal beneficiary of these trusts.

General Obligation Bonds are backed by the full faith and credit of the City, meaning the City must levy sufficient ad valorem property taxes to pay the annual principal and interest payments. By State law, the City may only use ad valorem property taxes to retire our general obligation bonds and pay judgements levied against the City. The City has a policy of keeping the ad valorem property tax rate at or near a ten-year rolling average of 16 mills.

The Debt Service budget is adopted and filed with the County Excise Board, which establishes property tax rates once the results from the previous year are finalized. The City's adopted budget will be amended during the fiscal year to address any differences that exist between the adopted budget and the final budget approved by the County Excise Board.

The City has retired approximately $79.7 million in General Obligation bonded debt and has issued $160 million in FY25, which will leave the total General Obligation Bond indebtedness at the end of FY25 at approximately $1.192 billion. This equates to $1,623 per capita estimated for FY25 compared to $1,599 per capita at the end of FY24.

Since 2009, Standard & Poor's Global Ratings have rated Oklahoma City's General Obligation debt at the highest level (AAA). Since 2011, Moody's Investors Service have rated the City's General Obligation debt at their highest rating (Aaa).

Oklahoma City's expanding economic base, ongoing downtown redevelopment, conservative financial management, and moderate debt contributed to the City's high rating. This high rating means lower interest rates enabling the City to spend a larger portion of the funds on major capital projects.

AAA

The City of Oklahoma City's General Obligation bonds are rated "AAA" by Standard & Poor's and "Aaa" by Moody's Investor Service, the highest rating available.

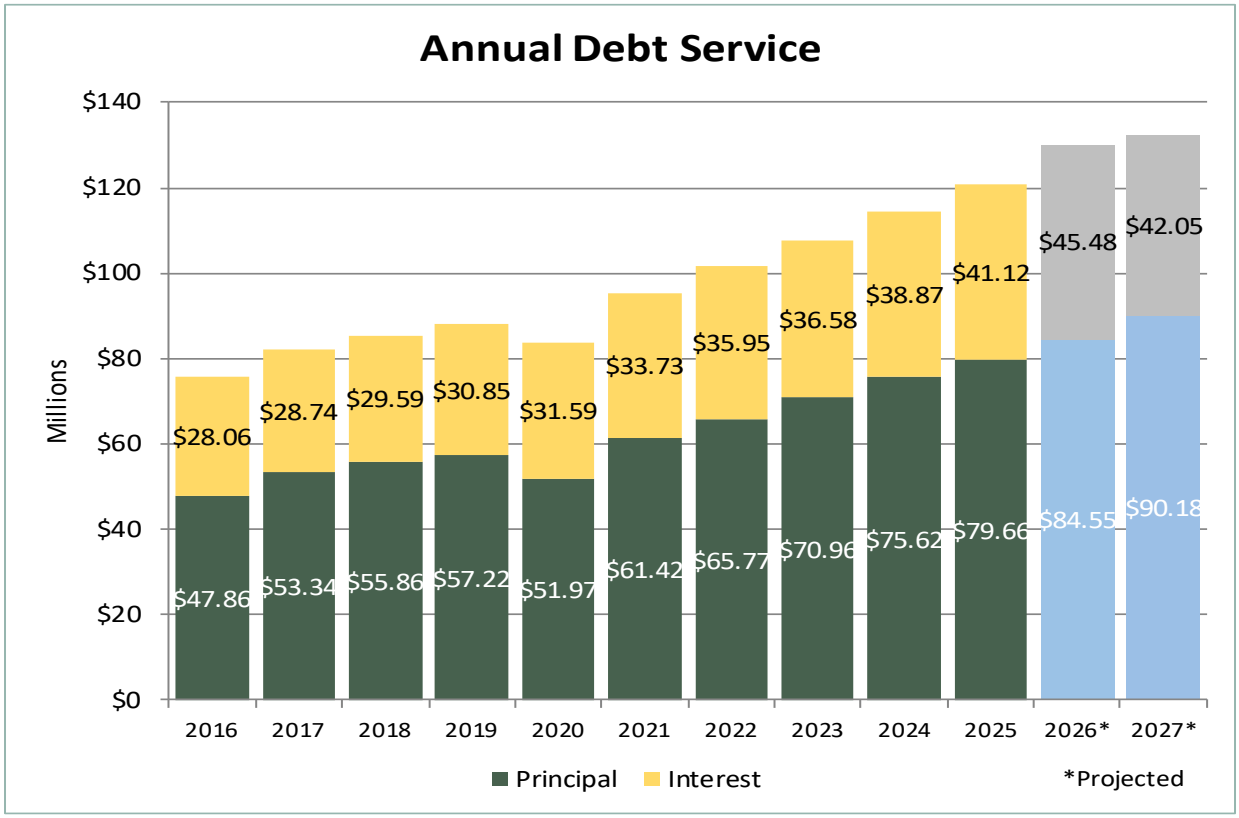
DEBT SERVICE BUDGET

	Actual FY24	Adopted FY25	Proposed FY26
Revenues			
Ad Valorem (Property Tax)	$119,082,395	$94,519,311	$107,992,854
Interest	3,678,720	2,000,000	3,900,000
Other	8,668,090	8,000,000	9,000,000
Fund Balance	0	45,000,000	40,000,000
Total Revenues	**$131,429,204**	**$149,519,311**	**$160,892,854**
Expenditures - Non-Departmental			
Judgments	$2,880,152	$3,997,788	$7,558,045
Judgment Interest	166,516	351,344	607,947
Fiscal Agency Fees	220,386	250,000	487,170
Bond Retirement	79,660,000	85,000,000	90,175,000
Interest on Bonds	38,866,681	35,000,000	49,954,036
Reserve For Future Debt Service Payments	0	24,920,179	12,110,656
Total Expenditures	**$121,793,735**	**$149,519,311**	**$160,892,854**
Use of Fund Balance			
Beginning Fund Balance	$139,613,700	$149,249,169	$129,169,348
Additions/(Reductions) to Fund Balance	9,635,469	(20,079,821) *	(27,889,344) **
Ending Fund Balance	**$149,249,169**	**$129,169,348** *	**$101,280,004** **

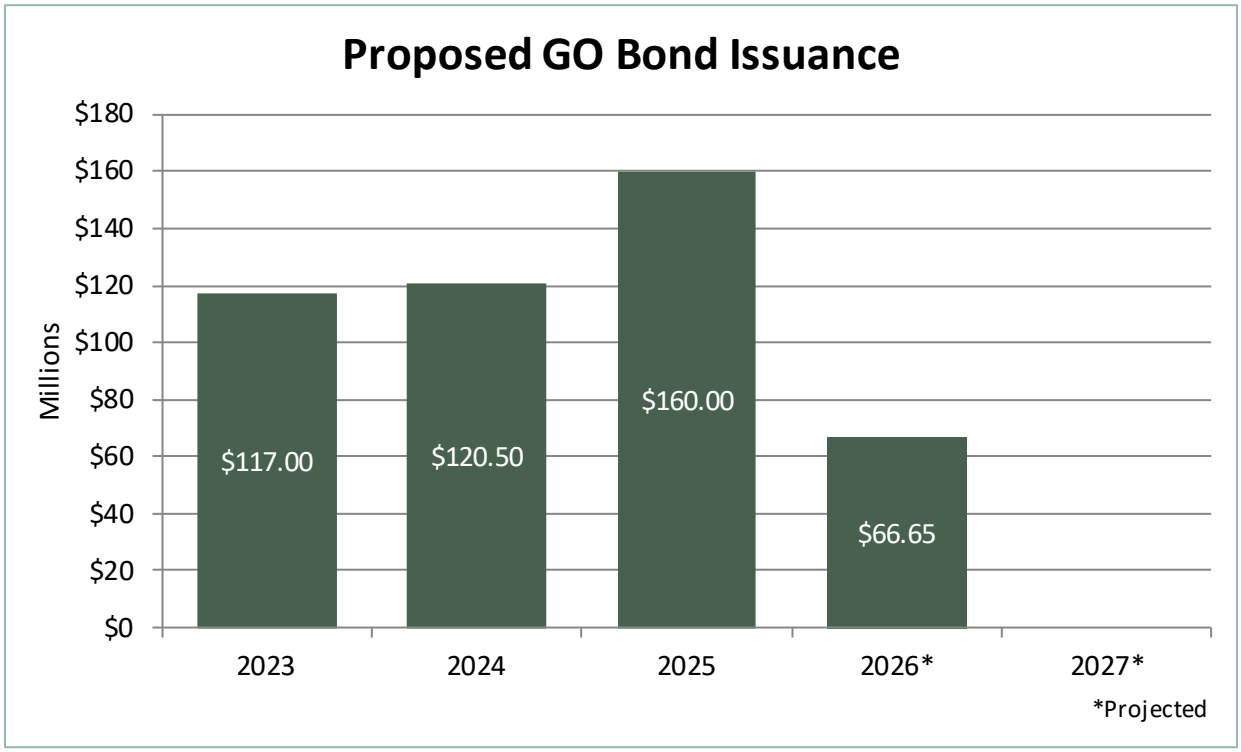
* Estimated.

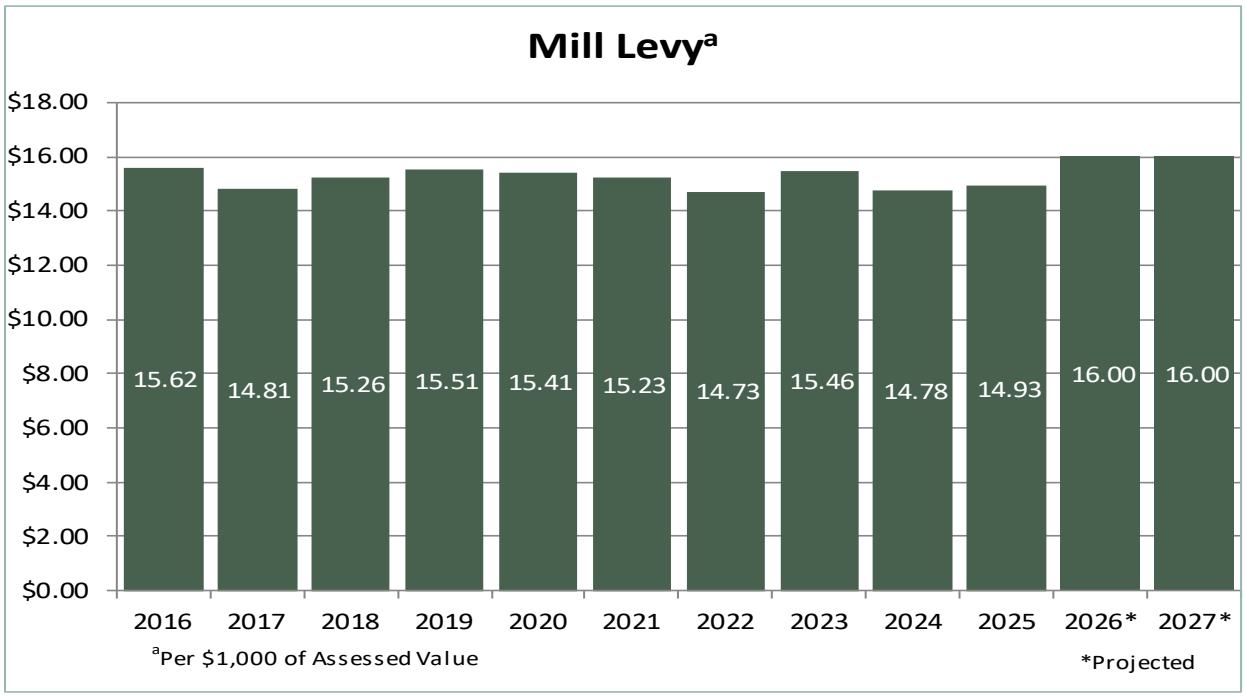
** Assumes budgeted revenues and expenditures.

REMAINING BOND AUTHORIZATION ISSUANCE PLAN



NOTE: This information includes debt service for bonds anticipated to be issued.





NOTE: This information includes tax rates for anticipated bond issues. Although there is no limit in Oklahoma State Law, the Mayor and City Council of Oklahoma City follow an informal policy of keeping the mill levy/ad valorem tax rate at or near $16 per $1,000 dollars of net assessed value.


SEAL OF THE CITY OF
OKLAHOMA CITY
The City of
OKLAHOMA CITY

EXHIBIT A

Budgeting and Financial Planning Policies

Presented to the City Council on April 12, 2022

1. **Balanced Budget.** Under Title 11, Oklahoma Statutes, Section 17-206, the budget of expenditures for a fund may not exceed the estimated revenues, including budgeted fund balance, for the fund.

2. **Municipal Budget Act.** The City of Oklahoma City originally chose to begin using and complying with the Municipal Budget Act (Title 11, Sections 17-201 through 17-218) on December 18, 1979 (Item VIII. B.) for its budget process. The City will continue to follow the provisions and requirements of the Municipal Budget Act in its annual budgeting process.

3. **Borrowing for Operations.** The City will not borrow from any external source to fund ongoing operations.

4. **Fund Balance[1].** Fund Balance should not be budgeted as revenue to support ongoing operations in the annual budget. Fund Balance may be budgeted to fund one-time expenditures. Fund balance may be drawn upon for cash flow needs and may be used as revenue without amending the budget if other revenue sources in total fall short of the estimate used in the adopted budget.

5. **Reserves[2].** To provide cash flow, meet unexpected needs, and minimize the disruption caused by decreases in revenues over the course of a fiscal year, City operating funds should maintain two types of reserves: contingency and operating reserve.

    a. **Contingency.** Each City fund should include an appropriation adequate to fund a contingency account of a targeted amount of 2% of the fund's budgeted expenditures. As needs arise, appropriations may be transferred from the contingency account within legal and procedural limitations on transfers. The Municipal Budget Act specifies that no more than 10% of the total budget may be budgeted for miscellaneous purposes. This account would count as a miscellaneous purpose under the Municipal Budget Act because what it will be used for cannot be known.

    b. **Operating Reserve.** Operating reserve is the fund balance carried forward into the next fiscal year that is not budgeted. Each City fund will maintain an operating reserve, although the requirements for operating reserve differ depending on the type of fund.

[1] GFOA Best Practice: Fund Balance Guidelines for the General Fund.
[2] Ibid.

i. **General Fund.** The General Fund shall maintain operating reserves at the beginning of each fiscal year in the amount of no less than 17% and no more than 22% of the total General Fund budget for that fiscal year. This equates to maintaining approximately 2-3 months of expenditures in operating reserves. The Government Finance Officers Association (GFOA) recommends a minimum of two months' worth of operating revenues or expenditures be maintained in operating reserve. General Fund operating reserves should be counter-cyclical; reserve requirements are higher when the financial condition of the City is better so that operating reserves may be drawn down should the financial condition worsen. If the operating reserve falls outside of the 17%-22% range, the City Manager will recommend appropriate action to address the situation. Should operating reserves fall below the minimum level, it will be the goal of the City to restore the operating reserve to the minimum level within two years. Should the operating reserve exceed the recommended maximum level, the City Manager may recommend that the excess be transferred to a capital maintenance reserve (see Section 5(c) "Capital Maintenance Reserve" below).

ii. **Other Funds.** Any fund that supports personnel or other ongoing operating expenditures shall maintain operating reserves at a target level of at least 10% of the total budgeted expenditures of the fund for the ensuing fiscal year. For the purposes of this section, "budgeted expenditures" means total budgeted expenditures and budgeted transfers to other funds for the ensuing fiscal year for a fund. City enterprise funds that are fully supported by a trust of the City, such as the Oklahoma City Water Utilities Trust or the Oklahoma City Airports Trust, are excepted from this operating reserve requirement. Funds fully supported by a trust will follow the trust policy for operating reserve requirements.

c. **Capital Maintenance Reserve[3].** City facilities require regular capital maintenance to extend the life of the facility and to keep them functioning effectively. To ensure that City facilities are well maintained, a new Capital Maintenance Reserve Fund will be established. The fund shall be dedicated to the maintenance of City facilities, and the primary source of revenue in the fund shall be contributions from the General Fund when the operating reserve level in the General Fund exceeds the high end of the range, and the City Manager recommends a contribution be made to the Capital Maintenance Reserve Fund. Should the General Fund's operating reserve fall below 17%, the City Manager may recommend funds be transferred from the Capital Maintenance Reserve to the General Fund for liquidity purposes and bring the operating reserve back to the minimum levels recommended in this policy.

[3] GFOA Best Practice: Strategies for Establishing Capital Asset Renewal and Replacement Reserve Policies.

d. Reporting requirements. The City Manager shall notify the Mayor and City Council of reserve and contingency levels for all funds in the proposed budget.

6. **Performance-based Budget[4].** The City Manager shall develop and present a budget that includes meaningful measures of the performance of City government in meeting its various service demands. Such measures should be tied to individual programs, address specific services or functions, and should measure the effectiveness and efficiency of services delivered rather than only the workload generated. Historical performance measures data and performance targets for the coming fiscal year shall be transmitted to the Mayor and City Council along with the proposed budget. The same information should be published in the Annual Budget Book. The City Manager shall consider the validity of the measures and the ability of departments to meet the expected level of performance in allocating funds in the proposed budget.

7. **Scope of Budget**. The annual budget shall estimate revenues and make appropriations for spending on all City, State, and federal funds estimated to be available to the City during the fiscal year.

   a. Several funds within the budget have differing controls over them than the adopted budget. These are Grant Funds, the Debt Service Fund, and the Bond Fund. While appropriations for these funds are contained in the annual budget, they are controlled by different sources than the annual budget.

      i. The annual budget will contain an estimate of revenues and expenditures in the federal, state, and private grant funds; however, the control of those funds is at the individual grant level, not at the broader fund level.

      ii. The Debt Service Fund, also referred to as the Sinking Fund, will be included in the annual budget; however, the County Excise Board approves the final Debt Service budget. The Finance Department will amend the annual budget to bring it in line with the final budget approved by the County Excise Boards for the counties in which Oklahoma City is located; however, it is the annual budget and State law, under Title 11, Section 17-207, which governs the Debt Service Fund budget.

   b. Trust Budgets. All trusts for which the City is the beneficiary must submit their annual budget to the City Council to be received by Council, so they are aware of the financial activity in those trusts.

8. **Annual Budget Book.** In addition to the annual budget adopted by the City Council, the City shall make available an Annual Budget Book on the City's website. This book shall include

[4] GFOA Best Practice: Performance Measures.

information that may be useful to residents, including information on programs, performance, and staffing levels.

9. Appropriations for Fiscal Year.

a. Level of Control. The annual budget shall be filed with the State Auditor and Inspector as required by Title 11 Oklahoma Statutes, Section 17-209, to the level of specificity required by Title 11 Oklahoma Statutes, Section 17-213. The annual budget shall make appropriations specific to the fund, department, and general character of expenditure. Funds may be encumbered in accordance with Title 62 Oklahoma Statutes, Section 310.2 and the City Charter and Code, provided that the unencumbered, unexpended balance of the appropriation as a whole is not exceeded.

b. Transfers. The Oklahoma Municipal Budget Act (Oklahoma Statutes Title 11, section 17-201 et. seq) provides for certain transfers of unexpended and unencumbered appropriations by the chief executive officer or designee as authorized by the governing body. To streamline the process and decrease delays in processing, the following procedure is put in place:

iii. The City Manager may authorize transfers of any unexpended and unencumbered appropriation or any portion thereof from one account class (categories of budget as described in the Municipal Budget Act) to another within the same department or from one department to another within the same fund (except that no appropriation for debt service or other appropriation required by law or ordinance may be reduced below the minimum required).

iv. The City Manager may designate the Assistant City Managers to authorize transfers.

v. Assistant City Managers shall authorize transfers between departments within the same fund.

vi. The Finance Director shall authorize transfers between account classes within any department within the same fund.

vii. The City Manager shall authorize all transfers involving Non-Departmental contingency.

viii. The City Manager will inform the Council of all transfers through regular City Manager reports on adjustments to the budget by transfers.

c. Lapsed appropriations. The fiscal year ends on June 30th. State law, under Title 62 of Oklahoma Statutes Section 310.4, provides a 90-day period from June 30th to September 30th where claims for payment for goods or services ordered in the previous fiscal year can be made against appropriations from the prior fiscal year. After that time, no further claims can be made against prior year appropriations.

10. Budget Amendments. The annual budget shall be amended in accordance with Title 11 Oklahoma Statutes, Section 17-216.

a. The governing body may amend the budget to make supplemental appropriations to any fund up to the amount of additional revenues which are available for current expenditures for the fund due to:

i. Revenues received or to be received from sources not anticipated in the budget for that year;

ii. Revenues received or to be received from anticipated sources but in excess of the budget estimates therefor; or

iii. Unexpended and unencumbered fund balances on hand at the end of the preceding fiscal year, which had not been anticipated or appropriated in the budget. Any appropriation authorizing the creation and indebtedness shall be governed by the applicable provisions of Article 10 of the Oklahoma Constitution.

b. If at any time during the budget year it appears probable that revenues available will be insufficient to meet the amount appropriated or that, due to unforeseen emergencies, there is temporarily insufficient money in a particular fund to meet the requirements of appropriation for the fund, the governing body shall take action as it deems necessary. For that purpose, it may amend the budget to reduce one or more appropriations, or it may amend the budget to transfer money from one fund to another fund. Still, no appropriation for debt service may be reduced, and no appropriation may be reduced by more than the amount of the unencumbered and unexpended balance thereof. No transfer shall be made from the debt service fund to any other fund except as permitted by the terms of the bond issue or applicable law.

c. A budget amendment as provided in this section authorizing supplemental appropriations or a decrease in the total appropriation of funds shall be adopted at a meeting of the governing body and filed with the municipal clerk and the State Auditor and Inspector. Any resolution amending the budget of any fund to recognize and appropriate fund

balance shall state the reason for the amendment and the estimated impact upon reserve levels.

11. **Long-Term Planning**[5]. The City Manager shall, at least every other year, prepare and transmit to the Mayor and City Council a forecast of City revenues and expenditures for the ensuing five years and the major financial policy issues likely to be addressed in that five-year period.

12. **Decentralization.** The City Manager shall make every effort to involve departments in the preparation of the proposed budget and give managers maximum legal flexibility in encumbering and expending funds once the budget is adopted. See, e.g., Title 62 Oklahoma Statutes, Section 310.2.

13. **Capital Expenditure.** Capital expenditure is the cost of new construction, renovation, acquisition, or capital maintenance of City infrastructure, facilities, or other capital investments, to ensure the continuation of service, enhance operations and promote economic development. The City will make efforts to fund capital expenditures through an increase in General Fund spending and commitment of "non-recurring" revenue sources. As a target, the City will work to budget 1-3% of the General Fund for capital expenditures and/or transfer to the Capital Improvement Projects Fund each year.

14. **Capital Planning**[6]**.** Every other year, the City Manager shall submit a five-year capital improvement plan to the Mayor and City Council. This plan shall seek to ensure the adequate condition and sustainability of the City's infrastructure, facilities, and capital investments. The Plan should also address the City Council's priorities, federal and state mandates, and comply with the City's current comprehensive plan.

15. **Arbitrage Compliance.** To comply with federal regulations under the Internal Revenue Code (IRC), Section 148 on interest earnings on tax-exempt bonds, the City shall annually project payments to the federal government for arbitrage penalties, rebates, and other payments for the next five years. Funds that owe arbitrage penalties will pay their own costs each year.

16. **Cost Allocation Plan**[7]. The City Manager shall annually prepare and distribute a cost allocation plan. This plan should allocate the costs of the various administrative departments, such as the Finance Department or Municipal Counselor Department, among all departments offering direct service to the public. The plan should conform to all requirements of federal funding agencies regarding such plans. The plan should be as simple as possible while maintaining equity. In preparing the cost allocation plan, the City Manager shall solicit input from both the

[5] GFOA Best Practice: Long-Term Financial Planning.
[6] GFOA Best Practice: Multi-Year Capital Planning.
[7] GFOA Best Practice: Pricing Internal Services.

administrative departments whose costs are allocated and the direct service departments to which costs are allocated. The City Manager may determine which allocated costs are paid from one department or fund to another based on the ability to pay but shall maintain equitable treatment of all departments or funds.

17. **Internal Service Funds**[8]. The City shall establish separate funds for the provision of certain services that support the operations of all City Departments. Currently, Information Technology, Risk Management, Fleet Services, and the Print Shop are set up as internal service funds. The internal service funds shall establish methodologies for charging for their services to departments that fairly represent the level of service provided to each department. The internal service funds shall be self-sustaining and not subsidized so that the costs of their services may be accurately reflected in department budgets.

18. **Interest and Investment Income.** Interest and investment income earned by each fund shall be deposited in the same fund. All interest and investment income shall have the same purpose as that of the fund.

19. **Revenues.** The City must be sensitive to the balance between the need for services and the City's ability to support those services.

    a. **Mix of Revenues.** The City should strive to maintain a diversified mix of revenues to balance the sources of revenue amongst taxpayers and to provide ongoing stability and predictability. The City will strive to keep a total revenue mix that encourages growth and keeps Oklahoma City economically competitive and a city of choice for people to live and do business.

    b. **Charges for Services**[9]**.** As much as is reasonably possible, City services that provide direct benefit should be supported by fees and charges to provide maximum flexibility in the use of general City taxes to meet the cost of services of broader public benefit. Fees should recover full costs, including all direct costs, capital costs, department overhead, and Citywide overhead. Departments that impose fees or service charges should prepare and periodically update cost-of-service studies for such services.

20. **Retirement Contributions.** The City shall provide its share of contributions to the City's Police and Fire retirement systems in accordance with the state statutes establishing each system. Consistent with §40-62(b) of the Municipal Code, the City shall provide the actuarially determined contribution for all employees covered by the Oklahoma City Employee Retirement

[8] Ibid.
[9] GFOA Best Practice: Establishing Government Charges and Fees

System (OCERS) to maintain a fully funded position, as determined in the annual report from the OCERS actuary, up to a maximum of ten percent.

Glossary

Definitions in quotes are taken directly from the Municipal Budget Act. Definitions without quotes are terms used by the City.

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

2. Account class – A category of expenditures used in the budget and based on the Municipal Budget Act. Specifically, Personal Services, Other Services and Charges, Materials and Supplies, Capital Outlay, Debt Service and Transfers.

3. Appropriated fund balance - Any fund balance appropriated for a fund for the budget year.

4. Appropriation - An authorization to expend or encumber revenues and fund balance of a fund.

5. Budget - A plan of financial operations for a fiscal year, including an estimate of proposed expenditures for given purposes and the proposed means for financing them.

6. Budget summary - A tabular listing of revenues by source and expenditures by fund and department within each fund for the budget year.

7. Budget year - The fiscal year for which a budget is prepared or being prepared.

8. Capital project - A project to acquire, develop, improve, or maintain City infrastructure, facilities, and/or capital assets (long-term investments held for a period of more than one year).

9. Chief executive officer - The mayor of an aldermanic city or a strong-mayor-council city, the mayor of a town, or the city manager or chief administrative officer as it may be defined by applicable law, charter, or ordinance.

10. Current year - The year in which the budget is prepared and adopted, or the fiscal year immediately preceding the budget year.

11. Contingency – A specific account that is budgeted that is for unanticipated expenditures.

12. Deficit - The excess of a fund's current liabilities and encumbrances over its current financial assets as reflected by its books of account.

13. Department - A functional unit within a fund which carries on a specific activity, such as a fire department or a police department within a general fund.

14. Estimated revenue - The amount of revenues estimated to be received during the budget year in each fund for which a budget is prepared.

15. Fiscal year - The annual period for reporting fiscal operations which begins and ends on dates as the Legislature provides or as provided by law.

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

17. Fund balance - The excess of a fund's current financial assets over its current liabilities and encumbrances, as reflected by its books of account.

18. Governing body - The city council of a city, the board of trustees of a town, or the legislative body of a municipality as it may be defined by applicable law or charter provision.

19. Immediate prior fiscal year - The year preceding the current year.

20. Levy - To impose ad valorem taxes or the total amount of ad valorem taxes for a purpose or entity.

21. Operating reserve - That portion of the fund balance that has not been appropriated in a budget year.

22. Municipality - Any incorporated city or town.

OKLAHOMA
Office of Management
& Enterprise Services

FY 2025-2032 CAPITAL IMPROVEMENTS PLAN AND FY 2025 CAPITAL BUDGET

This document is to be used solely for review purposes by the Long-Range Capital Planning Commission.



Table of Contents

Executive Summary 3

Section 1:
Policy Recommendations 4

Section 2:
FY 2025 Capital Budget 7
2.1 Ongoing Appropriation Requests 8
2.2 One-Time Appropriation Requests 17

Section 3:
Prioritized List of Projects 19

Section 4:
FY 2024-2031 Capital Improvements Plan, Maintenance of State Buildings Revolving Fund Requests (Appropriations) 37

Section 5:
FY 2024-2031 Capital Improvements Plan,Higher Education 39

Section 6:
Recommendations for Strategic Dispositions 40

Executive Summary

The Long-Range Capital Planning Commission provides state leadership recommendations to fund the state's current capital needs, as well as policy recommendations to continue reforming how the state manages its real property assets. The State of Oklahoma Capital Improvement Plan for Fiscal Years 2025-2032 prioritizes projects that address health and safety issues, and critical asset preservation needs.

The commission recommends an ongoing appropriation of $10,800,000 and a one-time appropriation of $190,049,121 to the Maintenance of State Buildings Revolving Fund during the 2024 session. The recommended 2024 session appropriation would fund 24 small capital projects and 23 large capital projects, as outlined in Section 2 of this plan. Table ES.1 provides a summary of funding recommendations, totaling $86.4 million in ongoing appropriations for the eight-year period of this plan. The plan averages $10.8 million in annual appropriations for capital projects. The plan also recommends funding $190 million worth of projects that are $3 million or higher with one-time cash or by using the Legacy Capital Fund.

Table ES.1: Funding Recommendations for the Maintenance of State Buildings Revolving Fund (283)

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Capital Projects	$10,279,047	$9,833,398	$11,145,861	$10,784,808	$11,874,343	$10,533,132	$10,738,983	$11,209,669
Recommended Appropriation	$10,800,000	$10,800,000	$10,800,000	$10,800,000	$10,800,000	$10,800,000	$10,800,000	$10,800,000
Recommended One-time Appropriation	$190,049,121							

The recommendations made in Section 2 of the plan serve as the recommended Fiscal Year 2025 Capital Budget. The commission recommends funding a $10.8 million appropriation that would cover 24 small projects with a cost of $10,279,047 and 23 large projects at $190,049,121 for a total of $200,849,121 in planned projects to begin in FY 2025. In the event that only part of the recommended funding is made available, the commission will fund projects according to the combined prioritized list of small and large projects that is found in section three.

SECTION 1:

Policy Recommendations

1. Establish an adequate and consistent annual appropriation for renewal of the state's real property assets.

In business, it is necessary to reinvest in capital assets – buildings, equipment and technology – to ensure that the business can continue to operate efficiently and effectively make a profit. If a business fails to prudently reinvest in its capital assets, those assets fail and the business will soon follow suit. In much the same way, the state must make capital renewal preservation a priority by providing prudent annual reinvestment. Deferring reinvestment in our buildings exponentially escalates the cost of repairs and passes that increased cost on to future taxpayers. In addition, investing in deferred maintenance is seen as favorable from a property and casualty insurance placement perspective.

In 2013, state leaders established the Oklahoma State Government Asset Reduction and Cost Savings Program, which required sales proceeds of state-owned buildings be deposited into the Maintenance of State Buildings Revolving Fund (MSBRF) to be used solely for funding the state's capital budget. This mechanism provides supplemental funding source for the capital budget, but the $11.2 million in sales proceeds that has been deposited into the fund over the last five years comes nowhere close to adequately funding the state's capital needs. Furthermore, expected sales proceeds deposits are expected to dwindle over time as the Legislature exempts agencies from the program, as it has done for the Oklahoma Historical Society and the Department of Mental Health and Substance Abuse Services.

The Long-Range Capital Planning Commission recommends that state leadership establish the following policies to ensure consistent funding of the capital budget:

- **Strategic agency exemptions from the requirement to participate in the Oklahoma State Government Asset Reduction and Cost Savings Program.** The State of Oklahoma has a large real estate footprint. In a COVID and post-COVID era, agencies will be reviewing their footprints to adjust for a much broader work-from-home environment, as well as shifting their "storefronts" to better serve citizens. In cases that agencies need capital from the sale of their buildings to fulfill a plan to adjust their footprint to be more efficient and modern, those agencies should be able to use the proceeds from the sale of their buildings to achieve that outcome. Otherwise, the proceeds from the sale of buildings should be remitted to the Maintenance of State Buildings Revolving Fund to upkeep and maintain our capital assets.
- **Establish an annual appropriation dedicated to the implementation of the Annual Capital and Maintenance Budget.** Many governments dedicate a percentage of revenues to the capital budget based on the replacement value of the government's real property assets, typically 2-3% of the portfolio's total replacement value. The State of Oklahoma's current building portfolio is valued at $13 billion.

- **Provide information to continue the state Legislature's investment in the capital needs of state government.** Over the past several years, the Legislature has made substantial investments in capital funding both through direct bonding opportunities for agencies, appropriations to the Maintenance of State Buildings Revolving Fund and establishing the Legacy Capital Fund. The commission recommends the following to continue this critical investment especially in a time when the state has access to one-time funds that align well with these one-time expenditures.
    - **Include the annual capital budget in the executive budget document** that is approved by the governor and presented to the Legislature. The capital budget and operating budget should be combined and presented as a consolidated budget, developed by budget analysts who are familiar with agency missions and financial structures.
    - **Present the capital improvements plan and annual capital budget to the Legislature** through appropriate committees in the Senate and House of Representatives.

2. Examine opportunities to consolidate and share facilities services, operations and maintenance functions across agencies and at a regional level.

Oklahoma state government has been working in recent years to consolidate services common across agencies to reduce costs and improve efficiency. Real property asset management is another key area where Shared Services could help agencies focus on their core missions while ensuring that the state's real property assets are adequately maintained. The state has an opportunity to achieve economies of scale by establishing statewide contracts for services and by standardizing equipment and processes. Consolidation would also provide opportunities to reduce redundancy and ensure that each agency has adequate access to facilities management services. Since many agencies are required to have a presence statewide, there may also be opportunities to implement regional service centers that would provide responsive service throughout the state.

SECTION 2:

FY 2025 Capital Budget

2.1 Ongoing Appropriation Requests

Project Name	Owning Agency	MSBF SUBTOTAL
805-0101 Career Planning Center – Parking lot resurfacing	Department of Rehabilitation Services	$62,920
805-0088 Oklahoma School for the Deaf – Dormitory renovation	Department of Rehabilitation Services	$1,400,000
Repaint fence/gates	OSBI	$50,000
Air compressors replacements	OSBI	$115,000
Mold abatement at OSBI Headquarters	OSBI	$130,000
Mold abatement at OSBI Headquarters	OSBI	$150,000
Mold abatement at OSBI Headquarters	OSBI	$175,627
Mold abatement at OSBI Headquarters	OSBI	$200,000
Mold abatement at OSBI Headquarters	OSBI	$300,000
Mold abatement at OSBI Headquarters	OSBI	$400,000
Mold abatement at OSBI Headquarters	OSBI	$700,000
Mold abatement at OSBI Headquarters	OSBI	$1,000,000
805-0080 Oklahoma School for the Deaf – Elevator replacement Griffing Hall	Department of Rehabilitation Services	$2,000,000
New basketball courts and goals	ODMHSAS	$53,000
Fan coil replacements	OSBI	$65,000

Project Name	Owning Agency	MSBF SUBTOTAL
Security bollards	OSBI	$110,000
Make-up air unit replacement	OSBI	$130,000
Generator replacement	OSBI	$300,000
HVAC Aircuity upgrade	OSBI	$250,000
Northwest Center for Behavioral Health	ODMHSAS	$300,000
805-0096 Oklahoma School for the Deaf – General site work	Department of Rehabilitation Services	$400,000
Jess Dunn Correctional Center – Elevator modernization	Department of Corrections	$470,000
Oklahoma State Penitentiary – ADA ramp repair	Department of Corrections	$750,000
	Year 1 projects	$9,511,547
Department of Transportation air handler #3 replacement	OMES	$767,500
Department of Agriculture Building – Air handler and air terminal units replacement	OMES	$1,340,000
Remodel Building 53 visitors' entrance	ODMHSAS	$85,000
Oklahoma Forensic Center, five nursing stations	ODMHSAS	$187,000
Oklahoma Forensic Center, C pod & D pod anti-ligature showers	ODMHSAS	$238,000
Walking path and turf in Red Bud Park	ODMHSAS	$533,000
Hodge Building, exterior wall panels of penthouse equipment room	OMES	$577,711

Project Name	Owning Agency	MSBF SUBTOTAL
Northeast Oklahoma Correctional Center – Programs/office building	Department of Corrections	$500,000
James Crabtree Correctional Center – CERT building & gun range building/firearms training	Department of Corrections	$400,000
Oklahoma State Penitentiary – Recreation yard covers	Department of Corrections	$668,268
Will Rogers Building: exterior wall panels of penthouse equipment room	OMES	$674,419
Samson Science Building, access control system	Oklahoma School of Science and Math	$84,000
Dan Little Residence Hall, fire alarm system replacement	Oklahoma School of Science and Math	$186,000
Central OK Community MHC, Alameda Campus/sidewalk and drainage replacement	ODMHSAS	$700,000
Repave roads around Griffin Memorial	ODMHSAS	$1,000,000
	Year 2 projects	$7,940,898
Central OK Community MHC, Leland Wolf Campus (3 buildings): HVAC replacement	ODMHSAS	$2,500,000
Northwest Center for Behavioral Health	ODMHSAS	$160,000
Sequoyah Building elevator replacement	OMES	$1,936,094
M.C. Connors Building elevator replacement	OMES	$1,958,425
Oklahoma Forensic Center, one walk-in freezer & one cooler	ODMHSAS	$60,000
New lighting around the CRC campus	ODMHSAS	$75,000

Project Name	Owning Agency	MSBF SUBTOTAL
Oklahoma Forensic Center, parking lot repairs	ODMHSAS	$429,842
Jim Taliaferro main facility sidewalks	ODMHSAS	$75,000
Oklahoma Department of Transportation fire alarm panel and system upgrade	OMES	$375,000
Jackie Brannon Correctional Center – Asbestos abatement of vacant unit (Old B) at JBCC	Department of Corrections	$679,500
805-0059 Oklahoma School for the Deaf – Auditorium remodel	Department of Rehabilitation Services	$300,000
Judicial boilers	OMES	$500,000
Judicial heat exchanger/redundant chiller	OMES	$1,500,000
Northwest Center for Behavioral Health	ODMHSAS	$75,000
Northwest Center for Behavioral Health	ODMHSAS	$232,000
	Year 3 projects	$10,855,861
805-0094 Oklahoma School for the Deaf – Sports stadium improvements	Department of Rehabilitation Services	$1,800,000
Central OK Community MHC, Alameda Campus/1120 E Main/Gibbs houses/badge swipe system	ODMHSAS	$850,000
805-0095 Oklahoma School for the Deaf – Canopies for play areas	Department of Rehabilitation Services	$300,000
Oklahoma State Reformatory – New building & renovation	Department of Corrections	$2,129,879
James Crabtree Correctional Center – High mast lighting and cameras	Department of Corrections	$658,000
Jackie Brannon Correctional Center – Segregated housing unit (SHU) & CERT building	Department of Corrections	$2,750,000

Project Name	Owning Agency	MSBF SUBTOTAL
Northwest Center for Behavioral Health	ODMHSAS	$85,000
Emergency generators – Multiple locations	Department of Corrections	$725,000
805-0090 Oklahoma School for the Blind – Boys dormitory remodel	Department of Rehabilitation Services	$644,000
	Year 4 projects	$9,941,879
805-0072 Oklahoma School for the Blind – Apartment remodel	Department of Rehabilitation Services	$881,000
Water lines replacement and water softener replacement – Multiple locations	Department of Corrections	$2,911,929
Stainless steel fixture replacement – Multiple locations	Department of Corrections	$1,426,343
805-0026 Oklahoma School for the Blind – New maintenance and auto/carpentry shop	Department of Rehabilitation Services	$2,830,000
Facility wide keyless locking system	ODVA	$88,000
Norman Veterans Center – cameras for fishing dock/walking track	ODVA	$100,000
Norman Veterans Center – Activity room storm shutters	ODVA	$150,000
Mold abatement at OSBI Headquarters	OSBI	$100,000
Artificial turf installation in courtyards and address drainage issues	ODMHSAS	$65,000
Replace water heater	OSBI	$70,000
Exterior painting	OSBI	$100,000
Interior painting	OSBI	$100,000

Project Name	Owning Agency	MSBF SUBTOTAL
Flywheel replacements at lab	OSBI	$180,000
Re-sealing windows at Forensic Science Center	OSBI	$200,000
Recarpet	OSBI	$200,000
Oklahoma Forensic Center, Flooring for Entire Facility	ODMHSAS	$260,000
	Year 5 projects	$9,662,272
Repave parking lot	OSBI	$330,000
Roof replacement	OSBI	$500,000
Resurface parking lot	OSBI	$500,000
Artificial turf installation in courtyards	ODMHSAS	$50,000
Jim Taliaferro roof replacement C Wing	ODMHSAS	$275,000
Jim Taliaferro roof replacement D Wing	ODMHSAS	$350,000
45th Old Museum renovation	Military Department	$2,000,000
805-0097 Oklahoma School for the Deaf – White Hall and Griffing Hall remodel	Department of Rehabilitation Services	$2,000,000
Replace hot water loop	OSBI	$75,000
Will Rogers Building: Roof replacement	OMES	$564,586

Project Name	Owning Agency	MSBF SUBTOTAL
Roof repairs or replacement – Multiple facilities	Department of Corrections	$1,296,866
	Year 6 projects	$7,941,452
Central OK Community MHC, Leland Wolf Campus (3 buildings) parking lot	ODMHSAS	$2,000,000
Central OK Community MHC, Alameda Campus/fleet vehicle awnings	ODMHSAS	$100,000
805-0092 Services for the Blind and Visually Impaired – Oklahoma Library for the Blind renovation	Department of Rehabilitation Services	$650,000
Replacement skylights	J.D. McCarty Center	$180,000
Northwest Center for Behavioral Health	ODMHSAS	$62,500
M.C. Connors restroom renovation	OMES	$1,200,000
Oliver Hodge restroom renovation	OMES	$1,200,000
805-0098 Oklahoma School for the Deaf – Tuck-pointing: Stewart, White, Read, Griffing and Vocational	Department of Rehabilitation Services	$400,000
Central OK Community MHC, Alameda Campus/foundation assessment	ODMHSAS	$100,000
Road repair & parking lot – Multiple locations	Department of Corrections	$1,574,180
805-0099 Oklahoma School for the Deaf – Resurface parking lots	Department of Rehabilitation Services	$1,000,000
Northwest Center for Behavioral Health	ODMHSAS	$130,000
Northwest Center for Behavioral Health	ODMHSAS	$1,000,000
805-0069 Oklahoma School for the Blind – Auditorium remodel	Department of Rehabilitation Services	$877,000

Project Name	Owning Agency	MSBF SUBTOTAL
Northwest Center for Behavioral Health	ODMHSAS	$75,000
Claremore Veterans Center, Administrative wing flooring replacement	ODVA-CLAREMORE	$50,000
Claremore Veterans Center, Kitchen make-up air units replacement	ODVA-CLAREMORE	$100,000
ODVA Ardmore – Parking lot	ODVA Ardmore	$103,000
Refresh and expansion of building access control	J.D. McCarty Center	$125,000
ODVA Ardmore – Parking lot	ODVA Ardmore	$139,000
Roof repair	ODVA Clinton	$150,000
ODVA Ardmore – Driveway	ODVA Ardmore	$162,000
	Year 7 projects	$11,377,680
Norman Veterans Center – FY 24 Point, tuck, and seal exterior brick	ODVA	$450,000
Claremore Veterans Center, Unit 1D roof replacement	ODVA-CLAREMORE	$500,000
Repainting of facility	J.D. McCarty Center	$500,000
Flooring on SA1 &SA2 – Lobby only	ODVA Clinton	$575,000
Covered entrance	ODVA Clinton	$575,000
Claremore Veterans Center, facility-wide window replacement	ODVA-CLAREMORE	$600,000

Project Name	Owning Agency	MSBF SUBTOTAL
Norman Veterans Center – Repave receiving, driveway, parking lot	ODVA	$611,475
Norman Veterans Center – Exterior window replacement	ODVA	$1,500,000
Heavy equipment – Multiple locations	Department of Corrections	$361,739
805-0102 Career Planning Center – Work sample center	Department of Rehabilitation Services	$160,363
805-0030 Oklahoma School for the Blind – B-4 building remodel	Department of Rehabilitation Services	$1,100,000
805-0100 Oklahoma School for the Deaf – Swimming pool	Department of Rehabilitation Services	$1,400,000
COJC – Ropes course	40000 Office of Juvenile Affairs	$80,326
Eddie Warrior Correctional Center – Cosmetology School (RISE Program) expansion	Department of Corrections	$382,330
Covered pavilion out front	ODVA Clinton	$152,950
Visitation pavilions at Sulphur Veteran Center	Sulphur	$350,000
Visitation pavilions at ODVA Clinton Veteran Center	ODVA Clinton	$350,000
	Year 8 Projects	$9,649,183
TOTAL 8 Year Plan Projects Funded with Annual Appropriation of $9,611,000		$76,880,772

2.2 One-Time Appropriation Requests

Project Name	Owning Agency	MSBF SUBTOTAL
Northwest Center for Behavioral Health	ODMHSAS	$3,000,000
Connors AHUs and terminal units	OMES	$3,000,000
Will Rogers air distribution	OMES	$3,000,000
Sequoyah Building air distribution	OMES	$3,000,000
Hodge Building air distribution	OMES	$3,000,000
Northwest Center for Behavioral Health	ODMHSAS	$3,000,000
Hangar repair and modifications	OSIDA	$3,000,000
Oklahoma Forensic Center & TRC, replacement and install of 65 HVAC units	ODMHSAS	$3,392,602
Perimeter fence zone alarm system replacement – Multiple facilities	Department of Corrections	$3,500,000
Vinita RC revitalization project	Military Department	$3,500,000
Ponca City RC revitalization project	Military Department	$3,500,000
James Crabtree Correctional Center – Kitchen expansion	Department of Corrections	$4,278,000
805-0036 Oklahoma School for the Blind – New media and technology center	Department of Rehabilitation Services	$4,320,000
Bartlesville RC revitalization project	Military Department	$4,760,000

Project Name	Owning Agency	MSBF SUBTOTAL
Sulphur Administration Building	ODVA	$5,000,000
805-0068 Oklahoma School for the Blind – New cafeteria	Department of Rehabilitation Services	$6,500,000
Surveillance equipment upgrade – Statewide	Department of Corrections	$6,685,000
Broken Arrow RC revitalization project	Military Department	$6,700,000
Facility wide piping update/upgrade	Clinton	$7,500,000
Jim E. Hamilton Correctional Center – Waste water treatment plant	Department of Corrections	$8,500,000
Airport layout redesign and taxiway additions	OSIDA	$9,675,000
Locks, doors, and door frame replacement – Multiple facilities	Department of Corrections	$34,301,000
ODVA Ardmore	ODVA Ardmore	$56,937,519
	Total	$190,049,121

SECTION 3:

Prioritized List of Projects

3. Prioritized List of Projects

Project Name	Description of Project: Tell us what you are requesting.	Owning Agency	MSBF SUBTOTAL
805-0101 Career Planning Center – Parking lot resurfacing	The Oklahoma City South DRS Field Office, Transition Field Rep office, SVBI Vocational Evaluation OKC testing office, and OKDRS OKC Career Planning Center's (CPC) parking lot is beginning to deteriorate with numerous cracks occurring in the asphalt. Some of the cracks are minor and others are significant, as well as cracks on the asphalt against the curb. The parking lot is estimated to be over 20 years old. Currently with the cracks, someone could catch their shoe and trip or fall suffering serious injury. At night the cracks cannot be seen and are dangerous. Attempts have been made to pour a parking lot repair sealant in the cracks but those are reopening. Some of the problems with the cracks are when rainwater gets in and compromises the integrity of the parking lot, causing more cracks, which loosens the existing asphalt to break up even more. The CPC is requesting funding to provide sealcoat to the parking lot to protect it and make it last longer, and to stop the ongoing deterioration of the parking lot. This office serves clients for the entire South OKC metro area and hosts clients for vocational and psychological testing from Central Oklahoma as well.	Department of Rehabilitation Services	$62,920
805-0088 Oklahoma School for the Deaf – Dormitory renovation	Planning for dormitory renovation began in FY 21, with combined expenditures of $90,000 A&E in FYs 21 and 22 for Stewart and Blattner dorms. Completion of Phase 1 Stewart Hall renovation is anticipated by 6/30/23. Phase 2 Blattner Hall is anticipated for completion in FY 24. Blattner Hall dormitory requires extensive renovation, including asbestos abatement. In addition to extensive repairs, renovation will make the dormitory more accessible and usable for home life experience necessary for the kids. Renovation for Blattner Hall was budgeted in FY 23 at $1.187 million, with expenditures to date of $45,000 including asbestos testing. Abatement is estimated at $95,500 and remaining renovation is now estimated between $1.1 million and $1.3 million.	Department of Rehabilitation Services	$1,400,000
Repaint fence/gates	Repaint HQ security fence and gates.	OSBI	$50,000
Air compressors replacements	Additional medical-grade, oil-less, scroll-type air compressors at FSC.	OSBI	$115,000
Mold abatement at OSBI headquarters	Clean and sanitize roof decking per IAQ study.	OSBI	$130,000
Mold abatement at OSBI headquarters	Specialty equipment for IAQ study remediation.	OSBI	$150,000
Mold abatement at OSBI headquarters	OMES CAP fee per IAQ study estimated costs.	OSBI	$175,627

Project Name	Description of Project: Tell us what you are requesting.	Owning Agency	MSBF SUBTOTAL
Mold abatement at OSBI headquarters	Remove, replace and paint drywall in rooms per IAQ study.	OSBI	$200,000
Mold abatement at OSBI headquarters	Remove and re-insulate closed loop chiller lines at headquarters.	OSBI	$300,000
Mold abatement at OSBI headquarters	Reroof the HQ Building to prevent further water into building causing mold.	OSBI	$400,000
Mold abatement at OSBI headquarters	Architect plans, scope of work and GC bonds, contingency fees for IAQ study remediation.	OSBI	$700,000
Mold abatement at OSBI headquarters	HQ window repair, remove and replace per IAQ study.	OSBI	$1,000,000
805-0080 Oklahoma School for the Deaf – Elevator replacement Griffing Hall	This is an urgent capital improvement request for the Griffing Hall Elevator. It can't be replaced until Blattner Hall has been remodeled due to students staying on the second and third floors. Recent DOL inspections revealed that elevators in Griffing Hall are outdated and no longer meet safety codes. Both elevators were installed in the 1960s. Parts to repair and restore 50-year old equipment are obsolete, and very expensive if available at all. Each year OSD secures a preventative maintenance service contract with an elevator company to provide monthly inspections and to make repairs as needed. Because of the age of the equipment, elevator technicians recommend that both elevators be replaced, and DOL recommends that both elevators be replaced. Each elevator is heavily used, providing ADA accessibility for students to dormitories and classrooms; offices and labs are located on the second and third floors. ADA accessibility is critical for students. This project was budgeted in FY 23 at $844,425; however, this is insufficient to cover the cost of the elevator. Costs to replace the elevator in Griffing Hall will be significantly higher due to structural issues and is anticipated to cost $1.5-$2 million dollars.	Department of Rehabilitation Services	$2,000,000
New basketball courts and goals	Repave dorm basketball goals and replace broken goals.	ODMHSAS	$53,000
Fan coil replacements	Replace 10 fan coil units at HQ.	OSBI	$65,000
Security bollards	Install security bollards at HQ building.	OSBI	$110,000
Makup air unit replacement	Replacement of makeup air unit and ventilation systems at HQ.	OSBI	$130,000

Project Name	Description of Project: Tell us what you are requesting.	Owning Agency	MSBF SUBTOTAL
Generator replacement	New building generator to replace older Kohler generator. Kohler is reaching end of useful life at HQ building.	OSBI	$300,000
Oklahoma Forensic Center & TRC, replacement and install of 65 HVAC units	This project will replace 65 HVAC units. These are needed to maintain safe and consistent temperatures in the building.	ODMHSAS	$3,392,602
HVAC Aircuity upgrade	Aircuity® Phoenix HVAC upgrade.	OSBI	$250,000
Northwest Center for Behavioral Health	Ft Supply Campus, fire security system.	ODMHSAS	$300,000
805-0096 Oklahoma School for the Deaf – General site work	General site work is necessary to upgrade OSD's campus and to meet ADA regulations. This funding would allow replacement and repairs to the remaining sidewalks on campus. Existing sidewalks are cracked and raised, causing hazardous conditions for students, staff and visitors.	Department of Rehabilitation Services	$400,000
Jess Dunn Correctional Center – Elevator modernization	The elevator located in the Administration Building has been inoperable since 2019. This elevator is needed to gain and remain in compliance with the Americans with Disabilities Act.	Department of Corrections	$470,000
Oklahoma State Penitentiary – ADA ramp repair	Current ramp has become a safety concern due to broken and crumbling cement. Therefore, the ramp is closed and staff are no longer able to utilize it. This ramp is used to transport food carts to units on the upper area of the facility and for ADA compliance. Without the ramp being replaced, staff will have to utilize the stairs which does not comply with ADA accessibility requirements.	Department of Corrections	$750,000
Department of Transportation – Air handler #3 replacement	Replacement of AHU #3 that services the ground floor of the Department of Transportation.	OMES	$767,500
Department of Agriculture Building – Air handler and air terminal units replacement	Replacement of AHU #1 and AHU #2 that currently service the first and second floors. Complete replacement and modernization of air distribution system that services the first and second floors of the facility.	OMES	$1,340,000
Remodel Building 53 visitors' entrance	We would like to remodel the visitor entrance area to allow for a more inviting area for visitors, a place that allows Fire & Safety officers to safely monitor the area, as well as a place that enables the installation of a walk-thru metal detector.	ODMHSAS	$85,000
Oklahoma Forensic Center – Five nursing stations	This project will replace current nursing stations with new, modified nursing stations. These are needed on the units for employee and patient safety.	ODMHSAS	$187,000
Oklahoma Forensic Center, C pod & D pod anti-ligature showers	This project will replace current showers on C and D pods, with new anti-ligature showers. These are needed for patient safety and sanitation.	ODMHSAS	$238,000

Project Name	Description of Project: Tell us what you are requesting.	Owning Agency	MSBF SUBTOTAL
Walking path and turf in Red Bud Park	Currently, most of the gravel walking path has washed away due to drainage issues. We would like to have the drainage issue corrected and install a walking track that our consumers can use comfortably and safely. Being outside and exercising is a big part of recovering from a mental illness. The GMH consumers use the walking path when the weather allows for them to be outside. Also, during the spring and summer months the grass in Red Bud grows extremely quick – maintenance has to shut down the park to mow and weed-eat the park. If the park was covered in artificial turf instead of grass, the consumers would have more access to the park and it would free up maintenance staff to address other urgent issues. It would also not require fertilizing or the use of gas-powered tools and it would decrease the time and expense of maintaining a large park and walking path.	ODMHSAS	$533,000
Hodge Building – Exterior wall panels of penthouse equipment room	This project will replace asbestos-containing transit exterior wall panels around penthouse equipment rooms that have deteriorated over time and created a water intrusion problem. Replacement of these panels will eliminate the water intrusion into the building wall cavity which is causing internal structural damage to the building tenant occupied space below.	OMES	$577,711
Northeast Oklahoma Correctional Center – Programs/office building	Carried over from FY 2023 Capital Outlay Request – Replacing the five dilapidated cottages with one large metal building. The existing cottages have leaking roofs, outdated wiring, rotting soffits and eves, weak floors, and leak air terribly so that they can't be heated/ cooled properly during extreme conditions. The new building will be divided for the Business Office, Recreation Office, Law Library, and Programs Space for Work Release and would be more energy efficient and cost effective. Additional programs space is needed in order to implement VoTech/Career Tech classes.	Department of Corrections	$500,000
James Crabtree Correctional Center – CERT building & gun range building/ firearms training	Build up existing back berm and side berms, add additional lighting and make repairs to the range house. Re-build Armory/CERT – new building would ensure the armory and CERT equipment is secure and further away from inmates.	Department of Corrections	$400,000
Oklahoma State Penitentiary – Recreation yard covers	The recreation yards on A-Unit and C-Unit will need to be expanded and covered for inclement weather to meet ACA requirements. This is an ACA requirement to ensure inmates receive their recreation time.	Department of Corrections	$668,268
Will Rogers Building – Exterior wall panels of penthouse equipment room	This project will replace asbestos containing transit exterior wall panels around penthouse equipment rooms that have deteriorated over time and created a water intrusion problem. Replacement of these panels will eliminate the water intrusion into the building wall cavity which is causing internal structural damage to the building tenant occupied space below.	OMES	$674,419

Project Name	Description of Project: Tell us what you are requesting.	Owning Agency	MSBF SUBTOTAL
Perimeter fence zone alarm system replacement – Multiple facilities	Requesting perimeter fence zone alarm system for Dick Connor CC, Mabel Bassett CC, Mack Alford CC, Lexington Assessment & Reception Center, Joseph Harp CC, James Crabtree CC, and Oklahoma State Penitentiary – The existing zone alarm system attached to the perimeter fence has reached the end of life and is no longer supported by the originating company and is inoperable in some locations. The replacement of the current antiquated system with new camera perimeter technology will significantly increase the security of the inmates, staff and public. The new system will also encompass areas in some locations that have not had a perimeter camera system in place previously.	Department of Corrections	$3,500,000
Surveillance equipment upgrade – Statewide	Update all cameras and DVRs at facilities. The surveillance equipment throughout the state is in need of an upgrade. This upgrade will allow us to replace failed and old surveillance equipment. Replacing this equipment will ensure the security of the facilities is maintained.	Department of Corrections	$6,685,000
Samson Science Building – Access control system	During FY 22, OSSM invested $755,000 in a campus-wide access control system. That funding amount allowed for the system to be installed on all perimeter locations, exterior building doors, and interior doors with the exception of the Samson Science Building. That building remains in need of the access control system being installed on interior doors. Automation Integrated has provided an estimated cost for full completion of the project.	Oklahoma School of Science and Math	$84,000
Dan Little Residence Hall – Fire alarm system replacement	The current Siemens fire alarm system is obsolete and replacement parts are no longer available. In addition, Siemens is a proprietary system and no longer provides a local service technician for timely support as needed. The control panel was replaced four years ago, but due to the proprietary nature of the system, replacement of the remainder of the system would have to be with Siemens devices in order to communicate with the new control panel. Siemens is not on statewide contract and the lack of a local service technician is problematic for future service needs, which has led OSSM to pursue replacing the entire system with a different brand. OSSM contracted with Rated Engineering to provide recommendations on how best to proceed, results of this study were to replace the entire system with a distributorship system that would enable multiple distributors to provide service and repairs in the future.	Oklahoma School of Science and Math	$186,000
Central OK Community MHC – Alameda Campus/sidewalk and drainage replacement	This project will replace the existing sidewalks that are not ADA compliant and causing drainage issues.	ODMHSAS	$700,000
Repave roads around Griffin Memorial	The roads around the campus are full of pot holes and cracks – the roads have become a hazard to staff and state-owned vehicles, as well as dangerous to people walking on the roads.	ODMHSAS	$1,000,000

Project Name	Description of Project: Tell us what you are requesting.	Owning Agency	MSBF SUBTOTAL
Central OK Community MHC, Leland Wolf Campus (3 buildings) – HVAC replacement	This project will replace the existing HVAC at Leland Wolf. Currently the buildings are being served by a chiller of undetermined age. We have recently spent thousands of dollars in repairs and it is not completely operational. The current system is inefficient and a new system would provide energy savings for many years to come.	ODMHSAS	$2,500,000
Northwest Center for Behavioral Health	Ft Supply Campus, security entry system/keyless gate and badges.	ODMHSAS	$160,000
Sequoyah Building elevator replacement	This project will replace outdated elevator controls and refurbish elevator cars and doors. Replace critical mechanical components and bring up to current code.	OMES	$1,936,094
M.C. Connors Building elevator replacement	This project will replace outdated elevator controls and refurbish elevator cars and doors. Replace critical mechanical components and bring up to current code.	OMES	$1,958,425
Northwest Center for Behavioral Health	Ft Supply, water tower repair.	ODMHSAS	$3,000,000
Oklahoma Forensic Center – One walk in freezer & one cooler	This project will replace one walk-in freezer and one cooler. These are needed to preserve frozen and cold foods in dietary, for patient meals.	ODMHSAS	$60,000
New lighting around the CRC campus	Currently, there are areas around the CRC campus that are dark. Staff are reporting feeling unsafe, especially with the increased criminal activity in this part of Norman.	ODMHSAS	$75,000
Oklahoma Forensic Center – Parking lot repairs	This project will make needed repairs to the current parking lot. This is needed to reduce the risk of trips/falls.	ODMHSAS	$429,842
Connors AHU's and terminal units	Replacement of air handlers and air terminal units.	OMES	$3,000,000
Will Rogers air distribution	Replacement of air handlers and air terminal units.	OMES	$3,000,000
Sequoyah Building air distribution	Replacement of air handlers and air terminal units.	OMES	$3,000,000
Hodge Building air distribution	Replacement of air handlers and air terminal units.	OMES	$3,000,000
Jim Taliaferro main facility sidewalks	Repair sidewalks and add sidewalks with awnings for handicap purposes.	ODMHSAS	$75,000
Oklahoma Department of Transportation fire alarm panel and system upgrade	Fire alarm panel and fire system upgrade.	OMES	$375,000

Project Name	Description of Project: Tell us what you are requesting.	Owning Agency	MSBF SUBTOTAL
Jackie Brannon Correctional Center – Asbestos abatement of vacant unit (Old B) at JBCC	Old B Unit is a security/contraband area and needs to be demolished. Before demo can be done, asbestos abatement is required by law. --- Per Debbie Moore, "The inspection has been completed and it is ready for abatement when we determine funding."	Department of Corrections	$679,500
Jim E. Hamilton Correctional Center – Waste water treatment plant	Original request in FY 2023 Capital Outlay Request ***added $2.5 million for lagoon upgrades – New waste water treatment plant. Existing influent grinder and lift station are in poor condition and need to be replaced. Influent flows to the grinder and lift station have increased over the previous years. The 4" force main that goes to the lagoon has been exposed in the adjacent creek due to flooding. Lagoons are believed to have considerable sludge building and many need to be cleaned out. Lagoons 3 and 4 are leaking at the eastern dikes. WWTP flows are exceeding the current discharge permit flow limits. Lagoon upgrades are required to obtain discharge permits as the facility is currently unable to meet phosphorous limits required by DEQ for treatment.	Department of Corrections	$8,500,000
805-0059 Oklahoma School for the Deaf – Auditorium remodel	This request is to renovate the auditorium to upgrade seating capacity and handicapped accessible seating. At graduation and other special events, the auditorium fills to capacity with families, friends and dignitaries. They must stand in the aisles and doorways. The carpet, painting and seating were replaced approximately 25 years ago. There are 265 seats and 3,150 sq. ft., which includes the balcony.	Department of Rehabilitation Services	$300,000
Judicial boilers	Replacement of heating hot water boilers reaching end of life.	OMES	$500,000
Judicial heat exchanger/redundant chiller	Addition of heat exchanger and redundant chiller to ensure that the Judicial building has appropriate backup equipment so that the functions of the Judicial branch of government continues without interruption.	OMES	$1,500,000
Northwest Center for Behavioral Health	Ft Supply Campus road/drive repairs.	ODMHSAS	$75,000
Northwest Center for Behavioral Health	Replace aging HVAC units on the ACU building.	ODMHSAS	$232,000

Project Name	Description of Project: Tell us what you are requesting.	Owning Agency	MSBF SUBTOTAL
805-0068 Oklahoma School for the Blind – New cafeteria	This request is for construction of a new school cafeteria. Underneath the concrete floor the sewer and plumbing lines are original to the 1904 building. Maintenance has piece-milled sections of pipe. The floor drains do not drain properly. Water lines and grease traps are old and need to be replaced. The ceilings are low and the lighting is inadequate. There are large, load-bearing columns throughout the dining room that make it difficult for visually impaired children to navigate freely. A new cafeteria would also provide additional room for trainings and special events. The old dining room could be remodeled for Career Technology classes.	Department of Rehabilitation Services	$6,500,000
805-0094 Oklahoma School for the Deaf – Sports stadium improvements	This request is to purchase bleachers and a press box for the OSD football field. Existing bleachers are old, and seats are weathered, wooden and warped planks. There is no press box; the game is announced from a flatbed trailer. This request will increase seating capacity to 312 on the "home" side and establish 108 seating capacity on the "visitors" side. Funding will allow team seating for the players and a press box 8'x18' that will sit in the middle of the home side. We will need to have lights installed in the stadium as well as new goal posts. We are currently renting lights for any night function. The lights will increase our use for other activities on the field. We are needing a track around the field to be utilized for our track team and other sports.	Department of Rehabilitation Services	$1,800,000
Northwest Center for Behavioral Health	Ft Supply, cottages, sewer line replacement.	ODMHSAS	$3,000,000
Central OK Community MHC, Alameda Campus/1120 E Main/Gibbs houses – Badge swipe system	This project would add a badge swipe system to all campuses to eliminate the need for keys and to track staff in an emergency situation.	ODMHSAS	$850,000
805-0095 Oklahoma School for the Deaf – Canopies for play areas	This request is to install canopies over the playground areas on campus.	Department of Rehabilitation Services	$300,000

Project Name	Description of Project: Tell us what you are requesting.	Owning Agency	MSBF SUBTOTAL
805-0036 Oklahoma School for the Blind – New media and technology center	This request is for a new media technology center that would also be large enough to house all library materials. The new center will include technology labs that are designed for low vision and braille students. The low vision lab will have different types of electronic table top & hand-held magnifiers. The computers will be adapted for visually impaired and blind students. The labs will have study cubicles for students to complete assignments with support from our trained technology and library staff. There will be braille embossers in a sound proof room that can be accessed from the lab. The OSB library has outgrown its present space. Most libraries have materials in one or two mediums; however, OSB provides books and materials in several mediums (regular print, large print, Braille, and tape). For example, the braille equivalent for one regular dictionary is 24 volumes in large print and 32 large volumes in braille. Because OSB currently houses the largest braille library in the state, the weight of the holdings on the top floor of the library could present future problems. Due to the location of the library, it is necessary to block off access to the library after school hours for safety reasons pertaining to dormitory security. The new library will be located where students can access it after hours and have full use of all media and resources. Students will be able to exit in a safe and timely manner. In addition, an area would be dedicated for raised relief maps. The school already owns several relief maps that are on stands and range in size from 3ft x 3ft to 4ft x 5ft. These maps are great learning tools for our students but are presently stored because there is no space to display them.	Department of Rehabilitation Services	$4,320,000
805-0059 Oklahoma School for the Deaf – Auditorium remodel	Construction of a new Administration Building – OSR administration is currently housed in the main prison building. Parts of this building are over 100 years old with the newest portion over 80 years old. Remodel of Building 15 to include medical offices, a laundry and a dining hall. At the current time, minimum inmates must go onto the medium yard for medical and mental health visits which disrupts the medium yard activity due to having to shut down the entire yard for the duration of the visits. Medical offices would include two exam areas, a nurse's station, pill line with pharmacy, mental health office, lab, doctor's office, and staff and inmate restrooms. Minimum laundry is currently conducted at the general population laundry inside the facility allowing for the transfer of contraband between minimum and medium inmates. A new laundry at Bldg 15 will include four washing machines, four dryers and a sorting area. Minimum inmate meals are currently being served on gorilla trays that are transported to the unit and are eaten in the bunk area of the pods. The remainder of Bldg 15 would be for a new dining area with a serving line and tables and chairs. This would reduce the amount of food left on the pods therefore decreasing the chance for insect and rodent infiltration. When not being used as the dining hall, this area can be used as a classroom for education and required instruction.	Department of Corrections	$2,129,879
Judicial boilers	Carried over from FY 2022 & FY 2023 Capital Outlay Request – High mast lighting and security cameras are being requested for added security measures throughout the facility.	Department of Corrections	$658,000

Project Name	Description of Project: Tell us what you are requesting.	Owning Agency	MSBF SUBTOTAL
Judicial heat exchanger/redundant chiller	JBCC needs a SHU to place inmates who refuse to house. In addition, having a SHU will allow JBCC to place problematic inmates until Population can move the inmates to another facility. Without a SHU, JBCC has been and continues to utilize OSP H-Unit and a vacant room located in C-Unit directly across from C-Unit Control Room. The vacant room at C-Unit is not an appropriate holding area for inmates. The space does not meet ACA standards for lighting, restrooms and/or sink ratio per inmate.	Department of Corrections	$2,750,000
Northwest Center for Behavioral Health	Portions of this carried over from FY 2023 Capital Outlay request – Replacement of doors and/or windows – Dick Conner CC - non-security metal door and door frames replacement (multiple); Howard McLeod CC - facility unit doors - door frames (multiple); James Crabtree - door frames (multiple); Joseph Harp CC - replace doors, frames, access control panels, & locking system; Mabel Bassett CC - door and lock replacement for all medium security units; Oklahoma State Reformatory - door and lock replacement for all medium security units.	Department of Corrections	$34,301,000
Northwest Center for Behavioral Health	WBTC – Generator.	ODMHSAS	$85,000
805-0068 Oklahoma School for the Blind – New cafeteria	Jim E. Hamilton Correctional Center – James Crabtree Correctional Center – Clara Waters Community Corrections Center Generators are needed to ensure the safety and security of inmates and staff in the event of a power outage. Some facilities do not meet the power company's criteria for emergency repairs when a natural disaster occurs. If the facility were to be without power for several days/weeks, this would allow the facility to perform basic duties.	Department of Corrections	$725,000
805-0094 Oklahoma School for the Deaf – Sports stadium improvements	The high school boys' dorm is currently made up of 16 very small areas divided with partitions. This does not provide adequate privacy that is needed for the boys like the girls have in Lowry Hall. This will give each boy their own room with a door for privacy. This would also update/renovate their recreational and kitchen space.	Department of Rehabilitation Services	$644,000
Northwest Center for Behavioral Health	This project is to renovate the old apartments built in 1949, located on the second floor above the maintenance building, into independent living units for OSB transition graduates. This plan will connect this building to the B-4 dorm with a connecting corridor/ walkway. These apartments will be accessed by an elevator. The current building is not ADA accessible. New plumbing, electrical and HVAC systems need to be installed, as well as plaster repaired, painting, and new flooring. The building already has a new roof. Presently the apartments can only be used for storage.	Department of Rehabilitation Services	$881,000

Project Name	Description of Project: Tell us what you are requesting.	Owning Agency	MSBF SUBTOTAL
Central OK Community MHC, Alameda Campus/1120 E Main/Gibbs houses – Badge swipe system	Carried over from FY 2017 Capital Outlay Request for Mabel Bassett – Replace domestic underground hot water lines to ensure the water at the facility is clean and safe for offenders and staff. The domestic water copper lines are deteriorating rapidly due to the installation of an inferior pipe during construction of the facility in 1988; OSR – Most of the water lines are buried threaded steel pipe that has no cathodic protection. The water will continue to erode the copper for both facilities, which causes daily leaks and costly repairs. Maintenance has had to dig up the lines and patch them in several spots as these are core physical plant functions required to operate correctional facilities. This project will need to be engineered. Bill Johnson CC water softener replacement.	Department of Corrections	$2,911,929
805-0095 Oklahoma School for the Deaf – Canopies for play areas	Oklahoma State Reformatory and Mabel Bassett Correctional Center – The units are now equipped with porcelain lavatories and water closets that are easily damaged by offenders and have the potential to become weapons on the yard. By installing new stainless steel fixtures in the cells, the opportunity to create safes for hiding contraband behind them is reduced because these fixtures are able to be mounted directly to the wall. Offenders would not be able to break pieces of them away to allow for the manufacture of weapons from the shards or safes to hide contraband. The cost of new water closets is approaching the cost for stainless steel replacements making the stainless steel cost effective and safer.	Department of Corrections	$1,426,343
805-0036 Oklahoma School for the Blind – New media and technology center	The current, old building houses the auto shop and the carpentry shop. It is too small to house both. Only one vehicle at a time can be squeezed into the allotted space. Currently our mechanic has to work outside and lie on the ground when working on our school buses and other vehicles. The old building is also located in a high student traffic walking area. The new metal building will be approximately 75' x 100' with a carport attached to the front of the building along the entire 100' length for a 20' x 100' carport.	Department of Rehabilitation Services	$2,830,000
James Crabtree Correctional Center – Kitchen expansion	Carried over from FY 2022 & FY 2023 Capital Outlay Request – Requesting to expand the kitchen to feed more than 80-100 inmates at one time from the medium yard. The kitchen has not been expanded since it became a prison in 1984. There are currently 950-1000 inmates on the medium yard that are fed in this kitchen. Kitchen expansion would include moving the current canteen to a different location. But it would allow more storage and feeding to be completed more efficiently.	Department of Corrections	$4,278,000
Facility wide keyless locking system	This project will replace all locks in the building with a keyless (badge) entry. This will provide a more secure facility.	ODVA	$88,000
Norman Veterans Center – cameras for fishing dock/walking track	Add cameras to provide coverage of fishing dock/walking track area.	ODVA	$100,000

Project Name	Description of Project: Tell us what you are requesting.	Owning Agency	MSBF SUBTOTAL
Norman Veterans Center – Activity room storm shutters	Install metal storm shutters to protect doors/windows in activity room during inclement weather. Hurricane type shutters to make activity room safer in a storm.	ODVA	$150,000
Covered pavilion out front	Covered pavilion out front.	ODVA Clinton	$152,950
Visitation pavilions at Sulphur Veteran Center	Visitation pavilions at Sulphur Veteran Center.	Sulphur	$350,000
Visitation pavilions at Clinton Veteran Center	Visitation pavilions at Clinton Veteran Center.	ODVA Clinton	$350,000
Vinita RC revitalization project	Requesting $3,500,000 from the LRCPC which will be matched with $3,500,000 of federal funds to modernize the Vinita RC to Army standards.	Military Department	$3,500,000
Broken Arrow RC revitalization project	Requesting $6,700,000 from the LRCPC which will be matched with $6,700,000 of federal funds to modernize the Broken Arrow RC to Army standards.	Military Department	$6,700,000
Mold abatement at OSBI headquarters	Remove and replace ceiling tile and grid per IAQ study.	OSBI	$100,000
Ponca City RC revitalization project	Requesting $3,500,000 from the LRCPC which will be matched with $3,500,000 of federal funds to modernize the Ponca City RC to Army standards.	Military Department	$3,500,000
Artificial turf installation in courtyards and address drainage issues	Currently, the grass in each of the courtyards is extremely difficult to maintain since you have to walk mowing equipment through the dorms to the courtyards. If we replaced the grass with artificial turf, the courtyards would be maintenance friendly, as well as always available for the consumers to use. Also, there is a huge drainage issue that needs to be addressed in Dorm 2/3 – rainwater stands and makes the courtyard unusable. Each dorm at CRC has a courtyard that clients use daily.	ODMHSAS	$65,000
Replace water heater	Replace 250-gallon, natural gas-fired water heater at FSC.	OSBI	$70,000
Exterior painting	Paint exterior posts, cooling tower frame and supports, fences, etc. at FSC.	OSBI	$100,000
Interior painting	Paint selected high-traffic areas of interior walls at FSC.	OSBI	$100,000
Flywheel replacements at lab	Replace two flywheel UPS with battery UPS in OSBI-BDC at FSC.	OSBI	$180,000
Re-sealing windows at Forensic Science Center	Re-sealing external windows.	OSBI	$200,000

Project Name	Description of Project: Tell us what you are requesting.	Owning Agency	MSBF SUBTOTAL
Recarpet	Re-carpet third floor office, second floor training room, hallway and IT area at HQ.	OSBI	$200,000
Oklahoma Forensic Center – Flooring for entire facility	This project will replace all flooring in the facility. This is needed for sanitation.	ODMHSAS	$260,000
Repave parking lot	Repave the HQ parking lot.	OSBI	$330,000
Roof replacement	Replace roof at FSC.	OSBI	$500,000
Resurface parking lot	FSC parking lots – Resurface/re-stripe/replace gate sensing loops.	OSBI	$500,000
Artificial turf installation in courtyards	Currently, the grass on each of the courtyards is extremely difficult to take care of since you have to walk mowing equipment through the units to the courtyards. If we replaced the grass with turf, the courtyards would be maintenance friendly, as well as always available for the consumers to use. Each unit at Griffin has a courtyard that consumers use daily.	ODMHSAS	$50,000
Bartlesville RC revitalization project	Requesting $4,760,000 from the LRCPC which will be matched with $4,760,000 of federal funds to modernize the Bartlesville RC to Army standards.	Military Department	$4,760,000
Jim Taliaferro roof replacement D Wing	Replace roof over D wing.	ODMHSAS	$350,000
Jim Taliaferro roof replacement C Wing	Replace roof over C wing.	ODMHSAS	$275,000
45th Old Museum renovation	This project will renovate the old 45th Museum after the exhibits are moved to the new museum location. This would reinvigorate the old facility adding classrooms and admin spaces. Could be used for special events such as promotions and retirement ceremonies. Keeping a piece of Oklahoma history.	Military Department	$2,000,000
805-0097 Oklahoma School for the Deaf – White Hall and Griffing Hall remodel	This project will renovate all restrooms in White Hall and renovate all restrooms in Griffing Hall second & third floors. Flooring will be added if funding is available.	Department of Rehabilitation Services	$2,000,000
Replace hot water loop	Third floor hot water loop at HQ.	OSBI	$75,000
Will Rogers Building – Roof replacement	Replace roof aged beyond useful life.	OMES	$564,586

Project Name	Description of Project: Tell us what you are requesting.	Owning Agency	MSBF SUBTOTAL
Roof Repairs or Replacement – Multiple facilities	Carried over from FY 2023 Capital Outlay for James Crabtree Correctional Center; Roof repairs and/or replacement for multiple units; Jackie Brannon Correctional Center • Law library/kitchen/A Unit roof replacement; Jim E. Hamilton Correctional Center • Training building, wellness building, canteen building roofs.	Department of Corrections	$1,296,866
Central OK Community MHC, Leland Wolf Campus (three buildings) – Parking lot	This project will upgrade the poorly designed parking lot and increase parking for the URC for kids and the parking area for the Leland Wolf Campus, thus increasing consumer base and revenue.	ODMHSAS	$2,000,000
Central OK Community MHC, Alameda Campus – Fleet vehicle awnings	This project will provide covered awnings to protect state vehicles from severe weather and vandalism.	ODMHSAS	$100,000
805-0092 Services for the Blind and Visually Impaired – Oklahoma Library for the Blind renovation	This project will renovate the Oklahoma Library for the Blind and Physically Handicapped (OLBPH) building in two phases. Phase 1 includes a 5,720 sq. ft. build-out for office space and an adult learning lab, including lighting, ductwork and sprinkler for renovated areas. The build-out will accommodate moving employees from the Shepherd Center location into the library. Phase 2 includes new handlers, ductwork and diffusers for the library, as well as updating lighting to LED. The current boiler and chiller will remain.	Department of Rehabilitation Services	$650,000
Replacement skylights	Repair and replace aging skylight systems.	J.D. McCarty Center	$180,000
Hangar repair and modifications	This project will modify 70-year old hangars for use by current day tenants.	OSIDA	$3,000,000
Northwest Center for Behavioral Health	Updates and repairs to ACU building – Flooring on unit, aid station remodel, plumbing, roof gutters.	ODMHSAS	$62,500
M.C. Connors restroom renovation	Restroom renovation.	OMES	$1,200,000
Oliver Hodge restroom renovation	Restroom renovation.	OMES	$1,200,000
805-0098 Oklahoma School for the Deaf – Tuck-pointing: Stewart, White, Read, Griffing and Vocational	This request is for masonry tuck-pointing to replace aging mortar between bricks.	Department of Rehabilitation Services	$400,000
Central OK Community MHC, Alameda Campus – Foundation assessment	This project would assess the condition of the foundation. The buildings are 50 years old and we have significant cracking in the walls and settling.	ODMHSAS	$100,000

Project Name	Description of Project: Tell us what you are requesting.	Owning Agency	MSBF SUBTOTAL
Road repair & parking lot – Multiple locations	"JCCC – carried over from FY 2022 Capital Outlay Request • Pave minimum unit perimeter road. The current road is dirt, requesting to have it paved. During heavy rains or snow, the road gets rutted out which makes it very hard on the perimeter vehicles. The current road is in constant need of repairs due to washouts and ruts; Mack Alford Correctional Center • Road repair from east gate to property/medical area; Mabel Bassett Correctional Center • Perimeter fence liner and gravel replacement; Jackie Brannon Correctional Center • CareerTech/garage/maintenance parking lot – the current lot is gravel, water runs downhill through the gravel lot to the adjacent concrete lot. This runoff is eroding the gravel lot and is also eroding under the adjacent concrete lot. The erosion has become a road hazard and is causing tire and suspension damage to facility vehicles. This will result in continued increase in vehicle maintenance costs to the facility. During the winter months, the water in this area froze into a sheet of ice and made it impossible for facility vehicles, staff vehicles, delivery and service vehicles to safely drive on the surface. Facility maintenance staff have spent numerous hours hauling gravel to fill the eroded areas. This has resulted in a shortage of gravel for use in other areas and reduces the number of hours maintenance staff has to work on other projects and repairs at the facility.	Department of Corrections	$1,574,180
805-0099 Oklahoma School for the Deaf – Resurface parking lots	This request is to resurface parking lots on OSD's campus.	Department of Rehabilitation Services	$1,000,000
Northwest Center for Behavioral Health	Ft Supply, roof window replacement on outlying buildings, to include cottages, TRU and auto shop.	ODMHSAS	$130,000
Northwest Center for Behavioral Health	WBTC, Roof replacement.	ODMHSAS	$1,000,000
805-0069 Oklahoma School for the Blind – Auditorium remodel	This request is to renovate the auditorium to upgrade flooring, lighting, sound system and seating capacity. At graduation and other special events, the auditorium fills to capacity with families, friends, and dignitaries. They must stand in the aisles and doorways. The dry-rotted plywood sub-floor will not hold the screwed down seats. The sub-floor must be replaced before new seating and carpet can be installed. The carpet, painting and seating were replaced approximately 22 years ago. The lighting is inadequate and the sound system is approximately one year old. The HVAC needs to be upgraded from a 2-pipe to a 4-pipe system. There are 265 seats and 3,150 sq. ft., which includes the balcony area.	Department of Rehabilitation Services	$877,000
Northwest Center for Behavioral Health	Big cottage interior and exterior repairs.	ODMHSAS	$75,000
Claremore Veterans Center, Administrative wing flooring replacement	Removing and replacing failed carpet in the administrative section of the facility with new flooring.	ODVA-Claremore	$50,000

Project Name	Description of Project: Tell us what you are requesting.	Owning Agency	MSBF SUBTOTAL
Claremore Veterans Center, Kitchen make-up air units replacement	Replacement of current make-up air units in kitchen.	ODVA-Claremore	$100,000
ODVA Ardmore – Parking lot	Replace gravel parking lot with asphalt.	ODVA Ardmore	$103,000
Refresh and expansion of building access control	Additional access controls for doors at main building of hospital and updating hardware on existing doors at hospital units.	J.D. McCarty Center	$125,000
ODVA Ardmore – Parking lot	Replace Units 1/2/3 parking lot with asphalt.	ODVA Ardmore	$139,000
Roof repair	Leaks – North ambulance entry, Reception & SA2 by bathrooms.	ODVA Clinton	$150,000
ODVA Ardmore – Driveway	Replace circle driveway with asphalt.	ODVA Ardmore	$162,000
Norman Veterans Center – FY 24 point, tuck and seal exterior brick	Routine maintenance (every 3-5 years).	ODVA	$450,000
Claremore Veterans Center – Unit 1D roof replacement	Replacement of 20-yr old flat roof on 1D Special Needs Unit (Dementia), approx. 25,000 sf, with new substrate and TPO covering.	ODVA-Claremore	$500,000
Repainting of facility	The facility is in need of fresh paint on many areas of the facility to brighten the space for our patients.	J.D. McCarty Center	$500,000
Flooring on SA1 &SA2 – Lobby only	Replace flooring in Administration hallway.	ODVA Clinton	$575,000
Covered entrance	ADA and Health Dept. compliant front covered entrance, update lobby and update electrical in west hallway.	ODVA Clinton	$575,000
Claremore Veterans Center – Facility-wide window replacement	Replacement of 30-year old facility windows with more energy efficient windows with built in blinds to reduce energy costs and eliminate need of blinds & window treatments.	ODVA-Claremore	$600,000
Norman Veterans Center – Repave receiving, driveway, parking lot	Repave the deteriorated surfaces around the receiving area driveway and parking lot.	ODVA	$611,475
Norman Veterans Center – Exterior window replacement	Replace rotting exterior windows in building with commercial grade windows.	ODVA	$1,500,000
Sulphur Administration Building	Renovate Administration Building.	ODVA	$5,000,000

Project Name	Description of Project: Tell us what you are requesting.	Owning Agency	MSBF SUBTOTAL
Facility wide piping update/grade	To replace the old piping in the entire facility to help water pressure throughout.	ODVA Clinton	$7,500,000
ODVA Ardmore	231-bed replacement/relocate.	ODVA Ardmore	$56,937,519
805-0102 Career Planning Center – Work Sample Center	The OKDRS OKC Career Planning Center has not had the space or room to have work samples related to woodshop, welding, medical services, food services, culinary arts, laundering, or dining room attendants. This handicapped accessible building would provide ample space to provide DRS clients room to be assessed and tested over multiple career options to match clients to jobs based on interests and work sample results, thus helping clients make better career choices. Agency funds would be used to train clients for jobs suited to what they can do, matching aptitudes and interests.	Department of Rehabilitation Services	$160,363
805-0030 Oklahoma School for the Blind – B-4 building remodel	This project is to renovate a B-4 Building into independent living units for transitional OSB students and have a main teaching/meeting area. This would add new plumbing, electrical, and HVAC systems. Plaster repairs, painting, and new flooring would be required. The building has new a roof, windows, and tuck-pointing. Presently, the B-4 dormitory second floor can only be used for storage. The main floor has been renovated using donated monies.	Department of Rehabilitation Services	$1,100,000
805-0100 Oklahoma School for the Deaf – Swimming pool	This request is for a very simple swimming pool with lockers for the students.	Department of Rehabilitation Services	$1,400,000
COJC – Ropes course	COJC will build a ropes course which will be used to teach residents self-confidence, team building and personal development.	Office of Juvenile Affairs	$80,326
Eddie Warrior Correctional Center – Cosmetology School (RISE Program) expansion	The Oklahoma Department of Corrections in coordination with the RISE programs, a 501 C3 non-profit proposes an expansion of the highly successful cosmetology program provided at Mabel Bassett Correctional Center (MBCC) to incarcerated females. With modification to the existing physical plant at Dr. Eddie Warrior Correctional Center (EWCC) the RISE program will be able to expand their cosmetology vocational training to incarcerated women.	Department of Corrections	$382,330
Airport layout redesign and taxiway additions	This project will enhance airport safety by providing necessary separation, improving movement of aircraft, and maximizing use of existing apron to more uses/potential tenants.	OSIDA	$9,675,000

SECTION 4:

FY 2024-2031 Capital Improvements Plan, Maintenance of State Buildings Revolving Fund Requests (Appropriations)

4. Maintenance of State Buildings Revolving Fund

Owning Agency	Sum of MSBF SUBTOTAL
Department of Corrections	$74,948,034
Department of Rehabilitation Services	$29,025,283
J.D. McCarty Center	$805,000
Military Department	$20,460,000
ODMHSAS	$21,497,944
ODVA	$76,143,944
Oklahoma School of Science and Math	$270,000
OMES	$24,593,735
OSBI	$6,430,627
OSIDA	$12,675,000
Office of Juvenile Affairs	$80,326
Grand Total	$266,929,893

SECTION 5:

FY 2024-2031 Capital Improvements Plan, Higher Education

OMES is working with the Regents for Higher Education on their Capital Request list. When the information is available, this report will be updated and re-submitted.

SECTION 6:

Recommendations for Strategic Dispositions

Recommendations for Strategic Dispositions

The Office of Management and Enterprise Services may make recommendations for the sale of other state-owned properties based on the value of the property and the potential for net gain for the state based on the data obtained from the Oklahoma State Government Asset Reduction Program (62 O.S. § 908). OMES recommends the following projects with potential for net gain for the state through the disposal of the property as a component of a strategic project. The commission authorizes the disposal of the following properties in accordance with state law and in support of the projects.

1. **Oklahoma Department of Mental Health and Substance Abuse Services (DMH)**

   Property held in DMH Real Property Trust pursuant to Title 43A O.S. § 2-111 and deemed surplus and suitable for disposal.

   DMH property held in the DMH Real Property Trust pursuant to Title 43A O.S. § 2-111 (2023) and deemed by DMH to be surplus to DMH needs and suitable for disposal may be sold to support the construction of the DMH project construction of a new mental health hospital. The hospital is currently planned as a 330-bed facility, and the planned location is the Oklahoma City Campus of Oklahoma State University at I-44 and W. Reno Avenue.

   The commission recommends depositing the proceeds of the sale in the Maintenance of State Buildings Revolving Fund to fund construction of the new mental health hospital on the planned location.

OKLAHOMA
Transportation

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Transportation Asset Management Plan

2022-2031



TABLE OF CONTENTS

Table of Contents 1
Figures 2
Tables 3
Introduction 4
Introduction 4
Document Organization 5
Objectives and Measures 7
Introduction 7
Strategic Context 8
Goals and Objectives 9
Performance Measures 10
Asset Inventory and Condition 13
Introduction 13
Extent of the NHS in Oklahoma 14
NHS Pavement and Bridge Condition 17
Life Cycle Planning 21
Introduction 22
Asset Management Systems 23
Data Management 24
Pavement Life Cycle Planning 26
Bridge Life Cycle Planning 29
Asset Management and Project Programming 31
Financial Plan 33
Introduction 33
Primary Revenue Sources 33
Anticipated Revenue Levels 34
Planned Spending 35
Value of ODOT's NHS Assets 38
Investment Strategies 39
Introduction 39
Investment Strategies 40
Project Selection Process 41
Performance Gap Assessment 42
Introduction 42

Financially Constrained Performance Levels 42
10-year Gap Assessment 46
Federal 2- and 4-year Targets 48
Risk Management 50
Introduction 50
Risk Management Approach 50
Transportation Assets Repeatedly Damaged by Emergency Events 61
Appendix A 62

FIGURES

Figure 1: Oklahoma Vision and Mission Statements 8
Figure 2: Oklahoma National Highway System in 2022 14
Figure 3: NHS Pavement and Bridge Asset Ownership 15
Figure 4: NHS Pavement and Bridge Ownership 16
Figure 5: NHS Pavement Inventory by Ownership and Interstate Status 16
Figure 6: Distribution of Local NHS Pavement Lane Mile Ownership 16
Figure 7: NHS Bridge Inventory by Ownership 17
Figure 8: Count of Structurally Deficient Bridges on Oklahoma SHS Since 2001 20
Figure 9: Proactive Preservation (1 mile segment of four-lane NHS) 22
Figure 10: Reactive Preservation (1 mile segment of four-lane NHS) 22
Figure 11: Equivalent Age Technique 26
Figure 12: Representative Deterioration Models and Corresponding Viable Work Types 27
Figure 13: Representative IBC Analysis 29
Figure 14: Representative Bridge Deterioration Modeling 30
Figure 15: Representative IBC Efficiency Frontier 31
Figure 16: Anticipated ODOT Funding Distribution FFY 2022-2031 33
Figure 17: Anticipated Average Annual ODOT Revenue by Funding Source FFY 2022-2031 35
Figure 18: ODOT Work Plans and Programs 35
Figure 19: Planned NHS Pavement and Bridge Spending FFY 2022-2031 36
Figure 20: Planned Annual NHS Pavement and Bridge Spending by Work Type FFY 2022-2031 37
Figure 21: Forecasted Interstate Pavement Condition given Planned Investment 44
Figure 22: Forecasted Non-Interstate NHS Pavement Condition given Planned Investment 44
Figure 23: Forecasted NHS Bridge Condition Given Planned Investment 46
Figure 24: Billion-Dollar Disaster Events in Oklahoma from Flooding and Severe Storms, 1980 to 2021 (Inflation Adjusted) 52
Figure 25: Annualized Frequency of Riverine Flooding in Oklahoma 52
Figure 26: Annualized Frequency of Tornados in Oklahoma 53
Figure 27: Annualized Frequency of Earthquakes in Oklahoma 54
Figure 28: Transportation Asset Management Risk Matrix 57
Figure 29: Prioritized Risk Categories 57

TABLES

Table 1: Federal Pavement Measures....10
Table 2: Federal Pavement Condition Criteria....11
Table 3: Federal Bridge Condition Measures....11
Table 4: State Key Performance Indicators....12
Table 5: Federal Definition for Pavement Condition....18
Table 6: NHS Pavement Condition (Year End 2020)....19
Table 7: Federal Definition for Bridge Condition....19
Table 8: Existing Bridge Condition by Deck Area (Year End 2020)....20
Table 9: Pavement Distresses Collected Beyond Those Required for Federal Pavement Performance Measures....25
Table 10: Modeled Pavement Treatment Benefits by Work Type....28
Table 11: Bridge Treatments....30
Table 12: Primary State Revenue Sources for Highway & Bridge Preservation....34
Table 13: ODOT Work Codes by FHWA Work Type....36
Table 14: Planned NHS Pavement and Bridge Spending by FFY and Work Type....37
Table 15: Estimated Replacement Value of NHS Pavement....38
Table 16: Estimated Replacement Value of NHS Bridges....38
Table 17: ODOT's Asset Management Related Highway and Bridge Policies and Strategies....40
Table 18: ODOT Work Codes by FHWA Work Type....43
Table 19: Planned NHS Pavement Spending by FFY and Work Type....43
Table 20: ODOT Bridge Work Codes by FHWA Work Type....45
Table 21: Planned NHS Bridge Spending by FFY and Work Type....45
Table 22: NHS Pavement 10-year Performance Gap Assessment....47
Table 23: NHS Bridge 10-year Performance Gap Assessment....47
Table 24: Reported Performance vs. Prior 2-year (2020) Federal Targets....48
Table 25: Federal 2- and 4-year Interstate Pavement Targets....48
Table 26: Federal 2- and 4-year Non-Interstate NHS Pavement Targets....49
Table 27: Federal 2- and 4-year NHS Bridge Targets....49

CHAPTER 1

Introduction

Safe, reliable, and resilient transportation free of congestion strengthens human and economic connections. As stewards of the National Highway System (NHS) in Oklahoma, the Oklahoma Department of Transportation (ODOT) is responsible for the performance of highways and bridges deemed critical to the national economy. This Transportation Asset Management Plan (TAMP) describes ODOT's strategic approach to enhancing the movements of people and goods by cost effectively maintaining the state's transportation network at the best condition levels possible given available resources.

INTRODUCTION

Transportation Asset Management

A strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis and risk assessment of current and future environmental conditions such as extreme weather events based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets which takes into consideration recurring damage from extreme and emergency events at minimum practicable cost.

The State Highway System (SHS) in Oklahoma represents a vital link in the national transportation network, helping connect the east and west coasts as well as facilitating the movement of international goods from the southern border to all points north. Many of these key routes have been designated as critical for national defense and interstate commerce, and as such have been classified as part of the National Highway System (NHS). This designation provides access to additional Federal funding resources pending proof of thoughtful stewardship. This state TAMP focuses solely on Oklahoma's NHS assets, as required by law, and demonstrates the strategic approach that ODOT applies to the preservation of NHS pavement and bridges.

A healthy transportation system is essential for forging a strong economy and improving quality of life. The transportation system managed by ODOT connects people to jobs, schools, healthcare, recreation, and their communities, as well as to the rest of the world. ODOT is responsible for operating, managing, maintaining, and improving this transportation system to provide safe and convenient travel for citizens, visitors, and businesses.

The demands on the transportation system cause ongoing deterioration of pavements and bridges that must be maintained, preserved, rehabilitated, or reconstructed to ensure the integrity and reliability of the transportation system. Transportation managers must continually evaluate system safety, performance, condition, and vulnerabilities in the context of available funding to make good transportation investment decisions. **Deferring investments in infrastructure preservation or not taking into consideration the frequency and damage from repeated events can result in higher long- term costs for repair and rehabilitation, funds being diverted more often to address emergency repairs, and can mean added costs and delays for travelers due to rough roads and weight-restricted bridges.**

The ongoing costs associated with preserving the condition and performance of existing transportation assets are significant. ODOT and its partner agencies spend millions of dollars each year to hold deterioration at bay so that the transportation system can continue to support its users reliably, safely, and with minimal disruption. Similar to maintaining a home or an automobile, performing the "right" treatment at the "right" time is crucial to continued long-term use at the lowest possible cost.

DOCUMENT ORGANIZATION

The remainder of this TAMP focuses on how ODOT makes progress towards performance goals on the NHS over the following seven chapters.

Chapter 2: Objectives and Measures – Mission and objectives for Transportation Asset Management (TAM) in Oklahoma and performance measures for pavements and bridges.

Chapter 3: Asset Inventory and Condition – Summary listing of assets, including a description of asset condition of the NHS for pavements and bridges in Oklahoma, categorized by system and owner.

Chapter 4: Life Cycle Planning – ODOT's pavement and bridge data collection, evaluation, and life cycle planning methodologies.

Chapter 5: Financial Plan – Funding sources for ODOT and the Oklahoma Turnpike Authority (OTA) for assets and how they will be used. A current valuation of pavement and bridge assets is also included.

Chapter 6: Investment Strategies – ODOT's general approach to investing in transportation assets as well as ODOT's specific strategies related to its assets.

Chapter 7: Performance Gap Analysis – How projected funding for pavements and bridges are expected to impact asset conditions in the next ten years, including a performance gap analysis and establishment of 2- and 4-year asset performance targets.

Chapter 8: Risk Analysis – Categories of risks ODOT faces, how ODOT prioritizes risks, and how ODOT plans to mitigate its top priority risks.

CHAPTER 2

Objectives and Measures

ODOT works to achieve national and state asset goals through a data-informed framework based on Oklahoma's statewide vision and ODOT's transportation asset management mission. Asset management objectives and measures allow ODOT to track its progress and stay on course.

INTRODUCTION

Supporting ambitious state- and department-wide visions, ODOT has identified asset management goals and objectives in its long range and TAM planning. ODOT tracks performance and progress towards those asset management objectives using performance measures and key performance indicators (KPIs) related to asset condition on the NHS and more broadly, the Oklahoma SHS. These measures align with statewide and national goals and objectives, and allow ODOT to identify how effective its TAM planning and strategies are at achieving its objectives.

Chapter 3 **Asset Inventory and Condition** describes existing Oklahoma NHS assets and their performance on federal measures.

STRATEGIC CONTEXT

ODOT's TAM planning operates within the context of Oklahoma Governor Stitt's statewide vision and ODOT's vision and mission to achieve organizational, statewide, and national goals (Figure 1).

Figure 1: Oklahoma Vision and Mission Statements

Oklahoma Vision and Mission Statements

State Vision

Governor Stitt's Top 10 Plan calls for Oklahoma to be in the Top 10 in a range of areas including transportation. The Top 10 Plan is intended to improve Oklahoma's accountability, transparency, and measurable results.

ODOT's Vision

- ODOT is an innovative and responsive leader in the Transportation Field.
- We value our people for individual and team contributions, empowering them to make decisions through productive partnerships.
- We are accountable in meeting the transportation needs of citizens, business and industry in the safest, most proficient manner possible.

ODOT's Mission

Provide a safe, economical and effective transportation network for the people, commerce and communities of Oklahoma.

TAM Mission

- Maximize available funding through a risk-based, data driven decision-making process
- Maintain and improve state transportation assets
- Be transparent and accountable to partners and customers

GOALS AND OBJECTIVES

Seven national transportation goals apply to all states; the goal which is most impacted by TAM is Infrastructure Condition: "To maintain the highway infrastructure asset system in a state of good repair." By optimizing the use of available resources and improving asset conditions, TAM also plays a role in supporting other national goals including Safety, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, and Environmental Sustainability.

As part of its 2045 Long Range Transportation Plan (2045 LRTP), ODOT and its stakeholders identified long term goals and objectives for the Oklahoma transportation system:

- Safety and Security – Ensure a safe and secure transportation system for all users.
- **Infrastructure Preservation** – Preserve and maintain the condition of Oklahoma's multimodal transportation system in a state of good repair through risk-based, data-driven decision-making processes.
    - Relevant TAM Objectives:
        - Improve and maintain pavement condition levels on the state highway system
        - Improve and maintain bridge condition levels on the state highway system
        - Improve ride quality on the state highway system, including NHS facilities
        - Make more effective use of asset condition data to systematically approach asset management
        - Protect existing and design new transportation infrastructure to meet travel needs in response to extreme weather events and other environmental conditions
- Mobility and Accessibility – Facilitate the movement of people and goods, improve connectivity between regions and activity centers, and increase travel mode choices.
- Economic Vitality – Provide a reliable multimodal transportation system for people and goods that coordinates with land development patterns, strengthens communities, and supports a healthy and competitive Oklahoma economy.
- Environmental Responsibility – Minimize and mitigate transportation-related impacts to the natural and human environments.
- Efficient Intermodal System Management and Operation – Maximize system performance and operations.
- Fiscal Responsibility - Sustainably fund and efficiently deliver quality transportation projects while continuing to leverage additional resources in coordination with ODOT's partners.

In addition to the 2045 LRTP goals and objectives, ODOT also has established TAM-specific objectives which guide its asset management decisions:

- Maintain the condition of the state's bridges and roadways
- Reduce risk associated with asset performance
- Improve data-driven decision making about transportation assets
- Reduce costs and improve efficiency, including effectively delivering projects that support TAM
- Increase internal and external communications and transparency
- Improve customer service
- Improve safety on the state's transportation system
- Enhance mobility of people and goods
- Assess and address risks from frequency of extreme weather events

ODOT's TAM program objectives directly support the 2045 LRTP's "Infrastructure Preservation", "Safety and Security", and "Fiscal Responsibility" goals. In addition, efficiently maintaining infrastructure in a state of good repair is a key component underlying each of the remaining goals. However, TAM is only one part of ODOT's work and navigating tradeoffs between goal areas.

PERFORMANCE MEASURES

To track progress made toward achieving its TAM objectives, ODOT uses federal performance measures for NHS pavement and bridges, and Oklahoma KPIs for all SHS pavements and bridges.

Federal Pavement Measures

FHWA uses pavement performance measures to determine the national network condition level of the Interstate and non-Interstate NHS pavements. Each state must report four pavement performance measures via the Highway Performance Management System (HPMS) (Table 1).

Table 1: Federal Pavement Measures

Pavement Condition Measures	
Interstate	**Non-Interstate NHS**
Percentage of pavements on the Interstate system in **Good** condition	Percentage of pavements on the non-Interstate NHS in **Good** condition
Percentage of pavements on the Interstate system in **Poor** condition	Percentage of pavements on the non-Interstate NHS in **Poor** condition

The measures are calculated using quantitative data based on the following distresses:

- Ride is an indicator of discomfort experienced by road users traveling over the pavement, measured using the International Roughness Index (IRI).
- Cracking is measured in terms of the percentage of cracked pavement surface in the wheelpath. Cracks can be caused or accelerated by excessive loading, poor drainage, frost heaves or temperature changes, and construction flaws.
- Rutting is quantified for asphalt pavement by measuring the depth of ruts along the wheel path. Rutting is commonly caused by a combination of heavy traffic and heavy vehicles.
- Faulting is quantified for concrete pavements. Faulting occurs when adjacent pavement slabs are vertically misaligned. It can be caused by slab settlement, curling, and warping.

FHWA has established criteria for each metric to classify pavement as in Good, Fair or Poor condition depending on the pavement type (Table 2). FHWA uses these pavement condition metrics to determine the pavement condition for each one-tenth mile pavement section.

Table 2: Federal Pavement Condition Criteria

Pavement	Good	Fair	Poor
International Roughness Index (IRI) (inches/mile)	<95	95 – 170	>170
Cracking (%)			
Asphalt	<5	5 – 20	>20
Jointed Concrete	<5	5 – 15	>15
Continuously Reinforced Concrete	<5	5 – 10	>10
Asphalt Rutting (inches)	<0.20	0.20 – 0.40	>0.40
Jointed Concrete Faulting (inches)	<0.10	0.10 – 0.15	>0.15

An individual section of pavement is rated as being in Good overall condition if all of the metrics are rated as Good, and it is rated as Poor if two or more are rated as Poor. All other combinations are rated as Fair. The lane miles in Good, Fair, and Poor condition are tabulated for all NHS sections to determine an overall percentage of pavement conditions.

Federal Bridge Measures

Similarly, FHWA uses two bridge performance measures to determine the network condition level of NHS bridges (Table 3).

Table 3: Federal Bridge Condition Measures

Bridge Condition Measures
All NHS Bridges
Percentage of NHS bridges classified as in **Good** condition
Percentage of NHS bridges classified as in **Poor** condition

Bridge condition is assessed using minimum condition ratings for four National Bridge Inventory (NBI) items: deck, superstructure, substructure, and culvert data. Any structure with a rating of 4 or less on any NBI item is classified as Poor. Any structure with a rating of 7 or more for all applicable NBI items is classified as Good. All other structures are Fair. To obtain overall network performance, the federal measurement weights each NHS structure by its deck area.

State Key Performance Indicators

In addition to the federal performance measures required for NHS highways and bridges, ODOT also tracks the following asset management KPIs for SHS pavement and bridge assets (Table 4):

- Achieve and sustain less than 1% structurally deficient (SD) bridges (68 of 6,796)
- Decrease miles of rural two lanes with deficient shoulders by 10% (530 miles) in four years
- Increase total lane miles in good condition by 10% (from 33% to 43%) (3,044 lane miles) in four years

The KPI baseline year was 2019 and ODOT set targets for 2020-2023. Updates on these KPIs are reported to Executive Leadership and the Field Districts quarterly to ensure that there is understanding of current conditions in each district.

Table 4: State Key Performance Indicators

KPI	Reported		Targets			
	FY 2019	FY 2020	FY 2020	FY 2021	FY 2022	FY 2023
Achieve and sustain less than 1% structurally deficient (SD) bridges (68 of 6,796)	1.27%	0.99%	1.00%	1.00%	1.00%	1.00%
Decrease miles of rural two lanes with deficient shoulders by 10% (530 miles) in four years	5,299	5,311	5,167	5,034	4,902	4,769
Increase total lane miles in good condition by 10% (from 33% to 43%) (3,044 lane miles) in four years	33.18%	34.71%	35.68%	38.18%	40.68%	43.18%

CHAPTER 3

Asset Inventory and Condition

Oklahoma's TAMP addresses pavement and bridge assets on the National Highway System. This chapter presents summary information on asset inventory and identifies the current conditions for these assets.

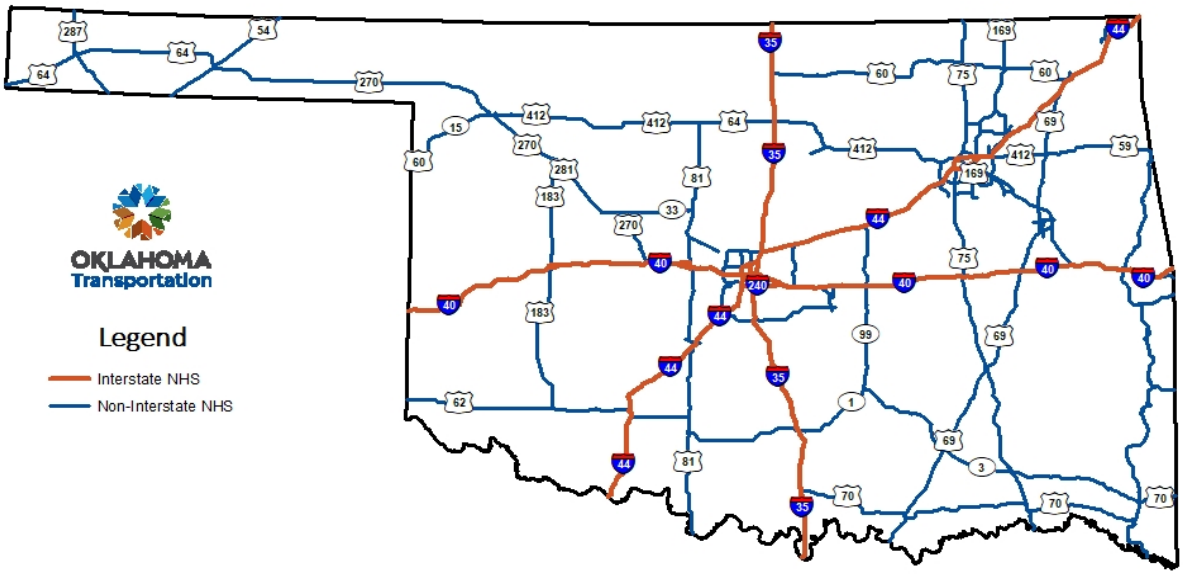
INTRODUCTION

The Oklahoma transportation network provides critical connections that keep the national economy moving while providing safe, reliable travel for Oklahoma residents, businesses, and visitors. In addition to being stewards of the SHS, ODOT is responsible for reporting on the performance of the NHS within the state. This chapter details the extent, ownership responsibilities, and existing conditions of NHS pavement and bridge assets within Oklahoma. A foundational understanding of inventory and condition data is essential for effective life-cycle planning, financial need projections, project development, and asset performance monitoring.

EXTENT OF THE NHS IN OKLAHOMA

The NHS is a roadway system established by Congress consisting of roads designated as being important to the national economy, defense, and mobility, including Interstates, the Strategic Highway Network, some Principal Arterials, and intermodal connectors. The NHS in Oklahoma spans 13,269 pavement lane miles and 3,422 bridges (Figure 2).

Figure 2: Oklahoma National Highway System in 2022



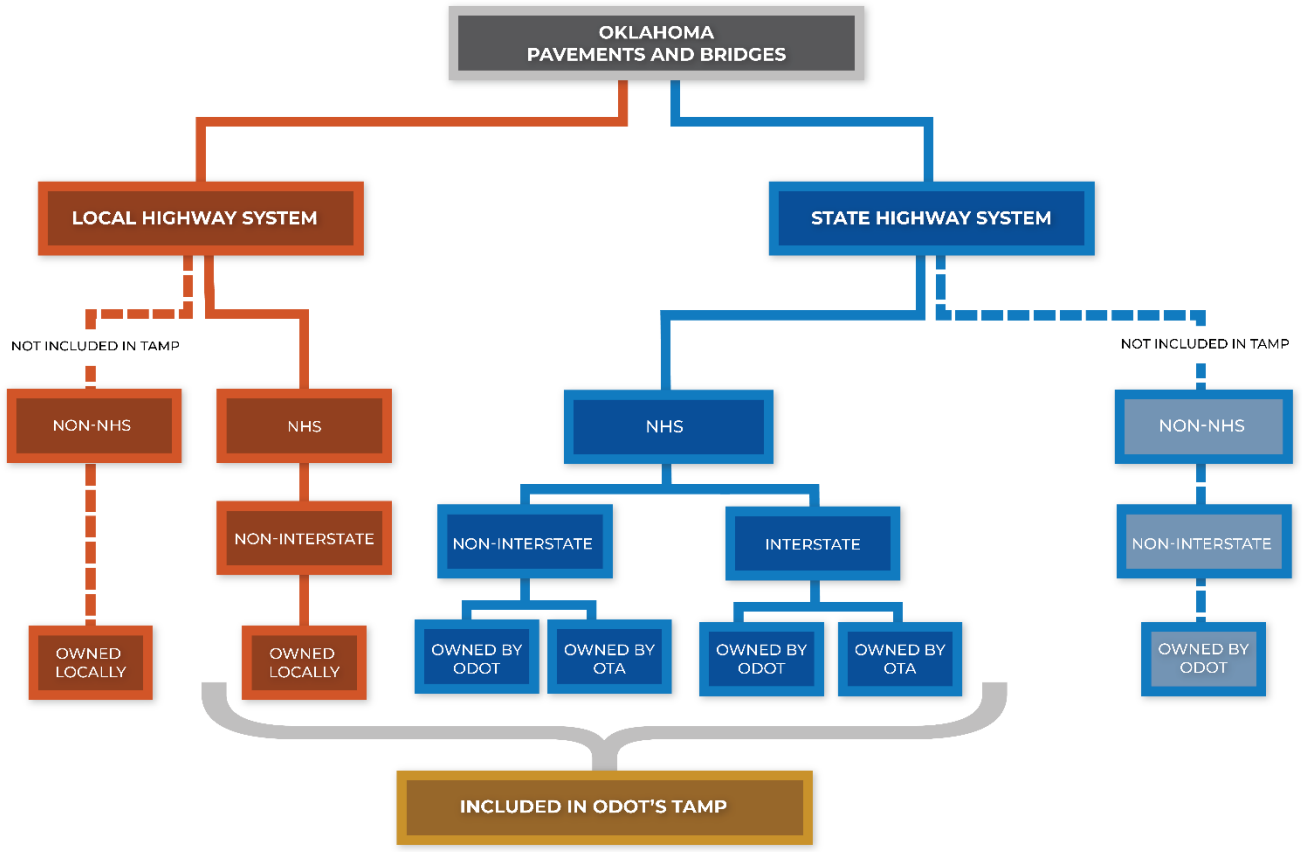


NHS Ownership and Coordination

Consistent with the requirements for a federally compliant TAMP, this plan includes all NHS pavements and bridges in Oklahoma regardless of owner. Oklahoma's NHS pavement and bridge assets are collectively owned, maintained, and managed by the following entities (Figure 3):

- **ODOT** owns and maintains over three-quarters of Interstate and Non-Interstate NHS assets;
- **Oklahoma Turnpike Authority (OTA)** owns and operates the next largest share of the Interstate and Non-Interstate NHS assets; and
- **Local governments** own and operate small portions of the Non-Interstate NHS. Where municipalities overlap with metropolitan areas of 50,000 or more people, ODOT coordinates with the appropriate **Metropolitan Planning Organization (MPO)**.

Figure 3: NHS Pavement and Bridge Asset Ownership



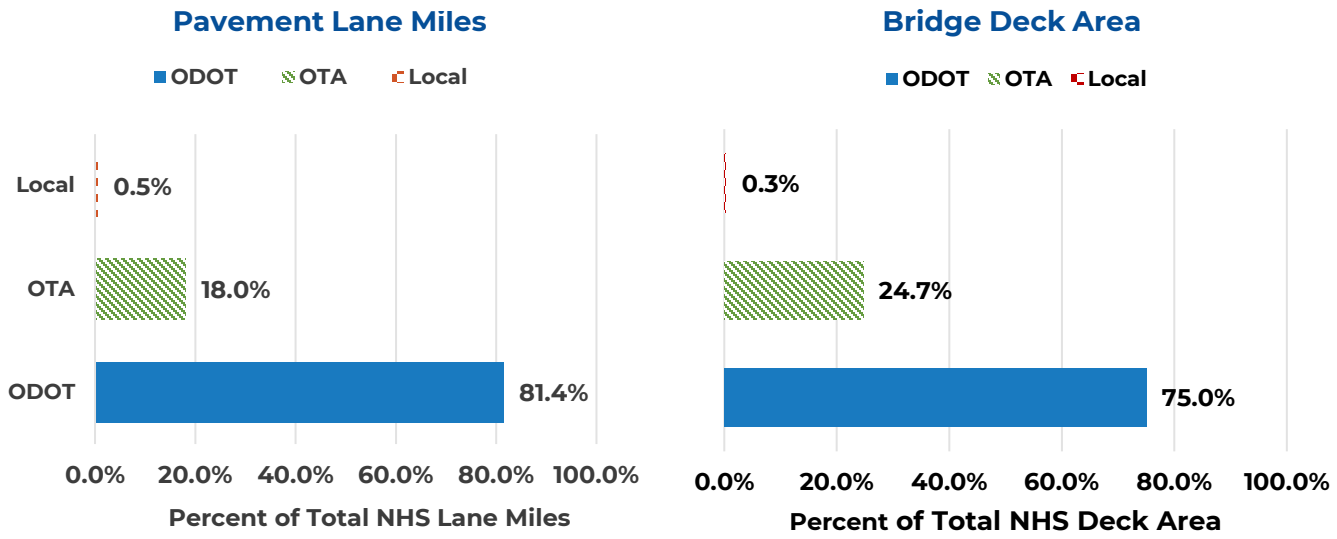
ODOT, OTA, local governments, and state MPOs coordinate planning and data collection activities on the NHS. For instance, ODOT:

- inspects all NHS bridges and other eligible structures in Oklahoma, regardless of ownership, as part of the state's National Bridge Inventory (NBI) data reporting and
- collects all NHS and SHS pavement inventory in Oklahoma, regardless of ownership, as part of the state's Highway Performance and Monitoring System (HPMS) data reporting.

NHS Pavement and Bridge Asset Inventories

ODOT owns the majority of NHS pavement and bridge assets in Oklahoma, followed by the OTA and local governments (Figure 4). All inventory numbers presented in this section are current as of year-end 2020.

Figure 4: NHS Pavement and Bridge Ownership



NHS Pavement Inventory

Of the 81.4% of the Oklahoma NHS pavement lane-miles that are owned by ODOT, nearly three-quarters of these are on the non-Interstate NHS, whereas nearly half of the NHS lane-miles owned by the OTA are on the Interstate system (Figure 5). OTA owns and maintains one of the largest inventories of lane miles of any toll authority in the United States, consisting of eleven turnpikes totaling 2,392 lane miles of NHS pavements. The local NHS pavements currently consist of 70 lane miles spread across five cities and one county (Figure 6).

Figure 5: NHS Pavement Inventory by Ownership and Interstate Status

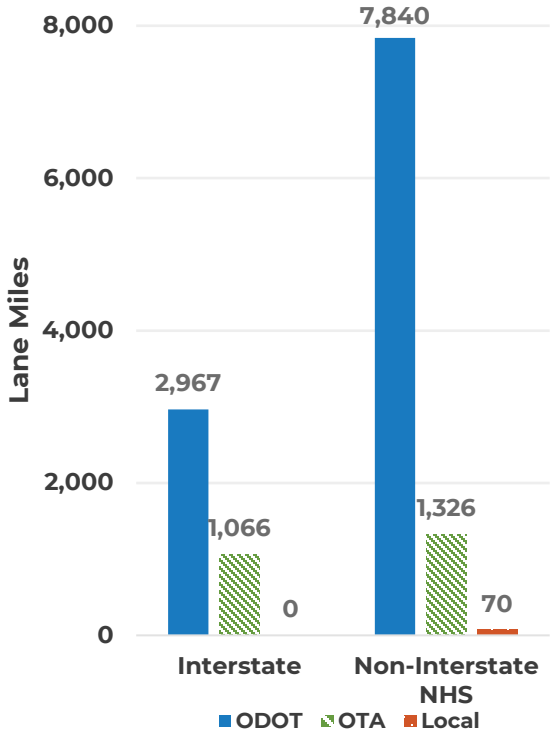
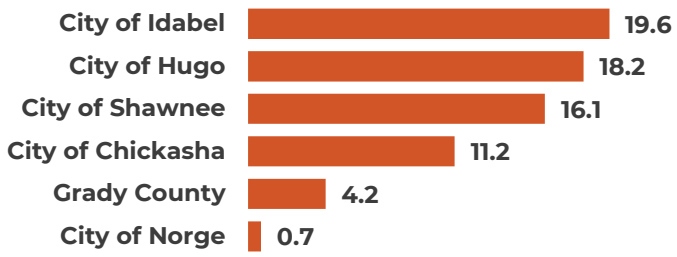


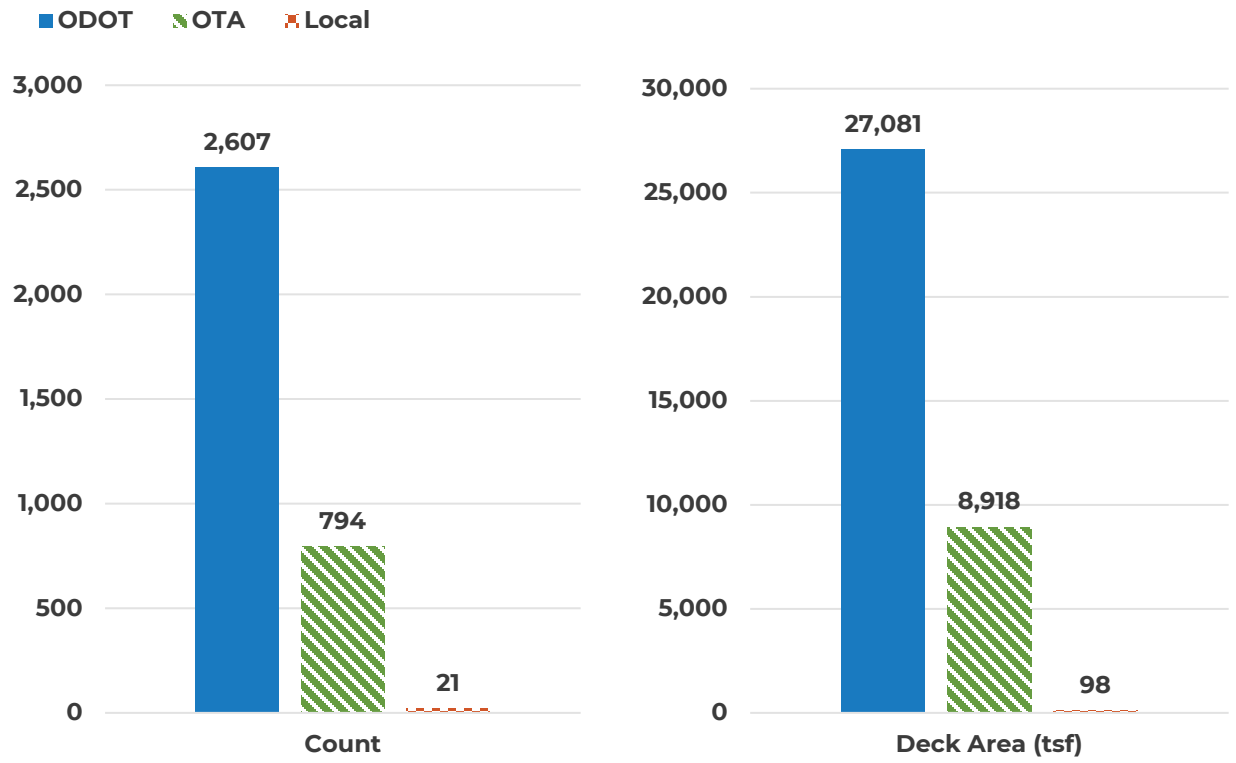
Figure 6: Distribution of Local NHS Pavement Lane Mile Ownership



NHS Bridge Inventory

ODOT oversees approximately three-quarters of NHS bridges in Oklahoma both by count and deck area (Figure 7). With a larger share of NHS assets on the Interstate system, bridges owned by OTA are on average the largest in the state from a deck area perspective. By comparison, bridges owned by local governments are a little less than half of the size, on average.

Figure 7: NHS Bridge Inventory by Ownership



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NHS PAVEMENT AND BRIDGE CONDITION

NHS pavement and bridge performance is categorized as Good, Fair, or Poor as defined by rulemaking under the Moving Ahead for Progress in the 21st Century Act and continued through subsequent federal legislation. Since the last TAMP, ODOT and its planning partners have made progress in increasing the share of Good NHS pavements and bridges as detailed in the following subsections. All existing condition data shown was collected as of year-end 2020 and reported to the Highway Performance Monitoring System (HPMS) in 2021.

Existing NHS Pavement Condition

The federal definition for pavement condition (excluding PSR, which is an alternative performance indicator for lower speed roadways) is illustrated in Table 5. An individual section of pavement is rated as being in Good overall condition if all of the metrics are rated as Good, and it is rated as Poor if two or more metrics are rated as Poor. All other combinations are rated as Fair.

Table 5: Federal Definition for Pavement Condition

Pavement	Good	Fair	Poor
International Roughness Index (IRI) (inches/mile)	<95	95 – 170	>170
Cracking (%)			
Asphalt	<5	5 – 20	>20
Jointed Concrete	<5	5 – 15	>15
Continuously Reinforced Concrete	<5	5 – 10	>10
Asphalt Rutting (inches)	<0.20	0.20 – 0.40	>0.40
Jointed Concrete Faulting (inches)	<0.10	0.10 – 0.15	>0.15

Between year-end 2018 and 2020, the percent Good lane miles on the NHS in Oklahoma increased from approximately 45% to 48%. Yet, the share of Poor NHS lane miles also increased from 2% to 3% over the same timeframe.



As detailed in Table 6, conditions on the Interstate system outperform those on the non-Interstate NHS. Due to its larger share of VMT and truck traffic, ODOT has targeted a higher performance level for the Interstate system. This has translated into having 65.6% Good (1.0% Poor) Interstate pavement lane miles as compared to 40.5% Good (3.5% Poor) non-Interstate NHS lane miles. With a larger share of Interstate lane-miles, OTA pavements are currently in better condition. Local NHS pavements are predominantly (more than 90%) in a Fair condition.

Table 6: NHS Pavement Condition (Year End 2020)

Pavement	Lane Miles	Good	Fair	Poor
ODOT Interstate	2,869.6	63.9%	35%	1.2%
OTA Interstate	1,031.0	70.2%	29.3%	0.1%
Total Interstate	**3,900.6**	**65.6%**	**33.5%**	**1.0%**
ODOT Non-Interstate NHS	7,895.7	38.3%	58.2%	3.6%
OTA Non-Interstate NHS	1,335.4	54.9%	41.9%	3.0%
Local Non-Interstate NHS	70.5	9.1%	91.3%	0.5%
Total Non-Interstate NHS	**9,301.6**	**40.5%**	**56%**	**3.5%**

**Numbers may sum to greater than 100% due to rounding*

Existing NHS Bridge Condition

The federal performance measure which assesses bridge condition uses minimum condition ratings for a bridge's NBI deck, superstructure, and substructure data (Table 7). For NBI purposes, a culvert is classified as a bridge when it is 20 feet or longer. Any bridge or culvert with a rating of 4 or less on any NBI item (deck, superstructure, and substructure) is classified as Poor. To be classified as Good, all three of a bridge or culvert's NBI items must be 7 or greater. All other bridges and culverts are classified Fair.

Table 7: Federal Definition for Bridge Condition

Metric	Minimum NBI Component* Rating
Good	7 or better
Fair	5 or 6
Poor	4 or lower

**NBI components consist of the deck, substructure, superstructure, and/or culvert*

While ODOT bridge managers consider multiple performance indicators when selecting improvement projects, a major initiative over the last two decades has been to reduce the number of Poor bridges. This is evidenced by ODOT having achieved a 94.3% reduction in Poor (i.e., structurally deficient) bridges on the Oklahoma SHS since 2004 (see Figure 8). This reduction has led

Oklahoma to move from ranking 49th in the nation for Poor bridge counts in 2005 to 7th as of 2020. A Poor bridge is not indicative of a structure being unsafe to travel on; if a Poor bridge is deemed to be unsafe, ODOT will close the bridge. Otherwise, ODOT may post a load restriction for large trucks as needed. As of year-end 2020, 47.9% of all NHS bridges are in Good condition and 1.3% are in Poor condition (Table 8).

Figure 8: Count of Structurally Deficient Bridges on Oklahoma SHS Since 2001

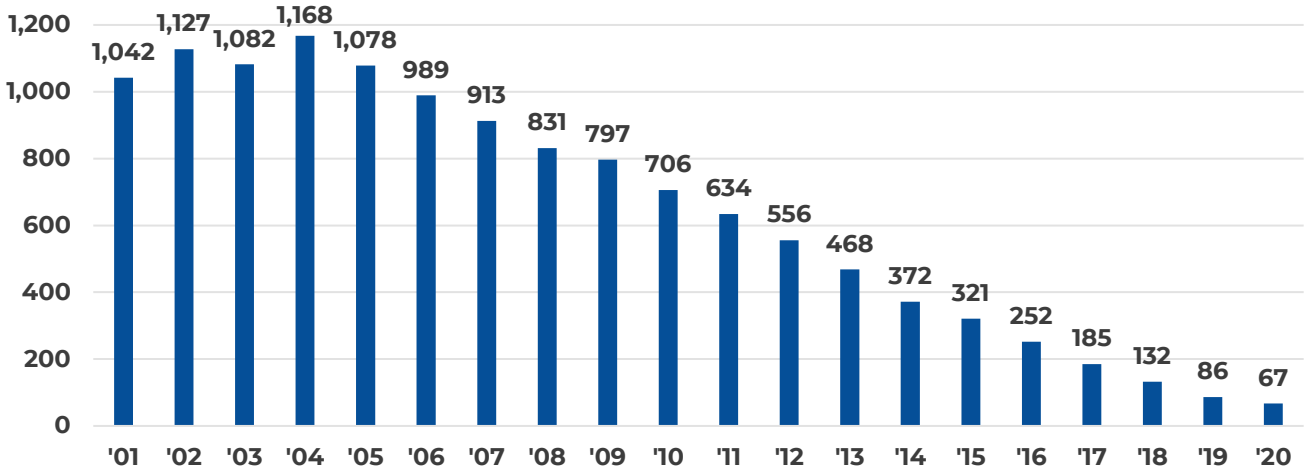


Table 8: Existing Bridge Condition by Deck Area (Year End 2020)

Bridges	Deck Area (tsf)	Count	Good	Fair	Poor
ODOT NHS	27,081	2,607	39.3%	59.2%	1.6%
OTA NHS	8,918	794	74.5%	25%	0.6%
Local NHS	98	21	20.3%	77%	2.7%
Total NHS	**36,097**	**3,422**	**47.9%**	**50.8%**	**1.3%**

**Numbers may sum to greater than 100% due to rounding*

CHAPTER 4

Life Cycle Planning

Life Cycle Planning (LCP) principles enable transportation agencies to maximize the return on transportation investments for system users and stakeholders. Through timely maintenance, preservation, and rehabilitation treatments, ODOT makes progress towards its performance goals and objectives at the lowest long-term cost. ODOT determines an optimal mix of treatments using predictive pavement and bridge management systems that evaluate the costs, benefits, and service life extensions of different funding options given site specific conditions. This whole-life approach helps to ensure that the 'right' treatment is funded at the 'right' time given available revenues and external risks such as extreme weather.



INTRODUCTION

LCP reduces costs and maintains assets in better condition by implementing proactive preservation treatments as compared to a reactive maintenance strategy. Figure 9 and Figure 10 illustrate a representative example of applying the two life-cycle strategies to a one-mile segment of four-lane NHS highway. If that segment receives proactive preservation treatments, the asset remains in Good or Fair condition over 40 years (Figure 9). If the same asset instead only received reactive preservation (Figure 10), it would fall into Poor condition for several years and overall cost nearly $200 thousand dollars more than the proactive approach, not accounting for inflation. Translated to Oklahoma's full NHS pavement system, proactive preservation and LCP will save over half a billion dollars over 40 years.

Figure 9: Proactive Preservation (1 mile segment of four-lane NHS)

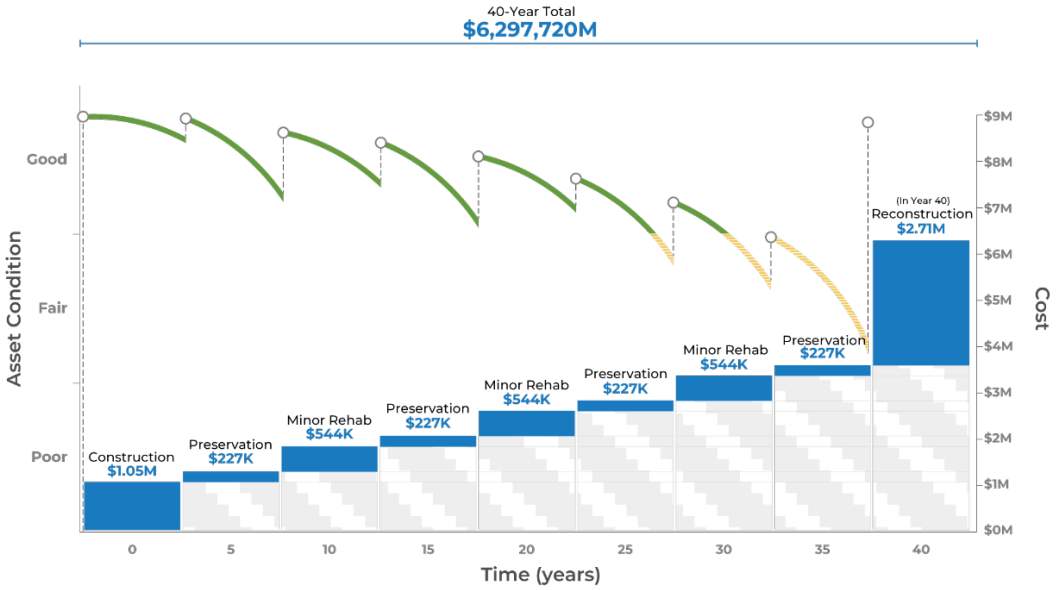
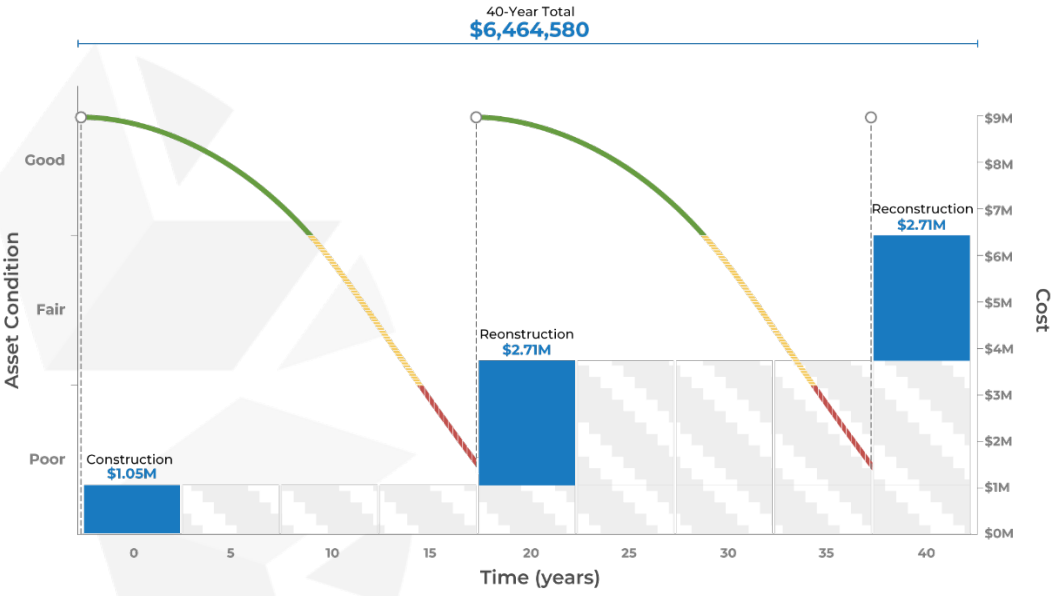


Figure 10: Reactive Preservation (1 mile segment of four-lane NHS)



This calls for a data-driven, forward-looking approach to investment decisions. As such, ODOT leverages predictive pavement and bridge management systems to understand the performance implications of different investment strategies (discussed in Chapter 6 **Investment Strategies**) and set achievable targets that are representative of progress towards agency goals. To ensure the asset forecasts are based on a solid foundation, ODOT implements a data quality management program. As a result of these efforts, ODOT can apply the "right" treatment at the "right" time to efficiently achieve performance goals at the lowest possible long-term cost, while balancing the need for any risk-mitigating or corrective actions, including those risks and actions related to extreme weather and their impacts (see Chapter 8 **Risk Management** for detailed discussion of extreme weather risks, impacts and risk management).

ASSET MANAGEMENT SYSTEMS

ODOT's pavement and bridge management sections implement LCP principles through asset management systems which are used to:

1) collect, process, store, and update inventory and condition data for all State Highway System (SHS) and/or National Highway System (NHS) pavement and bridge assets,
2) forecast asset deterioration based on facility type and location, with conditional predictions updated after extreme weather events,
3) determine benefits and costs over the life cycle of assets to evaluate alternative actions (including no action decisions),
4) identify short- and long-term budget needs for managing condition,
5) determine strategies for identifying potential projects that maximize overall program benefits within financial constraints, and
6) recommend programs and implementation schedules to manage condition within policy and budget constraints.

The deterioration and improvement models leveraged in the management systems have been calibrated to historic ODOT data. The two primary asset management systems applied at ODOT are detailed as follows.

dTIMS Deighton Total Infrastructure Management System

Pavement analysis is supported by the Deighton Total Infrastructure Management System (dTIMS) Pavement Management System (PMS). This system is used to analyze and report pavement surface. The PMS was first implemented in 2001 and has captured digital pavement data since 2004, employing third-party data collection vehicles using up-to-date pavement collection technology. The PMS also provides project-level decision making support through an optimization analysis to select treatments based on pavement surface condition, pavement type, and available funding. This analysis is informed by PMS-modeled pavement deterioration, treatment cost, and benefits in conjunction with ODOT pavement management decision thresholds and pavement preservation project decision tree analysis.

AASHTOWare BrM Bridge Management AASHTO

Bridge management is supported by the AASHTOWare Bridge Management (BrM) software. This bridge management system (BMS) stores inspection and inventory data on bridges, their components (e.g., deck, superstructure, substructure, and culvert), and specific bridge elements (e.g., girder, pier, abutment) and reports pavement surface condition. ODOT is currently

transitioning from using the predictive modules of National Bridge Investment Analysis System (NBIAS) to BrM which has more advanced modeling techniques and consolidates analyses into a single BMS. To date, ODOT has calibrated component-level models and is in the process of calibrating element-level predictive models. The resulting forecasts supported by BrM using ODOT data are detailed in Chapter 7 **Performance Gap Assessment**.

DATA MANAGEMENT

To provide inputs to the asset management systems, ODOT collects, validates, and manages a wide variety of pavement and bridge information and aggregates it to meet different reporting requirements. A brief overview of pavement and bridge data management at ODOT is detailed in the following subsections.

Pavement Data Management

Each year, ODOT oversees the collection of pavement surface condition data for the SHS and non-ODOT-owned NHS. ODOT pavement distress data is collected using a state-of-the-art 3D Laser Crack Measurement System (LCMS), which captures detailed road surface conditions via longitudinal and transverse profiling. In compliance with federal requirements for pavement data quality, ODOT has formalized the details of the existing quality assurance and quality control process into a Data Quality Management Plan.

After data collection and validation, ODOT aggregates raw pavement surface condition data from 0.01-mile collection sections into the ODOT inventory subsections. These inventory subsections form the basis of ODOT pavement management decision making and reporting.



Collected distress data extend beyond those required for the federal pavement performance measures as shown in Table 9. Distress data is reported for each 0.1-mile increment annually through the Highway Performance Monitoring System (HPMS). Summary data are further published annually in ODOT District Notebooks. Beyond reporting, pavement data is used for managing system conditions, assessing funding needs, and guiding the project-level decision making of Field District staff.

Table 9: Pavement Distresses Collected Beyond Those Required for Federal Pavement Performance Measures

Asphalt Concrete Pavement		Jointed Concrete Pavement		Continuously Reinforced Concrete Pavement	
Distress	**Severity**	**Distress**	**Severity**	**Distress**	**Severity**
Fatigue Cracking	1-3	Corner Breaking	1-2	Longitudinal Cracking	1-2
Transverse Cracking	1-4	"D" Cracking	1-2	Punchouts	1-3
Misc. Cracking	1-3	Longitudinal Cracking	1-2	Patching	--
Pavement Patching	--	Transverse Cracking	1-2		
Pothole Patching	--	Multi-Cracked Slab	1-2		
Raveling	--	Joint Spalling	1-2		
		Joint Patching	--		

Bridge Data Management

ODOT bridge inspections comply with National Bridge Inspection Standards (NBIS) including the capturing of element-level conditions in support of NBI reporting. Beyond federal reporting requirements, ODOT also collects additional bridge data including paint type, expansion device type, and automated truck routing information, all of which are detailed in the ODOT Bridge Inspection Field Manual.

Structures are inspected either on a minimum cycle of two years, with limited exceptions. Structures in Poor condition are inspected more often, with some inspected as often as every six months. As discussed in Chapter 2 **Objectives and Measures**, bridges are considered Poor when they have an inspection rating of 4 or less on a scale from 0-9 for any NBI component (deck, superstructure, substructure, or culvert).

NBI bridge inspections undergo a rigorous quality control process. Inspectors are required to verify all information available with assumptions and user error reporting available in the system of record, BrM. Additionally, multiple levels within ODOT conduct quality assurance reviews. ODOT also conducts annual Quality Assurance and Quality Control training workshops that cover routine

inspections, fracture-critical inspections, and bridge load rating. These workshops are attended by all bridge inspection team leaders and load rating engineers.

PAVEMENT LIFE CYCLE PLANNING

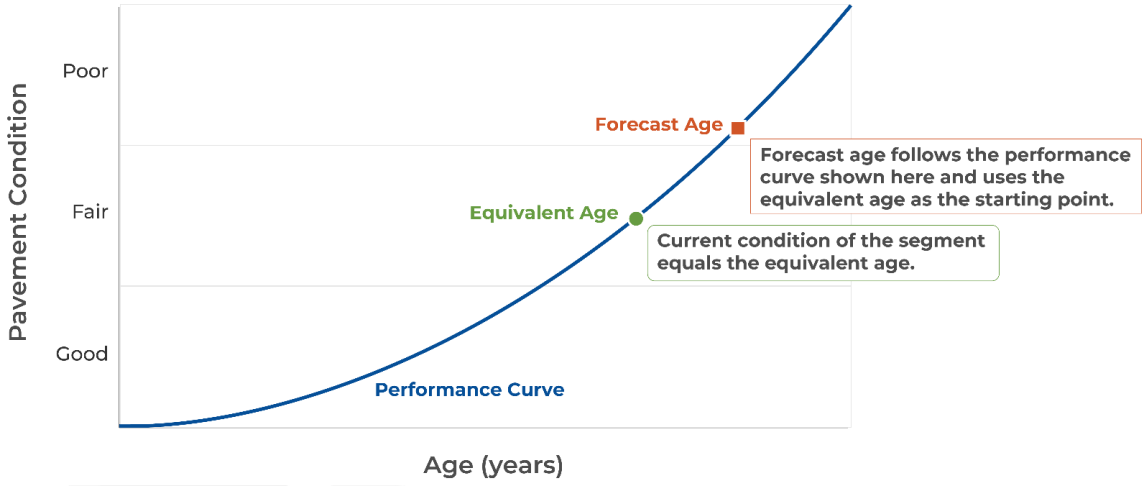
Pavement data maintained in the PMS serves as the starting point for forecasting future conditions, defining the most cost-effective life-cycle plan given any budget, assessing the minimum investment needs to achieve desired targets, and identifying the budget allocation needed to achieve realistic targets. Key steps in this forward-looking approach including applying deterioration and improvement models, evaluating life-cycle costs given site-specific assumptions related to extreme weather and resiliency, optimizing the scheduling of general work, then translating those work types into specific project treatments.

ODOT Pavement Deterioration Models

The pavement distresses used to calculate the federal pavement performance measures, namely IRI, percent [wheelpath] cracking, rutting (for Asphalt Concrete Pavements – ACP), and faulting (for Jointed Concrete Pavements – JCP), are forecasted using models indicative of accelerating deterioration over time. In general, ODOT ACP are estimated to reach Poor condition in approximately 20 years and JCP in 35 years; both pavement types tend to become Poor due to the percent cracking and IRI distresses. Continuously Reinforced Concrete Pavements (CRCP) are estimated to become Poor in 30 years.

The Equivalent Age Technique is applied to predict future conditions based on the most recent inspection data to form a 'no build' forecast (Figure 11). This calls for identifying where each segment distress rating falls on the corresponding performance vs. age curve based on its most recent inspection. The 'no build' prediction for each distress is then normalized using linear interpolation on a scale from 0 (worst) to 100 (best).

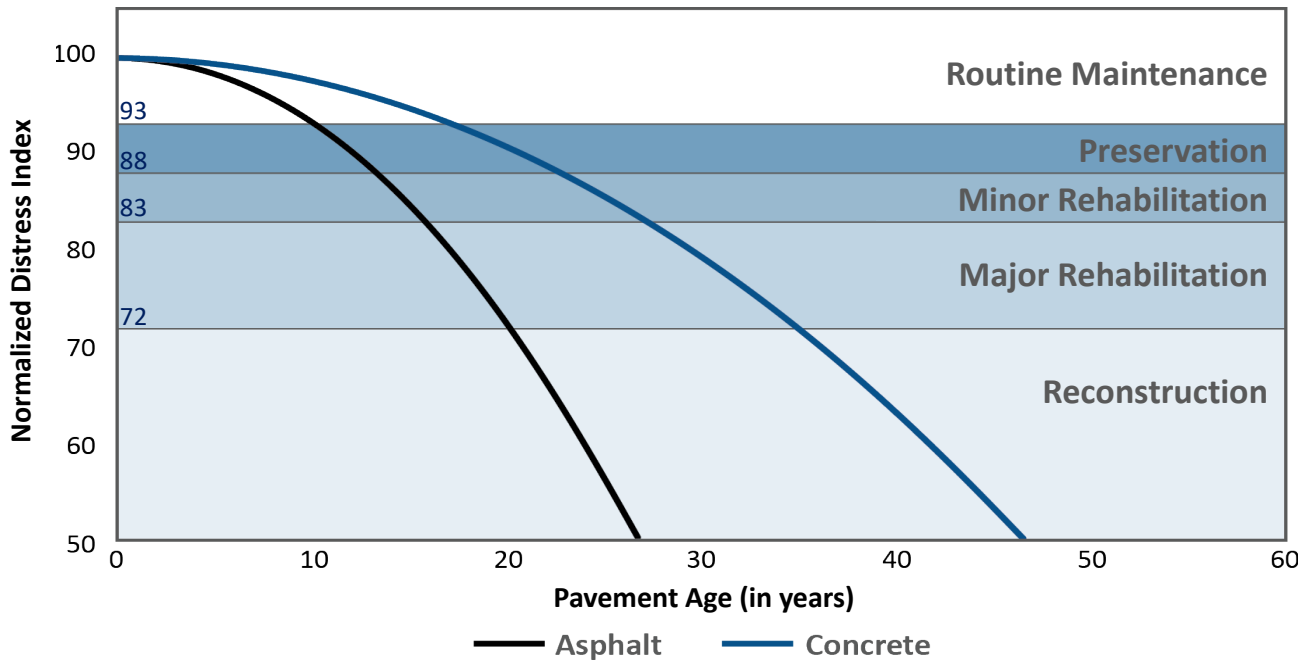
Figure 11: Equivalent Age Technique



ODOT Pavement Improvement Models

ODOT's PMS uses work codes correlated to five FHWA work types for life-cycle planning: i) Initial Construction, ii) Maintenance, iii) Preservation, iv) Rehabilitation, and v) Reconstruction. Each work type represents different categories of treatments which are specified based on site specific conditions once funds are programmed, including the risk of extreme weather events such as flooding. The deterioration models are used to determine viable work type based on the requisite treatment intensity to improve conditions at any specified point in the future (Figure 12). Improvement models are layered on top of the 'no build' forecast to form a 'build' prediction set, again using the Equivalent Age Technique. The ACP and JCP deterioration and improvement models are applied to all existing assets; needs related to new assets are processed outside of the PMS.

Figure 12: Representative Deterioration Models and Corresponding Viable Work Types



If and when emergency or extreme weather events occur which impact the condition of the NHS in Oklahoma, ODOT and its partners redirect funding as needed to respond, correct the issue, and restore performance. Life cycle planning principles are applied going forward after the event. See Chapter 8, **Risk Management** for further discussion of how ODOT designs for resiliency, responds to extreme weather events, and Oklahoma's assets damaged by emergency or extreme weather events.

The costs associated with each work type further vary by pavement type and anticipated traffic loadings. Typical costs for pavement preservation projects are $4.4 million; rehabilitation projects cost on average $9.2 million; and reconstruction projects typically cost $14.3 million. Average treatment benefits, reflective of before and after analysis of past ODOT treatments, are reported in terms of the typical performance jump in a normalized distress index (Table 10); in some cases, a reduced rate of deterioration may be observed without a corresponding jump in performance.

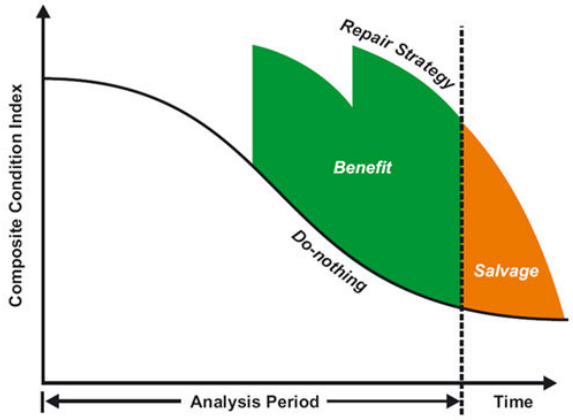
Table 10: Modeled Pavement Treatment Benefits by Work Type

Treatment	Typical Overall Service Life Extension (years)	Post-Treatment Performance Jump (Distress Index)			
		% Cracking	IRI	Rutting	Faulting
Preservation					
Crack Sealing	2	--	--	--	--
Seal Coat	4	2	--	--	--
Chip Seal	5	8	--	--	--
Microsurface	6	3	4	4	--
Ultra-Thin Bonded Wearing Course	7	7	5	5	--
Cape Seal	8	10	4	4	--
Resurface	10	12	6	10	8
In-Place Recycle	15	15	12	15	--
Dowel Bar Retrofit & Diamond Grind	15	--	10	--	15
Rehabilitation					
Shoulder Improvement & Resurface	10	12	6	10	8
Pavement Rehabilitation	15	15	15	15	10
Fabric Reinforcement & Resurface	reset	reset	reset	reset	--
Reconstruction					
Widen & Resurface	15	15	15	15	10
Reconstruct – No Added Lanes	reset	reset	reset	reset	reset

Pavement Life Cycle Evaluation

Based on the deterioration and improvement models, the dTIMS PMS evaluates the life cycle costs of scheduling work types at different points in time. Incremental Benefit Cost (IBC) techniques are built into the PMS to compare the costs and present value of benefits of any work profile relative to a 'no build' case. To capture the benefits over time, the ODOT PMS calculates the area between the improvement and "no-build" (i.e., do-nothing other than routine maintenance) curves and discounts the estimated benefit to calculate the economic internal rate of return and first year rate of return (Figure 13).

Figure 13: Representative IBC Analysis



Source: Deighton (n.d.). Budget Scenarios: What is IBC (Incremental Benefit Cost)?. Retrieved from https://demo.deighton.com/whitby/ba/help/Content/dTIMS/dt_budget_scen_ibc.htm. Last Accessed February 2022.

Pavement Work Program Optimization

An optimization module built into the PMS facilitates financially constrained work planning. The PMS algorithms recommend work types over time that maximize the network-level IBC ratio each year subject to an annual overall budget. The preservation work recommendations are then translated into specific project-level treatments by way of ODOT's Pavement Preservation Projects (3P) Decision Trees – as shown in **Appendix A**. This decision process factors in additional distresses collected by ODOT beyond those used for federal performance reporting.

Appropriate timing with respect to observed pavement distresses is important to avoid significant increases in costs associated with correcting additional deterioration.

BRIDGE LIFE CYCLE PLANNING

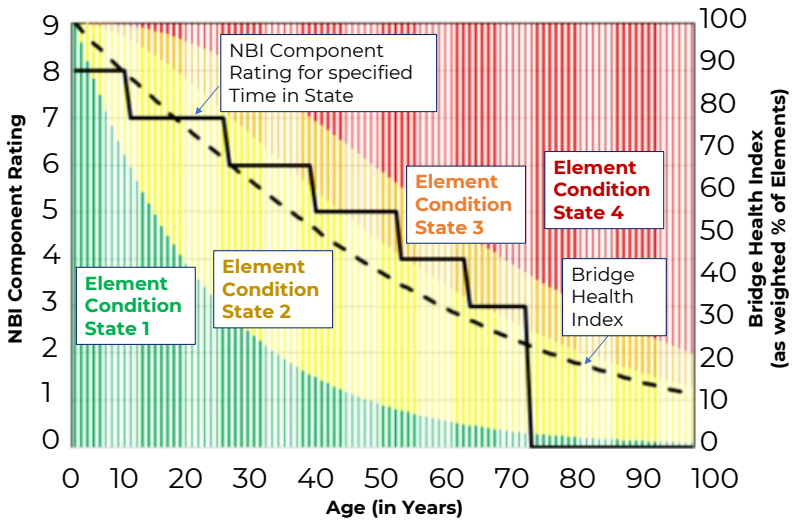
Bridge data maintained in BrM serves as the starting point for forecasting future conditions, defining the most cost-effective life-cycle plan given any budget, assessing the minimum investment needs to achieve desired targets, and identifying the budget allocation needed to achieve realistic targets. Like pavements, key steps in bridge life-cycle planning are to apply deterioration and improvement models, evaluate life-cycle costs, optimize the scheduling of general work, then translate those work types into specific project treatments.

ODOT Bridge Deterioration Models

The BMS contains deterioration models for both structural component (i.e., deck, superstructure, substructure, and culvert) and element (e.g., girders and beams, columns, and pier walls). With the support of a strategic partner (Mayvue) of the American Association of State Highway and

Transportation Officials (AASHTO), ODOT has calibrated component deterioration models based on a "Time in State" report of the On-system bridges; for element forecasts, ODOT leverages the default parameters (i.e., Weibull survival function parameters to estimate the time until the first condition state transition and Markovian transition probabilities between each condition state) in the BMS (Figure 14). The BrM further calculates an overall health index by aggregating the total quantity of bridge elements in each of the four condition states. As element models are calibrated, this index will be of further use for guiding work type viability.

Figure 14: Representative Bridge Deterioration Modeling



Adapted from Source: AASHTOWare BrM 5.2.3 (April 26, 2017). Deterioration and LCCA. Retrieved from https://www.eiseverywhere.com/file_uploads/5e06bbe9f6b9c5cf3bcf6ec731081772_3DeteriorationandLCCA.pdf. Last Accessed March 2022

ODOT Bridge Improvement Models

ODOT performs a range of treatments on its bridges. These include relatively low-cost preservation treatments that can extend the life of a bridge, rehabilitation treatments for bridges in Fair or Poor condition, and component or full bridge replacement.

Table 11 identifies treatments typically performed by ODOT. The default benefits in BrM associated with the work types aligned to these are applied. Bridge preservation projects typically cost ~$675 thousand; rehabilitation projects cost $3.0 million on average and reconstruction projects' average cost is around $12.3 million.

Table 11: Bridge Treatments

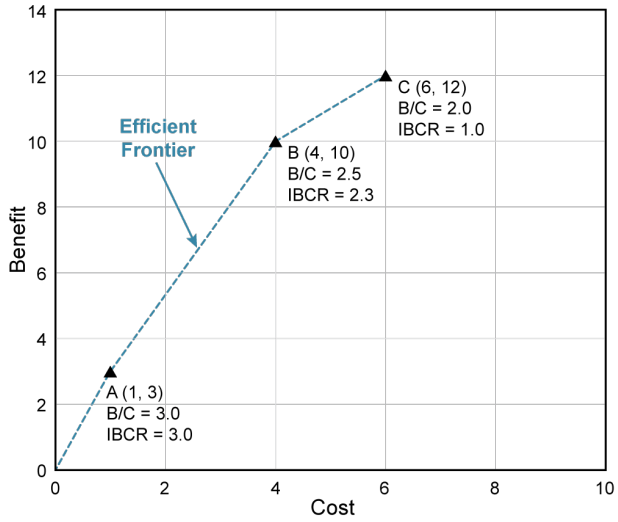
Treatment
Maintenance
Deck Washing
Drift Removal
Preservation
Steel Beam Paint
Deck Flood Coat & Silane
Rehabilitation
Joint Replacement
Bridge Rehab
Deck Overlay
Concrete Repair
Reconstruction
Deck Replacement
Bridge Replacement

Bridge Life Cycle Planning Approach

Similar to pavements, the bridge model leverages IBC to evaluate the efficacy of different treatments relative to the planned timing of their application. An efficiency frontier is used to short-

list treatments based on their IBC Ratio (Figure 15). Any alternative treatment not on this frontier is deemed not feasible for selection. As a result, ODOT is able to consider the most cost-effective treatments from a life-cycle perspective while optimizing treatment selections given shorter term financial constraints and site-specific assumptions related to extreme weather and resiliency.

Figure 15: Representative IBC Efficiency Frontier



Bridge Work Program Optimization

An optimal bridge work program is generated in BrM by maximizing the system IBC Ratio. ODOT bridge engineers at each Field District are provided with these outputs, alongside an annual District Notebook as part of their final decision-making process which also incorporates known risks related to extreme weather and flooding and route or corridor redundancy.

ASSET MANAGEMENT AND PROJECT PROGRAMMING

Results from annual pavement condition surveys and biennial bridge inspections are published in annual District Notebooks in map format. These District Notebooks, alongside recommended treatments from the PMS and BMS, serve as a critical communication and decision-making tool for Field District staff, ensuring not only that the most appropriate cost-effective LCP pavement management decisions are made, but that they are coordinated with ODOT's Construction Work Plan (CWP), Asset Preservation Plan (APP), and Bridge programs.

Once Field District staff review the provided information, they submit candidate projects to ODOT's Central Office which then conducts spatial analysis of proposed work improvement locations to help prioritize submittals based on the: i) extent of deficiency that is anticipated to be corrected by a project ii) opportunity to reduce long term costs, and iii) criticality of the location. A cloud-based project prioritization solution (Decision Lens) is used to score both pavement and bridge projects separately and together, in light of any cross-discipline scope items. Outputs further inform updates to the CWP, APP, and bridge project pipelines, cross-discipline resource allocation, and project programming processes.

Resiliency Considerations

Due to its geology, rivers, and flood plains, ODOT has long recognized the vulnerability of its transportation assets to extreme weather and the risks it can present to the condition and performance of pavements and bridges; therefore, ODOT has integrated resiliency considerations into its life cycle planning and project programming. ODOT has developed well-regarded resiliency-focused design guidelines for bridges and roadways in flood-prone areas (see **Risk Management** for details) to reduce potential damage from extreme weather events and minimize overall life cycle costs, and is increasingly incorporating resiliency and redundancy considerations into its decision making.

In 2022, ODOT shifted from static District Notebooks to interactive digital district notebooks which allow Field District staff to layer multiple data sets for workplan rebalance and transparency. The digital District Notebooks include a Project Corridor feature which allows users to select and review multiple corridors at once. Using this function, staff have the ability to prioritize a more resilient transportation network by incorporating route redundancy in the event of road closures due to extreme weather considerations into corridor planning decisions.

In the event that an asset is damaged from an external threat such as extreme weather, ODOT prioritizes repairs or reconstruction ahead of the life cycle planning asset management schedule as necessary to ensure the safety and reliability of the transportation network.

ODOT expects to continue to incorporate additional resiliency considerations into its life cycle planning processes and other decision making frameworks.

CHAPTER 5

Financial Plan

Financial planning enables ODOT to understand what reasonable revenues may be available for preserving pavement and bridge assets and the relative value of the Oklahoma highway system.

INTRODUCTION

Understanding available revenue sources is essential for helping ODOT develop and assess the likely performance implications of different investment strategies. The Financial Plan of the TAMP provides

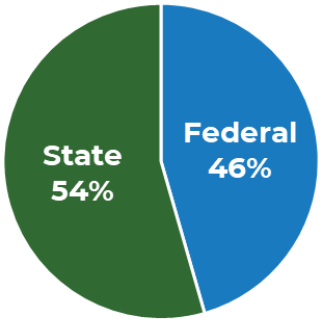
- an overview of the primary revenue sources used for highway preservation,
- a projection of likely revenues that will be available to ODOT and its partner agencies for preserving pavement bridge assets on the National Highway System (NHS),
- planned spending by project work type, and
- a financial assessment of NHS pavement and bridge asset value.

PRIMARY REVENUE SOURCES

A combination of federal, state, and local funding is used to preserve ODOT owned NHS roadways.

The majority (54%) of ODOT's total revenues anticipated over the next ten federal fiscal years (FFY) is expected to come from state funds, with the remainder from federal programs (Figure 16).

Figure 16: Anticipated ODOT Funding Distribution FFY 2022-2031



Primary state revenue sources include income tax, motor vehicle tax, and motor fuel funds via the Rebuilding Oklahoma Access and Driver Safety (ROADS) fund, the State Transportation Fund, as well as other state sources (Table 12).

Table 12: Primary State Revenue Sources for Highway & Bridge Preservation

State Funding Sources	Description
Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund	The Oklahoma Legislature established the ROADS fund to address structurally deficient bridges and roads in disrepair. This funding bypasses the appropriations system and is sourced from income taxes, motor vehicle taxes, and motor fuel taxes.
Motor Fuel Taxes	Oklahoma levies excise taxes on gasoline and diesel at 20 cents per gallon. Rates were increased in 2018 (the first increase since 1987) from 16 cents per gallon of gasoline and 13 cents per gallon of diesel.
State Transportation Fund	The State of Oklahoma imposes a variety of fees, which include appropriations from the diesel fuel tax, gasoline tax, special fuel tax, motor vehicle taxes, and a motor vehicle collections fee, deposited in the State Transportation Fund.

ODOT's primary federal funding sources include the National Highway Performance Program (NHPP) and the Surface Transportation Block Grant Program (STBG), but also includes apportionments for other Federal-Aid Programs such as the Bridge Formula Program established under the Infrastructure Investment and Jobs Act (IIJA) and National Highway Freight Program (NHFP) for assets on designated freight corridors. As opportunities arise, ODOT additionally seeks funding through competitive grant programs such as the federal Nationally Significant Multimodal Freight & Highway Projects (aka Infrastructure for Rebuilding America - INFRA) and Multimodal Project Discretionary Grant (MPDG).

ANTICIPATED REVENUE LEVELS

Approximately $1.5 billion (after debt service and administration expenses) is anticipated to be available annually over the next ten years (FFY 2022 – 2031). This revenue forecast is based on a review of historically and/or categorically committed funding to State-Aid and Federal-Aid highway system improvements and does not address Department-initiated set asides or other mandated programs. The budgetary projections assume a continuation of Federal funding at FFY 2022 Obligation Limitation base levels, without growth; each year this benchmark is adjusted based upon the results of the annual Congressional budgeting process. The forecast further accounts for changes in vehicle fuel economy and forecasted traffic volumes - as it pertains to motor fuel taxes - and deducts debt service and agency administration expenditures.

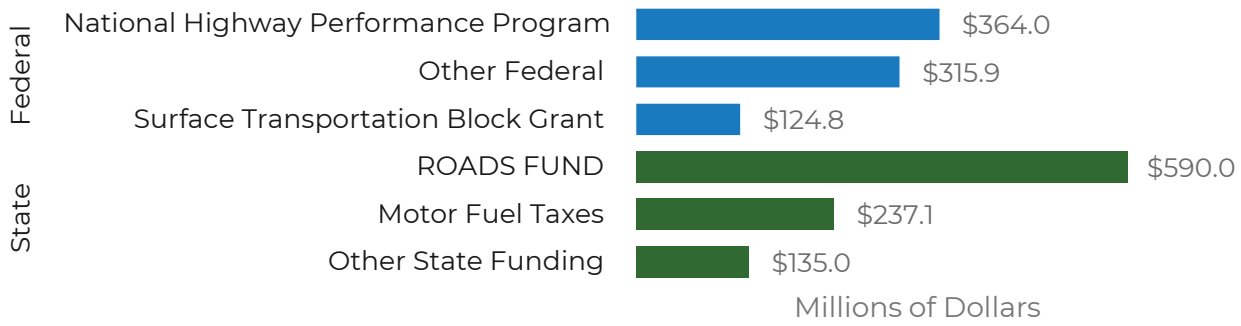
Nearly three quarters of ODOT funding is anticipated to come from the NHPP, STBG, ROADS Fund, and motor fuel taxes (Figure 17). This includes an increase in the ROADS fund cap from $575 million annually to $590 million annually (as of state FY 2023). All revenue sources are held constant at their

State and Federal Fiscal Years

- The Federal fiscal year begins October 1st and ends September 30th
- Oklahoma's fiscal year begins on July 1st and ends on June 30th

forecasted levels except for motor fuel taxes; motor fuel tax revenues are expected to be $240 million a year starting in state FY 2023 and then reduced by 1% every three years.

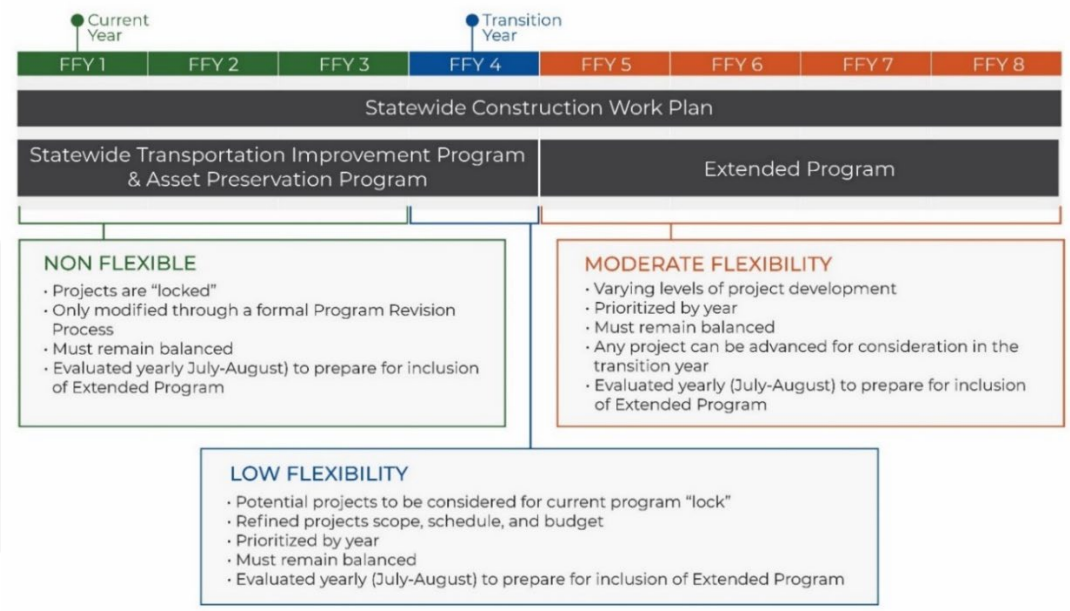
Figure 17: Anticipated Average Annual ODOT Revenue by Funding Source FFY 2022-2031



PLANNED SPENDING

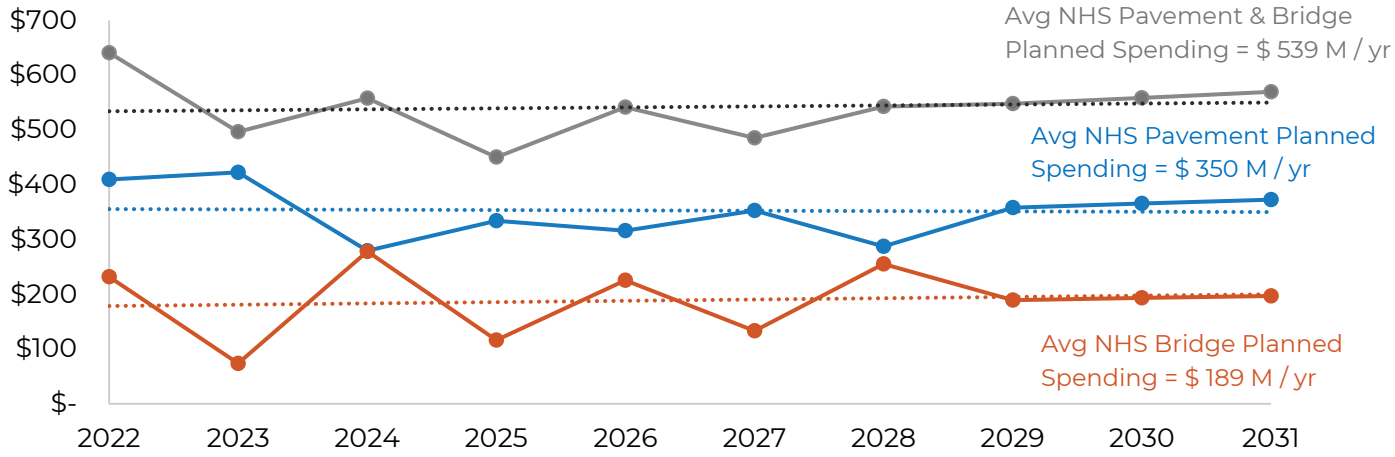
These projected revenue levels feed into the development of fiscally balanced and financially responsible ODOT plans and programs. Most notably this includes planned projects in the eight-year Construction Work Program (CWP) and four-year Asset Preservation Program (APP). As of 2022, the CWP contained ~$7.7 billion in estimated project costs and the APP contained ~ $483 million in estimated project costs. The first four years of the CWP is comprised of projects that are included in the federally mandated Statewide Transportation Improvement Program (STIP); all four years of the APP are included in the STIP (Figure 18). Projects selected for inclusion in the STIP are based on data driven decision making and are informed by the Pavement Management System, the Bridge Management System, and the Maintenance Management System.

Figure 18: ODOT Work Plans and Programs



Cost-effectively preserving NHS pavements and bridges in a good condition state is but one of multiple objectives that ODOT and its planning partners must balance as stewards of Oklahoma highway infrastructure. When looking at estimated costs of planned projects and extending the trendline of expenditures out to 10 years, ODOT and the OTA are anticipated to spend approximately $539 million annually on pavement and/or bridge treatment on NHS projects. When classified based on the primary NHS asset class improved, approximately 65% goes towards pavement with the remaining 35% going to bridges (Figure 19).

Figure 19: Planned NHS Pavement and Bridge Spending FFY 2022-2031



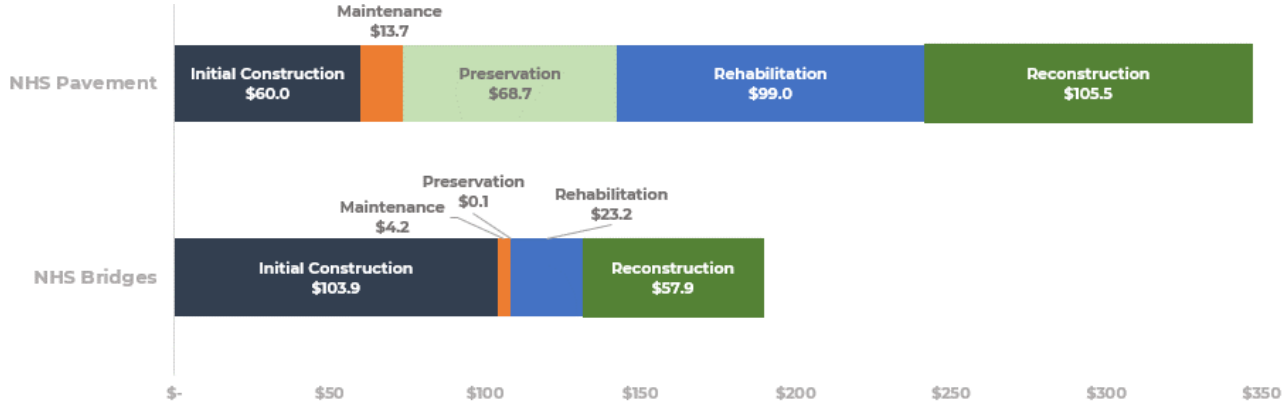
To estimate planned NHS pavement and bridge spending by FHWA work type, ODOT filters projects in the STIP, CWP, and APP based on the work codes most closely associated with the five pavement and bridge work types for Asset Management Plans referenced in 23 CFR Part 515.5: Maintenance, Preservation, Rehabilitation, Reconstruction, and Initial Construction. Based on the review of FHWA work types compared to ODOT project coding practices, only 'Drift Removal' satisfies the criteria for the 'Bridge Maintenance' FHWA section. That is not to imply that ODOT does not perform regular bridge maintenance, but instead shows a nomenclature difference where many project types that ODOT internally considers to be 'maintenance' instead fall under the FHWA 'Preservation' category.

Table 13: ODOT Work Codes by FHWA Work Type

Work Type	Pavement Work Code(s)	Bridge Work Code(s)
Maintenance	ITS Maintenance & Operations, Wireless Maintenance & Operation, Fiber Optic Maintenance & Operations, Signing, Illumination, Pavement Marking, Impact Attenuators	Drift Removal
Preservation	Resurface, Seal Coat, Micro surface, Ultrathin	Bridge Painting, Bank Protection, Joint Seal/Repair, Bridge Waterproof Seal
Rehabilitation	Shoulder Improvement & Resurface, Shoulder Improvement, Pavement Rehabilitation	Bridge Repair, Bridge Rehab
Reconstruction	Interchange: Widen & Resurface, Intersect Modification, Traffic Signals, Intersection Mod. & Traffic Signals, Reconstruct-Added Lanes, Reconstruct-No Added Lanes	Bridge & Approaches, Widen, Resurface & Bridge
Initial Construction	ITS Construction, Wireless Construction, Fiber Optic Construction, Grade, Drain, & Surface	Grade, Drain & Bridge, Grade, Drain, Bridge & Surface

The majority (61%) of planned spending across NHS pavement and bridges is expected to coincide with the initial construction and reconstruction work types (Figure 20).

Figure 20: Planned Annual NHS Pavement and Bridge Spending by Work Type FFY 2022-2031



For both NHS pavement and bridges, reconstruction accounts for ~30% of planned spending, however, unlike bridges nearly half of planned NHS pavement spending is anticipated to fall under the preservation and rehabilitation work types. All planned annual spending by NHS pavement and bridges by work type are presented in Table 14.

As discussed in Chapter 7 **Performance Gap Assessmen**t, using the dTIMS software, ODOT found that an 8% increase in Interstate preservation, rehabilitation, and reconstruction funding, in addition to currently planned non-Interstate NHS funding, in order to maintain system valuation.

Table 14: Planned NHS Pavement and Bridge Spending by FFY and Work Type

In millions of dollars (share of NHS asset spending in each year)

	Work Type	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
NHS Pavement	Initial Construction	176.6	68.8	69.3	53.7	108.7	69.2	20.0	51.0	52.0	53.1	**722.5**
		43.1%	16.3%	24.8%	16.1%	34.4%	19.6%	7.0%	14.2%	14.2%	14.2%	**20.7%**
	Maintenance	74.5	78.3	21.2	9.7	3.8	3.8	3.9	4.0	4.1	4.1	**207.3**
		18.2%	18.5%	7.6%	2.9%	1.2%	1.1%	1.4%	1.1%	1.1%	1.1%	**5.9%**
	Preservation	55.3	84.7	69.7	92.4	60.4	102.8	39.7	57.5	58.7	59.9	**681.0**
		13.5%	20.0%	24.9%	27.7%	19.1%	29.2%	13.8%	16.1%	16.1%	16.1%	**19.5%**
	Rehabilitation	87.6	41.1	62.8	67.6	94.3	54.0	135.8	129.7	132.3	134.9	**940.2**
		21.4%	9.7%	22.5%	20.2%	29.9%	15.3%	47.2%	36.2%	36.2%	36.2%	**26.9%**
	Reconstruction	15.4	149.8	56.6	110.6	48.7	122.8	88.1	116.1	118.4	120.8	**947.2**
		3.8%	35.4%	20.2%	33.1%	15.4%	34.8%	30.6%	32.4%	32.4%	32.4%	**27.1%**
	Total	**409.4**	**422.6**	**279.5**	**334.0**	**315.9**	**352.6**	**287.5**	**358.3**	**365.5**	**372.8**	3,498.2
NHS Bridges	Initial Construction	94.0	10.4	140.1	79.4	116.7	99.6	143.6	116.2	118.5	120.8	**1,039.3**
		40.6%	14.1%	50.3%	68.4%	51.8%	74.8%	56.2%	61.3%	61.3%	61.3%	**54.9%**
	Maintenance	-	1.0	2.0	3.0	4.0	5.0	6.0	7.0	7.1	7.3	**42.4**
		0.0%	1.4%	0.7%	2.6%	1.8%	3.8%	2.3%	3.7%	3.7%	3.7%	**2.2%**
	Preservation	-	-	0.5	0.8	-	-	-	-	-	-	**1.3**
		0.0%	0.0%	0.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.1%**
	Rehabilitation	45.0	27.3	34.4	15.1	46.6	13.6	30.7	6.3	6.4	6.6	**232.1**
		19.4%	37.0%	12.4%	13.0%	20.7%	10.2%	12.0%	3.3%	3.3%	3.3%	**12.3%**
	Reconstruction	92.7	35.1	101.2	17.8	58.2	15.0	75.2	60.0	61.2	62.4	**578.8**
		40.0%	47.5%	36.4%	15.3%	25.8%	11.3%	29.4%	31.7%	31.7%	31.7%	**30.6%**
	Total	**231.7**	**73.8**	**278.3**	**116.2**	**225.5**	**133.2**	**255.4**	**189.5**	**193.3**	**197.1**	1,894.0

The resulting forecasted performance outcomes associated with this planning strategy is detailed in Chapter 7 **Performance Gap Assessment**.

VALUE OF ODOT'S NHS ASSETS

ODOT defines the representative value of NHS pavement and bridge assets based on the extent of each system and estimated replacement costs. These costs were estimated using historical project costs and then multiplied against the federally reported NHS inventories: the Highway Performance Monitoring System (HPMS) for pavements and the National Bridge Inventory (NBI) for deck area.

Using this methodology, the estimated replacement value of NHS pavements is approximately $32.5 billion (Table 15). Interstate pavements represent only 30% of NHS lane miles but reflect over 64% of the NHS pavement value. Likewise, from a geography perspective, Urban NHS pavements make up nearly 30% of NHS lane miles but represent over 54% of NHS pavement value.

Table 15: Estimated Replacement Value of NHS Pavement

Geography	Roadway Type	Lane Miles	Replacement Value per Lane Mile	Asset Value
Urban	Interstate	1,410	$10.20 million	$14.38 billion
	Non-Interstate NHS	2,551	$1.25 million	$3.19 billion
Rural	Interstate	2,622	$2.50 million	$6.56 billion
	Non-Interstate NHS	6,685	$1.25 million	$8.36 billion
Statewide	**All NHS**	**13,269**	**$2.45 million**	**$32.49 billion**

The average replacement cost of NHS bridges has been observed to be about $200 per square foot. Based on system extents, this translates to an NHS bridge valuation of over $7 billion (Table 16). ODOT is responsible for 77% of this NHS bridge value.

Table 16: Estimated Replacement Value of NHS Bridges

NHS Ownership	Square Feet	Asset Value
ODOT	27.08 million	$5.42 billion
OTA	7.92 million	$1.58 billion
Local	0.10 million	$0.20 billion
All NHS	**35.1 million**	**$7.02 billion**

Through continued investment, ODOT can maintain the overall value of its network. This can be achieved at a lower cost than the full system replacement value through implementing cost-effective life cycle planning principles (detailed in Chapter 4 **Life Cycle Planning**).

CHAPTER 6

Investment Strategies

Investment strategies help ODOT return the best performance outcomes possible given limited, available resources. As stewards of NHS pavement and bridges, ODOT has identified proven policies and strategies that help make progress toward achieving and sustaining desired condition levels over the life cycle of the assets.

INTRODUCTION

ODOT's identified investment strategies help advance the most impactful, cost-effective NHS pavement and bridge treatments recommended from asset management systems to the CWP, APP, and eventual Statewide Transportation Improvement Program (STIP). These strategies further ensure progress towards attaining State and Federal goals, objectives, and targets while minimizing performance gaps over time.



INVESTMENT STRATEGIES

As part of the recently adopted Oklahoma 2045 Long Range Transportation Plan, ODOT identified policies and strategies to help prepare ODOT and its planning partners to manage and operate a modern, efficient transportation system; those policies and strategies most pertinent to highway and bridge asset management are detailed in Table 17.

Table 17: ODOT's Asset Management Related Highway and Bridge Policies and Strategies

Reduce fatalities and serious injuries on Oklahoma highways through appropriate engineering solutions, systemic improvements, and educational policies.
Improve safety of roadway infrastructure by: • adding shoulders on portions of the state highway system that lack them or have deficient shoulders, and • continuing to apply appropriate safety countermeasures to targeted locations.
Improve safety and bridge conditions cost effectively by replacing or rehabilitating structurally deficient bridges on the state highway system and averting growth in the share of structurally deficient bridges.
• Implement Bridge Management System (BMS) to inform the programming of replacement or rehabilitation treatments for bridges on the state highway system that might otherwise become structurally deficient. • Continue to identify, rehabilitate, and replace at risk and fracture-critical bridges. • Continue to follow a programmatic approach to identify and address potential preservation issues on historic bridges, working collaboratively with community partners.
Preserve and improve the condition of highways and bridges while minimize life cycle costs.
• Continue to invest in bridge preservation to achieve and maintain a share of state-system structurally deficient bridges no greater than 1 percent. • Continue to invest in pavement preservation and use the Pavement Management System to enhance conditions on the state highway system, particularly to increase the share of “good” pavement by ~10 percent and meet state and federal performance targets. • Implement the regulations outlined in the Federal transportation legislation as they pertain to performance measures and asset management.
Identify, assess, and mitigate risks to highway assets.
• Monitor risks to bridges and highway assets, including pavement and bridges, via the risk management process documented in Chapter 8 **Risk Management** of this TAMP. • Collect data required for risk analysis, including collection of trends or forecasts related to seismic activity, extreme weather, and other risk categories identified in the Chapter 8 **Risk Management** of this TAMP. • Consider new design standards to mitigate the risk associated with damage to bridges due to vehicle strikes. • Lend ODOT’s expertise to local governments to model seismic risks to local bridges and update design standards if necessary. • Investigate the causes of past highway failures related to flooding and update design standards or hydraulic guidelines as needed.

Source: ODOT (August 6, 2020). Oklahoma’s 2020-2045 Long Range Transportation Plan.

These policies and strategies are indicative of ODOT’s focus on enabling safe travel and finding a balance between corrective, risk mitigation and proactive, preventive maintenance treatments. The

culmination of these strategies are cost-effective projects being programmed for construction, taking into account the risks identified in Chapter 8.

PROJECT SELECTION PROCESS

Project selection at ODOT is a comprehensive and collaborative process designed to provide a safe, economical, resilient, and effective transportation network for the people, commerce, and communities of Oklahoma. One of the bedrock principles of this approach is the tacit agreement between the Oklahoma Transportation Cabinet – which governs ODOT and the OTA – and other NHS owners to share data via a cabinet-wide IT office. This includes the regional condition data packaged together as part of ODOT's Field District notebooks as well as software-generated recommendations for allocations and project recommendations.

The shared asset condition data is used along with local and site-specific knowledge to initiate the most effective preservation treatments which are then cross-checked with asset management system recommendations. This list of candidate projects is then further checked by applying a consistent and objective scoring process enabled through the Decision Lens prioritization and resource planning software.

The project selection process is fiscally constrained based on the expected funding amounts through federal and state transportation revenue sources. Using the Transportation Cabinet data, engineering judgment, and asset management principles such as performance gap analysis, asset life cycle planning, and risk management, projects are identified for inclusion in the CWP and APP through a comprehensive consideration process led by the eight field district engineers with continuous input from many stakeholders and approved by the Transportation Commission. These annual plans guide ODOT's project development and delivery strategies. The first four years of the CWP is comprised of projects that are included in the federally mandated STIP. All four years of the APP are included in the STIP. ODOT also supplies quarterly Key Performance Indicator and Transportation Performance Measure progress updates to all districts, which provide an up-to-date look at current and projected status. This includes Federal Good-Fair-Poor measures for pavements, two lane highways without shoulders, and bridges, as well as the performance measure targets associated with these metrics.

CHAPTER 7

Performance Gap Assessment

ODOT uses asset management systems to predict the likely performance implications of different investment levels over time, which enables ODOT to allocate limited funding efficiently to maximize benefits over the entire system. It also helps ODOT understand potential funding gaps based on the difference between targeted condition levels and the anticipated conditions given available revenues.

INTRODUCTION

ODOT uses predictive pavement and bridge asset management systems (detailed in Chapter 4 **Life Cycle Planning**) to forecast asset condition performance under different funding scenarios. These systems help ODOT develop optimal work programs within anticipated revenue constraints (detailed in Chapter 5 **Financial Plan**) and proactively assess whether expected funding levels will be sufficient to achieve performance targets. This section provides a performance and gap assessment for NHS pavement and bridges and establishes corresponding 2-, 4-year targets and a comparison of current performance to 10-year projections.

FINANCIALLY CONSTRAINED PERFORMANCE LEVELS

ODOT forecasts future NHS pavement and bridge performance based on the optimized work program generated by its asset management systems. A key input to these systems is the anticipated revenues available for pavement and bridge spending,

Pavement Forecast & Investment Strategy

For the pavement analysis, ODOT ran the anticipated NHS asset management spending (Table 19) through dTIMS.

To estimate planned NHS pavement and bridge spending by FHWA work type, ODOT filters projects in the STIP, CWP, and APP based on the agency's work codes most closely associated with the five pavement and bridge work types for Asset Management Plans referenced in 23 CFR Part 515.5: Maintenance, Preservation, Rehabilitation, Reconstruction, and Initial Construction (Table 18). OTA went through a similar exercise to map their work codes to FHWA work types. Differences in terminology and work codes may result in slight discrepancies when communicating the share of planned spending.

Table 18: ODOT Work Codes by FHWA Work Type

Work Type	Pavement Work Code(s)
Maintenance	ITS Maintenance & Operations, Wireless Maintenance & Operation, Fiber Optic Maintenance & Operations, Signing, Illumination, Pavement Marking, Impact Attenuators
Preservation	Resurface, Seal Coat, Micro surface, Ultrathin
Rehabilitation	Shoulder Improvement & Resurface, Shoulder Improvement, Pavement Rehabilitation
Reconstruction	Interchange: Widen & Resurface, Intersect Modification, Traffic Signals, Intersection Mod. & Traffic Signals, Reconstruct-Added Lanes, Reconstruct-No Added Lanes
Initial Construction	ITS Construction, Wireless Construction, Fiber Optic Construction, Grade, Drain, & Surface

Table 19: Planned NHS Pavement Spending by FFY and Work Type

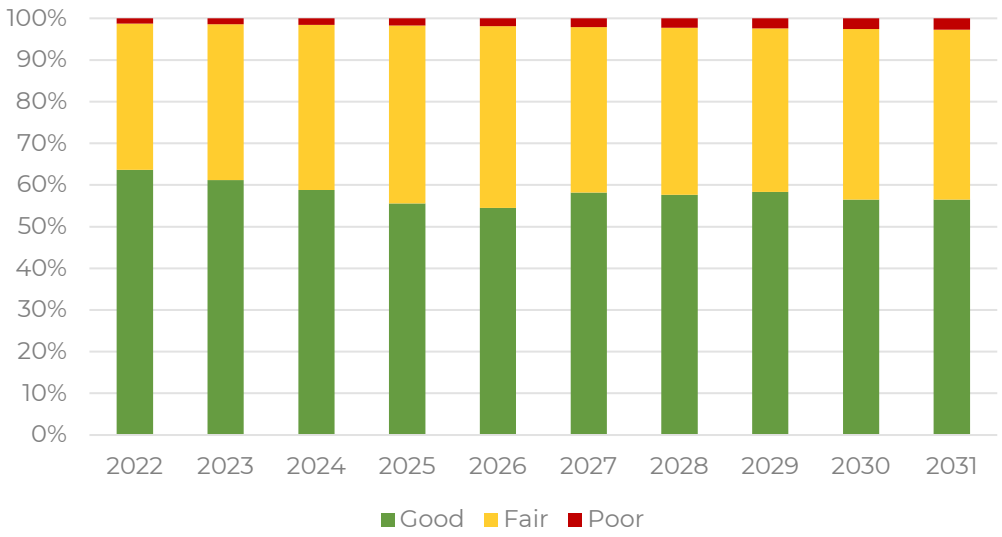
In Millions of Dollars

	Work Type	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Interstate	Initial Construction	91.4	10.0	4.5	21.6	28	21.3	0.0	30.0	30.6	31.2	**268.6**
	Maintenance	30.9	33.6	9.1	4.2	1.6	1.7	1.7	1.8	1.8	1.9	**88.3**
	Preservation	16.1	32.3	26.6	35.3	23.0	39.2	15.2	22.0	22.4	22.8	**254.9**
	Rehabilitation	69.7	11.5	17.5	18.8	26.3	15.0	37.9	36.2	36.9	37.6	**307.4**
	Reconstruction	14.2	28.5	10.8	21.1	9.3	23.4	16.8	22.1	22.6	23.0	**191.8**
	Total	**222.3**	**115.9**	**68.5**	**101**	**88.2**	**100.6**	**71.6**	**112.1**	**114.3**	**116.5**	**1,111.0**
Non-Interstate NHS	Initial Construction	85.2	58.8	64.8	32.2	80.7	47.9	20.0	21.0	21.4	21.8	**453.8**
	Maintenance	43.6	44.7	12.1	5.5	2.1	2.1	2.2	2.2	2.2	2.3	**119.0**
	Preservation	39.2	52.4	43.1	57.2	37.4	63.6	24.6	35.6	36.3	37.0	**426.4**
	Rehabilitation	17.9	29.7	45.3	48.8	68.0	38.9	98.0	93.5	95.4	97.3	**632.8**
	Reconstruction	1.2	121.2	45.8	89.5	39.4	99.4	71.3	94.0	95.9	97.8	**755.5**
	Total	**187.1**	**306.8**	**211.1**	**233.2**	**227.6**	**251.9**	**216.1**	**246.3**	**251.2**	**256.2**	**2,387.5**

** Numbers may not add exactly due to rounding*

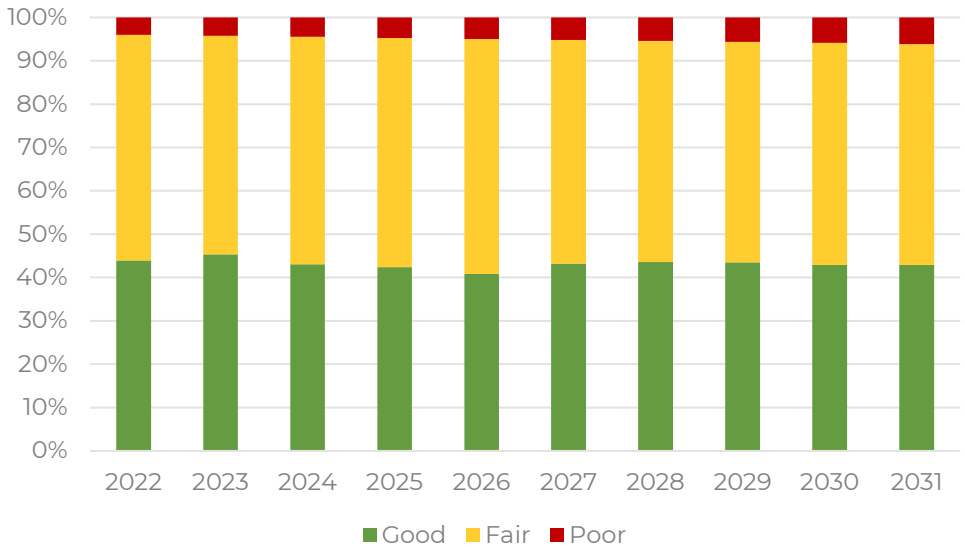
With approximately 32% of NHS pavement spending designated for the Interstate system, dTIMS forecasts that the Interstates will be in 56.5% Good and 2.7% Poor condition in 2031 (Figure 21). This represents a slight decline in performance from the most recent Highway Performance Monitoring System (HPMS) submittal in 2020.

Figure 21: Forecasted Interstate Pavement Condition given Planned Investment



Under planned spending, the non-Interstate NHS system would improve from 40.5% Good in 2020 to 42.9% Good in 2031; however, percent Poor pavement lane miles would also increase from 3.6% in 2020 to 6.1% in 2031 (Figure 22).

Figure 22: Forecasted Non-Interstate NHS Pavement Condition given Planned Investment



This allocation between the Interstate and non-Interstate NHS prioritizes higher performance standards for the Interstates, due to their economic importance and increased usage.

Bridge Forecast & Investment Strategy

For the bridge analysis, ODOT ran its anticipated bridge investment allocation (Table 21) through ODOT's BrM.

To estimate planned NHS bridge spending by FHWA work type, ODOT filters projects in the STIP, CWP, and APP based on the work codes most closely associated with the bridge work types for Asset Management Plans referenced in 23 CFR Part 515.5: Maintenance, Preservation, Rehabilitation, Reconstruction, and Initial Construction (Table 20). Based on the review of FHWA work types compared to ODOT project coding practices, only 'Drift Removal' satisfies the criteria for the 'Bridge Maintenance' FHWA section. That is not to imply that ODOT does not perform regular bridge maintenance, but instead shows a nomenclature difference where many project types that ODOT internally considers to be 'maintenance' instead fall under the FHWA 'Preservation' category.

Table 20: ODOT Bridge Work Codes by FHWA Work Type

Work Type	Bridge Work Code(s)
Maintenance	Drift Removal
Preservation	Bridge Painting, Bank Protection, Joint Seal/Repair, Bridge Waterproof Seal
Rehabilitation	Bridge Repair, Bridge Rehab
Reconstruction	Bridge & Approaches, Widen, Resurface & Bridge
Initial Construction	Grade, Drain & Bridge, Grade, Drain, Bridge & Surface

Table 21: Planned NHS Bridge Spending by FFY and Work Type

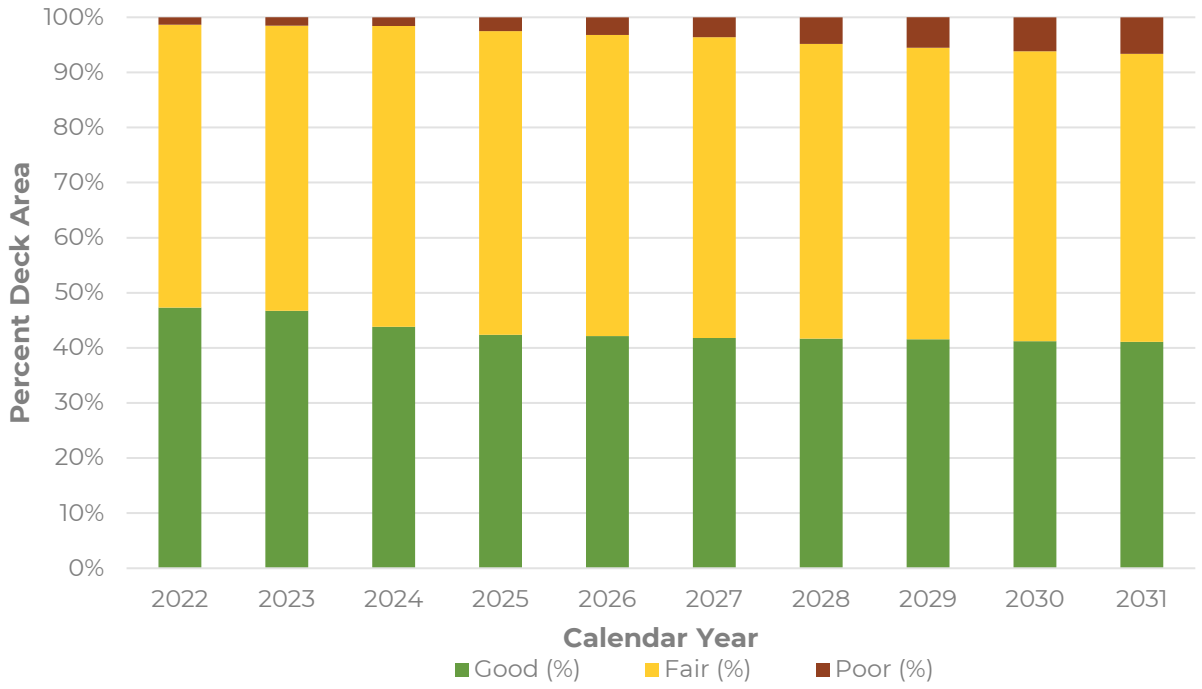
In Millions of Dollars

	Work Type	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
NHS	**Initial Construction**	94.0	10.4	140.1	79.4	116.7	99.6	143.6	116.1	118.5	120.9	**1,039.3**
	Maintenance	-	1.00	2.00	3.00	4.00	5.00	6.00	7.00	7.14	7.28	**42.4**
	Preservation	-	-	0.5	0.8	-	-	-	-	-	-	**1.3**
	Rehabilitation	45.0	27.3	34.4	15.1	46.6	13.6	30.7	6.3	6.4	6.6	**232.1**
	Reconstruction	92.7	35.1	101.2	17.8	58.2	15.0	75.2	60.0	61.2	62.4	**578.8**

** Numbers may not add exactly due to rounding*

With currently anticipated revenues, ODOT expects that NHS bridge deck area will experience a decline from 48.0% Good to 41.1% Good and an increase in Poor deck area from 1.3% to 6.7% by 2031 (Figure 23). This reduced performance level is associated with aging infrastructure: as noted in the 2020 update to ODOT's Bridges and Highways report, more than 1,250 state-owned bridges are over 80 years old; ODOT would have to replace or refurbish approximately 90 bridges annually to keep pace with this level of aging over the next 8 years.

Figure 23: Forecasted NHS Bridge Condition Given Planned Investment



10-YEAR GAP ASSESSMENT

ODOT has identified a funding level that could maintain NHS pavement and bridges at or near their 2021 condition state over a 10-year period. However, ODOT has established a reduced performance standard for non-Interstate NHS pavement due to strong current condition levels and importance of maintaining Interstate roadways for the national, state, and regional economies.

Pavement Gap Assessment

Using the dTIMS software, ODOT found that increasing funding for Interstate preservation, rehabilitation, and reconstruction funding by 8%, in addition to currently planned non-Interstate NHS funding, would achieve targeted performance levels (Table 22). This approximately translates to an annualized need of an additional ~$6 M (in 2020 USD) to achieve desired 10-year performance levels.

Table 22: NHS Pavement 10-year Performance Gap Assessment

	Pavement	Good	Fair	Poor
Interstate	Reported Performance (2020)	65.6%	33.5%	1.0%
	10-Year Projected Performance (2031)	56.5%	40.8%	2.7%
	10-year Projected Performance Gap	**9.1% worse**	**--**	**1.7% worse**
Non-Interstate NHS	Reported Performance (2020)	40.5%	56.0%	3.6%
	10-Year Projected Performance (2031)	42.9%	50.9%	6.1%
	10-year Projected Performance Gap	**2.4% better**	**--**	**2.5% worse**

Bridge Gap Assessment

Based on anticipated revenues, the BrM software projects a 6.8% gap in Good and 5.4% gap in Poor deck area in 10 years (Table 23). This approximately translates to an annualized need of an additional ~$30 M (in 2020 USD) to achieve desired 10-year performance levels.

Table 23: NHS Bridge 10-year Performance Gap Assessment

	Bridges	Good	Fair	Poor
NHS	Reported Performance (2020)	47.9%	50.8%	1.3%
	10-Year Projected Performance (2031)	41.1%	52.3%	6.7%
	10-year Projected Performance Gap	**6.8% Worse**	**--**	**5.4% Worse**

FEDERAL 2- AND 4-YEAR TARGETS

As compared to its previous targets, ODOT has made significant progress towards reducing the percentage of Poor pavement lane miles and bridge deck area. Due to ODOT's focus on reducing the amount of assets in Poor condition, a lower performance level than expected was realized for Good conditions (Table 24). 2-year targets were not required for Interstate pavements in the prior performance period.

Table 24: Reported Performance vs. Prior 2-year (2020) Federal Targets

	Metrics	Good	Fair	Poor
Non-Interstate NHS	Reported Performance (2020)	38.4%	57.8%	3.6%
	Targeted Performance (2020)	45.0%	--	5.0%
	Observed Performance Gap	**6.6%**	--	**Attained**
NHS Bridges	Reported Performance (2020)	46.6%	51.8%	1.6%
	Targeted Performance (2020)	55.0%	--	5.0%
	Observed Performance Gap	**8.4%**	**--**	**Attained**

To update its targets, ODOT leveraged its dTIMS and BrM predictive asset management systems to generate 2- and 4-year performance forecasts, then adjusted for recently observed model accuracy. 0.5% and 0.75% annually accumulating margins of error are assumed for all pavement and bridge forecasts respectively over a 4-year period. The target values were then rounded to the nearest integer indicative of worse condition. This adjustment is based on comparing the prior 2-year (2020) projections to observed conditions: the values were within 1% of each other for pavements and within 1.5% of each other for bridges.

NHS Pavement 2- and 4-year Targets

As a result of this process, ODOT is targeting 59% Good and 3% Poor Interstate pavement lane miles for 2024 and 56% Good and 4% Poor for 2026 (Table 25).

Table 25: Federal 2- and 4-year Interstate Pavement Targets

Year	Interstate Pavement	Good	Fair	Poor
2024	**2 Year Target**	**59.0%**	--	**3.0%**
2026	**4 Year Target**	**56.0%**	--	**4.0%**

For non-Interstate NHS pavement, ODOT is targeting 41% Good and 5% Poor pavement lane miles for 2024 and 40% Good and 6% Poor for 2026 (Table 26).

Table 26: Federal 2- and 4-year Non-Interstate NHS Pavement Targets

Year	Non-Interstate NHS Pavement	Good	Fair	Poor
2024	2 Year Target	41.0%	--	5.0%
2026	4 Year Target	40.0%	--	6.0%

NHS Bridge 2- and 4-year Targets

ODOT is targeting NHS bridge deck area to achieve 43% Good and 3% Poor for 2024 and 40% Good and 5% Poor for 2026 (Table 27).

Table 27: Federal 2- and 4-year NHS Bridge Targets

Year	NHS Bridges	Good	Fair	Poor
2024	2 Year Target	43.0%	--	3.0%
2026	4 Year Target	40.0%	--	5.0%

Challenges to Meeting or Exceeding Targets

ODOT has set performance targets based on planned spending; however, future transportation performance is inherently uncertain. ODOT leverages risk management processes (detailed in Chapter 8 **Risk Management**) to help mitigate a variety of known unknowns, be it project delivery delays, extreme weather events, shifting freight patterns, financing, or other hazards. ODOT regularly revisits observed performance to help recalibrate projections and establish more meaningful targets.

CHAPTER 8

Risk Management

The future is inherently uncertain. Whether it be due to extreme weather, resource availability, modeling accuracy, or other risks, transportation performance outcomes may deviate from forecasts. By blending expert judgment with quantitative analysis, ODOT staff proactively integrate risk management strategies into their daily work to ensure continued progress towards attaining transportation goals.

INTRODUCTION

Risk management is part of ODOT's culture, permeating through its daily operations and planning efforts. This section focuses on risks specifically related to asset management that could impact attainment of NHS preservation goals. Uncertainty around risk categories including highway safety, external threats, future funding, information and decision making, business and operations, and management risks - including cost or schedule overruns - all have the potential to affect the success of ODOT's asset management actions and strategies. However, ODOT has plans in place to manage and monitor these risks and reduce their potential impact.

This chapter discusses how ODOT identifies, prioritizes, mitigates, and monitors risks related to the TAMP to proactively address uncertainty and minimize potential adverse effects and costs.

RISK MANAGEMENT APPROACH

Working together, ODOT staff throughout the organization comprehensively assess risk using the best available data. ODOT executives and senior-level staff provide strategic direction and ensure adherence to the following risk-based transportation asset management framework:

- identify & assess risks – collectively brainstorm risks to system performance with asset owners and stakeholders, identify assets with a history of being repeatedly damaged by extreme weather, and assess the likelihood and impact(s) of identified risks;
- evaluate & prioritize risks – evaluate the priority level associated with likelihood and impact;
- manage & mitigate risks – establish management strategies including development of mitigation plans for top priority risks; and
- monitor risks – assign monitoring responsibilities.

Identifying & Assessing Risks

In an era of increasingly frequent and intense extreme weather, multinational conflicts and a pandemic disrupting the global supply chain, growing cybersecurity threats, and emerging vehicle technologies that may affect future motor fuel tax revenues, risk management is more pertinent than ever to transportation asset management. Within that broader context, ODOT asset managers have identified six core risk categories which have the potential to impact the success of ODOT's asset management objectives and strategies: i) safety, ii) external threats, iii) finances, iv) asset information and decision making, v) business and operations, and vi) projects and programs. The associated risks identified with each category and a corresponding assessment are provided in the following subsections.

Safety

Risks

As ODOT's primary goal, safety considerations are pervasive throughout all transportation programs and operations. As pertaining to asset management, four types of highway safety risks exist: i) crashes necessitate the need for asset repairs (e.g., vehicle/barge collisions with bridge piers), ii) asset improvements inadvertently introduce new safety hazards (e.g., smoother pavements increase vehicle speeds leading to more severe crashes), iii) construction crews are exposed to traffic while delivering asset improvement projects, and iv) asset deterioration necessitates posting load restrictions or closing a facility.

Assessment

Beyond the tragic human toll of crashes, safety hazards can impact the state's economy and ODOT's ability to deliver the anticipated benefits of scheduled asset management activities. Design guidelines and policies may also shift over time necessitating new requirements to install safety countermeasures in conjunction with asset management activities and/or requiring adherence to new geometric standards and materials.

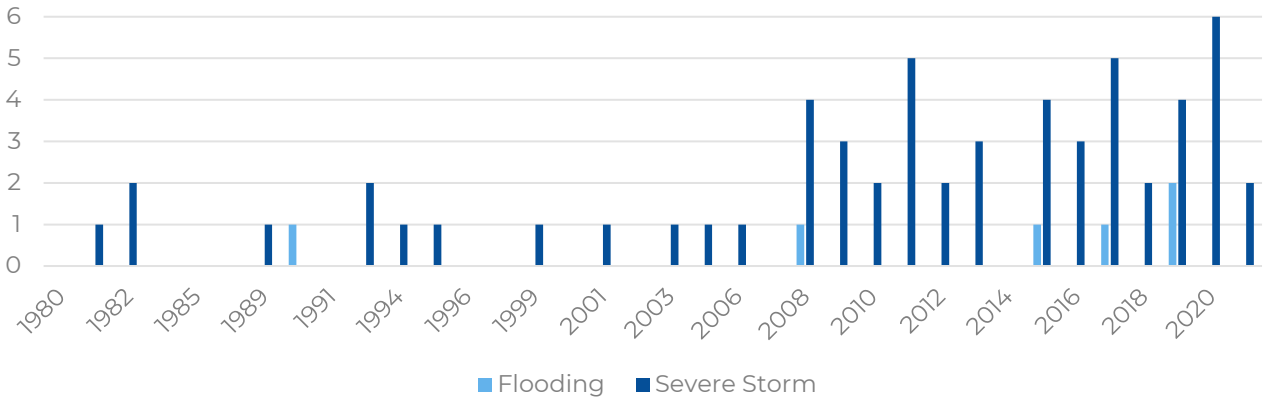
If asset management project selection and delivery processes do not adequately consider safety needs, potential impacts, and requirements, then ODOT risks leaving safety needs unaddressed or having project delivery delayed or interrupted by unexpected safety considerations or requirements.

External Threats & Resiliency

Risks

Oklahoma has experienced increasingly frequent billion-dollar+ extreme weather events over the past decade (Figure 24), and the risk of such events including flooding and tornados is not expected to decrease in the near future.

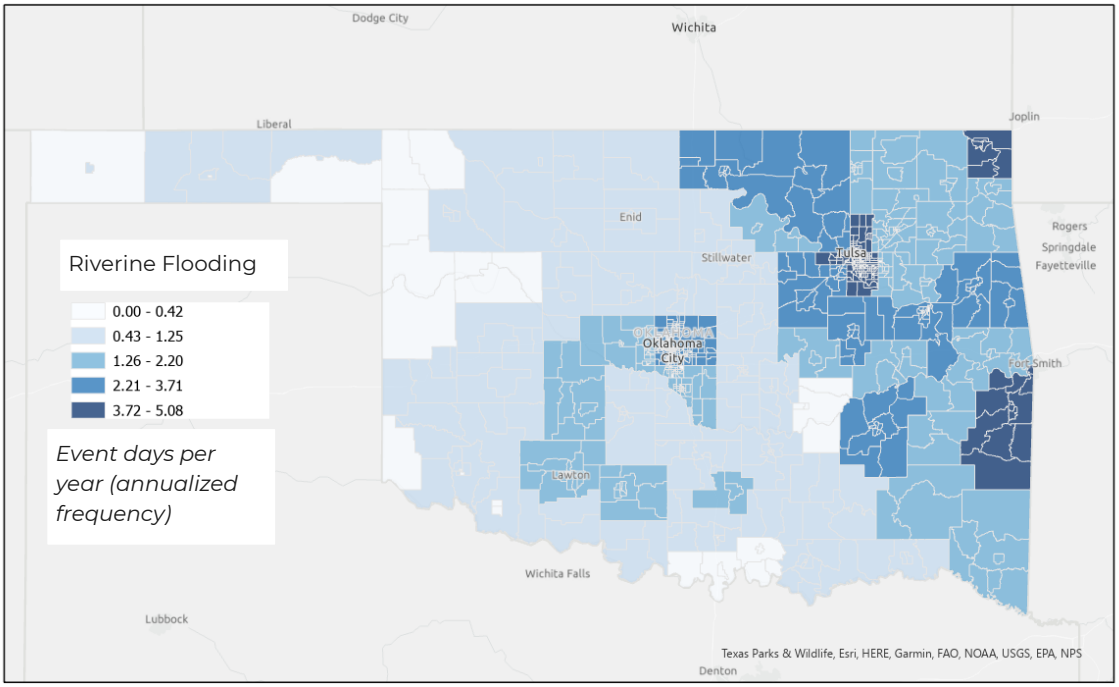
Figure 24: Billion-Dollar Disaster Events in Oklahoma from Flooding and Severe Storms, 1980 to 2021 (Inflation Adjusted)



Source: National Oceanic and Atmospheric Administration (NOAA)

Historically, different types of extreme weather events happen more frequently in some areas of Oklahoma and thus pose a higher risk to transportation assets in those regions. Central and Eastern Oklahoma experience more frequent flooding events than Western Oklahoma due to the Neosho, Arkansas, Oklahoma, and Canadian Rivers (Figure 25) based on data collected between 1996 and 2019.

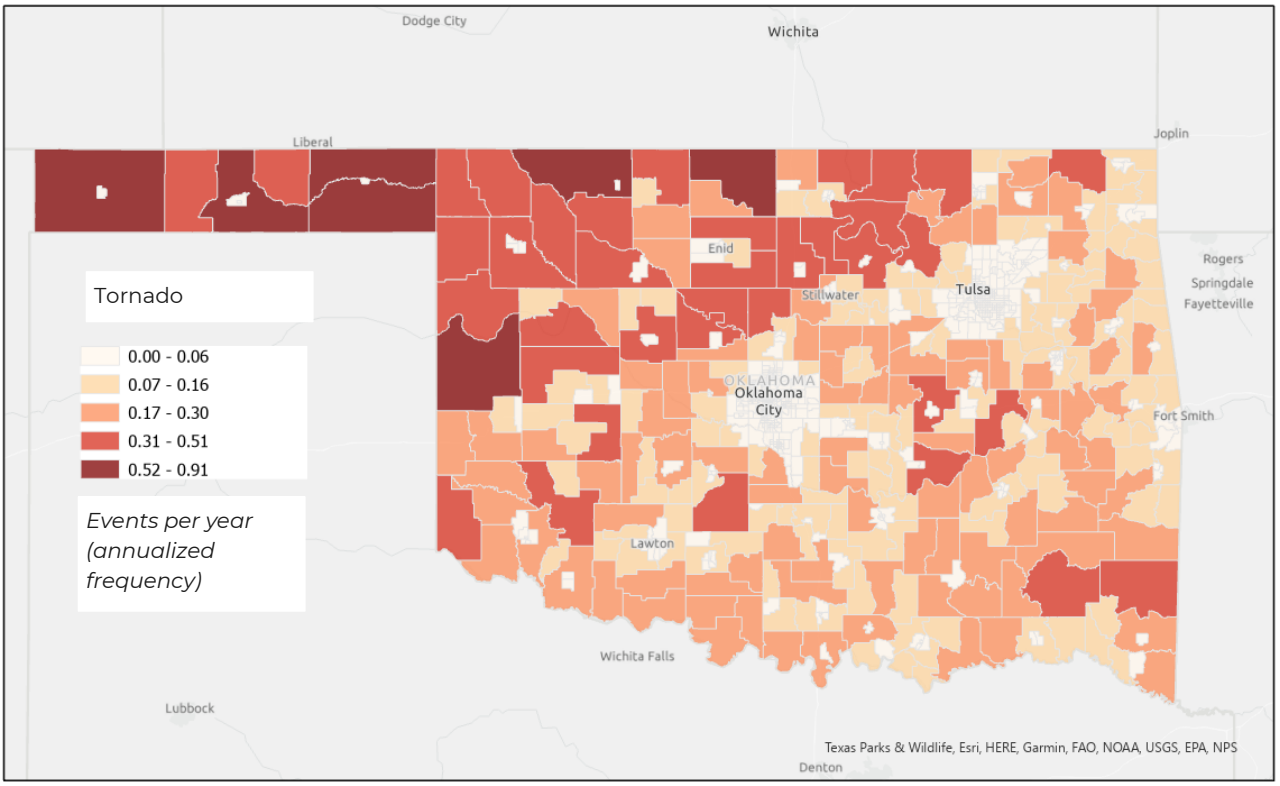
Figure 25: Annualized Frequency of Riverine Flooding in Oklahoma



Source: FEMA National Risk Index

On the other hand, Western Oklahoma is drier and has historically experienced little riverine flooding; however, the panhandle and northwest Oklahoma have had tornados more frequently than other areas of the state (Figure 26).

Figure 26: Annualized Frequency of Tornados in Oklahoma

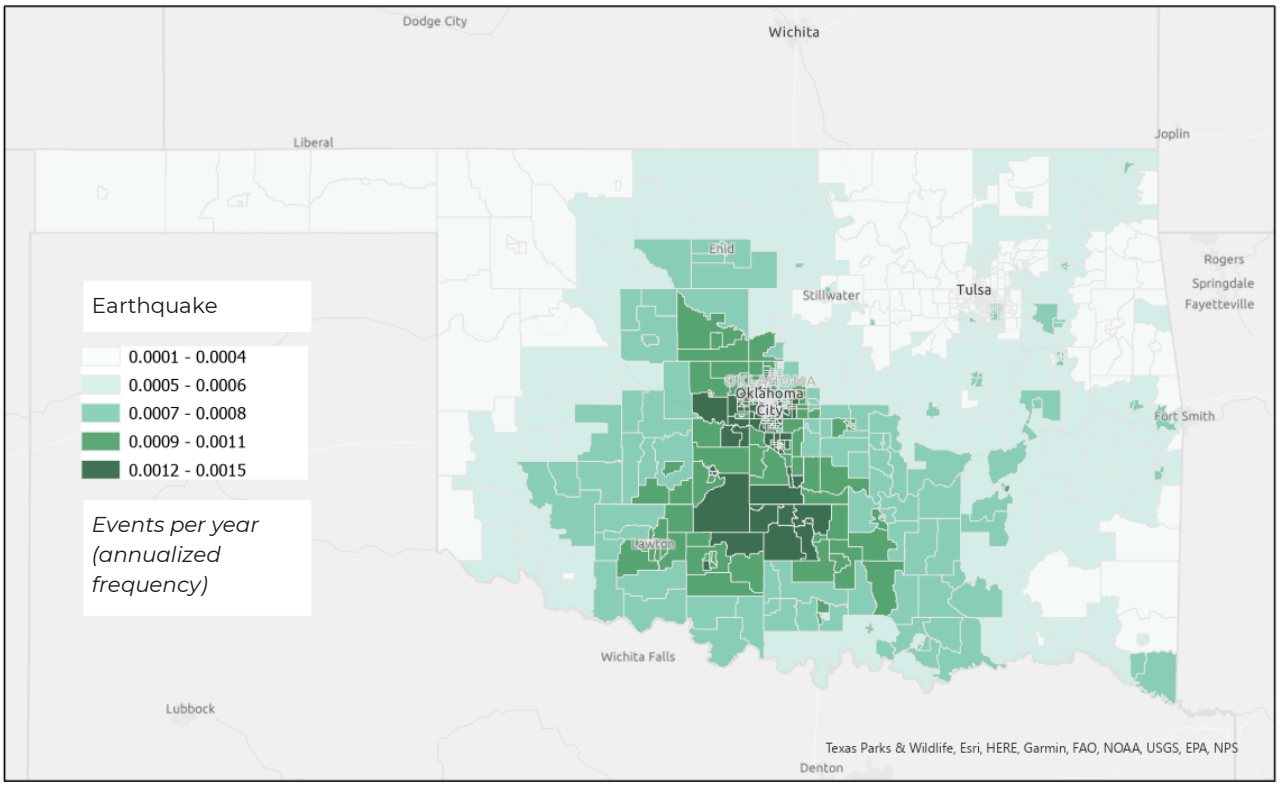


Source: FEMA National Risk Index



In addition, seismic events are not uncommon in Oklahoma; while the number of seismic events with a magnitude greater than three has declined since a spike in 2016, they still pose a threat to ODOT's transportation assets. Central Oklahoma, including Oklahoma City, has historically experienced the highest frequency of earthquakes (Figure 27).

Figure 27: Annualized Frequency of Earthquakes in Oklahoma



Source: FEMA National Risk Index

In addition to natural disasters, other external threats such as terrorism or other security threats may cause unexpected damage to highways or bridges.

Assessment

If assets are damaged by extreme weather, seismic events, terrorism, or other security events, then ODOT may be required to divert funds from other planned investments to repair the damaged assets. If funds are diverted from planned asset management projects, ODOT may not be able to achieve its forecasted asset condition targets. In addition, assets damaged by external events may disrupt the movement of people and goods if redundant routes are not available or assets are not appropriately prioritized for repair.

Finances

Risks

ODOT's long term budget is based on best-available information about future funding sources and revenue streams. However, the anticipated needs of the transportation system exceed the amount of funding that is expected to be available (see Chapter 7, **Performance Gap Assessment**).

Many factors out of ODOT's control can influence the amount of funding that ODOT receives for its programs (see Chapter 5, **Financial Plan** for additional details). For example, economic downturns may impact state and federal tax revenues and legislative decisions, or changes in travel behavior or increases in the amount of electric or hybrid vehicles could reduce fuel tax revenues. Future changes to state and/or federal regulations could result in funds being diverted away from transportation. In addition, cost inflation can reduce the buying power of future ODOT funding or revenue.

Assessment

If transportation funding needs are unmet and projects cannot be programmed to address all needs, then the performance or condition of transportation system assets may be negatively impacted. As asset conditions worsen, it becomes more expensive to correct an asset which has deteriorated into Poor condition than to proactively maintain an asset in good condition (see Chapter 4, **Life Cycle Planning**) so overall long-term costs may increase.

Asset Information and Decision Making

Risks

High quality modeling, forecasting and project selection based on accurate and complete asset inventory and condition information is critical to the success of ODOT's asset management activities. Inaccurate or incomplete data could result from insufficient quality controls or data validation processes, outdated technology systems, among other causes. Additionally, the models used in bridge and pavement management systems must be calibrated over time.

In addition to data about ODOT's assets, forecast models must also have accurate and up-to-date assumptions about the factors impacting asset condition, such as the potential for increased damage from flooding or scour events, or increased truck loading.

Assessment

If asset management systems have incomplete or poor-quality data about assets and assumptions, or models are not calibrated properly, then ODOT's predictive models may not accurately forecast future conditions. Since ODOT uses future condition forecasts to prioritize and optimize needed asset management work, incomplete or inaccurate data may make it less likely for ODOT to achieve its predicted or planned asset condition improvements.

Business and Operations

Risks

Effective business functions related to workers' safety and health, inventory, purchasing and contracting, and coordination and communication (both internal and external) are key to successfully implementing ODOT's asset management processes. Employees and contractors must be able to complete their work as safely and efficiently as possible, following clearly documented guidelines for safety, inventory control, purchasing and contracting. ODOT's divisions, asset groups, and work units have to effectively coordinate and communicate with each other and external

stakeholders. Additionally, information technology systems and ODOT data could be at risk of cybersecurity incidents.

Assessment

If existing or new processes are not appropriately documented and communicated to employees or contractors, then ODOT may unintentionally deviate from its plans for worker safety and asset management activities and not be able to complete needed work safely and efficiently. If ODOT does not have a robust system for contract and inventory management, then theft, misuse, or inaccurate data about program costs may become more likely. Also, if internal and external stakeholders are not coordinated, ODOT may miss opportunities to improve efficiency, share important information or insights, or communicate its successes or needs. Finally, cybersecurity breaches of ODOT's technology systems could put critical information at risk of corruption.

Projects and Programs

Risks

Selecting the 'right' project and delivering that project at 'right' time is imperative to maximizing the benefits of asset management projects. Scoped improvements have a limited window of viability lest a more intensive – and costly - treatment be necessitated due to delay. In addition to schedule delays, there is a risk of cost overruns due to unanticipated site conditions and increases in material prices due to inflation or other supply chain issues. On the programmatic side, risks include future revenue availability for asset treatments and sufficient contractor availability to deliver all scoped projects.

Assessment

If projects or programs experience cost/ time overruns or funding changes or restrictions, then ODOT may not be able to complete its asset management work on time or within expected costs, which could impact its ability to achieve asset condition targets within the specified time frame. In addition, restrictive designated funding can limit ODOT's flexibility to address needs optimally within existing programs. Inconsistent program sizes can further exacerbate the ability of contractors to prepare resources for bidding on and completing additional projects so as to realize anticipated performance improvements from asset treatments.

Evaluating & Prioritizing Risks

ODOT has evaluated its identified risk categories by likelihood and impact, as shown in the risk matrix shown in Figure 28 to identify priority risks.

Figure 28: Transportation Asset Management Risk Matrix

Impact		Likelihood: Rare Less than once every 10 years	Unlikely Once in more than 3 but less than 10 years	Likely Once between 1>3 years	Very Likely Once a year	Almost Certain Several times a year
Catastrophic	Potential for multiple deaths & injuries, substantial public & private cost.	Medium	Medium	High	Very High	Very High
Major	Potential for multiple injuries, substantial public or private cost and/or foils agency objectives.	Low	Medium	Medium	High	Very High
Moderate	Potential for injury, property damage, increased agency cost and/or impedes agency objectives.	Low	Medium	Medium	Medium	High
Minor	Potential for moderate agency cost and impact to agency objectives.	Low	Low	Low	Medium	Medium
Insignificant	Potential impact low and manageable with normal agency practices.	Low	Low	Low	Low	Medium

Finances were evaluated to be high risk priority, followed by highway safety, external threats, information and decision making, and projects and programs as medium risk priority. Business and operations risks were evaluated to be low risk priority (Figure 29).

Figure 29: Prioritized Risk Categories

High	Medium				Low
					
Finances	**Highway Safety**	**External Threats**	**Information & Decision Making**	**Projects and Programs**	**Business & Operations**

Managing Risks

ODOT leverages policies, programs, partnerships, data, and technology to manage the risks directly related to asset management performance and increase the likelihood that ODOT will achieve its asset management targets and objectives.

Safety

Safety is ODOT's primary priority; therefore, ODOT has developed a safety-focused asset management program which proactively applies asset management techniques to ensure the safe operation of highway and bridge assets. This includes a network screening for safety hotspots for consideration within asset management, rehabilitation, or upgrade programs; posting bridges for load; ensuring proper skid resistance on road surfaces; and corrective actions as necessary to maintain assets' structural integrity. ODOT is also identifying priority corridors which may require more conservative design models. ODOT also considers safety-related benefits and costs as part of asset management decisions and project prioritization, and coordinates with safety analysts to identify and include appropriate safety countermeasures in asset management projects in the project development stage. To address risks related to vehicle or barge hits, ODOT is revising design standards including raised bridges and drilled shafts, as well as pursuing insurance reimbursement. In addition, ODOT evaluates new or equal products related to safety by assessing the likelihood and consequences of product failure, and by proposing conditional use demonstration or experimental projects for monitoring and evaluation. Finally, at the department level, ODOT is modernizing its crash data collection and analytics systems.

External Threats & Resiliency

To reduce the impact of the risks posed by external environmental threats, ODOT has incorporated the potential impacts of environmental conditions and extreme weather into its long-term planning by assessing external risks to existing assets and developing infrastructure inspection, replacement and retrofit programs to mitigate identified risks. ODOT also has processes to incorporate resiliency into its design standards and can identify and validate redundant routes or detours using GIS software when identifying candidate projects.

When specific external threats occur, ODOT has identified several strategies to respond quickly and efficiently to restore reliable movement of goods and people. For example, ODOT utilizes ShakeMap Broadcast (ShakeCast) to prioritize its response to earthquakes or other seismic events in Oklahoma. In the event of seismic activity, ShakeCast automatically retrieves a ShakeMap from the U.S. Geological Survey (USGS) server and compares the measured shaking intensity against bridge fragility curves which estimate the probability of "exceeding a given damage state as a function of the ground-motion intensity." Within 20 minutes after a seismic event, ShakeCast alerts each of ODOT's District Response Lead and other designated personnel to each event's potential damage to state-owned bridges categorized as slight, moderate, extensive, or complete damage.

ODOT uses ShakeCast data to prioritize bridge inspections after seismic events, identify if additional inspection crews are required, and prioritize asset repairs. The primary goal of inspections is to evaluate the actual extent of damage to bridges and determine whether a bridge is safe and functional.

While Oklahoma has no locations of repeated emergency declaration, it does experience flooding somewhat regularly due to its geology, watersheds, and weather conditions. ODOT has a variety of policies, strategies, and practices in place to design assets with flooding in mind, monitor at-risk

structures, ensure traveler safety and access during flooding events, inspect structures after flooding, repair or reconstruct damaged assets, and prepare for potential large-scale events.

ODOT has design standards to build resilient bridges; for example, drilled shafts with minimum elevations below the rock layer to maintain structural stability, and girders designed to maintain bridge alignment when floodwater puts pressure on the side of the bridge. In addition, ODOT designs appropriate roadways near bridges to include dips ("fuse plugs") in approach road or embankment to redirect floodwater to controlled locations before it overtops the bridge during flood events above design standards.

ODOT regularly inspects its bridges to monitor their condition and identify potential resiliency issues. ODOT conducts traditional "bridge and box" inspections every two years and performs underwater bridge inspections on a five-year cycle. Field Divisions are responsible for addressing issues such as debris buildup.

ODOT identifies which assets are most vulnerable to flooding impacts such as overtopping. When extreme weather or flooding is predicted, ODOT works with the U.S. Army Corps of Engineers (USACE) to identify and preemptively close locations where overtopping is likely to occur. ODOT alerts travelers to road closures and detours or redundant routes before the flood event and coordinates with evacuation routes, if necessary. Locations that are frequently closed due to flooding or designed overtopping are well-known to Field District Engineers, who are prepared to alert travelers with permanent signs and detours on redundant routes. Monitoring flooding locations and pre-emptively directing travelers to redundant detour routes helps ensure traveler safety during flood events.

After storm and flooding events, ODOT reviews how well assets performed in terms of resiliency and analyzes whether standards or processes should be updated in response to similar events.

Finally, ODOT works with partners including USACE to participate in Risk Mock Drills to prepare for other extreme yet infrequent events such as earthen dam failures.

In addition, ODOT participates in operational and emergency response programs designed to react and recover from vehicle accidents or terrorism events.

Finances

ODOT works with the Oklahoma legislature to communicate the impact of potential changes in state revenues and has been developing dashboards to facilitate communications with the public and elected officials. To reduce the amount of uncertainty in future funding and finances, ODOT leverages programs which forecast changes in revenue and costs, and which optimize the impact of available funds for asset management. In addition, ODOT is exploring innovative financing opportunities for asset management programs.

Information And Decision Making

ODOT and its contractors document and use robust quality control procedures for inspection programs to collect and validate asset inventory and condition data (see Chapter 4, **Life Cycle Planning** for details on data collection and management). In addition, ODOT periodically reviews and updates model assumptions, such as estimates of truck loading and flooding or scour events. ODOT utilizes a scour flag in its bridge management system which downgrades condition based on scour criticality. ODOT also uses USGS data related to historical flood levels to assess flood risk and identify appropriate design minimums for each project depending on cost and availability or

robustness of detours. Finally, ODOT has specified intervention levels for asset management to ensure the appropriate treatments are applied at the right time to optimize costs and benefits. ODOT also uses cross-discipline information to continually improve its data-driven project selection processes based on comprehensive needs, which helps ensure that ODOT selects the appropriate projects to meet its objectives and targets.

To mitigate cybersecurity risks, ODOT uses enterprise data management programs, strategies, and IT solutions which emphasize risk prevention, preparedness, and recovery.

Business And Operations

ODOT has established a “safety first” culture by holding routine safety meetings, documenting safety and standard operating procedures, and providing workforce and work site safety training.

ODOT also uses robust systems and tools to manage its workforce, equipment, inventory, and contracts. These programs reduce the risks of misuse, theft, unnecessary storage costs, all of which can lead to inaccurate estimates of program costs. ODOT is also reviewing and updating its internal business systems to increase efficiency.

Projects And Programs

Project and program management are addressed through a variety of existing systems and processes, including contingencies built into project costs and project bundling. E-construction systems are also being updated and combined with paperless processes and management practices to improve the efficiency of project delivery. ODOT also applies realistic interest rate assumptions to its programs. In addition, ODOT is developing project status dashboards to transparently share project-related information.

Monitoring Top Priority Risks

Risk management at ODOT is an enterprise-wide effort leveraging the unique knowledge and capabilities of diverse staff. Risk monitoring assignments are made based on each unit's subject matter expertise, as detailed in the following summary of staff responsibilities.

- Executive Leadership and management responsible for monitoring outreach, communication, and education efforts regarding regulatory changes and how they might change how funding is allocated within ODOT operations.
- The Oklahoma Transportation Cabinet created a Cabinet Level Strategic Communications team to communicate to stakeholders about the value of asset management to communicate the implications of funding being diverted to other uses. These staff will also educate the public about the financial consequences of vehicles hitting bridges, working to reduce the financial impacts of those collisions.
- Executive Leadership, financial leaders, and field districts monitor ongoing communication with legislators to make them aware of how falling revenue from the energy industry could lead to falling revenue for ODOT operations.

Offices throughout ODOT strengthen their relationships with other state offices (e.g., Office of Management and Enterprise Services) and with FHWA. Offices will also work towards acquiring expertise in new technologies such as autonomous vehicles and work on replacing old technology.

TRANSPORTATION ASSETS REPEATEDLY DAMAGED BY EMERGENCY EVENTS

Coinciding with risk monitoring activities, ODOT assigns special coding to FHWA Emergency Relief (ER) projects in effort to maintain a list of facilities that have been repaired and reconstructed due to a federally declared disaster event. ODOT and FHWA work together in tracking these federally declared disaster events while inspecting and addressing any site on the National Highway System that meet the criteria set forth in 23 CFR 667. For locations on the SHS and NHS, ODOT tracks (ER) projects performed on state-controlled facilities. Since 2008, ODOT has had no sites on the NHS that have repeatedly met the criteria to be reported for 23 CFR 667 as a result of a federally declared disaster event.

Appendix A

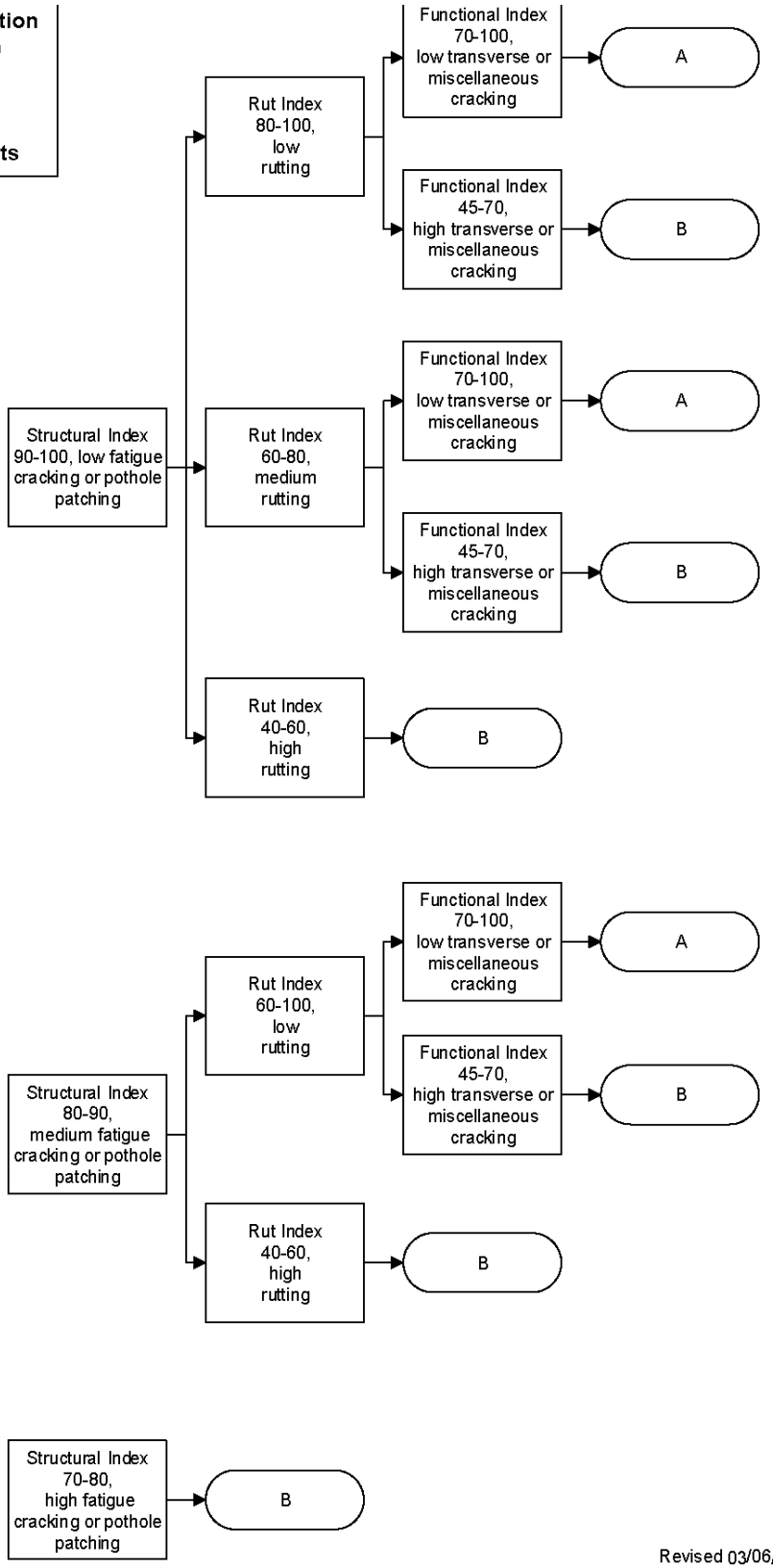
Oklahoma Department of Transportation
Pavement Preservation Projects (3P)
Decision Tree

All Traffic Volumes
AC or Composite Concrete Pavements

Minimum Index Values for 3P
Structural 70
Rut 40
Functional 45

Treatment Level A Options
Chip Seal (<8,000 AADT)
Microsurface
Thin Overlay 1"-2"
UTBWC

Treatment Level B Options
Medium Overlay 2"-3"
Hot In-Place Recycle (HIR)
HIR Cap with UTBWC
HIR Cap with Overlay 1-2"
Milling (with surface treatment)



Revised 03/06/2017

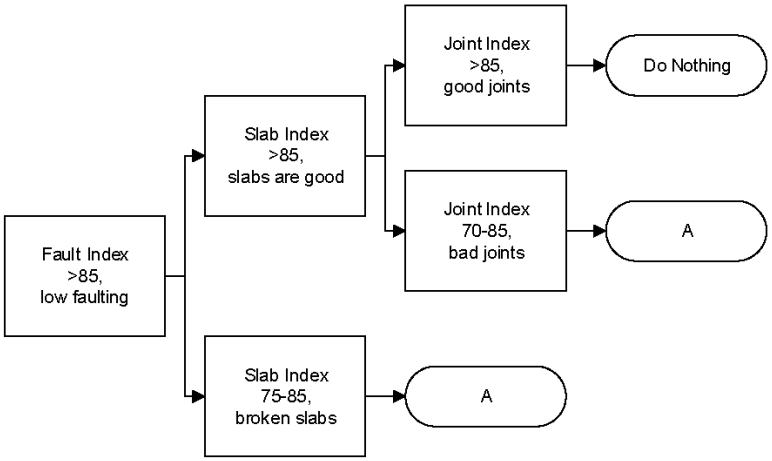
Oklahoma Department of Transportation
Pavement Preservation Projects (3P)
Decision Tree

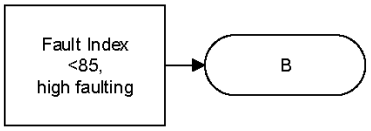
All Traffic Volumes
Jointed Concrete Pavements

Min. Index Values for 3P
Slab 75
Joint 70

Treatment Level A Options
Patching

Treatment Level B Options
Patching
Dowel Bar Retrofit
Diamond Grinding





Revised 03/6/2017

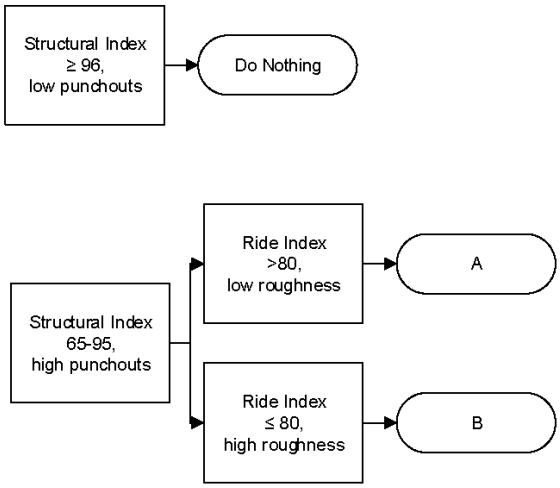
Oklahoma Department of Transportation
Pavement Preservation Projects (3P)
Decision Tree

All Traffic Volumes
Continually Reinforced Concrete Pavements

Min. Index Values for 3P
Structural 65

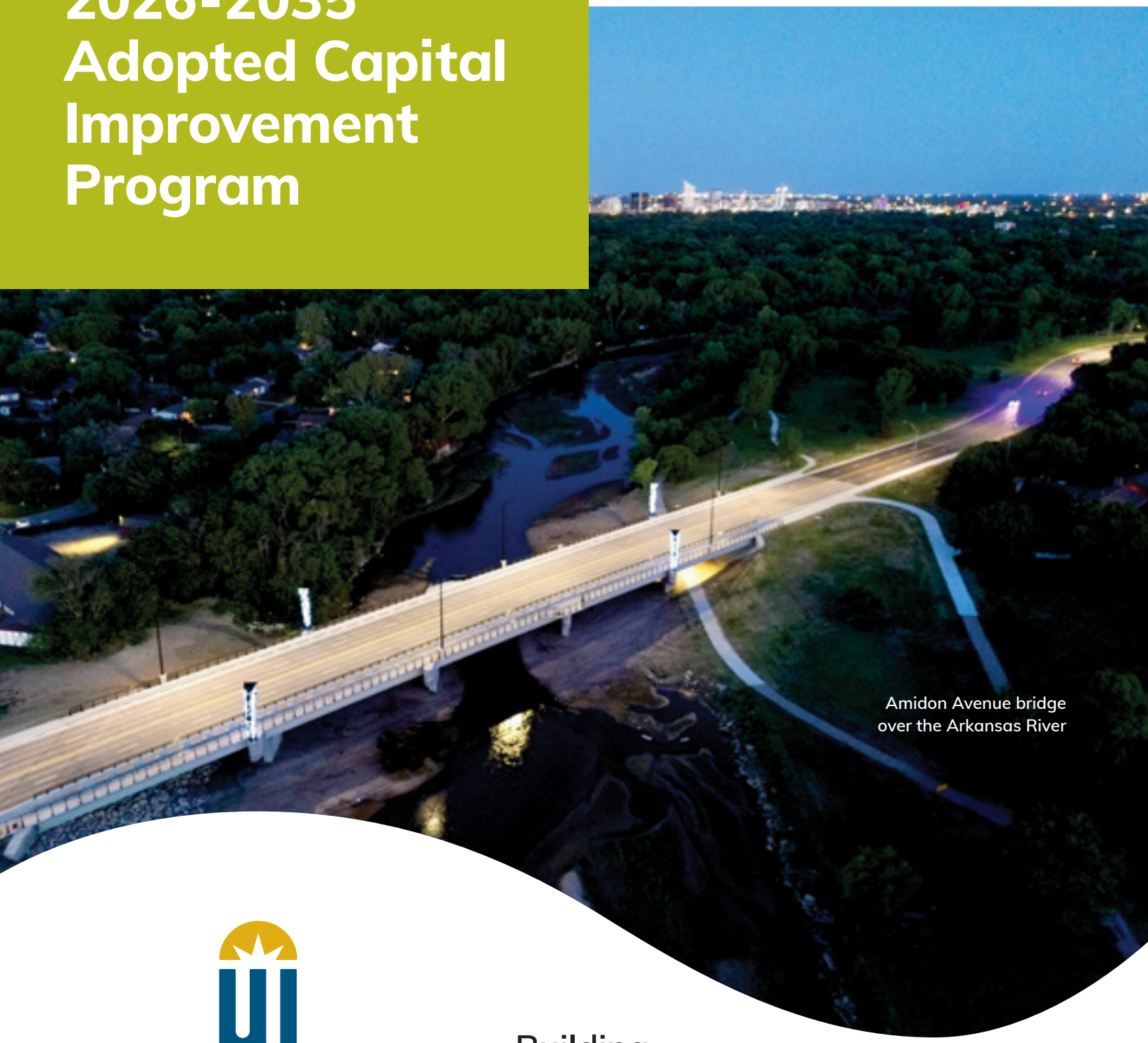
Treatment Level A Options
Full-Depth Punchout Repair

Treatment Level B Options
Full-Depth Punchout Repair
Diamond Grinding



Revised 03/06/2017

2026-2035 Adopted Capital Improvement Program



Amidon Avenue bridge over the Arkansas River

CITY OF WICHITA

Building Dependable Infrastructure


CITY OF
WICHITA

City of Wichita, Kansas

2026-2035

Adopted Capital Improvement Program

Our Vision.

The City of Wichita is a leading-edge organization serving a dynamic community.

Our Mission.

As an exceptionally well-run city, we will:

- Keep Wichita safe,
- Grow our economy,
- Build dependable infrastructure and
- Provide conditions for living well.

Our Values.

We anchor our work in our core values of trust and service.

Trust Means:

- **Respect** - Demonstrating courtesy and regard for all
- **Empowerment** - Having freedom to make informed decisions
- **Ethics** - Being above reproach in our actions
- **Stewardship** - Being a guardian of the resources provided by those we serve
- **Integrity** - Honoring our commitments and making our word our bond
- **Engagement** - Having authentic conversations and ensuring all voices are heard
- **Family** - We are in this together and care for one another

Service Means:

- **Professionalism** - Following standards and best practices
- **Innovation** - Achieving continuous improvement through experimentation and high performance
- **Excellence** - Delivering high quality and effective service
- **Equity** - Providing excellent service to everyone

Table of Contents

Introduction — Page

Title Page with Mission Statement 1
Table of Contents 2
CIP Highlights 3
Government Finance Officers Association Award 4
City Overview 5
Organization Chart 6
Wichita City Council District Map 7
Wichita Elected Officials 8
Directory 9
Guide to the Capital Improvement Program 11

City Manager's Policy Message

City Manager's Policy Message 15
Policy Issues 22
CIP Implementation 28
CIP Budget Process 30

Financial Summaries

Revenue and Expenditure Summaries 33
Financial Plan - Debt Service Fund 38
Financial Plan - Local Sales Tax Fund 42
Financial Plan - Tourism and Convention Fund 44
Financial Plan - Airport Fund 46
Financial Plan - Stormwater Utility Fund 48
Financial Plan - Sewer Utility Fund 50
Financial Plan - Water Utility Fund 52

Detailed Project Listing

Airport 56
Bridges 58
Freeways 60
Heavy Equipment 62

Detailed Project Listing (continued) — Page

Park and Recreation 64
Public Facilities 68
Public Safety 72
Sewer 76
Special Assessments 80
Stormwater 82
Streets 84
Transit 90
Water 92

Ongoing Project Summaries

On-going Projects Revenues and Expenditure Summaries 101
Airport 104
Bridges 106
Freeways 108
Heavy Equipment 110
Park and Recreation 112
Public Facilities 116
Public Safety 118
Sewer 120
Stormwater 122
Streets 124
Water 128
Ongoing Public Art 134

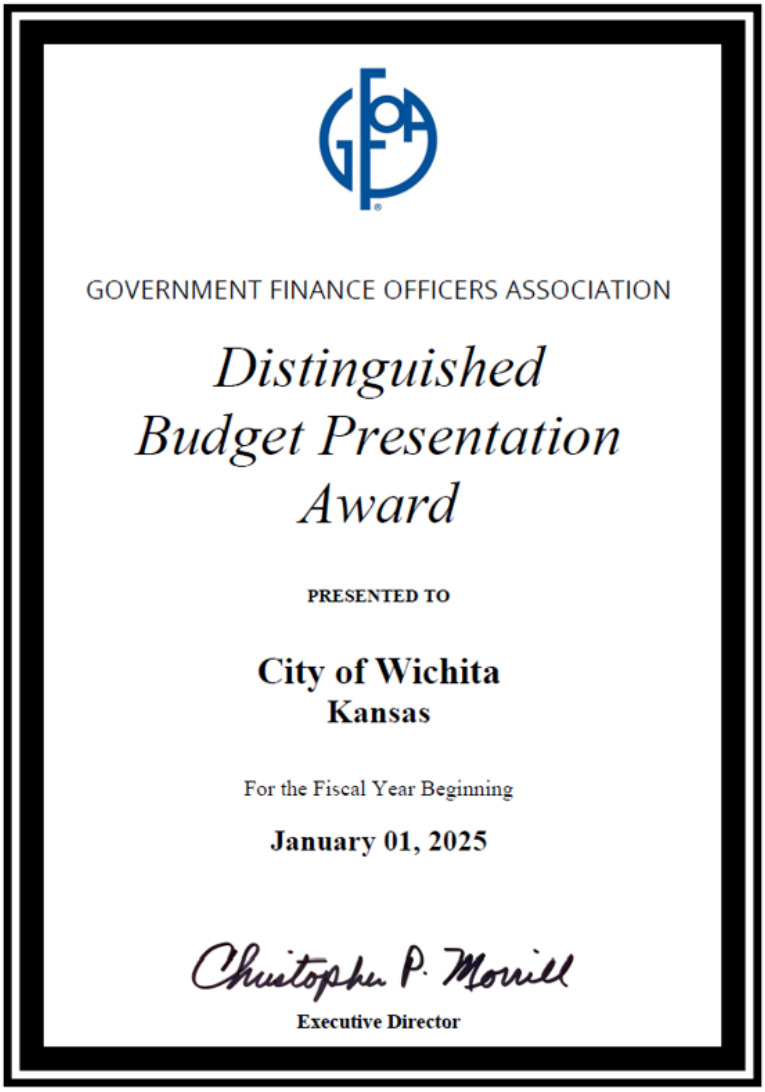
Appendix

City Strategic Plan 135
City Council Policy 2 - Financing of Public Improvements 149
City Administrative Regulation 2.8 - CIP 151
City Ordinance 41-815 - Sales Tax Revenues 153
K.S.A. 10-308 - 10-310 et seq. - Debt Limit Law 154
Public Art Amounts 156
Glossary 158

2026-2035 CIP Highlights

The 2026-2035 CIP is guided by the overall spending priorities and guidelines of the Community Investments Plan and allocates funding to projects aligned with the City's Strategic Plan.

- **The Adopted CIP focuses on maintenance projects, consistent with the Community Investments Plan.** Over one half of the CIP is allocated to maintenance projects. This is consistent with the City's goal of building and maintaining dependable infrastructure, and it extends the life of existing assets.
- **Projects are aligned to priority areas outlined in the Community Investments Plan.** The CIP includes over 50% of funding aligned to "very high" priority areas identified in the Community Investments Plan. Projects are also consistent with strategies based on the City's pillars and goals: keeping Wichita safe; providing conditions for living well; growing the economy; and building and maintaining dependable infrastructure.
- **Street pavement maintenance efforts are emphasized, with a total of $194.5 million included in the CIP.** Total annual funding will rise from $14 million in 2026 to $22 million by 2035. This is consistent with community priorities. An additional $11 million is added to total Street Pavement Maintenance expenses compared to the prior 10-year CIP. An additional $100,000 annually was added to Supplemental Concrete Street Pavement Mitigation. This additional street pavement funding will address priorities identified in community surveys and engagement.
- **To support public safety strategies, over $197.7 million is included.** The CIP supports emergency response strategies by including funding for fire trucks and related equipment, new fire stations, new police stations, and other public safety equipment. Over $31 million has been added to address Police equipment, vehicles and infrastructure priorities identified by Wichita Police Department leadership.
- **Transient Guest Tax funds totaling $43 million will enhance cultural facilities.** This represents an increase of $10 million over the prior CIP to address deferred maintenance.
- **Local Sales Tax (LST) funding is shifting from freeway projects to arterial streets.** A total of $14 million in LST funding is included for the completion of US 400 from K-96 to the eastern City limits and the expansion of the K-96 freeway. Most local sales tax funding, $457 million, is now focused on arterial City streets, prioritizing maintenance of existing streets.
- **Debt levels are rising relative to projected revenues, but remain within target ranges.** City debt is projected to increase over the 10-year planning period. At this time, projected debt remains within appropriate City target ranges, however this will be closely monitored and adjusted as necessary dependent on annual revenue projection updates.
- **Over $10 million is included to fund public art associated with capital projects.** This art funding has been embedded in project budgets identified in coordination with the Design Council, with additional funding that is not yet specifically assigned to projects being held in reserve.



The Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to the **City of Wichita, Kansas** for its annual budget for the fiscal year beginning **January 1, 2025**.

In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as an operations guide, as a financial plan, and as a communications device.

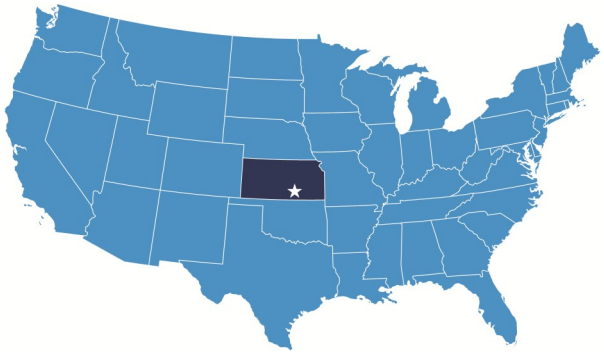
The award is valid for a period of one year only. The current budget continues to conform to program requirements, and it will be submitted to GFOA to determine its eligibility for another award and further recognition.

The City of Wichita has earned the Distinguished Budget Award for 37 consecutive years. Additionally, the GFOA Triple Crown designation recognizes governments that have received the Certificate of Achievement for Excellence in Financial Reporting, the Popular Annual Financial Reporting Award, and the Distinguished Budget Presentation Award. The City of Wichita has received all three awards from 2009 through 2023.



Location

Wichita, the largest city in Kansas, with a population of 400,991, is the county seat of Sedgwick County.[1] Major highways, including the Kansas Turnpike and Interstate I-135, link the City with a large trade area that encompasses a population of more than 1.2 million people within a 100-mile radius.[2] The nearest large cities are Denver to the west, Kansas City to the northeast and Oklahoma City and Tulsa to the south and southeast.



Historical Background

Wichita became a town in 1868, was incorporated in 1870 and became a city of the first class in 1886. The original stimulus to the City's economic development was the extension of the Santa Fe Railway into Wichita in 1872. The City's early growth paralleled the expanding agricultural productivity of the Central Plains States, and by 1900 the City was an important regional center for the processing of agricultural products and the distribution of farm equipment. In 1914, the discovery of oil broadened the economic base, drawing to the City's numerous services, distributive enterprises and metalworking industries. From the earliest days of the aircraft industry, Wichita was a leading producer of general aviation and commercial aircraft.

Business and Industry

region more than equaled the wealth formerly generated by the cattle trade, and Wichita became a trade and milling center. In 1914, the discovery of oil broadened the economic base, drawing numerous services, distributive enterprises and metal-working industries. Wichita was the headquarters of the former Derby Oil Company, which was purchased by Coastal Corporation in 1988.

In the 20th century, aircraft pioneers such as Clyde Cessna, Walter Beech and Bill Lear began projects that would lead to Wichita's establishment as the "*Air Capital of the World.*" In 1917, the Cessna Comet was the first airplane that was manufactured in Wichita. Cessna and Beechcraft remain based in Wichita today, along with Learjet and Spirit AeroSystems, which is being acquired by Boeing. Airbus maintains a workforce in Wichita. Since the growth of the aircraft industry began during the inter-war years, Wichita has been a leading producer of general aviation and commercial aircraft. McConnell Air Force Base was activated in 1951 and has remained an important factor in the community.

Wichita has long been a center for entrepreneurship. In addition to aircraft pioneers, Fred Koch founded Koch Industries in Wichita and Dan and Frank Carney founded Pizza Hut. Coleman, Freddy's Frozen Custard, and many other successful companies began in Wichita.

Quality of Life

Wichita has evolved into a cultural and entertainment center. The downtown district offers restaurants, retail shops, museums and parks. INTRUST Bank Arena, located in downtown Wichita, features a total potential capacity of over 15,000.[3]

Several universities are located in Wichita, the largest being Wichita State University. Wichita State University was founded as Fairmount College in 1895 as a municipal university, and joined the State Board of Regents system in 1964. Friends University, Newman University, and University of Kansas School of Medicine are also located in Wichita.

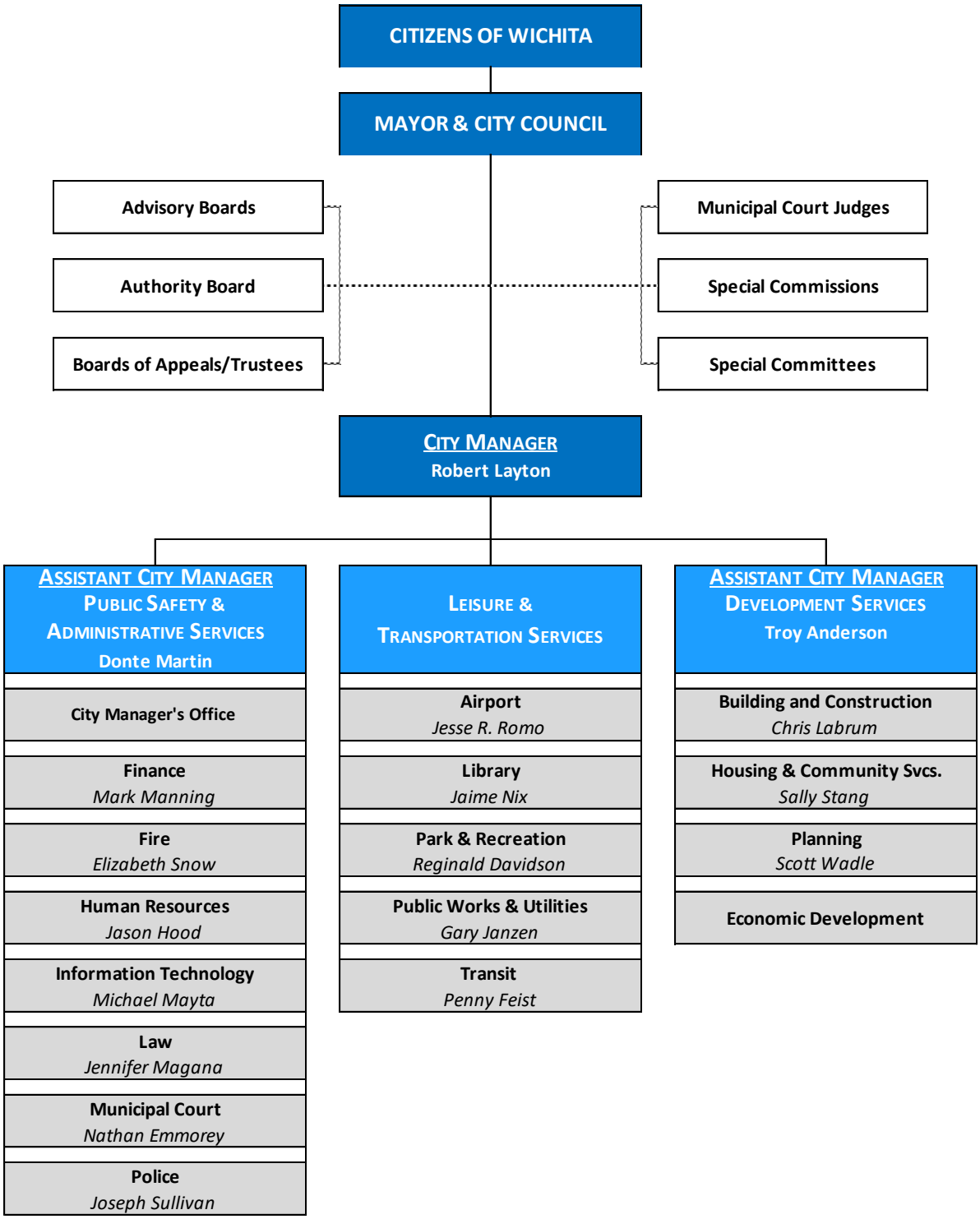
The Government

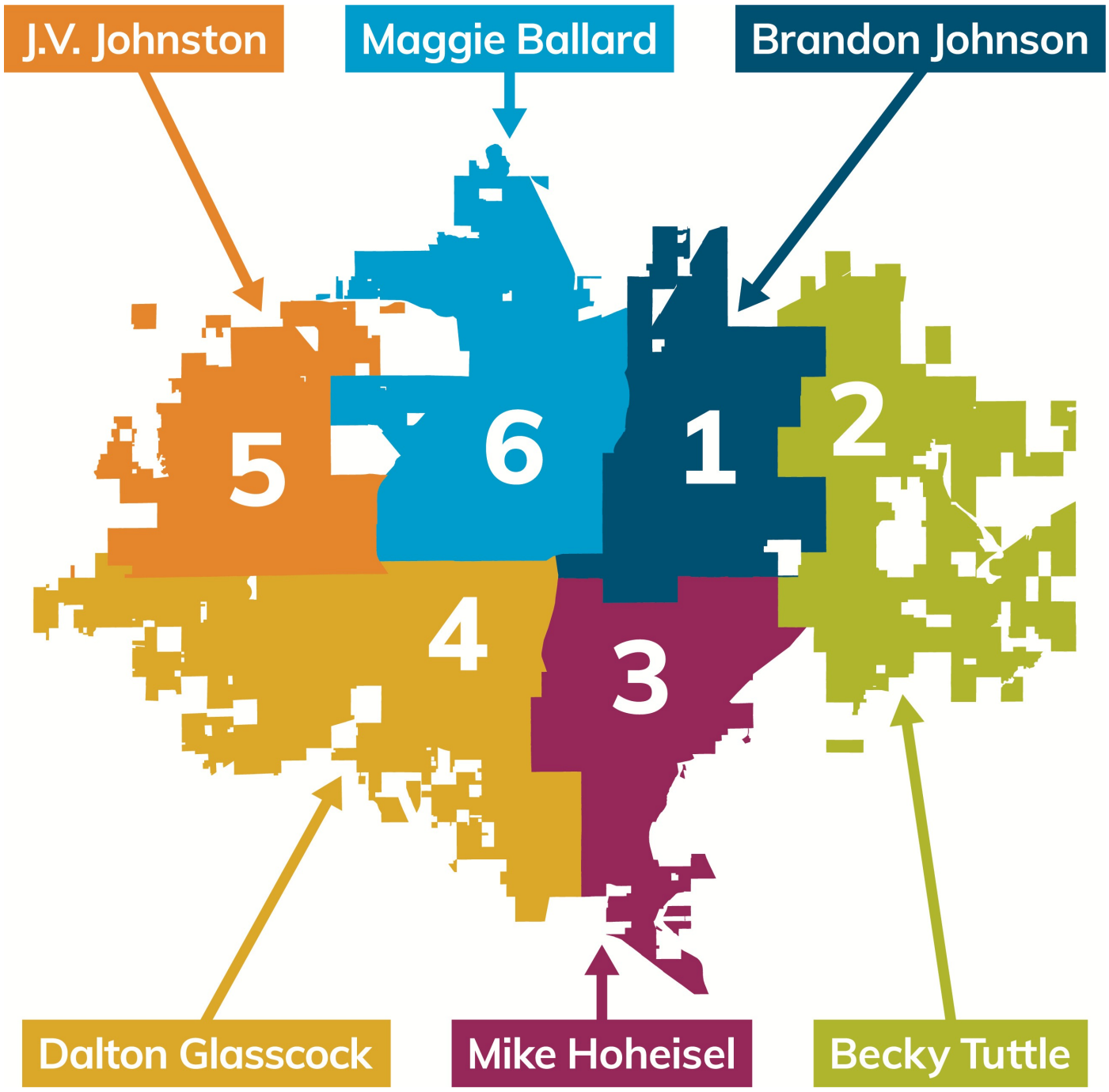
In 1918, Wichita is one of the first municipalities in the U.S. to adopt the Commission-Manager form of government. Effective April 14, 1987, the title "City Commission" was changed to "City Council" and instead of being elected at-large, five council members were nominated by district and elected at-large. In November 1988, Wichita voters approved a referendum to elect a five-member City Council by pure district elections and a full-time Mayor by city-at-large elections. On February 10, 1989, Charter Ordinance 115 was adopted and provided for the five council member seats to be increased to six by subdividing the city into six districts based on the 1990 census. The six Council members and the Mayor serve four-year terms with the Council members' terms being overlapping. The City Council and Mayor conduct all legislative functions for the City of Wichita and establish general policies, which are executed by the City Manager.

Sources:

1. Source: US Census Population Estimates, July 1, 2024.
2. Source: 2019 Population Estimates and 2018 American Community Survey. The Wichita MSA is comprised of Butler, Harvey, Kingman, Sedgwick and Sumner counties. Population represents only the Kansas portion of the 100-mile radius, not the Oklahoma portion.
3. https://www.intrustbankarena.com/arena-info/about-intrust-bank-arena

Organization Chart




J.V. Johnston
Maggie Ballard
Brandon Johnson
5
6
1
2
4
3
Dalton Glasscock
Mike Hoheisel
Becky Tuttle

Elected Officials



Mayor: Lily Wu

Mayor Lily Wu was an award-winning local television journalist before swearing in as the City of Wichita's 103rd mayor in January 2024. Mayor Lily is the first woman elected to a full term in the largest city in Kansas. She is the first Asian American mayor in the state of Kansas. She has been a Wichitan since 1993, when her family immigrated to Wichita from Guatemala, and a proud alumna of Wichita Public Schools – East High School, Wichita State University, and University of Hong Kong. Mayor Lily was invited to participate in the Mayors Class of 2026 - Bloomberg Harvard City Leadership Initiative, 2025 Rodel Institute Fellowship, 2024 Delegation of U.S. Women Mayors to Switzerland. Mayor Lily received the "2024 Spotlight Award" by the Asian Pacific American Institute for Congressional Studies (APAICS) Women's Collective in Seattle.



District V: Vice Mayor J.V. Johnston

J.V. Johnston was elected as the District 5 Council Member in 2023. Born in Topeka, Johnston's family moved to southeast Wichita where he grew up attending All Saints Grade School before Kapaun Mt. Carmel High School, and eventually Newman University. At Newman, he received a B.S. in Business Administration and a B.A. in History. J.V. has been married to his wife Veronica for over 40 years. They share four grown boys and eight grandchildren. When not working, J.V. enjoys golfing, traveling, weightlifting, cycling, swimming, running, and nature. He is a member of St. Catherine's Catholic Church where he serves as head usher of the 11am Mass and has served on many boards including Via Christi Hospital and Newman University.



District I: Brandon Johnson

Brandon Johnson was elected as the City Council Member to District I in 2017. He demonstrates his love for Wichita through progressive programming, investments and initiatives to create a better city for current and future residents. The Wichita native's leadership spans more than a decade in areas including economic development through employment advocacy and job creation, social services and community education. Johnson is married to Danielle and they have three children; Khairi, Aria, and Arin.



District II: Becky Tuttle

Becky Becky Pattison Tuttle has over thirty years of professional experience engaging community partners through grassroots local coalition efforts focusing on policy and environmental changes to improve the community. Tuttle was appointed (2019) and twice elected (2019 and 2023) as the City of Wichita District 2 Council Member. She has been an avid champion for childcare and early learning reform, visual and performing arts, economic development, active military and veterans' issues, homelessness, mental health and substance abuse initiatives, safe and reliable infrastructure, and first responders.



District III: Mike Hoheisel

Mike Hoheisel was elected as the City Council Member to District III in 2021. As a resident of Wichita for more than 30 years, he has been an active leader in neighborhood and regional civic activities and has been employed in the construction industry for several decades. Before his election to the Wichita City Council, Mike has been active in a variety of social causes including criminal justice and voting rights reforms. Married to his high school sweetheart, Christine Coldiron, he has 11 siblings, most of whom continue to live in the Wichita area. Mike graduated from West High and attended both Wichita State University and Fort Hays State University where he studied literature and political science. As an active volunteer in the community, Mike enjoys coaching youth sports.



District IV: Dalton Glasscock

Dalton Glasscock was elected to represent Wichita's District 4 on November 7, 2023. A lifelong Kansan and former congressional staffer, Glasscock brings a strong background in constituent advocacy, specializing in military and veteran services. On the Council, he is committed to fiscal responsibility, transparent governance, and cutting through bureaucratic inefficiencies to deliver real results for taxpayers. Known for his hands-on approach to neighborhood issues, he is a vocal advocate for infrastructure investment, public safety, and government accountability. Outside of City Hall, Glasscock is a marathon runner, mountain climber, and global traveler who can often be found walking his dog, Astra, through Wichita's Delano District.



District VI: Maggie Ballard

Maggie Ballard was elected as the City Council Member to District VI in 2021. Maggie was born and raised in the Riverside neighborhood of Wichita and is a graduate of North High. She bought her first business, Maggie's Scotch and Soda, at the age of 22. In 2016, she founded a nonprofit organization with her son, Paxton, to help address food insecurity in the community. Prior being elected to the Wichita City Council, Ballard served as a member of the Sedgwick County District 4 Citizens Advisory Board and Family Promise. She is active in various community organizations including Junior League, American Cancer Society, and the Leukemia & Lymphoma Society.

City Council Members

Mayor	Lily Wu	LWu@wichita.gov	(316) 268-4331	455 N. Main, 67202
Vice Mayor	J.V. Johnston	JVJohnson@wichita.gov	(316) 268-4331	455 N. Main, 67202
Council Member (I)	Brandon Johnson	BJJohnson@wichita.gov	(316) 303-8018	*2755 E. 19th, 67214
Council Member (II)	Becky Tuttle	BTuttle@wichita.gov	(316) 268-4331	455 N. Main, 67202
Council Member (III)	Mike Hoheisel	MHoheisel@wichita.gov	(316) 303-8029	*2820 S. Roosevelt, 67210
Council Member (IV)	Dalton Glasscock	DGlasscock@wichita.gov	(316) 268-4331	455 N. Main, 67202
Council Member (VI)	Maggie Ballard	MBallard@wichita.gov	(316) 303-8042	*2601 N. Arkansas, 67204

*Note: *Council Members can be reached at the Neighborhood Resource Centers, as well as City Hall at 455 N. Main, 268-4331.*

City Departments & Directors

City Manager's Office	(316) 268-4351	*Robert Layton,* City Manager
		Donte Martin, Assistant City Manager
		Troy Anderson, Assistant City Manager
Airport	(316) 946-4700	*Jesse R. Romo,* Director
Building and Construction	(316) 660-1840	*Christopher Labrum,* Director
Finance	(316) 268-4300	*Mark Manning,* Director
Fire	(316) 268-4451	*Elizabeth Snow,* Fire Chief
Housing & Community Services	(316) 462-3700	*Sally Stang,* Director
Human Resources	(316) 268-4531	*Jason Hood,* Director
Information Technology	(316) 268-4318	*Michael Mayta,* Chief Information Officer
Law	(316) 268-4681	*Jennifer Magana,* Director of Law & City Attorney
Library	(316) 261-8500	*Jaime Nix,* Director
Municipal Court	(316) 268-4611	*Nathan Emmorey,* Court Administrator
Park & Recreation	(316) 268-4628	*Reggie Davidson,* Director
Planning	(316) 268-4490	*Scott Wadle,* Director
Police	(316) 268-4158	*Joseph Sullivan,* Chief of Police
Public Works & Utilities	(316) 268-4664	*Gary Janzen,* Director
Transit	(316) 265-1450	*Penny Feist,* Director


CITY OF
WICHITA

Overview

The Capital Improvement Program (CIP) budget document provides an overall 10-year plan for capital assets, as well as a 10-year plan to finance those projects. Summary information regarding estimated expenditures, revenues, debt service and total debt are provided. In addition, policy issues are identified and discussed. A detailed financial summary for the funds relevant to the CIP are also included in the document. Sections included in the CIP are outlined below.

The **City Manager's Policy Message**, near the front of the CIP, focuses on policy issues and the CIP development environment. It succinctly communicates the City Council's policies and priorities that drive the CIP process and the major changes incorporated in this CIP. This section also includes a detailed discussion of the major policy issues and a summary of highlights from each section of the CIP.

The **CIP Budget Process** includes a discussion of how the CIP is developed. The relevant state statutes are outlined, as well as key policies of the City including the CIP policy and the City's Debt policy. This section also includes a calendar showing the major steps in the process.

The **Financial Summaries** section includes a summary of revenues derived from all funds and expenditures by fund. Continuing in this section, focus shifts to financial planning for the Debt Service Fund, as well as other funds used primarily to finance CIP projects.

The **Detailed Project Listing** sections include detailed worksheets showing all projects categorized by functional area. The project name, the type of funding and the year the funding is expected to be initiated are all included. In addition, a listing of in-progress projects is included with the estimated future financing requirements associated with the projects.

The final section of the CIP document is the **Appendix.** The appendix includes the relevant policies, regulations, code sections and statutes that guide the CIP.

CIP Funding Sources

The City of Wichita has several funds that finance CIP activities. Most General Obligation (GO) debt is financed through the Debt Service Fund. Several special revenue and enterprise funds have debt service obligations.

For special revenue funds, these obligations are paid from the Debt Service Fund, with funds being transferred from the applicable special revenue fund as appropriate. Debt service for bonds issued on behalf of enterprise funds is expensed directly to those funds.

The **Debt Service Fund** accounts for the amount spent on financing capital projects, including the payment of interest and principal on long-term GO debt and pay-as-you-go amounts. Sources of revenue include property taxes, special assessments, transfers from other funds, interest earnings and miscellaneous sources.

The **Tourism and Convention Fund** supports convention and tourism promotion with transient guest tax collections. This fund typically supports capital projects related to convention and tourism, based on guidance provided by Charter Ordinance 221.

The **Sales Tax Construction Pledge Fund** receives one-half of the City's local sales tax distribution, which is pledged to support the City's transportation infrastructure. Resources are used to support debt obligations in the Debt Service Fund for selected freeway, arterial, and bridge projects, and thereafter to cash finance other qualifying and designated transportation projects.

The **Airport Fund** provides facilities for air transportation services for the public, business, and industry. As an enterprise fund, debt service for Airport improvements is funded directly from this fund.

The **Sewer Utility** operates and maintains the sewer component of the Public Works & Utilities Department, including wastewater treatment plants. As an enterprise fund, debt service for Sewer Utility improvements is funded directly from this fund.

The **Water Utility** operates and maintains the water component of the Public Works & Utilities Department, treating and distributing a safe, reliable supply of water from the Equus Beds (aquifer) and Cheney Reservoir (surface water). As an enterprise fund, debt service for Water Utility improvements is funded directly from this fund.

The **Stormwater Utility** is responsible for the construction and maintenance of the City's stormwater system. As an enterprise fund, debt service for Stormwater Utility improvements is funded directly from this fund.

BRIDGES DETAILED PROJECT LISTING							
1 PROJECT TITLE	3 Project #	Funding Source 2	2026	4 2027	2028	2029	2030
1st Street over Arkansas River	EB005		**0**	**8,000,000**	**4,000,000**	**0**	**0**
		LST	0	8,000,000	4,000,000	0	0
1st Street over Arkansas River - Art	EB006		0	400,000	200,000	0	0
		GO	0	400,000	200,000	0	0
Bridge Inspections	EB002		0	325,000	0	350,000	0
		GO	0	325,000	0	350,000	0
Bridge Rehabilitation/Repair	EB003		**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**
		LST	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Mosley @ Chisholm Creek	EB004		**300,000**	**0**	**3,000,000**	**0**	**0**
		LST	300,000	0	3,000,000	0	0
Expenditure Total			**$1,300,000**	**$9,725,000**	**$8,200,000**	**$1,350,000**	**$1,000,000**
6 **FUNDING SOURCES**			**2026**	**2027**	**2028**	**2029**	**2030**
General Obligation Funds			0	725,000	200,000	350,000	0
Local Sales Tax Funds			1,300,000	9,000,000	8,000,000	1,000,000	1,000,000
Total Funding			**$1,300,000**	**$9,725,000**	**$8,200,000**	**$1,350,000**	**$1,000,000**

The CIP Section Summaries include a two-page spreadsheet that lists every CIP project in that section. The projects are listed by title, and show the total project budget on the top, bolded project title line with the subsequent lines showing the funding source for each project. The summary sheets illustrate ten-year budgeted allocations for each project between 2026 and 2035. The summary for each section is totaled by year and by funding source.

1. Each project is listed and described for one specific type of improvement (Bridges are shown as the example).
2. A description of funding sources is provided here. Common funding sources and their abbreviations are shown below:
   - GO = General Obligation
   - F = Federal
   - LST = Local Sales Tax
   - O = Other
   - S = State
   - SA = Special Assessments
   - SG = Sedgwick County
   - TIF = Tax Increment Financing
3. Each project number is provided in this column. This is largely for internal use.
4. The amount budgeted to be initiated is shown each year for the ten-year period of the CIP.
5. The total amount budgeted for each project is summarized in this column.
6. The total amount budgeted by "Funding Source" for this type of improvement is noted.

BRIDGES DETAILED PROJECT LISTING							
1 PROJECT TITLE	Funding Source	2031	4 2032	2033	2034	2035	5 Total
1st Street over Arkansas River		**0**	**0**	**0**	**0**	**0**	**12,000,000**
	LST	0	0	0	0	0	12,000,000
1st Street over Arkansas River - Art		0	0	0	0	0	**600,000**
	GO	0	0	0	0	0	600,000
Bridge Inspections		350,000	0	350,000	0	350,000	**1,725,000**
	GO	350,000	0	350,000	0	350,000	1,725,000
Bridge Rehabilitation/Repair		**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**10,000,000**
	LST	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10,000,000
Mosley @ Chisholm Creek		**0**	**0**	**0**	**0**	**0**	**3,300,000**
	LST	0	0	0	0	0	3,300,000
Expenditure Total		**$1,350,000**	**$1,000,000**	**$1,350,000**	**$1,000,000**	**$1,350,000**	**$27,625,000**

6 FUNDING SOURCES	2031	2,032	2033	2034	2035	Total
General Obligation Funds	350,000	0	350,000	0	350,000	2,325,000
Local Sales Tax Funds	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	25,300,000
Total Funding	**$1,350,000**	**$1,000,000**	**$1,350,000**	**$1,000,000**	**$1,350,000**	**$27,625,000**


CITY OF
WICHITA

Honorable Mayor Lily Wu,
Members of the Wichita City Council

August 26, 2025

Dear Mayor Wu and Members of the City Council:

The 2026-2035 Capital Improvement Program (CIP) is presented to the City Council for consideration. The CIP is a ten-year plan for capital spending and is guided by the broad priorities of the Community Investments Plan, which emphasizes maintenance of current assets as its first priority. The CIP is reflective of the City of Wichita's Strategic Plan, and is consistent with resident priorities. In community surveys, residents have consistently rated street repair, economic development, crime prevention, fire services, and drinking water as priority services. Finally, the CIP is developed to be adaptable, and it is re-evaluated annually. This flexibility is important, as financial capacity forecasts or priorities evolve over time.

In 2025, there is a new Strategic Plan for the City of Wichita that was driven by the City Council. It is included in the appendix of this document. This Strategic Plan will lead our organization forward. The CIP was thoughtfully crafted to align with this plan. Specific projects and their relationship to the Strategic Plan are noted later in this letter. The City's mission statement, which has five pillars, has long guided the City and the new Strategic Plan is also based on these pillars:

As an exceptionally well-run city, we will:

- ***Keep Wichita safe,***
- ***Grow our economy,***
- ***Build dependable infrastructure and***
- ***Provide conditions for living well.***

Additionally, the CIP reflects the various policies included in the Community Investments Plan (the Plan), which is the Comprehensive Plan for Wichita and Sedgwick County. This Community Investments Plan was approved by the City Council in 2015. It provides a vision for the community several decades into the future, as well as guiding principles and general spending priorities. To ensure that the CIP continues to reflect the priorities in the Community Investments Plan, it is presented annually to the Metropolitan Area Planning Commission to affirm the alignment. Each year projects are reviewed to confirm conformance with the Community Investments Plan. In the 2026-2035 CIP 57% of project funding aligns to the Plan's very high priority areas of streets, bridges, and water supply, and 46% of project funding is for the maintenance and replacement of current assets.

Foundational Capital Improvement Program Priorities

Before reviewing the recommendations included in the 2026-2035 CIP, it is important to consider the importance of past CIP investments and their strategic importance for the City and our 400,000 residents. These projects have shaped the community that exists today, just as the CIP will shape the city for decades to come.

Perhaps nothing is as critical to residents as the availability of clean and safe water, and effective waste water services. A state-of-the-art $550 million Water Treatment Plant is nearing completion and will provide clean drinking water to residents for many decades. A new $280 million Bio-Nutrient Removal (BNR) facility is currently being developed, and it will utilize the latest technology to ensure effective treatment of sanitary waste water. To enhance the financial vitality of the Water Utility and to keep rates affordable for Wichita residents, the City partnered with the federal government's Water Infrastructure Finance and Innovation Act (WIFIA) program and the Kansas State Revolving Fund program to secure low-cost financing for both projects. These infrastructure investments reflect both good asset management practices as well as a focus on positioning Wichita for future economic growth.

Maintaining an effective transportation system is important not only for residents, but for businesses. The City has invested significantly in freeway improvements to improve the regional transportation network. Partnering with the Kansas Department of Transportation and Sedgwick County, additional improvements to the K-96 freeway in northeast Wichita, and the Kellogg freeway in east Wichita will continue these efforts. In addition to freeways, maintenance for city streets has increased substantially over the past 15 years, which has led to better street conditions. This program has expanded to residential streets and continual improvements are expected into the future.

The City's continual investment in downtown infrastructure and redevelopment projects has leveraged nearly $1 billion in private investment since the adoption of the Project Downtown Masterplan in 2011. Today, over 10,000 Wichitans reside in downtown Wichita. The Equity Bank Stadium was completed in 2020 on the banks of the Arkansas River in the Delano neighborhood. The stadium is home to the Wichita Wind Surge, a Minor League AA baseball team affiliated with the Minnesota Twins. The Delano neighborhood is vibrant and growing, bringing to life a revitalization plan that was approved in 2001 and updated in 2019.

As the City of Wichita considered replacement of an outdated Airport terminal that had served Wichita since the 1970's, the focus was on asset condition, as well as the economic development impact of a new facility. A new $140 million Airport terminal and parking garage were opened in 2015. This impressive facility, and the work of exceptional Airport staff, has led to the Eisenhower Airport being recognized as one of the top ten small airports in the United States.

Police and Fire infrastructure has been improved to better serve our growing population. In the Capital Improvement Program, funding was increased for maintenance of both Police and Fire stations, and station replacement programs have been implemented. Ultimately, these will result in four new modern Police stations and up to nine new strategically located Fire stations.

The City of Wichita strives to enhance the quality of life for all of its residents. Park improvements over the last decade have contributed to that outcome. The Aquatics Master Plan was approved in 2019 and resulted in $25 million of aquatic park improvements. There are now six updated pools and a total of 12 neighborhood splash pads in the community. In the last decade, significant improvements have been made to regional parks such as OJ Watson Park, McAdams Park, and LW Clapp Park. Improvements at McAdams Park have included an upgrade of the League 42 baseball complex, the reconstruction of the McAfee Pool and the construction of the Brewer Community Center. This year an exceptional inclusive playground was constructed in LW Clapp Park. And the Golf system was significantly enhanced when new management strategies and fiscal policies resulted in significant course improvements.

The City's library system has also been revitalized. The centerpiece of this effort was the new $35 million Advanced Learning Library, which opened in 2018. To support decision-making about libraries in Wichita, a Master Plan for the branch libraries was approved by the Library Board and the City Council in 2019. Since that time, three branches have been renovated (Evergreen,

Alford, and Maya Angelou), one branch was relocated and expanded (Walters), and two branches have been expanded (Westlink and Rockwell). The City of Wichita's ARPA award funded the most recent branch improvements.

Developing the CIP

The foundation for the CIP development process each year is the policy guidance included in prior CIP's. The annual planning process is intentionally designed to be flexible so that capital spending plans can be reviewed and adjusted annually as needed. Minor adjustments are often necessary as funding models are reviewed and updated each year. Additionally, projects are reviewed annually to ensure the program as a whole aligns with the Comprehensive Plan as well as City goals, both of which broadly prioritize maintenance of existing assets. In 2025, the City Council updated the City's Strategic Plan and the CIP has been aligned to the newly defined Pillars and Goals that have resulted from Council leadership and planning efforts.

Internal and external stakeholder engagement is another driver of CIP development. Public engagement mirrors the engagement efforts of the City's Operating Budget with resident feedback continuously highlighting safety and streets as top priorities. Various stakeholder groups review projects and spending plans, including District Advisory Boards, the Bicycle and Pedestrian Advisory Board, and the Planning Commission. Spending plans are also adjusted with updated department feedback on project estimates as well as holistic program reviews from an internal CIP Advisory Committee.

Based on the annual review process described above, several adjustments are included in the 2026-2035 CIP. The CIP includes an additional $18 million for Parking System Maintenance, consistent with extensive discussions earlier this year regarding downtown parking. Additional funding was included for Police safety equipment and vehicles, based on reviews of replacement schedules and equipment needs. Arts and Culture and Public Works staff continue to review deferred maintenance needs at the Arts and Culture facilities, which has resulted in an additional $10 million in Transient Guest Tax funding allocated to these maintenance needs at City owned cultural facilities. Finally, consistent with discussion during City Council workshops, the portion of CIP expenditures allocated to Public Art was reduced beginning in 2027. This change will result in a mill levy shift of 0.17 mills from the Debt Service Fund to the General Fund.

CIP Summary

The CIP is a 10-year, $3.05 billion plan. Over $531 million is allocated for street projects, including $194.5 million for pavement maintenance and $21 million for concrete residential streets. Water and Sewer projects total over $834 million to improve the utility system. A total of $309 million in freeway improvements are included, largely funding the K-96 expansion. Public Facility projects are budgeted at $503 million, including $400 million for a new convention facility (for which funding is not yet identified). Park improvements total $62 million and remain focused on maintenance of existing Park assets while a Park Master Plan is developed. A $20 million athletic facility at Dr. Glen Dey (Grove) Park is included, proposed to be funded primarily through donations. Public Safety projects are comprised of Fire Facilities and Equipment totaling $132.5 million and Police Facilities and Equipment totaling $65 million. Other totals include Transit ($13.9 million), Bridges ($27.6 million), Stormwater ($42.4 million), Heavy Equipment ($37.9 million), and Airport ($182.2 million).

The CIP includes $380 million in General Obligation at-large funded projects, financed through the Debt Service Fund. Local sales tax funding totaling $496 million is budgeted to mostly fund street improvements. These funds are derived from the City's share of the County-wide local sales tax. Enterprise funds are used to fund $938 million in projects, including $834 million in Sewer and Water Utility improvements. These revenues are derived from fees paid by utility customers. Federal and State funding is expected to total $428 million, and all other funding sources total $809 million.

In addition to the new projects included in the CIP, it is important to account for another $2.1 billion in CIP projects initiated by prior City Council action and remain in progress. Of this $2.1 billion, approximately one half of the amount remains to be financed in the future. The financial plan included in the CIP incorporates funding capacity to ensure the permanent financing of all previously approved projects.

Financing the CIP

The CIP faces different financial challenges than the operating budget. While the operating budget faces pressure due to inflation and anticipated decreases in interest earnings, inflation in the operating budget is mostly in wages and benefits. The CIP faces less consistent inflationary issues, depending on the type and scope of a project. An expected decrease in interest earnings will materially decrease earnings in the General Fund, causing significant challenges. In the CIP, interest rate decreases will reduce borrowing costs, resulting in a potentially positive impact.

The CIP is funded from a variety of different funding sources. The City continues to use debt as a tool to expand project capacity beyond what would be available if only cash funding were used. This strategic use of debt is based on City Council policy guidelines, alongside a variety of metrics that are used to monitor debt levels. In addition, the capacity of funding sources is guided by City Council policy direction regarding revenue rates, fund balances, and restrictions on usage of funds.

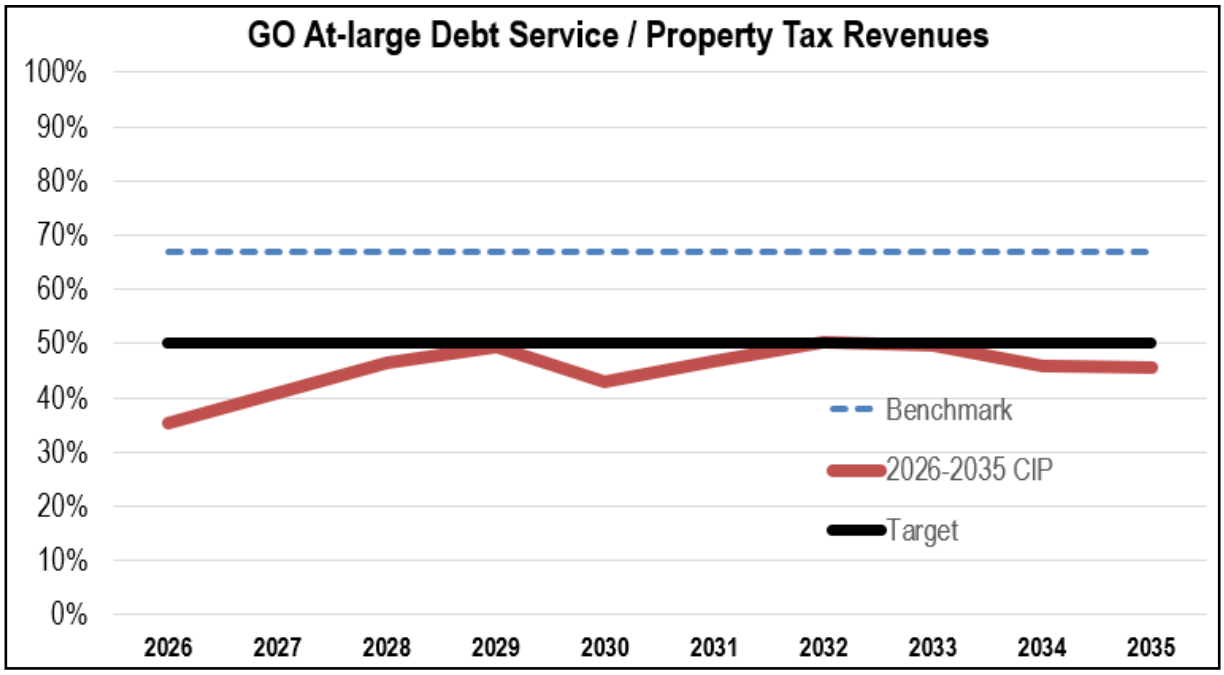
CIP Expenditures by Type and Source (in millions)

Area	GO Bonds	LST Funds	Enterprise Funds	Other	Fed / State	Total
Airport			63.8	5.5	112.9	**$182.2**
Bridges	2.3	25.3				**$27.6**
Freeways		14.0		10.0	285.0	**$309.0**
Heavy Equipment	38.0					**$38.0**
Park and Recreation	37.9		4.8	20.0		**$62.7**
Public Facilities	60.0			443.1		**$503.2**
Public Safety	192.7				5.0	**$197.7**
Sewer			246.0			**$246.0**
Special Assessment	5.0			300.0		**$305.0**
Stormwater	0.5		34.6	7.4		**$42.4**
Streets	44.3	456.9		14.2	16.0	**$531.3**
Transit				3.9	10.0	**$13.9**
Water			588.6			**$588.6**
Total	**$380.6**	**$496.2**	**$937.8**	**$804.1**	**$428.8**	**$3,047.6**

Totals may not sum due to rounding.

General Obligation (GO) At-Large Debt Funding - This funding source is derived primarily from property taxes received into the Debt Service Fund. The CIP is based on a rate of 7.0 mills in 2026, followed by a rate of 6.83 mills beginning in 2027 and for the remainder of the planning period. The Debt Service Fund is used to fund debt service on issuances of GO at-large debt, or to retire any temporary notes that have been issued. The City of Wichita issues GO at-large debt to finance improvement costs when necessary. To ensure that debt levels are appropriate, several metrics are used. The City seeks to maintain a debt level in which annual debt service does not exceed 67% of Debt Service Fund property tax revenues, with a target of debt service not more than 50% of property tax revenues. Additional metrices measure GO at–large debt per capita, as a ratio of total assessed valuation, and as a ratio of total City property tax revenue.

While these metrics do not indicate the appropriate level of debt, they do provide a view of whether debt is increasing or decreasing, and how that debt level compares to the targeted level. During the ten-year CIP period, GO at-large debt metrics are expected to rise in the short-term before stabilizing and falling in the long-term. Metrics are expected to remain consistent with the target, and at no time are debt metrics expected to exceed the benchmark level.



Determining the viability of the financial model used to fund CIP improvements is more complex than calculating the measurements outlining the use of debt. For example, it is very important to maintain appropriate liquidity in the Debt Service Fund and to balance annual debt service expenditures and cash payments for projects with the annual amount of available resources. The CIP maintains liquidity and reserves in the Debt Service Fund at a reasonable level, which increases flexibility. The Financial Summaries section provides a more detailed view of the Debt Service Fund.

Local Sales Tax (LST) Funding - The use of the City's share of the County-wide local sales tax is based on Ordinance 41-815, which authorizes the use of LST for streets, bridges and freeways. Based on bond covenants, LST bonds are required to have a coverage ratio of at least 1.1. The CIP utilizes a significant portion of LST funding to cash fund projects while maintaining a steady level of LST debt with a coverage ratio exceeding the required level. The CIP also follows past guidance on the use of LST funds for street improvements and limiting freeway improvements to opportunities that leverage State and Federal resources.

Transient Guest Tax (TGT) Funding - Based on Charter Ordinance 221, Transient Guest Tax funds can be used for improvements to cultural facilities. Capacity is available to fund additional improvements, particularly focused on Century II and cultural facilities. The financing plan is designed to be risk-averse, using cash to fund project costs. Projects with Transient Guest Tax funding have increased in the CIP; however, this revenue source is economically sensitive and the fund condition will be evaluated annually and project schedules could be adjusted to ensure appropriate cash flow is available to fund anticipated projects.

Water and Sewer Utility Funding - For the Water and Sewer Utilities, Public Works & Utilities staff use the Cost of Service Analysis (COSA) to determine capacity and rate impacts. Although the rate models are reviewed annually based on anticipated utility performance and project costs, the CIP is consistent with previously provided long-term rate models. Water and Sewer debt levels are both measured using a debt service coverage ratio, which is the ratio of net revenues available for debt service divided by debt service. The combined ratio must remain above 1.2. Based on financial modeling prepared by Public Works & Utilities staff, the debt service coverage ratio is expected to decline in the future due to operating costs and increased debt service due to an aggressive schedule of capital improvement projects. Staff continue to monitor financial results and review options to maintain an adequate coverage ratio.

Strategic Alignment of the CIP

The CIP is based on pillars and goals directly aligned to the City's newly updated Strategic Plan, which is included in the appendix. A summary discussion of the alignment of the CIP to each pillar and relevant goal is provided below.

Well Run City - The City of Wichita is dedicated to be being a trustworthy, transparent, efficient, and effective public service organization. One of the goals associated with being a well-run city is ensuring fiscal sustainability. The annual process of updating various financial models is designed to ensure the financial health of the City and the CIP program. Debt financing is used prudently when appropriate, and debt is amortized quickly. Significant amounts of project costs are funded annually with cash as well, and fund balances are monitored closed to ensure appropriate liquidity. Communication with internal and external stakeholders is also important, and the CIP process continues to incorporate feedback from the community, the expertise of City staff and the priorities of City leadership.

Keeping Wichita Safe - A resident priority in the 2024 community survey was crime prevention. That concern informed development of the goals and strategies for the Keeping Wichita Safe pillar in the Strategic Plan. Responding to residents when they need us most is one of the core functions of public safety. The goal of reducing risks to public safety through effective enforcement, appropriate intervention, and timely emergency response is being bolstered by investments in new Police infrastructure, included two new Police Stations, supplementing one recently opened station and one currently under development. In addition, it is important that responders are appropriately equipped. Public Safety projects are programmed in the CIP to address equipment needs of the public safety departments.

Grow our Economy - Wichita's overall economic health was one of residents' top priorities in the 2024 community survey. Economic conditions are strong, with rising property values and a growing regional workforce. One goal related to growing our economy is to target the City's support to encourage private capital investment, expand job opportunities, and promote city-wide economic stability. The Airport Department leverages public investment at both the Eisenhower and Jabara campuses to encourage private investment, and the Stormwater Utility has begun construction of the Bleckley Drive project to address localized flooding and enhance property values.

A dynamic community is a component of economic growth. Another goal of the Strategic Plan is to invest in vibrant and diverse cultural, artistic, and entertainment experiences that provide positive impact to the community. Dozens of cultural organizations receive annual support from the City of Wichita, and the Cultural Arts Division will be updating the Cultural Funding Program. The CIP supplements this support with capital investments in maintenance and improvements. This includes maintenance for cultural facilities, annual allocations for maintenance at the Century II Convention Center, and planned improvements to address specific needs at City-owned cultural facilities.

Build Dependable Infrastructure - The City of Wichita maintains and builds a connected, safe, and reliable system of public assets, including streets, public facilities, recreational assets, and public transit networks. One of the goals in the Strategic Plan is to address deferred maintenance in infrastructure, and build sustainable assets for the future. The CIP funds infrastructure construction. To plan for construction projects, departments are engaged in asset condition assessments. During the planning period, additional focus will be on park assets, including creating a decision support tool for non-building assets such as playgrounds and water features.

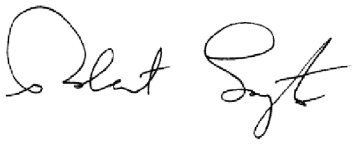
The City of Wichita operates three public utilities: water, sewer, and stormwater. A goal related to those utilities is to prioritize water resilience through implementation of polices, plans, and systems. The CIP includes continued levels of funding to address maintenance needs of the utilities and to address water supply issues. Streets are a priority for residents, and the Strategic Plan includes the goal of improving street condition, accessibility, efficiency and safety. Tactics include multiple departments, and involve leveraging crash data to make changes to signalized intersections and incorporating multi-modal elements into street design. The CIP includes $208 million for street maintenance,

Living Well - Activating a sense of belonging and wellbeing is important to Wichitans, and it has informed the development of goals related to Living Well. Flourishing and safe neighborhoods, parks, and public spaces will be improved through collaboration between the Police Department and the Park and Recreation Department to introduce Community Prevention Through Environmental Design (CPTED) elements to construction projects. Most Park CIP expenditures are to maintain current infrastructure, pending the completion of a Park Master Plan to guide future improvements.

Conclusion

The CIP provides recommendations that align with the Community Investments Plan and the City of Wichita Strategic Plan's pillars and goals. Resident priorities, including crime prevention and infrastructure maintenance, are reflected in the recommendations. Infrastructure investments included in this CIP, from police stations to cultural facilities improvements, will have a lasting impact on the community. The long-range financial plans included in the CIP will guide decision-making in a manner that is financially sustainable so that future planning efforts can continue to reflect community priorities.

Sincerely,



Robert Layton
City Manager

Acknowledgements

I would like to recognize the team of professional City staff that developed the CIP. Finance staff, including Director Mark L Manning, Capital Improvement Program Coordinator Lindsey Vogt, and Budget Officer Elizabeth Goltry Wadle worked tirelessly to facilitate the financial models and to coordinate the CIP document production. In addition, the CIP Committee, chaired by Assistant City Manager Donte Martin and consisting of various department directors, was instrumental in putting this plan together. A variety of departmental staff were involved in developing project requests, reviewing materials and identifying priority projects.

1. Aligning the CIP to Community Investments Plan Priorities

Issue - The Community Investments Plan, prepared by the Planning Department, outlines projected community growth and identifies conceptual infrastructure investment needs over a 25-year period. The 10-year Capital Improvement Program (CIP) reflects a more tangible implementation and funding plan for community improvements. The CIP is based on the principles and overall guidance provided by the Community Investments Plan.

The Metropolitan Area Planning Commission (MAPC) adopted the Community Investments Plan in November 2015. The City Council approved the Community Investments Plan in December 2015. This plan provides an important vision for what the community could look like several decades into the future, and it identifies potential costs of improvements to allow appropriate resource options to be identified. The Community Investments Plan provides overall policy guidance, broad prioritization criteria, and general direction on growth patterns. The CIP uses this general framework to more specifically outline a series of planned improvements and a financial plan for those improvements.

As a planning guide, the Community Investments Plan lays out five guiding policy principles, which are overarching themes and aspirations for the community's future. They contribute to the CIP by setting priorities for infrastructure and investment. These guiding principles are:

1) Support an Innovative, Vibrant and Diverse Economy
2) Invest in the Quality of Our Community Life
3) Take Better Care of What We Already Have
4) Make Strategic, Value-added Investment Decisions
5) Provide for Balanced Growth but with Added Focus on Our Established Neighborhoods

The Community Investments Plan also outlines three overall spending priorities. Planning Department staff have reviewed the CIP and have categorized expenditures within the three spending priorities outlined in the Community Investments Plan. Nearly half of the CIP aligns to the first priority of maintaining current assets.

Community Investments Plan Priorities
Overall Spending Priorities

Plan Priority		% of Total CIP Funding
1st Priority	Maintain and replace what we currently have	46.2%
2nd Priority	Enhance what we currently have	31.3%
3rd Priority	Expand what we currently have	22.5%
Total CIP Funding		**100.0%**

In addition, the Community Investments Plan identifies overall investment priorities for different categories of infrastructure projects. The plan ranks streets, bridges and water supply as very high priorities. Planning Department staff have found that 56.8% of the CIP falls within this priority area. Public Safety is a high priority category and 6.6% of the CIP is within this area. Transit and Arts & Culture are considered medium-high and comprise 16.7% of the CIP. Highways are low-medium priority within the Community Investments Plan and 10.3% of the CIP is within this area. Finally, the plan does not prioritize Airport and Other categories, which comprise 9.7% of the CIP.

Community Investments Plan Priorities

Category	Community Investments Plan Priority				
	No Rank	Low Med.	Med. High	High	Very High
Streets					28.8%
Bridges					0.9%
Transit			0.5%		
Highways		10.3%			
Airport	6.2%				
Water Supply					27.1%
Arts & Culture			16.2%		
Public Safety				6.6%	
Other	3.5%				
Total	9.7%	10.3%	16.7%	6.6%	56.8%

The City is required by State statute (KSA 12-748) to present the CIP to the Metropolitan Area Planning Commission (MAPC). The MAPC is then required to determine whether the CIP is in conformance with the Community Investments Plan. Staff met with the Advanced Plans Committee of the MAPC on July 24, 2025. On August 14, 2025, the MAPC reviewed the CIP and determined it is in conformance with the Community Investments Plan.

2. CIP Alignment to the City's Strategic Plan

Issue - In 2025, there is a new Strategic Plan for the City of Wichita that was driven by the City Council. This Strategic Plan will lead our organization forward. The City's mission statement, which has five pillars, has long guided the City and the new Strategic Plan is also based on these pillars:

As an exceptionally well-run city, we will:

- ***Keep Wichita safe,***
- ***Grow our economy,***
- ***Build dependable infrastructure, and***
- ***Provide conditions for living well.***

The Strategic Plan includes 23 goals within these pillars, and each goal contains several strategies. The CIP is developed in alignment to this plan. The full plan can be found within the Appendix, while a description of each pillar and selected goals related to the CIP process and projects are included below

Pillar 1—Well-Run City—While specific projects are not directly aligned with this pillar, the annual development of the Capital Improvement Program is directly aligned to Goal 1.1 and requires a fiscally sustainable allocation of City resources. Several conservative financial models are utilized by the Finance Department to determine funding capacity, while other department staff utilize Decision Support Tools (DSTs) and other analysis tools to determine prioritization of City asset maintenance as well as new projects. Goal 1.3 relates to strengthening communication with internal and external stakeholders and is an integral part of the CIP process. Staff from each submitting department make up an internal CIP committee, and various stakeholder community groups, such as the Design Council, the Bike and Pedestrian Committee, Downtown Wichita, and the Planning Commission, engage in the process as well. The CIP also closely integrates resident engagement feedback, such as Community Survey results.

Pillar 2– Keep Wichita Safe—Public Safety equipment and infrastructure total $197.7 million in the CIP and are integral to supporting Goal 2.3 within this pillar. Additional Fire Stations will support timely emergency response, and increased funding for Police equipment will provide for more effective enforcement and appropriate intervention.

Pillar 3– Grow Our Economy—In general, the CIP supports this pillar by maintaining City assets and strategically enhancing and expanding assets in order to provide the most favorable conditions to grow the local economy. Projects that directly support this pillar include the new Parking System Maintenance project, aligned with Goal 3.2, providing for targeted public support for parking garages and surface lots to encourage private capital investment. Goal 3.3 is supported by the funding of maintenance and enhancements at several Arts and Culture facilities.

Pillar 4– Build Dependable Infrastructure—Goal 4.1 highlights the need to address deferred maintenance, as well as build sustainable assets for the future. Most of the CIP is directly aligned to this goal. Utility infrastructure projects are aligned with Goal 4.2. Goal 4.3 highlights improvement of streets, which is also a CIP priority with Street maintenance and improvements totaling over $531 million. This CIP also supports Goal 4.4 with investment in public safety facilities.

Pillar 5– Living Well—This CIP invests funding in several community spaces that provide conditions for living well and supports Goals 5.1 and 5.2; City Parks projects total $62.7 million and are largely focused on maintenance. A master planning process for City Park facilities is underway and will guide future funding allocations. There is also an annual dedicated funding amount of $1.15 million for maintenance specifically at Library and Neighborhood Community Centers.

3. Maintaining Cultural Facilities with the Transient Guest Tax Fund

Issue - Over $43 million is allocated for projects at cultural facilities. This includes funding a 10-year allocation for Century II, funding for specific projects at six cultural facilities, and a 10-year allocation for general maintenance at various cultural facilities.

Maintaining Cultural Facilities aligns with the Strategic Plan goal of investing in vibrant and diverse cultural, artistic, and entertainment experiences that provide positive economic impact to the community. The City of Wichita partners with a variety of cultural institutions that are located in City facilities, but are operated by non-profit agencies.

At the **Old Cowtown Museum**, two projects are adopted: one to address various structures, and another to design and construct a building to replace the Empire House, where melodramas are staged. The project at the **Wichita-Sedgwick County Historical Museum** includes roof and window replacements, as well as maintenance to preserve the historic fifth floor. Jet bridge walkways at the **Kansas Aviation Museum** will be replaced and maintenance will be provided to the museum's runway. Various maintenance and enhancement items at the **Mid-American All Indian Museum (MAAIM)** include development of greenspace to connect to the Keeper of the Plains Plaza, as well as improvements to carpeting, lighting, and parking. At the **Museum of World Treasures**, projects will address deferred maintenance, water damage, security enhancements, and restroom renovations. **Wichita Art Museum's** project items include lighting, carpeting, and a new generator. The **Historic Library** will undergo renovation for an adaptive reuse of the facility to be used for tourism and cultural events.

Cultural Facilities Ten Year Maintenance Plan (in millions)

Project	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Cowtown	$0.85	$0.05		$1.25		$0.45		$0.60		$0.60	**$3.80**
Historical Museum				0.15	0.45	0.60					**1.20**
Kansas Aviation Museum					1.00						**1.00**
Mid America All Indian Museum			1.50	0.50	0.50				0.60		**3.10**
Museum of World Treasures		1.58				0.14	0.12				**1.84**
Wichita Art Museum		2.00		0.50			0.50			0.50	**3.50**
Century II	3.11	0.74	0.76	0.77	0.74	0.72	0.80	0.83	2.10	2.10	**12.66**
Historic Library Renovation for Cultural Events	2.00										**2.00**
Cultural Facilities Maintenance		0.81	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.65	**14.04**
Total	**$5.96**	**$5.18**	**$3.91**	**$4.83**	**$4.35**	**$3.56**	**$3.07**	**$3.08**	**$4.35**	**$4.85**	**$43.14**

4. Maintaining City Facilities

Issue - Maintaining existing assets is the first priority of the Community Investments Plan. A total of $29.8 million is programmed over the 10-year period for City buildings, with project recommendations updated annually based on empirical evaluations of facility needs.

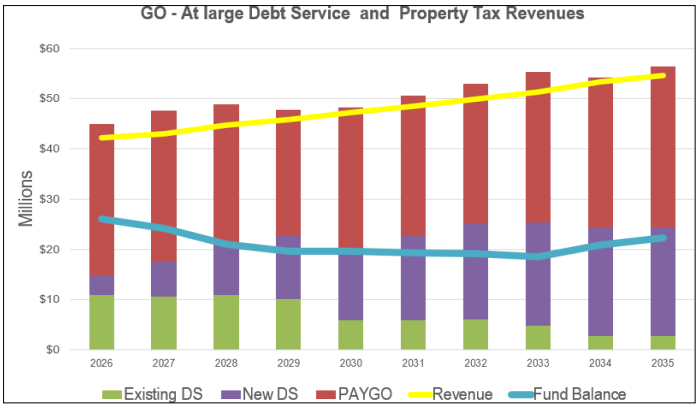
Selected 2026-2035 Building Maintenance

Project	Amount
General City Facility Maintenance	$8,300,000
City Hall Maintenance	$12,130,000
Fire Facilities Maintenance	$3,150,000
Park and Recreation Facilities Maintenance	$3,050,000
Police Facilities Maintenance	$3,150,000
Total	**$29,780,000**

Maintenance of existing City assets is the top priority of the Community Investments Plan and is aligned with the City Strategic Plan goal of addressing deferred maintenance. The CIP provides annual funding to conduct regular maintenance activities at various City facilities. These projects focus on general building repair and maintenance items, including HVAC replacement, plumbing and electrical improvements, and roof maintenance. Guided by the Decision Support Tool (DST), asset replacement and maintenance schedules are developed. The DST is an empirical, scenario-based model that can be used to predict potential failure points as well as the impact on the projected useful life of an asset once maintenance activities have been completed.

5. Reviewing General Obligation Debt Levels

Issue - The City uses a variety of measures to evaluate debt levels. General Obligation (GO) debt metrics are expected to increase in the short-term based on the 2026-2035 CIP, before moderating in the long-term. The CIP reflects a target of no more than 50% of CIP expenditures funded with debt, to reduce interest costs and provide flexibility for unforeseen circumstances.



The 2026-2035 CIP uses debt to finance projects. Debt promotes intergenerational equity and increases current capacity for project costs. However, it is important to ensure that debt levels are within policy parameters. Debt levels impact the City's flexibility in funding additional GO projects in the future, as well as its ability to adapt to a changing environment. It is important to model how projects impact that outlook.

GO at-large debt is a prudent mechanism for funding improvements, and the level of GO at-large debt in the CIP is guided by policy parameters. The City has long set a maximum benchmark of using no more than 67% of revenue for debt service. However, a target of using 50% of revenue for debt service has guided the development of this CIP; this target level is typical of parameters used when the City of Wichita issues debt. Financing project costs with cash, rather than debt, reduces interest costs and in turn, enhances flexibility to accommodate unexpected CIP needs or adverse revenue conditions.

The debt levels modeled in this CIP can be funded within projected resources. The City's GO at-large debt levels are projected to increase in the short-term as a result of the projects included in the CIP, consistent with prior forecasts. Over the 10-year planning period, debt levels are expected to trend downward in latter years. The extent to which debt service on previously issued bonds is retired compared to when new debt service on newly issued bonds is scheduled can also affect annual debt service metrics. Due to the scheduling of projects and debt financing, amortization of previous debt seldom directly aligns with the addition of new debt service, which creates fluctuations in the measure.

City of Wichita General Obligation Debt Measures

Year	GO at-large Debt / Assessed Valuation	Total GO Debt Per Capita	GO at-large Debt Service / GO Debt Service Capacity	GO at-large Debt Service / Total Property Taxes
Benchmark	**3.70%**	**$1,773**	**66.6%**	**14.30%**
Target	**2.75%**	**$1,773**	**50.0%**	**10.70%**
2026	1.63%	$741	35.3%	8.48%
2027	1.73%	$790	41.0%	9.49%
2028	1.78%	$830	46.6%	10.76%
2029	1.80%	$858	49.8%	11.36%
2030	1.72%	$867	43.1%	9.81%
2031	1.70%	$885	46.7%	10.62%
2032	1.63%	$891	50.2%	11.39%
2033	1.46%	$873	49.4%	11.20%
2034	1.24%	$846	45.3%	10.37%
2035	0.96%	$805	44.6%	10.20%

6. Keeping Wichita Safe—Enhancing Public Safety Equipment and Infrastructure

Issue - The CIP supports the City's Pillar of keeping residents safe. The CIP includes funding to modernize infrastructure for the Fire Department, to continue a scheduled, empirically-based replacement program for fire apparatus, and to address technology for fire stations. In addition, replacement of two Police patrol stations is included, as well as a training center and increased funding for police equipment.

A key City pillar is Keeping Wichita Safe. Wichita Police and Fire Department CIP projects are aligned with the goal of reducing risks to public safety through effective enforcement, appropriate intervention, and timely emergency response. A total of $197.7 million is allocated in the 2026-2035 CIP to support this resident and City Council priority. This is funded with $192.7 million in GO funding and $5.0 million in funding from the State of Kansas. Public Safety projects are also prioritized as a high priority in the Community Investments Plan.

Fire Project Summary

The Fire Department operates a fleet of over 50 apparatus. Having reliable and modern equipment is essential. The CIP includes $54.9 million to fund fire apparatus and related equipment. These items are replaced on a scheduled basis using a decision support tool model developed by the Public Works and Utilities Department.

The Fire Department has operational challenges due to expanding geographic coverage and medical call volume. The Fire Department Operational Needs Assessment recommends building two additional fire stations and restructuring the medical response deployment model in the core areas.

Fire Public Safety Projects

Projects	Year	Amount
Fire Apparatus & Equipment	2026-2035	$54,935,256
Fire Communication Systems	2030,2033	$6,790,000
Fire SCBA	2030	$3,450,000
Fire Facility Maintenance	2026-2035	$4,950,000
Fire Stations	2026-2035	$62,450,000
Fire Total		**$132,575,256**

Police Department Summary

The Police Department provides patrol services from four strategically located patrol stations. These stations are being replaced to better serve residents. In addition, the new stations will be designed to mitigate any future impact of pandemic-like events, and will also help enhance services in disadvantaged areas of the community. One new station has been opened, and the second location is being designed. The CIP includes $24.9 million for the remaining two stations.

Wichita Police Department leadership has conducted an internal review of Police equipment needs and added $12.3 million to the CIP for equipment, including robotic dogs, two SWAT vehicles, three additional heavy equipment vehicles, and various smaller equipment items to enhance the safety of both residents and officers.

Police Public Safety Projects

Projects	Year	Amount
Police Vehicles	2026-2030	$5,950,000
Police Equipment	2026-2035	$12,300,000
Police Facility Maintenance	2026-2036	$3,150,000
Police Stations	2028-2030	$24,890,000
Police Training Facility	2029-2032	$15,000,000
Police Storage Facilities	2026-2030	$3,800,000
Police Total		**$65,090,000**

Three additional police facilities are also included in the CIP; a Police Training Facility ($15 million), and two Police Vehicle Storage Buildings ($3.8 million). These projects will support the Police Department as it trains and equips staff to respond to calls in the most appropriate and timely manner.

7. Integrating Public Art and Aesthetics into the CIP

Issue - The City has long incorporated public art and aesthetics into the CIP. In addition to certain aesthetic improvements that are imbedded into projects based on design standards, supplemental funding is included for public art based on City Code section 2.15.

The inclusion of public art and aesthetics aligns with the City's goal of providing conditions for living well. Design standards have been developed to guide certain aesthetic features of City projects, including black signal poles, brick crosswalks, landscaping, median pavers and other items.

The Design Council provides recommendations for funding levels for selected projects. Staff visit with the Design Council prior to the completion of the CIP and incorporate allocation recommendations. The unallocated amounts are available to fund art portions of projects identified after the annual adoption of the CIP.

The 2026-2035 CIP includes $10,009,375 to fund public art. The amount is calculated based on the three local funding sources designated by ordinance. This calculation is currently 2%. The Debt Service Fund mill levy is adjusted in 2027 from 7 to 6.83 with the difference of 0.17 mills shifting to the General Fund. The mill levy shift to the General Fund is reflective of proposed reduction of the Public Art component of the CIP from 2% to 1% beginning in 2027 and for the remainder of the planning period.

The City partners with the Design Council to designate certain projects as having special considerations. The CIP aligns with all funding allocation recommendations made by the Design Council in May of 2025 for the entirety of the planning period (2026-2035). Additionally, previously allocated but unspent amounts (for years 2025 and earlier - shown in the Ongoing projects section) remain available. The impact of the proposed change to arts funding is confined to the unallocated amounts.

Arts Budgeted Amounts for 2026-2035 CIP Projects

Year	Project Allocated	Unallocated	Total
2026	$1,875,000	$188,116	$2,063,116
2027	1,430,000	188,116	1,618,116
2028	1,406,500	188,116	1,594,616
2029	360,000	188,116	548,116
2030	925,000	188,116	1,113,116
2031	600,000	314,459	914,459
2032	500,000	314,459	814,459
2033	400,000	314,459	714,459
2034	-	314,459	314,459
2035	-	314,459	314,459
Total	**$7,496,500**	**$2,512,875**	**$10,009,375**



Projects Recommended for Art Funding

Project	Amount
1st Street Bridge	$600,000
Chisholm Creek Park	150,000
Nomar Stage	150,000
Art Maintenance	670,000
Fire Stations	2,200,000
Police Patrol Stations	640,000
Douglas, Washington to Grove	150,000
Downtown Streets	500,000
Pawnee, Greenwich to 127th	60,000
Riverbank Improvements	460,000
Planeview Community Center	300,000
Redbud Trail, Woodlawn to K-96	100,000
21st Street, Park Place to Market	95,000
Douglas, Main to Washington	500,000
Libraries	50,000
MAAIM Improvements	571,500
Old Cowtown Museum Improvements	200,000
Century II Promenade	100,000
Total	**$7,496,500**

Staff is responsible for implementing the Capital Improvement Program (CIP) budget as adopted by the City Council. The actions taken by staff to implement the budget are outlined in this section.

Project Established in Accounting System

With the annual adoption of the CIP, each project for the next year is loaded into the accounting system. The project budget is based on the amount approved by the City Council for that project within the CIP.

Project Initiation Process

The first step to enable spending on a project is the initiation of the project. This involves presenting the project to the City Council for specific approval. This presentation outlines the project and the recommended funding sources. A bonding resolution is also presented for approval along with the project. After the City Council approval date, the project is immediately authorized for expenditures.

Bonding Resolution

A resolution providing estimated costs and the requisite bond amount to finance the capital project is presented for approval by the City Council. The bonding resolution includes an amount not to be exceeded for the issuance of bonds, as well as a description of the project, an explanation of the need to make the improvement, as well as the statutory authority for the issuance of bonds.

Budget Control Levels

The control level established for each project is based on City Council approval. Project expenditures are controlled at the project level. The only exception to the budget control levels is temporary note interest that accrues to projects until closure. This cost of financing is not included in the project budget control level.

Increasing the Project Budget

The project budget can only be increased with a revised bonding resolution (if applicable) and City Council approval.

Change Orders

During construction of capital projects, change orders may be necessary to account for items unforeseen during the planning process. These changes are first identified by City staff and a cost is negotiated with the contractor. All change orders in excess of $50,000 must be approved by the City Council, while change orders up to $50,000 can be approved by the City Manager.

Project Closeout

Upon completion of a project, a closeout procedure is implemented to ensure that future operating costs or other unrelated expenses are not charged to the project account. This includes closing the project budget in the accounting system, as well as properly handling any project savings.

Bonding

All bonding is issued in accordance with Kansas State Statutes (K.S.A.), specifically K.S.A. Chapters 10 and 12 and the General Bond Law (K.S.A. 10-101, et seq). The statutes detail the requirements of all types of bond issuances, including public improvement specification, the limitation of indebtedness, bond registration, the cash-basis law, and other legal requirements. The limit on the amount of bonds that the City can issue is set forth in K.S.A. 10-305, et seq.

Use of Project Savings

At the conclusion of a capital project, the project is closed. Any budgeted but unspent amount reduces the borrowing needs for that project. Any unused expenditure authority, based on City Council Policy 2, cannot be used to supplement another project budget unless approved by the City Council.

Key Assumptions

The CIP is based on a variety of assumptions. However, numerous factors can impact the actual implementation of the plan over the next decade. For this reason, it is important that the CIP be updated annually, so that project and financing assumptions can be re-examined, and policy direction can be reaffirmed. The following issues could impact projects and may lead to revisions in the next CIP.

Property Tax Collections - The major financing source for GO at-large projects (predominantly park, public safety, heavy equipment and public facilities projects) is the funding derived from property tax receipts. These revenues generally are driven by two variables: assessed valuation growth and the Debt Service Fund mill levy rate.

While the CIP is modeled in anticipating of ongoing growth, there is a risk that valuation growth will not match assumptions. If growth is lower than assumptions the debt service ratio would likely increase above benchmark levels, and staff would likely recommend reconsideration and deferral of future GO at-large funded projects.

In addition, the CIP is generally historically modeled using a mill levy rate of 7 mills, however, a one-time allocation of 7.7 mills was adopted for 2025, and adjustment to 6.83 mills is proposed beginning in 2027 for the remainder of the planning period. Any increase in the mill levy rate for the Debt Service Fund would increase GO at-large capacity for additional projects. Conversely, any policy direction to lower the mill levy rate in the Debt Service Fund would reduce GO at-large capacity, and likely increase the probability of eliminating or deferring projects.

Sales Tax Revenues - The Local Sales Tax (LST) Fund finances street improvements, bridges, and freeway projects. Revenue to the LST Fund is generated through the County-wide 1% sales tax, a portion of which is provided to the City of Wichita. Sales tax collections often experience volatility due to economic conditions.

The CIP is based on long-term 3.0% annual growth, which is conservative based on recent annual increases. However, there is a risk that an economic downturn could impact even this modest sales tax growth estimate, since sales tax revenues tend to decline during downturns. Lower growth would reduce capacity and likely lead to deferral or elimination of street projects.

Transient Guest Tax Revenues - The Transient Guest Tax (TGT) funds projects related to Cultural Arts and Convention Center facilities. Projects funded with TGT funds are proposed to be cash funded based on the existing balance and projected revenues. Revenue to this fund is relatively volatile and economically sensitive, requiring annual updates to projects and analysis of project capacity. If revenues fall short of current projections, some projects may be delayed or need to seek alternative funding sources.

Interest Rates - The interest rates on issued debt can substantially change due to economic variables and can have a significant impact on the capacity to finance new projects. The interest rate environment had been very challenging, though the current interest rate outlook is more favorable, based on anticipated loosening of current monetary policy.

Construction Costs and Inflation - Inflation appears to be moderating, though anticipated costs are not expected to decrease to pre-2020 levels. Inflation has significantly impacted CIP capacity, and the budgeted costs of many previously planned projects have been adjusted to significantly higher levels. Any prolonged period of a future inflationary environment will significantly impact the CIP, and would likely result in the deferral of future projects.

Water Usage - Water usage largely drives the total revenue generated by the Water Utilities. Weather plays a significant role in water usage. Outdoor water usage restrictions became effective in August 2024 that are associated with the City of Wichita entering into a Phase II drought. Abnormally dry weather for a sustained season can significantly impact Water Utility revenues, and could require a re-evaluation of scheduled projects and/or expected rate increases.

CIP Budget Process

The CIP budget process is comprehensive and attempts to align a long-term strategic planning process with short-term goals of the City. In addition, the development of the Capital Improvement Plan is integrated with the operating budget (by considering its implications on the operating budget) and longer range financial planning (by adjusting budgeted amounts and performance targets) based on the long-term financial conditions of funds. The CIP budget process is also impacted by Kansas statutes and organizational policies.

CIP Process: The Capital Improvement Program (CIP) guides new construction and improvements to the City's infrastructure and facilities, ranging from road expansion to repairs on publicly-owned buildings and acquisition of new water sources.

The CIP requires a sound operating budget and a solid financial base to allow for debt or cash financing of capital projects. A well-prepared operating budget can also assist in raising or maintaining the bond rating of the City. A higher bond rating means that the City pays a lower interest rate for the bonds sold to finance capital projects.

Revenue Projections: The amount of funding the governing body chooses to spend on certain priorities drives the CIP budget process. Like revenue projections for the operating budget, trends are studied and performance assumptions are generated. From these assumptions, expenditure estimates are developed. Since the CIP is a ten-year plan, revenue projections must be made further into the future than those required for the operating budget. Since future revenues cannot be known for certain, the framework for the whole budget development process, is built upon assumptions about the City's economic and financial future.

For the CIP, most revenue estimating is centered on the Debt Service Fund. The main sources of funds for the Debt Service Fund include:

1. Property tax revenue which is based on assessed valuation assumptions, as well as a presumed mill levy rate;
2. Special assessments that are made against benefitting properties to fund portions of the CIP. The repayment of these assessments is a revenue source to the Debt Service Fund;
3. Motor vehicle taxes collected by Sedgwick County, which are allocated to taxing funds of the City of Wichita proportionally to the amount of taxing effort;
4. Other revenues, including premiums on bonds sold and other miscellaneous revenues; and
5. Transfers from other funds, such as the Tourism and Convention Fund for convention and cultural attraction projects, Tax Increment Financing Funds for economic development projects, and the Local Sales Tax Pledge Fund for financing road, bridge and highway projects. Transfers are made for previous or projected debt issuances.

Determining Annual Project Capacity: In addition to the Debt Service Fund, long-term forecasts for the City's Local Sales Tax Pledge Fund, as well as enterprise funds, including the Water and Sewer Utility funds, Airport Fund and the Stormwater Utility Fund, are necessary. These ten-year forecasts, along with debt capacity projections based on the Debt Policy and Reserve Policy, will determine the funding available for projects included in the CIP Budget.

CIP Administrative Committee: The CIP Administrative Committee, as outlined in AR 2.8, meets and develops a draft CIP. This involves reviewing all departmental capital project requests and evaluating financial capacity analyses. The committee prepares a 10-year spending plan, matched to a 10-year financing plan. Issues are identified and prepared for City Council consideration as part of the committee work. Finally, the committee considers engagement options and develops a tentative schedule and plan for community engagement.

The committee considers projects and develops the CIP based on the following guidelines in AR 2.8:

1. The ratio of GO at-large debt service to property tax revenue in the Debt Service Fund annually will not exceed the benchmark, currently set at 66.7%, with a target of 50%.
2. The CIP will be revised annually, and will be developed for a 10-year planning period.
3. The CIP will be developed based on City Council revenue policies, including the most recently approved Debt Service Fund mill levy rate and the projected utility rates included in the most current Water and Sewer Utility Cost of Service Analysis.
4. The CIP will be developed based on overall guidelines included in the MAPC Community Investments Plan.
5. Any operating cost impact of projects included in the CIP will be clearly delineated.
6. Projected debt used to finance the CIP will generally be based on: 10-year GO debt for building, road construction, park, and bridge projects; 10-year to 15-year GO debt for Stormwater Utility funded projects; 10-year to 15-year double-barreled bonds for local sales tax financing road, bridge, and highway projects; and up to 20-year revenue bonds for Water Utility and Airport projects.
7. CIP project prioritization includes a number of factors, including: spending priorities and guidelines included in the Community Investments Plan; leveraging opportunities to maximize the impact of local funding; overall City organizational goals as approved by the City Council; engineering considerations, including the deficiency rating (bridges), pavement conditions (streets), construction considerations of current infrastructure, and efficient and safe traffic flow considerations; and the impact of CIP projects on the operating budget. These factors are included in the prioritization model.

Design Council (Art and Design Board): During the CIP process, Public Works staff present projects being considered for inclusion in the CIP to the Design Council. Specific attention is provided to projects for which the incorporation of public art and aesthetic improvements would be appropriate.

Financing the CIP: Once a draft project prioritization is developed, staff begin exploring financing options and review capacity calculations. The financing of CIP projects is based on City Council Policy 2. This provides guidance on the types of financing that may be used for certain projects. In addition, staff review proposed debt levels for compliance with State debt limit statutes. Projects proposed for funding from local sales tax dollars are screened to ensure conformance with Ordinance 48-815, which outlines the appropriate uses of sales tax funds.

Review of Operating Cost Impact - As part of the CIP review process, the CIP Administrative Committee identifies projects that will have a significant impact on the City's operating budget. Departments provide estimated ongoing costs associated with CIP projects so all costs can be considered in the evaluation process. When a project is completed, the operating costs are included in the department's operating budget.

Draft CIP Discussion: Upon completion of the Administrative Committee's plan, the Committee's recommendations are forwarded to the City Manager for review. Presentations are made before the Metropolitan Area Planning Commission and other stakeholders. Like the operating budget, the City Council hears public comments on the CIP prior to adoption. The City Council may shift, add, or delete projects before finalizing the CIP.

Hearings and Adoption of the CIP: After the draft CIP has been reviewed, staff may reallocate projects based on feedback. In conjunction with the operating budget, a public hearing will be held, and the City Council will formally adopt the CIP. This adoption provides long-term strategic guidance and allows resources to be allocated in conformance with this long-term plan.

Implementation: After the CIP is adopted by the City Council, departments use the CIP as a guide for implementing capital improvements. Departments are responsible for initiating projects based on the schedule included in the CIP. This initiation process allows every project to be authorized individually by the City Council through the adoption of an ordinance or resolution. When initiated, a project budget will be established based on the approved resolution or ordinance.

Kansas Statutes

Statutes of the State of Kansas govern the CIP budget process. The most relevant statute is the Debt Limit Law. The Debt Limit Law is contained in KSA 10-308 et seq. These statutes limit the total debt of a city to no more than 30 percent of the assessed valuation of the city. Several forms of debt are exempt from the debt limit, including utility debt and revenue bond debt. This statute is included in the Appendix.

City Code Sections and Ordinances

There are two code sections that are relevant for the CIP. Code Section 2.12.1120 et seq. creates the Design Council, which oversees the aesthetic components of certain projects. The code outlines the membership of the Design Council and its duties, which include making recommendations to develop and define criteria for public improvements. The other code section (Code Section 2.15 et seq.) outlines the "Percent for Arts" program that stipulates the allocation of 2% of the CIP for Art associated with CIP projects. City Council has proposed a reduction to 1% beginning in 2027 and for the remainder of the planning period.

Ordinance 39-196, approved by the City Council in June 1985, established guidelines for the use of the one-cent local sales tax. Subsequently, this was repealed and replaced by Ordinance 41-620 in February 1992, which was in turn replaced by Ordinance 41-815 in August 1992. The current ordinance continues to pledge one-half of any revenues to the General Fund, to reduce property taxes charged to residents. The other half of the sales tax proceeds also continues to be pledged towards road, highway and bridge projects.

City Policies and Regulations

Financing guidelines for the CIP are found in City Council Policy 2. This policy provides that maintenance and repairs of arterials will be financed by GO bonds, while the reconstruction or replacement of residential streets will be assessed. In addition, the financing of stormwater and sewer improvements is addressed.

Administrative Regulation 2.8 outlines the CIP Administrative Committee and its members. The duties of the CIP Committee are established as: reviewing CIP requests, assigning a priority to these requests, scheduling the requests based on funding constraints, and making a CIP recommendation to the City Manager.

As part of the operating budget, the policy of the reserve level of the Debt Service Fund is established. The targeted year-end balance level is equivalent to at least ten percent of annual revenues of the Debt Service Fund. Any amount in excess of this reserve is used strategically to facilitate flexibility in pay-as-you-go financing.

The City's Strategic Plan, updated in 2025, guides decision making to ensure program alignment with City Pillars and Goals. The full Strategic Plan is provided in the appendix.

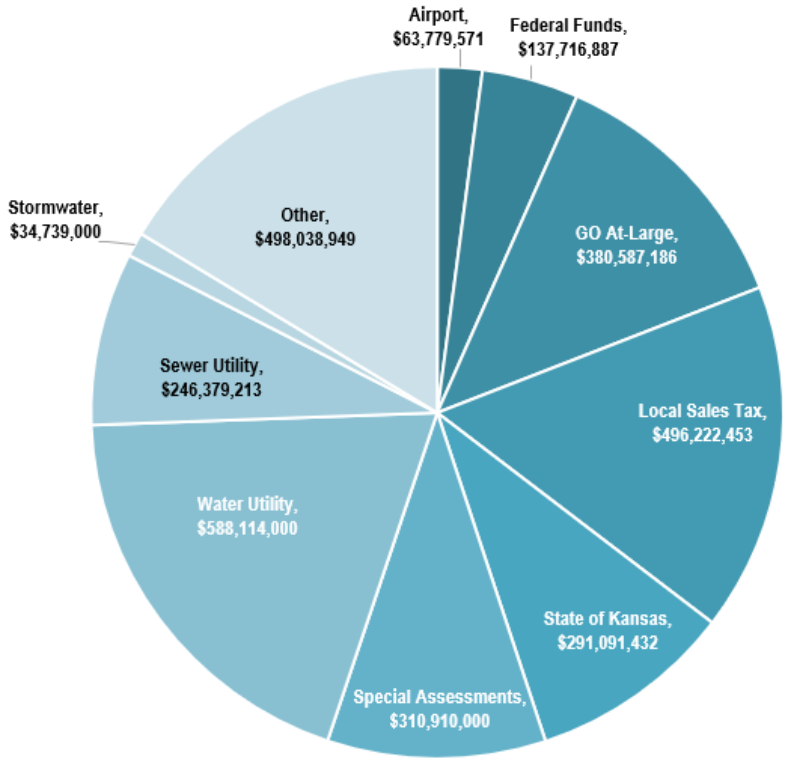
CIP Calendar

The CIP process takes approximately eight months from initial planning to Council adoption. There is more flexibility in the CIP calendar compared to the operating budget, since dates related to the adoption of the CIP are not statutorily set. The first step in developing the 2026-2035 CIP was taken in January 2025. City Council adoption occurred on August 26, 2025. The CIP calendar is shown below.

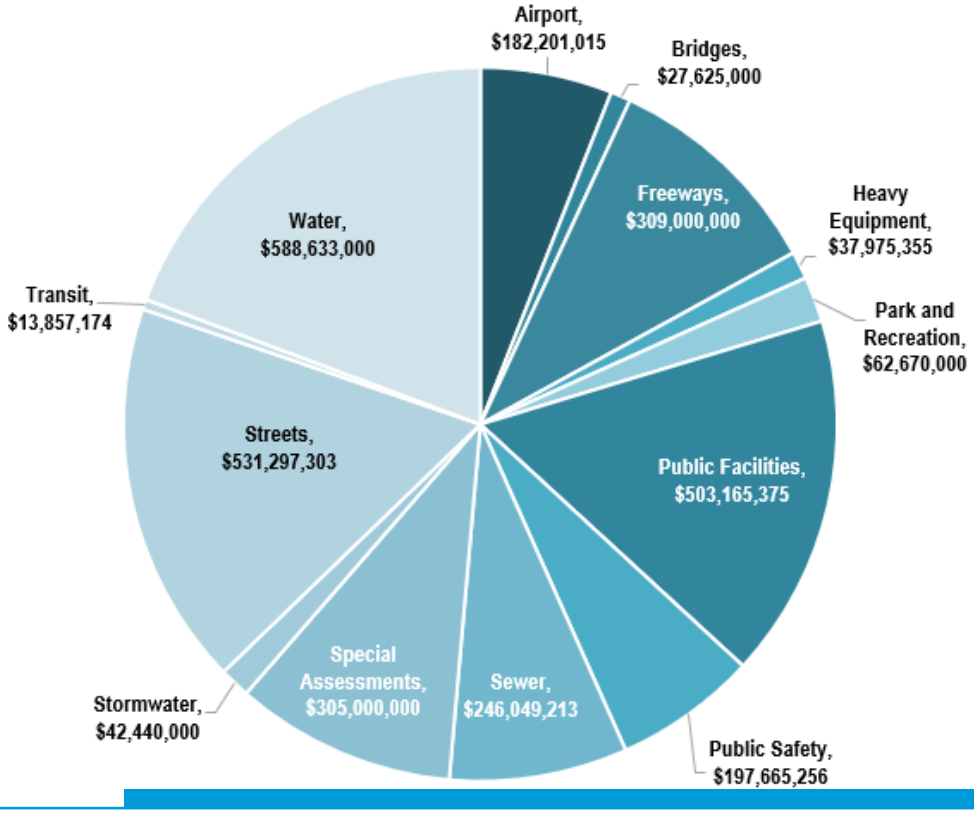
2026-2035 CIP Development Calendar

January-March 2025	Staff reviewed open projects and identified new projects, and Finance staff compiled projects and financial analysis for the 2026-2035 CIP.
March-June 2025	CIP Administrative Committee and other staff reviewed and prioritized projects based on the prioritization methodology. Staff developed a draft CIP model.
July 15, 2025	The Proposed CIP was presented to the City Council.
July 24, 2025	The CIP was presented to the Metropolitan Area Planning Commission Advanced Plans Committee.
August 7, 2025	The City Council held an evening public hearing on the CIP.
August 14, 2025	The CIP was presented to the Metropolitan Area Planning Commission.
August 19, 2025	The City Council meeting included a public hearing for the CIP.
August 26, 2025	The City Council adopted the 2026-2035 CIP.

Where City of Wichita CIP Dollars Come From 2026-2035 All Funds Revenues $3,047,578,691



Where City of Wichita CIP Dollars Go 2026-2035 All Funds Expenditures $3,047,578,691



EXPENDITURES BY TYPE	2026	2027	2028	2029	2030
Airport	$27,906,485	$27,509,703	$2,454,800	$17,294,817	$52,322,873
Bridges	1,300,000	9,725,000	8,200,000	1,350,000	1,000,000
Freeways	4,000,000	150,000,000	150,000,000	0	5,000,000
Heavy Equipment	4,043,892	3,501,547	4,176,076	4,842,549	3,896,196
Park and Recreation	5,500,000	6,380,000	3,215,000	26,045,000	3,265,000
Public Facilities	12,527,116	11,310,116	10,021,616	30,695,116	200,369,116
Public Safety	14,376,342	17,463,362	22,567,161	33,907,646	31,903,563
Sewer	13,762,500	12,662,500	14,650,000	13,200,000	19,250,000
Special Assessments	30,500,000	30,500,000	30,500,000	30,500,000	30,500,000
Stormwater	23,780,000	1,630,000	3,530,000	3,530,000	2,070,000
Streets	60,732,303	55,140,789	56,988,211	49,423,000	57,393,000
Transit	3,068,054	3,623,598	3,735,522	490,000	490,000
Water	39,870,000	35,131,000	39,770,000	35,860,000	52,210,000
TOTAL EXPENDITURES	**$241,366,692**	**$364,808,386**	**$349,808,386**	**$247,138,128**	**$459,669,748**

Expenditures by Type

Airport ($182,201,015) - These improvements are at either Jabara or Wichita Dwight D. Eisenhower National Airport. Improvements are financed with Airport revenues, federal/state grants, and Passenger/Customer Facility Charges.

Bridges ($27,625,000) - Bridges are financed with GO at-large funding ($2.325 million) and local sales tax funds ($25.3 million).

Freeways ($309,000,000) - The largest funding source for these projects are state funds ($280 million). Local sales tax funding, Sedgwick County and other funding sources are also used for freeways.

Freeways Funding Sources	
Funding Source	**Total CIP**
State of Kansas	280,000,000
Local Sales Tax	14,000,000
Sedgwick County	10,000,000
Federal	5,000,000
Total	**$309,000,000**

Heavy Equipment ($37,975,355) - The sole funding source for these projects is GO at-large funding ($37.9 million).

Park and Recreation ($62,670,000) - Park projects are largely funded with GO at-large funding ($42.2 million). An athletic facility renovation is budgeted with a donation of $20 million.

Public Facilities ($503,165,375) - A total of $400 million is included for a new convention facility. A funding source for this project has not yet been identified. In addition, GO at-large funding ($60 million) is included for a variety of projects. Guest tax revenues ($43.1 million) are utilized to fund cultural facilities improvements.

Public Facilities	
Funding Source	**Total CIP**
GO at-large Funding	$60,022,375
Other	400,000,000
Transient Guest Tax	43,143,000
Total	**$503,165,375**

EXPENDITURES	2031	2032	2033	2034	2035	TOTAL
Airport	$16,883,038	$11,615,674	$17,193,625	$1,800,000	$7,220,000	$182,201,015
Bridges	1,350,000	1,000,000	1,350,000	1,000,000	1,350,000	27,625,000
Freeways	0	0	0	0	0	309,000,000
Heavy Equipment	2,386,174	2,770,119	2,281,073	5,506,729	4,571,000	37,975,355
Park and Recreation	2,665,000	5,045,000	2,775,000	5,080,000	2,700,000	62,670,000
Public Facilities	199,649,459	8,220,459	8,042,459	11,190,459	11,139,459	503,165,375
Public Safety	21,044,764	18,333,563	19,852,646	10,333,563	7,882,646	197,665,256
Sewer	14,300,000	34,200,000	63,444,528	31,200,000	29,379,685	246,049,213
Special Assessments	30,500,000	30,500,000	30,500,000	30,500,000	30,500,000	305,000,000
Stormwater	1,580,000	1,580,000	1,580,000	1,580,000	1,580,000	42,440,000
Streets	49,683,000	52,428,000	46,978,000	52,828,000	49,703,000	531,297,303
Transit	490,000	490,000	490,000	490,000	490,000	13,857,174
Water	79,425,000	84,045,000	69,952,000	42,030,000	110,340,000	588,633,000
TOTAL EXPENDITURES	**$419,956,435**	**$250,227,815**	**$264,439,331**	**$193,538,751**	**$256,855,790**	**$ 3,047,578,691**

Public Safety ($197,665,256) - These projects are funded from GO at-large ($192.7 million) and State (KDOT) funds ($5.0 million).

Sewer ($246,049,213) - These projects are funded exclusively from revenues generated by the Sewer Utility.

Special Assessments ($305,000,000) **-** These projects are funded primarily with special assessments ($300 million), supplemented with GO at-large funding ($5 million).

Stormwater ($42,440,000) - The largest source of funding ($34.6 million) for these, projects is Stormwater Utility funds. Sedgwick County is budgeted to provide $7.4 million. GO at-large funding totals $0.5 million.

Stormwater Funding Sources	
Funding Source	**Total CIP**
General Obligation	$490,000
Stormwater Utility	34,550,000
Sedgwick County	7,400,000
Total	**$42,440,000**

Streets ($531,297,303) - These projects improve major streets and intersections. Many are financed by local sales tax funds ($454.7 million) and GO at-large funding ($47.9 million).

Streets Funding Sources	
Funding Source	**Total CIP**
GO at-large Funding	$44,259,200
Local Sales Tax	456,922,453
State of Kansas	3,000,000
Federal	17,330,650
Special Assessments	10,910,000
Sedgwick County	2,750,000
Other	9,500,000
Total	**$531,297,303**

Transit ($13,857,174) - Transit projects are financed mostly by federal funds ($10.0 million), with a portion funded from other funds ($3.9 million).

Water ($588,633,000) - The projects are financed by Water Utility revenues.

SOURCES BY TYPE	2026	2027	2028	2029	2030
GO at-large Funding	$37,659,550	$39,020,025	$34,148,853	$55,492,311	$49,054,875
Local Sales Tax	51,310,000	58,732,453	59,215,000	42,145,000	53,865,000
Transient Guest Tax	5,957,000	5,181,000	3,909,000	4,826,000	4,347,000
UTILITY FUNDS:					
Airport	12,787,523	12,923,346	2,454,800	3,776,817	6,647,873
Sewer Utility	13,927,500	12,827,500	14,650,000	13,200,000	19,250,000
Water Utility	39,611,000	34,871,000	39,770,000	35,860,000	52,210,000
Stormwater Utility	23,134,000	985,000	2,790,000	2,790,000	840,000
OTHER FUNDS:					
Special Assessments	31,310,000	31,200,000	31,200,000	31,200,000	31,200,000
Sedgwick County	740,000	5,740,000	5,740,000	3,490,000	740,000
State of Kansas	891,432	140,800,000	145,300,000	300,000	2,300,000
Federal	17,166,187	18,983,842	10,190,733	13,618,000	48,775,000
Other	12,975,500	14,828,449	10,089,000	48,756,000	195,527,000
REVENUE TOTAL SOURCES	**$241,366,692**	**$364,577,615**	**$349,808,386**	**$247,138,128**	**$459,669,748**

Revenue Sources by Type

Revenues used to finance the CIP fall into 12 categories. Each of these categories is reviewed below.

GO at-large Funding ($380,587,186) - GO bonds financed by the City at-large are used primarily for arterials, bridges, parks, public facilities, and transit projects. The debt service for these bonds is financed through the Debt Service Fund, primarily through the property tax levy.

GO at-large Funding	
Funding Source	**Total CIP**
Bridges	$2,325,000
Heavy Equipment	37,975,355
Parks	37,850,000
Public Facilities	60,022,375
Public Safety	192,665,256
Stormwater	5,000,000
Special Assessments	490,000
Streets	44,259,200
Total	**$380,587,186**

Local Sales Tax ($496,222,453) - These funds support arterial improvements ($454.7 million), bridges ($24.6 million) and freeways ($25.7 million).

Local Sales Tax (LST) Funding	
Funding Source	**Total CIP**
Bridges	$25,300,000
Freeways	14,000,000
Streets	456,922,453
Total	**$496,222,453**

Transient Guest Tax ($43,143,000) - These revenues are used to fund improvements to cultural facilities and to fund projects at the Century II convention center.

Airport ($63,779,571) - Airport revenues are used to fund improvements at Wichita's Dwight D. Eisenhower National and Jabara Airports.

Sewer ($246,379,213) - Sewer Utility projects are financed by revenues generated by the Utility.

Water ($588,114,000) - Water Utility projects are financed by revenues generated by the Water Utility

SOURCES BY TYPE	2031	2032	2033	2034	2035	TOTAL
GO at-large Funding	$37,462,397	$34,924,141	$34,648,178	$30,884,751	$27,292,105	**$380,587,186**
Local Sales Tax	44,705,000	48,750,000	42,500,000	49,650,000	45,350,000	**$496,222,453**
Transient Guest Tax	3,561,000	3,073,000	3,081,000	4,354,000	4,854,000	**$43,143,000**
UTILITY FUNDS:						
Airport	3,155,976	10,139,174	10,992,062	180,000	722,000	**$63,779,571**
Sewer Utility	14,300,000	34,200,000	63,444,528	31,200,000	29,379,685	**$246,379,213**
Water Utility	79,425,000	84,045,000	69,952,000	42,030,000	110,340,000	**$588,114,000**
Stormwater Utility	840,000	840,000	840,000	840,000	840,000	**$34,739,000**
OTHER FUNDS:						
Special Assessments	31,200,000	31,200,000	31,200,000	31,200,000	30,000,000	**$310,910,000**
Sedgwick County	740,000	740,000	740,000	740,000	740,000	**$20,150,000**
State of Kansas	300,000	300,000	300,000	300,000	300,000	**$291,091,432**
Federal	13,827,062	536,500	6,301,563	1,720,000	6,598,000	**$137,716,887**
Other	194,741,000	5,293,000	4,261,000	5,534,000	6,034,000	**$498,038,949**
REVENUE TOTAL SOURCES	**$419,956,435**	**$250,227,815**	**$264,439,331**	**$193,538,751**	**$256,855,790**	**$3,047,578,691**

Stormwater ($34,739,000) - Stormwater Utility resources are primarily derived from the ERU fees and finance capital improvements to address stormwater run off and flooding concerns.

Special Assessments ($310,910,000) - These proceeds are used to fund neighborhood improvements, usually in newly developing areas, and improvements in other areas, generally based on the petition process.

Sedgwick County ($20,150,000) - The CIP includes financial support from Sedgwick County for joint projects, such as stormwater/flood control improvements ($7.4 million), the North Junction freeway project ($10.0 million), and the 21st Street project from 119th to St Teresa ($2.75 million).

State of Kansas ($291,091,432) - State funds will be used for freeway improvements ($280.0 million), street rehabilitation projects ($3.0 million), and a fire station relocation project due to work on K96 ($5.0 million).

Federal Funds ($137,716,887) - Federal funds support a wide variety of projects, including airport ($109.8 million), freeways ($2.1 million), streets ($13 million), and transit ($10.0 million) projects.

Federal Funding	
Funding Source	**Total CIP**
Airport	$109,804,063
Freeways	5,000,000
Streets	12,995,650
Transit	9,957,174
Total	**$137,716,887**

Other ($498,038,949) - These funds come from several different sources. The largest portion is $400 million in unidentified funding for a new convention facility. $20 million is included for anticipated donations for a new athletic facility. For Airport, $4.2 million in PFC revenues are included as Other revenue. Streets includes $9.5 million in contributions and Transit includes $3.5 million in Other funding.

MULTI-YEAR FUND OVERVIEW - DEBT SERVICE FUND

	2024 ACTUAL	2025 PROJECTED	2026 PROJECTED	2027 PROJECTED	2028 PROJECTED
REVENUE:					
Property Taxes	$31,701,846	$37,102,715	$36,664,942	$37,743,281	$39,356,579
Motor Vehicle Taxes	3,894,996	4,026,704	4,542,646	4,288,942	4,396,166
Special Assessments	20,500,209	20,326,813	21,405,226	23,638,174	25,335,263
Transfers In	15,295,110	14,868,811	17,158,042	18,798,740	18,922,966
Other Revenue	1,564,208	999,080	953,362	948,152	948,119
TOTAL REVENUES	**$72,956,369**	**$77,324,122**	**$80,724,219**	**$85,417,289**	**$88,959,092**
CAPITAL PROJECT FINANCING:					
Debt Service on Existing Bonds:	$48,148,371	$44,796,183	$43,619,809	$41,321,496	$38,654,416
Pay As-You-Go Financing:	30,781,976	30,000,000	30,000,000	30,000,000	28,000,000
Projected Debt Svc. on New GO At-Large:	0	0	3,985,475	6,938,838	9,869,736
Projected Debt Svc. on New Transfers:	0	0	0	3,122,781	6,972,534
Projected Debt Svc. on Special Assess:	0	0	2,886,528	5,773,056	8,659,584
TOTAL CIP FINANCING COSTS	**$78,930,347**	**$74,796,183**	**$80,491,812**	**$87,156,172**	**$92,156,271**
REVENUES OVER / (UNDER) EXPENDITURES	**($5,973,978)**	**$2,527,940**	**$232,405**	**($1,738,883)**	**($3,197,179)**
Fund Balance - January 1	$29,174,914	$23,301,877	$25,829,817	$26,062,223	$24,351,145
Fund Balance - December 31	**$23,301,877**	**$25,829,817**	**$26,062,223**	**$24,351,145**	**$21,233,684**

MULTI-YEAR FUND OVERVIEW - DEBT SERVICE FUND						
2029 PROJECTED	2030 PROJECTED	2031 PROJECTED	2032 PROJECTED	2033 PROJECTED	2034 PROJECTED	2035 PROJECTED
$40,855,995	$42,054,375	$43,288,706	$44,560,067	$45,869,569	$47,218,357	$48,376,065
4,506,070	4,618,721	4,734,189	4,852,544	4,973,858	5,098,204	5,225,659
27,538,600	28,241,516	28,936,112	31,332,067	33,294,584	34,684,354	36,246,713
22,199,921	20,095,989	22,960,005	25,240,716	27,350,358	29,095,813	31,116,812
500,000	500,000	500,000	500,000	500,000	1,000,000	1,000,000
$95,600,585	**$95,510,602**	**$100,419,013**	**$106,485,394**	**$111,988,369**	**$117,096,728**	**$121,965,250**
$38,135,526	$26,448,239	$23,962,258	$22,705,125	$20,431,341	$17,085,224	$15,921,380
25,000,000	28,000,000	28,000,000	28,000,000	30,000,000	30,000,000	32,000,000
12,715,074	14,364,770	16,753,312	19,062,950	20,519,964	21,392,330	21,652,384
9,545,336	12,305,653	14,722,300	16,676,875	18,631,197	20,349,411	22,035,052
11,546,112	14,432,640	17,319,168	20,205,696	23,092,224	25,978,752	28,865,281
$96,942,048	**$95,551,303**	**$100,757,037**	**$106,650,646**	**$112,674,726**	**$114,805,718**	**$120,474,097**
($1,341,463)	**($40,701)**	**($338,025)**	**($165,252)**	**($686,357)**	**$2,291,010**	**$1,491,153**
$21,233,684	$20,002,513	$20,033,892	$19,678,682	$19,394,798	$18,482,471	$20,432,349
$20,002,513	**$20,033,892**	**$19,678,682**	**$19,394,798**	**$18,482,471**	**$20,432,349**	**$21,435,629**

Debt Service Fund

The Debt Service Fund is the City's second taxing fund; the other being the General Fund. Property tax revenue accounts for approximately 43% of revenues. The Debt Service Fund is authorized by KSA 12-1,118. The Debt Service Fund is the situs for debt payments on most City general obligation (GO) debt.

Revenue Assumptions

Funding sources for debt payments include property taxes, motor vehicle taxes, transfers from other funds, special assessments, and other revenue.

Property Taxes

The primary considerations in estimating Debt Service Fund property tax revenues are the mill levy rate and the projected assessed valuation. Valuation is economically sensitive, and lags economic activity usually by one or two years. Growth of 7.90% occurred in 2025, and growth of 8.67% is estimated for 2026. Growth is expected to moderate in the future, with growth between 3% and 5% projected for the remainder of the planning period. Minor annual fluctuations are expected, largely due to expiring IRB and EDX exemptions, as well as the closure of TIF districts. The mill levy rate for the Debt Service Fund is estimated at 7.000 for 2026, then is reduced to 6.830 for the remainder of the planning period as the difference shifts to the City's General Fund.

Motor Vehicle Taxes

This tax is based on KSA 79-5101 et seq., which provides for 20 classes in which all vehicles are valued. The tax rate on vehicles is the average county-wide mill levy (not including the 20 mill state component for school district property taxes), with the City receiving a share proportionate to the City's taxing effort as a ratio of the taxing effort of all other jurisdictions within the county. Motor vehicle tax receipts have historically grown at over 3% annually. Revenues tend to be economically sensitive. The forecast assumes 2.5% growth during most of the planning period.

Special Assessments

These assessments fund capital improvement projects approved by the City Council. When a petition is approved, the cost of that project is assessed based on the petition. Those assessments are then collected annually from property owners benefiting from the improvements. Typically, assessments last for 15 years, matching the term of the bonds used to finance the improvements. Based on policy guidelines, some special assessment debt is amortized over a 20 year period. Although the collection rate on special assessments averages 95%, some amounts are not collected in the years they are assessed. These amounts are reflected in the special assessment delinquencies timeline.

Transfers In

Transfers to the Debt Service Fund are typically made to offset the cost of GO at-large debt service for projects related to a specific funding source. These transfers are primarily from TIF funds, to service debt on TIF-related projects; from the Tourism and Convention (T&C) Fund, to pay off bonds issued for convention center projects; from the Parking Fund to pay off bonds issued for Parking Garage projects; or from the Local Sales Tax Fund, to finance GO bonds issued for CIP projects (road, bridge and freeway improvements) paid from the City's share of the one-cent county-wide sales tax.

Other Revenue

This revenue is relatively unpredictable, and generally consists of premiums received on bond issuances, interest earnings and remaining funds from closed projects.

Debt Service Fund Expenditures

Expenditures from the Debt Service Fund are either for the retirement of debt (debt service payments), or are pay-as-you-go (cash payment) amounts. These debt service payments are generally made for one of three areas, and offset by the revenue generated in that area.

Special Assessment Debt Service

Special assessment debt service payments are generally offset by special assessment revenue. For the purposes of the CIP, special assessments for neighborhood improvement projects and sidewalks are budgeted at $31.0 million annually. However, actual special assessment projects and debt will be dependent on the number of valid petitions and special assessment projects completed annually. Special assessment revenues typically have a low delinquency factor. However, the collection of prior year delinquencies generally offsets any loss in current year delinquencies causing revenues and expenditures to mostly offset on a yearly basis.

Special assessment debt is expected to increase from $165.3 million in 2026 to $241.6 million by 2035. Most special assessment debt matures in 15 or 20 years. Of the $165.3 million estimated to be outstanding at year-end 2025, $121.9 million will be retired by 2035.

SPECIAL ASSESSMENT PROJECTED DEBT 2026-2035	
Current Debt Outstanding (beg. 2026)	$165,299,915
Current Debt Retirement (2026-2035)	($121,869,914)
New Debt Issuances (2026-2035)	$310,000,000
New Debt Retirement (2026-2035)	($111,832,514)
Projected Ending Debt (end 2035)	$241,597,486

Transfers for Debt Service

A variety of debt service payments for GO debt are made from the Debt Service Fund, but are reimbursed with transfers from other funds. The predominant transfer is from the Local Sales Tax Fund to finance GO bonds issued for freeway construction. These annual transfers offset annual debt service payments. Debt issued and paid by Transient Guest Tax revenue is serviced through the Debt Service Fund and funded with matching transfers in from the Transient Guest Tax Fund. Other transfers to the Debt Service Fund include amounts based on capital project funding agreements and reimbursements for previously issued debt.

In addition, TIF debt is serviced through the Debt Service Fund, with amounts transferred from the TIF funds to offset this debt service. Typically, TIF funds will under-contribute in the early years of a TIF (as assessed valuation grows) and over-contribute in the later years of a TIF. Total debt is expected to decrease during the CIP period from $32.1 million to $10.0 million.

GO TIF Projected Debt 2026-2035	
Current Debt Outstanding (beg. 2026)	$32,059,286
Current Debt Retirement (2026-2035)	($22,011,083)
New Debt Issuances (2026-2035)	$0
New Debt Retirement (2026-2035)	$0
Projected Ending Debt (end 2035)	$10,048,203

GO At-Large

Property tax revenues support the debt service for GO at-large bonds. In addition, motor vehicle tax, interest earnings, and other revenues support this debt service. In addition to servicing GO debt, these revenues also support pay-as-you-go financing.

GO At-large Projected Debt 2026-2035	
Current Debt Outstanding (beg. 2026)	$67,664,002
Current Debt Retirement (2026-2035)	($56,754,002)
New Debt Issuances (2026-2035)	$171,329,213
New Debt Retirement (2026-2035)	($110,645,856)
Projected Ending Debt (end 2035)	$71,593,358

The GO at-large debt outstanding as of January 1, 2026 is estimated at $67.7 million; this is expected to climb during the first several years of the planning period, before leveling out and then declining near the of the planning period. The projected debt level will reach $112.0 million in 2031 before declining to $71.6 million by the end of 2035. While an additional $171 million in GO at-large debt is forecasted to be issued, $110.6 million of this will be retired during the CIP plan years. Of the $67.7 million in current debt, $56.8 million is expected to be retired by 2035.

Total General Obligation Debt

As noted above, the Debt Service Fund accounts for the debt service of GO at-large debt financed with property tax revenue, as well as GO at-large debt financed by TIF districts, Local Sales Tax funds, Transient Guest Tax funds, and Special Assessments. However, the City does have other GO debt associated with three enterprise funds (Airport, Stormwater and Water). This GO debt is retired through revenues accounted for in those enterprise funds. Total GO debt levels are projected to be $517 million at the end of 2035.

TOTAL GENERAL OBLIGATION PROJECTED YEAR-END DEBT 2026-2035 (MILLIONS OF DOLLARS)									
Year	At-large	TGT	LST	TIF	SA	Airport	Water	Stormwater	Total
2025	68	2	38	32	165	111	81	2	500
2026	89	2	30	30	179	107	74	3	513
2027	99	2	54	28	190	102	67	6	548
2028	107	2	85	26	200	98	59	10	587
2029	112	2	93	23	209	93	52	12	596
2030	110	2	106	20	217	87	44	12	598
2031	112	2	114	18	225	84	36	12	603
2032	111	2	116	15	231	78	27	12	593
2033	102	2	117	12	236	74	18	11	572
2034	90	0	115	11	239	69	9	10	542
2035	72	0	112	10	242	63	9	10	517

MULTI-YEAR FUND OVERVIEW - LOCAL SALES TAX FUND

	2024 ACTUAL	2025 PROJECTED	2026 PROJECTED	2027 PROJECTED	2028 PROJECTED
REVENUE:					
Local Sales Taxes	$40,516,814	$41,732,318	$42,984,288	$44,273,817	$45,602,031
TOTAL REVENUES	**$40,516,814**	**$41,732,318**	**$42,984,288**	**$44,273,817**	**$45,602,031**
CAPITAL PROJECT FINANCING:					
Debt Service on Existing Bonds:	$9,714,850	$9,583,638	$9,586,400	$8,828,175	$7,283,300
Projected Debt Service on New Bonds:	0	0	0	3,122,781	6,972,534
Cash Transfer to CIP Projects	32,835,833	30,000,000	32,728,714	34,000,000	32,000,000
Total CIP Financing Costs	**$42,550,683**	**$39,583,638**	**$42,315,114**	**$45,950,956**	**$46,255,834**
REVENUES OVER / (UNDER) EXPENDITURES	**($2,033,869)**	**$2,148,681**	**$669,174**	**($1,677,139)**	**($653,803)**
Net Position - January 1	$12,122,174	$10,088,305	$12,236,986	$12,906,160	$11,229,020
Net Position - December 31	**$10,088,305**	**$12,236,986**	**$12,906,160**	**$11,229,020**	**$10,575,218**

Local Sales Tax Fund

The Local Sales Tax Fund is used to account for one-half of the proceeds of the City's distributions from the county-wide one-cent sales tax. The other half of the sales tax is credited to the General Fund for property tax reduction. In 1985, Sedgwick County voters approved a one-cent sales tax. Based on state distribution formulas, the City of Wichita receives around 58% of the revenue generated.

Ordinance 39-196, adopted by the City Council on June 11, 1985, pledged one-half of the City's share of sales tax revenue for "road, highway and bridge projects." Ordinance 39-196 was repealed and replaced by Ordinance 41-620 on February 4, 1992, which in turn was replaced by Ordinance 41-815 on August 25, 1992. However, the City's pledge of one-half of the city's share of sales tax revenue for "road, highway and bridge projects" has never changed. This fund is used to show receipts and expenditures consistent with this pledge.

Projected Revenues

The predominant revenue source for this fund is the City's share of the county-wide one-cent sales tax. Sales tax revenues tend to be one of the more economically sensitive revenues in the City's portfolio. After the pandemic, sales tax revenues grew at the unprecedented rate of over 10% for two consecutive years (2021 and 2022). The growth rate in 2024 was less than 1%, but is expected to moderately increase in 2025. Over the longer term, the pro forma assumes 3.0% growth annually in local sales tax revenues.

Projected Expenditures

Expenditures from the Local Sales Tax Fund are generally either transfers out to fund capital projects or to fund debt service for bonds issued for capital projects. The percentage of fund receipts dedicated to debt service has varied in recent history. In the CIP, as funding emphasis shifts from freeway to road and bridge projects, the portion of revenues used to service debt is expected to decrease, due to the flexibility in financing a larger number of smaller road and bridge projects, compared to previous financing of very large and less frequent freeway project amounts.

MULTI-YEAR FUND OVERVIEW - LOCAL SALES TAX FUND

2029 PROJECTED	2030 PROJECTED	2031 PROJECTED	2032 PROJECTED	2033 PROJECTED	2034 PROJECTED	2035 PROJECTED
$46,970,092	$48,379,195	$49,830,571	$51,325,488	$52,865,252	$54,451,210	$56,084,746
$46,970,092	**$48,379,195**	**$49,830,571**	**$51,325,488**	**$52,865,252**	**$54,451,210**	**$56,084,746**
$7,203,550	$1,829,100	$1,819,900	$1,831,300	$1,841,800	$1,856,400	$0
9,545,336	12,305,653	14,722,300	16,676,875	18,631,197	20,349,411	22,035,052
30,000,000	33,000,000	33,000,000	33,000,000	33,000,000	33,000,000	33,000,000
$46,748,886	**$47,134,753**	**$49,542,200**	**$51,508,175**	**53,472,997**	**55,205,811**	**55,035,052**
$221,206	**$1,244,442**	**$288,371**	**($182,687)**	**($607,744)**	**($754,602)**	**$1,049,694**
$10,575,218	$10,796,424	$12,040,866	$12,329,237	$12,146,550	$11,538,806	$10,784,204
$10,796,424	**$12,040,866**	**$12,329,237**	**$12,146,550**	**$11,538,806**	**$10,784,204**	**$11,833,898**

Projected Debt Levels

Local Sales Tax debt is projected to rise during the planning period. The City has not issued LST debt for several years, which has led to declining debt for the past few years. However, debt levels are expected to increase in the future as projects shift from a more periodic freeway project program to a constant annual street program. In addition, with the shift from freeway financing to street financing, the pro forma is modeled with the issuances of 10-year debt. In the past, the City issued 15 year debt when freeways were being financed. All of the current debt ($38.4 million) will be retired during the next ten years. However, an estimated $194.1 million is projected to be issued, with a balance of $111.6 million projected in 2035.

Local Sales Tax Projected Debt 2026-2035	
Current Debt Outstanding (beg. 2026)	$38,350,000
Current Debt Retirement (2026-2035)	($38,350,000)
New Debt Issuances (2026-2035)	$194,067,309
New Debt Retirement (2026-2035)	($82,507,286)
Projected Ending Debt (end 2035)	**$111,560,023**

MULTI-YEAR FUND OVERVIEW - TOURISM AND CONVENTION FUND	2024 ACTUAL	2025 PROJECTED	2026 PROJECTED	2027 PROJECTED	2028 PROJECTED
REVENUE:					
Transient Guest Tax	$9,842,914	$9,990,685	$10,205,629	$10,430,153	$10,743,058
Other	88	0	0	0	0
TOTAL REVENUES	**$9,843,002**	**$9,990,685**	**$10,205,629**	**$10,430,153**	**$10,743,058**
OPERATING EXPENDITURES:					
Expenditures	$2,886,028	$3,150,594	$3,484,162	$3,384,162	$3,441,545
Transfer / Other expenditures	2,552,591	5,197,296	5,175,435	5,077,673	4,897,100
Total Operating Expenditures	**$5,438,619**	**$8,347,890**	**$8,659,597**	**$8,461,835**	**$8,338,645**
REVENUES OVER / (UNDER) EXPENDITURES	**$4,404,295**	**$1,642,795**	**$1,324,907**	**$1,600,679**	**$1,825,421**
CAPITAL PROJECT FINANCING:					
Debt Service on Existing Bonds:	$122,163	$125,288	$133,538	$136,963	$145,163
Cash Transfer to CIP Projects	2,847,093	8,369,721	536,300	1,650,100	3,154,800
Total CIP Financing Costs	**$2,969,256**	**$8,495,009**	**$669,838**	**$1,787,063**	**$3,299,963**
REVENUES OVER / (UNDER) EXPENDITURES	**$1,435,127**	**($6,852,214)**	**$876,195**	**$181,256**	**($895,550)**
Fund Balance - January 1	$9,498,801	$10,933,928	$4,081,714	$4,957,908	$5,139,163
Fund Balance - December 31	**$10,933,928**	**$4,081,714**	**$4,957,908**	**$5,139,163**	**$4,243,613**

Tourism and Convention Fund

The Tourism and Convention Fund is based on Charter Ordinance 221. Revenues are received primarily from the Transient Guest Tax, currently set at 6% of gross receipts.

Projected Revenue

Fund revenues typically are cyclical and are driven by the economic environment. The pandemic was a particularly difficult period for this revenue stream. Revenues fell 23% in 2021. However, revenues rebounded quickly in 2022 and 2023. Growth in the short term is projected to be more conservative at 1.5%-2.5% in the coming years and will be re-evaluated each new budget cycle to ensure fund sustainability. Longer term, the CIP is based on a projected growth rate of 3.0%.

Projected Expenditures

Fund expenditures include an annual amount for Visit Wichita. In addition, this fund has been used to offset operating losses at the convention center. This support was reduced with the implementation an outsourced management contract for the convention center. This fund is being used to finance operating costs of cultural facilities, with a transfer of approximately $3 million annually. The remainder of expenditures support CIP projects for cultural facilities and Century II.

Over the planning period, the Transient Guest Tax Fund is projected to fund $43.1 million in projects. These projects include $30.4 million in cultural facility improvements, and $12.7 million for Convention Center repairs. The Transient Guest Tax funds will be used to fund the 10-year plan for maintaining and improving Century II. The fund is expected to cash fund these projects and not incur additional debt.

MULTI-YEAR FUND OVERVIEW - TOURISM AND CONVENTION FUND						
2029 PROJECTED	2030 PROJECTED	2031 PROJECTED	2032 PROJECTED	2033 PROJECTED	2034 PROJECTED	2035 PROJECTED
$11,065,350	$11,397,311	$11,739,230	$12,091,407	$12,454,149	$12,827,774	$13,212,607
0	0	0	0	0	0	0
$11,065,350	**$11,397,311**	**$11,739,230**	**$12,091,407**	**$12,454,149**	**$12,827,774**	**$13,212,607**
$3,500,076	$3,517,576	$3,535,164	$3,545,770	$3,556,407	$3,567,076	$3,577,778
4,916,624	4,916,624	4,916,624	4,916,624	4,916,624	4,916,624	4,916,624
$8,416,700	**$8,434,200**	**$8,451,788**	**$8,462,394**	**$8,473,031**	**$8,483,700**	**$8,494,402**
$2,058,078	**$2,963,110**	**$3,287,442**	**$3,629,013**	**$3,981,118**	**$4,344,073**	**$4,718,205**
$148,138	$155,888	$153,088	$164,588	$170,719	$1,731,875	$0
4,069,500	3,727,600	3,810,100	3,270,600	3,825,600	2,755,100	4,607,300
$4,217,638	**$3,883,488**	**$3,963,188**	**$3,435,188**	**$3,996,319**	**$4,486,975**	**$4,607,300**
($1,568,987)	**($920,377)**	**($675,746)**	**$193,826**	**($15,201)**	**($142,902)**	**$110,905**
$4,243,613	$2,674,625	$1,754,248	$1,078,502	$1,272,328	$1,257,127	$1,114,226
$2,674,625	**$1,754,248**	**$1,078,502**	**$1,272,328**	**$1,257,127**	**$1,114,226**	**$1,225,131**

Projected Debt Levels

The Fund currently has outstanding debt of $2.3 million. This debt was issued in 2016 with a 20-year term. The amortization of principal is back-loaded (although amounts are set aside periodically as a reserve to retire the debt). Current outstanding debt is expected to be fully retired by the end of the planning period. New projects will be cash funded and no new debt is projected during the CIP planning period.

Transient Guest Tax Fund Projected Debt 2026-2035	
Current Debt Outstanding (beg. 2026)	$2,300,000
Current Debt Retirement (2026-2035)	($2,300,000)
New Debt Issuances (2026-2035)	$0
New Debt Retirement (2026-2035)	$0
Projected Ending Debt (end 2035)	$0

MULTI-YEAR FUND OVERVIEW - AIRPORT FUND	2024 ACTUAL	2025 PROJECTED	2026 PROJECTED	2027 PROJECTED	2028 PROJECTED
REVENUE:					
Airline Revenue	$6,166,150	$6,839,965	$7,460,715	$8,029,306	$8,270,185
Parking Revenue	10,992,971	11,076,335	11,375,396	13,436,836	13,705,573
Federal Operating Grants	0	0	0	0	0
Non-Airline Revenue	23,260,705	24,931,795	25,827,092	26,347,633	26,874,586
TOTAL REVENUES	**$40,419,826**	**$42,848,095**	**$44,663,203**	**$47,813,775**	**$48,850,344**
OPERATING EXPENDITURES:					
Expenditures	$26,205,767	$28,760,075	$30,053,327	$30,435,213	$30,879,934
REVENUES OVER / (UNDER) EXPENDITURES	**$14,214,059**	**$14,088,020**	**$14,609,876**	**$17,378,562**	**$17,970,410**
CAPITAL PROJECT FINANCING:					
Debt Service on Existing Bonds:	$8,675,072	$8,686,111	$8,682,774	$8,662,105	$8,662,021
Cash Transfer to CIP Projects	9,571,407	16,318,411	17,868,349	7,543,624	7,834,524
TOTAL CIP FINANCING COSTS	**$18,246,479**	**$25,004,522**	**$26,551,123**	**$16,205,729**	**$16,496,545**
REVENUES OVER / (UNDER) EXPENDITURES	**($4,032,420)**	**($10,916,502)**	**($11,941,247)**	**$1,172,833**	**$1,473,865**
Fund Balance - January 1	$44,369,959	$40,337,539	$29,421,037	$17,479,790	$18,652,623
Fund Balance - December 31	**$40,337,539**	**$29,421,037**	**$17,479,790**	**$18,652,623**	**$20,126,488**

Airport Fund

The City of Wichita operates two airports: Wichita Dwight D. Eisenhower National Airport in southwest Wichita; and Colonel James Jabara Airport in northeast Wichita. Revenues and expenditures for airport operations are included in the Airport Fund, pursuant to KSA 3-147. All airport operations are financed by user fees. The Airport pro forma was developed by Airport staff, and a consultant has been retained to support financial planning of major capital improvements.

Projected Revenue

The Airport Fund generates operating revenues from a variety of sources, all based on activities located on Airport property. Concession fees are charged to vendors providing services to Airport customers, including rental car providers. Parking revenues are a significant source of revenue for the Airport Fund. The Airport charges rental fees for tenants in the Airport terminal and in other Airport-owned buildings and land. Airfield costs are recovered through landing fees charged to scheduled airlines, based on negotiated rates.

Revenue is also generated through programs authorized by the Federal Aviation Administration (FAA). The Airport assesses a Passenger Facility Charge (PFC) on each eligible enplaned passenger buying a ticket to fly out of Wichita. A Customer Facility Charge (CFC) is collected by airport car rental companies on behalf of the Airport. The FAA provides grant funding through its Airport Improvement Program (AIP). The AIP funds are received through an entitlement allocation as well as discretionary grants. The entitlement program funds are based on the number of enplaned passengers from two years prior to the current year.

The Transportation Security Administration (TSA) provides grants for security projects. Operating, PFC, and grant revenue sources will be used to pay for the entire Airport CIP. Because most of the revenue sources are dependent on the number of passengers flying to destinations from Wichita, it is important to continually monitor the region's economic condition and the financial position of the Airport Fund to ensure that all capital projects can be paid fully by user fees.

MULTI-YEAR FUND OVERVIEW - AIRPORT FUND						
2029 PROJECTED	2030 PROJECTED	2031 PROJECTED	2032 PROJECTED	2033 PROJECTED	2034 PROJECTED	2035 PROJECTED
$8,518,291	$8,773,839	$9,037,055	$9,308,166	$9,587,411	$9,875,034	$10,171,285
13,979,684	14,259,278	14,544,463	14,835,353	15,132,060	15,434,701	15,743,395
0	0	0	0	0	0	0
27,412,077	27,960,319	28,519,525	29,089,916	29,671,714	30,265,148	30,870,451
$49,910,052	**$50,993,436**	**$52,101,043**	**$53,233,435**	**$54,391,185**	**$55,574,883**	**$56,785,131**
$31,497,533	$32,127,483	$32,770,033	$33,425,434	$34,093,942	$34,775,821	$35,471,338
$18,412,520	**$18,865,953**	**$19,331,010**	**$19,808,001**	**$20,297,243**	**$20,799,062**	**$21,313,793**
$8,666,182	$8,667,455	$8,666,734	$8,275,785	$8,280,665	$8,295,290	$8,067,971
3,776,817	6,647,873	3,155,976	10,139,174	10,992,063	180,000	722,000
$12,442,999	**$15,315,328**	**$11,822,710**	**$18,414,959**	**$19,272,728**	**$8,475,290**	**$8,789,971**
$5,969,520	**$3,550,625**	**$7,508,301**	**$1,393,042**	**$1,024,515**	**$12,323,772**	**$12,523,822**
$20,126,488	$26,096,008	$29,646,633	$37,154,934	$38,547,976	$39,572,491	$51,896,263
$26,096,008	**$29,646,633**	**$37,154,934**	**$38,547,976**	**$39,572,491**	**$51,896,263**	**$64,420,085**

Projected Expenditures

Operating expenditures for the Airport are expected to grow each year based on inflation and increases in activity levels. Debt service expenditures are expected to be relatively stable, varying slightly due to the capital financing needs associated with future CIP projects.

MULTI-YEAR FUND OVERVIEW - STORMWATER UTILITY FUND

	2024 ACTUAL	2025 PROJECTED	2026 PROJECTED	2027 PROJECTED	2028 PROJECTED
REVENUE:					
Charges for Services	$13,424,739	$13,141,599	$13,197,296	$13,212,637	$15,929,438
TOTAL REVENUES	**$13,424,739**	**$13,141,599**	**$13,197,296**	**$13,212,637**	**$15,929,438**
OPERATING EXPENDITURES:					
Expenditures	$7,104,177	$8,615,389	$8,782,422	$8,844,994	$9,021,894
Transfer / Other Expenditures	$1,153,610	$1,544,979	$1,768,414	$1,836,603	$1,241,641
Total Operating Expenditures	**$8,257,787**	**$10,160,368**	**$10,550,836**	**$10,681,597**	**$10,263,535**
REVENUES OVER / (UNDER) EXPENDITURES	**$5,166,952**	**$2,981,231**	**$2,646,460**	**$2,531,040**	**$5,665,903**
CAPITAL PROJECT FINANCING:					
Debt Service on Existing Bonds:	$1,985,647	$1,285,858	$964,919	$963,794	$158,144
Projected Debt Service on New Bonds:	$0	$0	$0	$0	$949,482
Total CIP Financing Costs	**$1,985,647**	**$1,285,858**	**$964,919**	**$963,794**	**$1,107,625**
REVENUES OVER / (UNDER) EXPENDITURES	**$3,181,305**	**$1,695,372**	**$1,681,541**	**$1,567,246**	**$4,558,277**
Unencumbered Net Position - Jan 1	$26,960,315	$29,134,978	$21,005,010	$13,084,026	$13,020,510
Change due to non-budgetary items	$22,560				
Cash transfers to CIP projects	($1,029,202)	($9,825,341)	($9,602,525)	($1,630,763)	($2,414,490)
Unencumbered Net Position - Dec 31	**$29,134,978**	**$21,005,010**	**$13,084,026**	**$13,020,510**	**$15,164,298**

Stormwater Utility Fund

The City of Wichita created the Stormwater Utility in 1993. The Utility is funded by a base charge and fees based on impervious area. On December 7, 2015, AMEC Foster Wheeler was selected to complete a costs of service analysis (COSA) and to review ERU rates. On April 18, 2017, the City Council adjusted the rate model to address equity concerns and to provide additional resources for capital improvements. The Stormwater Fund maintained an unencumbered net position of over $29 million at year-end 2024, providing the flexibility to cash fund smaller projects.

Projected Revenue

A base fee and tiered residential ERU model was implemented in mid-2017. The new rate structure has created additional capacity to finance new projects, and to create equity in the rate structure.

Projected Expenses

Operating costs are expected to increase, consistent with continued emphasis on capital equipment replacement, and additional maintenance of the stormwater drainage system.

Projected Debt Levels

At the beginning of 2026, Utility debt is estimated to be $3.6 million, with most of this amortized by 2027. Although revenues tend to grow slowly, there is not much volatility. The CIP includes a $36.2 million project for Dry Creek. To finance this, the utility is expected increase debt beginning in 2026. Although the fund balance will likely decline over the next several years, the balance is expected to remain within parameters during the planning period.

MULTI-YEAR FUND OVERVIEW - STORMWATER UTILITY FUND						
2029 PROJECTED	2030 PROJECTED	2031 PROJECTED	2032 PROJECTED	2033 PROJECTED	2034 PROJECTED	2035 PROJECTED
$16,237,818	$16,538,460	$16,842,797	$17,149,552	$17,455,773	$17,763,859	$18,073,202
$16,237,818	**$16,538,460**	**$16,842,797**	**$17,149,552**	**$17,455,773**	**$17,763,859**	**$18,073,202**
$9,202,332	$9,671,681	$10,050,468	$10,444,446	$10,854,184	$11,279,272	$11,721,323
$1,455,528	$1,395,356	$1,442,193	$1,490,904	$1,541,563	$1,594,249	$1,649,042
$10,657,860	**$11,067,036**	**$11,492,661**	**$11,935,351**	**$12,395,748**	**$12,873,521**	**$13,370,365**
$5,579,959	**$5,471,424**	**$5,350,136**	**$5,214,202**	**$5,060,025**	**$4,890,338**	**$4,702,837**
$160,244	$157,056	$158,681	$0	$0	$0	$0
$2,238,166	$2,238,166	$2,238,166	$2,238,166	$2,238,166	$2,238,166	$2,238,166
$2,398,410	**$2,395,223**	**$2,396,848**	**$2,238,166**	**$2,238,166**	**$2,238,166**	**$2,238,166**
$3,181,549	**$3,076,201**	**$2,953,289**	**$2,976,035**	**$2,821,859**	**$2,652,172**	**$2,464,671**
$15,164,298	$11,918,378	$12,451,611	$12,793,813	$13,087,918	$10,654,169	$7,974,109
($6,427,469)	($2,542,968)	($2,611,087)	($2,681,930)	($5,255,608)	($5,332,232)	($2,911,921)
$11,918,378	**$12,451,611**	**$12,793,813**	**$13,087,918**	**$10,654,169**	**$7,974,109**	**$7,526,859**

MULTI-YEAR FUND OVERVIEW - SEWER UTILITY FUND

	2024 ACTUAL	2025 PROJECTED	2026 PROJECTED	2027 PROJECTED	2028 PROJECTED
REVENUE:					
Charges for Services	$80,531,820	$81,969,661	$85,703,317	$89,430,957	$87,001,936
Other Revenue	1,047,691	$998,527	$1,095,935	$1,032,006	7,493,201
TOTAL REVENUES	**$81,579,511**	**$82,968,188**	**$86,799,252**	**$90,462,963**	**$94,495,138**
EXPENDITURES:					
Operating Expenditures	$31,284,043	$38,949,730	$40,908,528	$42,173,088	$43,016,550
	$50,295,468	**$44,018,458**	**$45,890,724**	**$48,289,875**	**$51,478,588**
REVENUES AVAILABLE FOR DEBT SERVICE					
CAPITAL PROJECT FINANCING:					
Existing Revenue Bond Debt Service	$19,816,778	$20,007,694	$19,228,886	$18,646,326	$18,615,010
Existing WIFIA Debt Service	0	0	0	0	0
Existing SRF Debt Service	0	3,946,604	3,946,604	3,946,604	3,946,604
New Revenue Bond Debt Service	0	0	841,191	3,659,633	6,321,619
Total Bond Debt Service	**$19,816,778**	**$23,954,298**	**$24,016,681**	**$26,252,563**	**$28,883,233**
OTHER EXPENDITURES					
Capital Outlay	$250,000	$6,950,000	$5,051,209	$9,833,454	$250,000
Other Expenses	7,572,538	5,455,503	12,377,939	12,502,440	10,211,972
Total Other expenditures	**$7,822,538**	**$12,405,503**	**$17,429,148**	**$22,335,894**	**$10,461,972**
OPERATING SURPLUS/(DEFICIT)	**$22,656,152**	**$7,658,657**	**$4,444,895**	**($298,582)**	**$12,133,384**
Unencumbered Net Position - Jan. 1	**$146,945,935**	**$156,026,180**	**$163,684,837**	**$168,129,732**	**$167,831,150**
Operating Surplus/(Deficit)	$22,656,152	$7,658,657	$4,444,895	($298,582)	$12,133,384
Other Changes to Net Position	*($13,575,907)*				
Unencumbered Net Position - Dec. 31	**$156,026,180**	**$163,684,837**	**$168,129,732**	**$167,831,150**	**$179,964,534**
DEBT COVERAGE RATIO ON ALL DEBT	**2.54**	**1.63**	**1.66**	**1.42**	**1.43**
City Target	*1.25*	*1.25*	*1.25*	*1.25*	*1.25*
UTILITY REVENUE INCREASES:					
Regularly Planned Adjustments	3.00%	4.75%	4.75%	4.75%	4.75%

Sewer Utility Fund

Staff from the Public Works and Utilities Department are responsible for managing the financial affairs of the Sewer Utility and preparing the financial forecasts, including the pro forma. The forecasts are incorporated into the CIP. The projections are based on a Cost of Service Analysis (COSA), which is usually done every five years. The COSA sets certain assumptions and parameters that are then used to develop pro formas and also to develop rate projections.

MULTI-YEAR FUND OVERVIEW - SEWER UTILITY FUND						
2029 PROJECTED	2030 PROJECTED	2031 PROJECTED	2032 PROJECTED	2033 PROJECTED	2034 PROJECTED	2035 PROJECTED
$91,224,843	$95,849,926	$100,758,639	$105,897,554	$111,295,944	$117,003,293	$122,972,856
7,510,163	7,498,184	7,509,916	7,516,041	7,518,507	7,525,841	7,531,703
$98,735,007	**$103,348,110**	**$108,268,555**	**$113,413,594**	**$118,814,452**	**$124,529,134**	**$130,504,559**
$43,876,881	$44,722,680	$46,437,951	$48,223,313	$50,081,801	$52,016,585	$54,030,980
$54,858,126	**$58,625,430**	**$61,830,604**	**$65,190,281**	**$68,732,651**	**$72,512,549**	**$76,473,580**
$15,815,521	$15,241,214	$13,560,873	$12,549,602	$11,728,596	$11,719,849	$8,441,025
0	0	0	9,051,592	9,136,164	9,223,925	9,314,993
3,946,604	3,946,604	3,946,604	3,946,604	3,946,604	3,946,604	3,946,604
8,113,090	9,649,454	10,658,432	12,193,025	13,796,792	17,038,797	21,682,447
$27,875,215	**$28,837,272**	**$28,165,909**	**$37,740,824**	**$38,608,157**	**$41,929,175**	**$43,385,069**
$250,000	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000
11,018,560	12,573,400	12,845,247	13,133,056	13,432,726	13,745,861	14,575,325
$11,268,560	**$12,823,400**	**$13,095,247**	**$13,383,056**	**$13,682,726**	**$13,995,861**	**$14,825,325**
$15,714,351	**$16,964,758**	**$20,569,448**	**$14,066,401**	**$16,441,769**	**$16,587,513**	**$18,263,185**
$179,964,534	**$195,678,885**	**$212,643,643**	**$233,213,090**	**$247,279,492**	**$263,721,260**	**$280,308,773**
$15,714,351	$16,964,758	$20,569,448	$14,066,401	$16,441,769	$16,587,513	$18,263,185
$195,678,885	**$212,643,643**	**$233,213,090**	**$247,279,492**	**$263,721,260**	**$280,308,773**	**$298,571,958**
1.58	**1.66**	**1.82**	**1.56**	**1.64**	**1.65**	**1.71**
1.25	*1.25*	*1.25*	*1.25*	*1.25*	*1.25*	*1.25*
4.75%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%

Debt Service Coverage Ratio

The utilities must maintain a combined Debt Service Coverage Ratio (DSCR) of at least 1.20, based on bond covenants, but the City has established a more conservative target of 1.25 or more. With a mix of low interest loans from the Water Infrastructure Finance and Innovation Act (WIFIA) program, the State of Kansas' SRF program as well as cash and revenue bonds, the City is financing Biological Nutrient Removal (BNR) upgrades to the wastewater treatment facilities. The BNR upgrades will also significantly improve odor control. Construction is expected to be complete in late 2027.

MULTI-YEAR FUND OVERVIEW - WATER UTILITY FUND

	2024 ACTUAL	2025 PROJECTED	2026 PROJECTED	2027 PROJECTED	2028 PROJECTED
REVENUE:					
Charges for Services	$126,859,018	$125,898,969	$143,605,200	$153,352,644	$164,100,575
Other Revenue	14,727,476	$1,244,579	$1,366,040	$1,284,807	1,298,475
TOTAL REVENUES	**$141,586,494**	**$127,143,548**	**$144,971,240**	**$154,637,451**	**$165,399,051**
EXPENDITURES:					
Operating Expenditures	$53,683,475	$59,081,696	$60,595,055	$60,972,960	$59,829,326
REVENUES AVAILABLE FOR DEBT SERVICE	**$87,903,019**	**$68,061,852**	**$84,376,185**	**$93,664,491**	**$105,569,724**
CAPITAL PROJECT FINANCING:					
Existing Revenue Bond Debt Service	$25,043,508	$25,206,630	$23,977,650	$23,153,951	$22,998,010
Existing GO Bond Debt Service	9,570,517	9,591,600	9,655,825	9,650,550	9,648,675
Existing WIFIA Debt Service	0	0	0	0	0
Existing SRF Debt Service	0	7,972,402	15,944,805	15,944,805	15,944,805
New Revenue Bond Debt Service	0	0	2,452,556	10,311,530	17,413,334
Total Bond Debt Service	**$34,614,025**	**$42,770,632**	**$52,030,836**	**$59,060,835**	**$66,004,824**
OTHER EXPENDITURES:					
Capital Outlay	$1,000,000	$1,000,000	$1,000,000	$1,400,000	$2,030,000
Other Expenses	10,551,233	18,705,661	19,267,899	19,452,903	17,998,703
Total Other Expenditures	**$11,551,233**	**$19,705,661**	**$20,267,899**	**$20,852,903**	**$20,028,703**
OPERATING SURPLUS/(DEFICIT)	**$41,737,761**	**$5,585,559**	**$12,077,450**	**$13,750,753**	**$19,536,197**
Unencumbered Net Position - Jan 1	**$283,516,575**	**$303,891,902**	**$309,477,462**	**$321,554,911**	**$335,305,664**
Operating Surplus/(Deficit)	$41,737,761	$5,585,559	$12,077,450	$13,750,753	$19,536,197
Other Changes to Net Position	*($21,362,434)*				
Unencumbered Net Position - Dec 31	**$303,891,902**	**$309,477,462**	**$321,554,911**	**$335,305,664**	**$354,841,861**
DEBT COVERAGE RATIO ON ALL DEBT	**2.54**	**1.29**	**1.64**	**1.57**	**1.53**
City Target	*1.25*	*1.25*	*1.25*	*1.25*	*1.25*
UTILITY REVENUE INCREASES:					
Regularly Planned Adjustments	6.25%	6.75%	6.75%	7.00%	7.25%

Water Utility Fund

Staff from the Public Works and Utilities Department are responsible for managing the financial affairs of the Water Utility and preparing the financial forecasts, including the pro forma. The forecasts are incorporated into the CIP. The projections are based on a Cost of Service Analysis (COSA), which is usually done every five years. The COSA sets certain assumptions and parameters that are then used to develop proformas and also to develop rate projections. The assumptions currently include 3%-5% increases in operating expenses and .50% annual growth in water customers. The most current Utility pro forma is available from Public Works and Utilities staff, which updates it periodically.

MULTI-YEAR FUND OVERVIEW - WATER UTILITY FUND						
2029 PROJECTED	2030 PROJECTED	2031 PROJECTED	2032 PROJECTED	2033 PROJECTED	2034 PROJECTED	2035 PROJECTED
$176,193,717	$184,892,808	$194,058,333	$203,702,865	$213,840,528	$224,464,212	$235,638,581
1,316,441	1,299,908	1,304,942	1,307,097	1,303,982	1,305,340	1,305,473
$177,510,158	**$186,192,716**	**$195,363,274**	**$205,009,962**	**$215,144,510**	**$225,769,553**	**$236,944,054**
$61,768,897	$66,941,442	$69,391,360	$71,936,686	$74,582,399	$77,331,652	$80,188,784
$115,741,261	**$119,251,274**	**$125,971,914**	**$133,073,276**	**$140,562,112**	**$148,437,901**	**$156,755,270**
$20,991,068	$20,711,087	$16,815,568	$15,074,669	$12,605,471	$12,496,409	$10,477,956
9,644,975	9,639,300	9,594,500	9,587,400	9,592,938	9,586,438	0
11,603,514	11,603,514	11,603,514	11,603,514	11,603,514	11,603,514	11,603,514
15,944,805	15,944,805	15,944,805	15,944,805	15,944,805	15,944,805	15,944,805
22,312,742	26,319,980	28,974,982	33,434,132	40,710,479	47,586,476	52,835,100
$80,497,103	**$84,218,686**	**$82,933,368**	**$85,644,520**	**$90,457,207**	**$97,217,641**	**$90,861,374**
$1,000,000	$1,000,000	$3,050,000	$2,000,000	$1,587,000	$1,000,000	$1,000,000
17,713,210	15,558,767	18,107,124	17,580,892	17,716,530	17,703,605	18,303,319
$18,713,210	**$16,558,767**	**$21,157,124**	**$19,580,892**	**$19,303,530**	**$18,703,605**	**$19,303,319**
$16,530,948	**$18,473,822**	**$21,881,422**	**$27,847,864**	**$30,801,374**	**$32,516,655**	**$46,590,576**
$354,841,861	**$371,372,808**	**$389,846,630**	**$411,728,052**	**$439,575,916**	**$470,377,291**	**$502,893,946**
$16,530,948	$18,473,822	$21,881,422	$27,847,864	$30,801,374	$32,516,655	$46,590,576
$371,372,808	**$389,846,630**	**$411,728,052**	**$439,575,916**	**$470,377,291**	**$502,893,946**	**$549,484,522**
1.39	**1.40**	**1.48**	**1.53**	**1.54**	**1.52**	**1.71**
1.25	*1.25*	*1.25*	*1.25*	*1.25*	*1.25*	*1.25*
7.50%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%

Debt Service Coverage Ratio

The utilities must maintain a combined Debt Service Coverage Ratio (DSCR) of at least 1.20, based on bond covenants, but the City has established a more conservative target of 1.25. The City financed design and construction of the new Wichita Water Works treatment plant, which replaced the original 80-year old plant, using a mix of low interest loans from the Water Infrastructure Finance and Innovation Act (WIFIA) program, the State of Kansas' SRF program as well as cash and revenue bonds.


CITY OF
WICHITA

PROJECT LISTING

PROJECT LISTING BY FUNDING SOURCES AND YEAR

AIRPORT DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
Airfield Pavement - AAO	A0001		**1,497,400**	**0**	**0**	**0**	**50,425,000**
		Airport	74,870	0	0	0	5,042,500
		F	1,422,530	0	0	0	43,382,500
		S	0	0	0	0	2,000,000
Airfield Pavement - ICT	A0002		**8,695,000**	**16,976,321**	**0**	**15,487,500**	**0**
		Airport	489,568	3,173,413	0	2,352,000	0
		F	7,614,000	13,802,908	0	13,135,500	0
		S	591,432	0	0	0	0
Airport Development - AAO	A0003		**0**	**1,335,000**	**0**	**0**	**0**
		Airport	0	835,000	0	0	0
		S	0	500,000	0	0	0
Equipment - ICT	A0005		**4,495,320**	**0**	**337,700**	**355,117**	**372,873**
		Airport	292,820	0	337,700	355,117	372,873
		F	0	0	0	0	0
		PFC	4,202,500	0	0	0	0
Facilities - ICT	A0007		**7,537,258**	**5,434,900**	**1,867,100**	**1,027,200**	**1,200,000**
		Airport	6,587,258	5,434,900	1,867,100	1,027,200	1,200,000
		F	950,000	0	0	0	0
Street Side Pavement - ICT	A0008		**620,000**	**2,362,683**	**250,000**	**0**	**0**
		Airport	620,000	2,126,414	250,000	0	0
		O	0	236,269	0	0	0
Studies - AAO	A0009		**110,000**	**0**	**0**	**125,000**	**325,000**
		Airport	5,500	0	0	12,500	32,500
		F	104,500	0	0	112,500	292,500
Studies - ICT	A0010		**260,000**	**0**	**0**	**300,000**	**0**
		Airport	26,000	0	0	30,000	0
		F	234,000	0	0	270,000	0
Technology Systems - ICT	A0011		**4,691,507**	**700,000**	**0**	**0**	**0**
		Airport	4,691,507	700,000	0	0	0
Utility Systems - ICT	A0012		**0**	**700,799**	**0**	**0**	**0**
		Airport	0	653,619	0	0	0
		O	0	47,180	0	0	0
Expenditure Total			**$ 27,906,485**	**$ 27,509,703**	**$ 2,454,800**	**$ 17,294,817**	**$ 52,322,873**

FUNDING SOURCES	2026	2027	2028	2029	2030
Airport Fund	12,787,523	12,923,346	2,454,800	3,776,817	6,647,873
Federal Funds	10,325,030	13,802,908	0	13,518,000	43,675,000
Other Funds	0	283,449	0	0	0
PFC Funds	4,202,500	0	0	0	0
State Funds	591,432	500,000	0	0	2,000,000
Total Funding	**$27,906,485**	**$27,509,703**	**$2,454,800**	**$17,294,817**	**$52,322,873**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

AIRPORT DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
Airfield Pavement - AAO		**0**	**0**	**0**	**0**	**0**	**51,922,400**
	Airport	0	0	0	0	0	5,117,370
	F	0	0	0	0	0	44,805,030
	S	0	0	0	0	0	2,000,000
Airfield Pavement - ICT		**16,883,038**	**0**	**6,890,625**	**0**	**6,675,000**	**71,607,484**
	Airport	3,155,976	0	689,062	0	667,500	10,527,519
	F	13,727,062	0	6,201,563	0	6,007,500	60,488,533
	S	0	0	0	0	0	591,432
Airport Development - AAO		**0**	**0**	**0**	**0**	**0**	**1,335,000**
	Airport	0	0	0	0	0	835,000
	S	0	0	0	0	0	500,000
Equipment - ICT		**0**	**730,674**	**0**	**1,800,000**	**0**	**8,091,684**
	Airport	0	730,674	0	180,000	0	2,269,184
	F	0	0	0	1,620,000	0	1,620,000
	PFC	0	0	0	0	0	4,202,500
Facilities - ICT		**0**	**0**	**303,000**	**0**	**0**	**17,369,458**
	Airport	0	0	303,000	0	0	16,419,458
	F	0	0	0	0	0	950,000
Street Side Pavement - ICT		**0**	**10,400,000**	**0**	**0**	**0**	**13,632,683**
	Airport	0	9,360,000	0	0	0	12,356,414
	O	0	1,040,000	0	0	0	1,276,269
Studies - AAO		**0**	**145,000**	**0**	**0**	**165,000**	**870,000**
	Airport	0	14,500	0	0	16,500	81,500
	F	0	130,500	0	0	148,500	788,500
Studies - ICT		**0**	**340,000**	**0**	**0**	**380,000**	**1,280,000**
	Airport	0	34,000	0	0	38,000	128,000
	F	0	306,000	0	0	342,000	1,152,000
Technology Systems - ICT		**0**	**0**	**10,000,000**	**0**	**0**	**15,391,507**
	Airport	0	0	10,000,000	0	0	15,391,507
Utility Systems - ICT		**0**	**0**	**0**	**0**	**0**	**700,799**
	Airport	0	0	0	0	0	653,619
	O	0	0	0	0	0	47,180
Expenditure Total		**$ 16,883,038**	**$ 11,615,674**	**$ 17,193,625**	**$ 1,800,000**	**$ 7,220,000**	**$ 182,201,015**

FUNDING SOURCES	2031	2032	2033	2034	2035	Total
Airport Fund	3,155,976	10,139,174	10,992,062	180,000	722,000	63,779,571
Federal Funds	13,727,062	436,500	6,201,563	1,620,000	6,498,000	109,804,063
Other Funds	0	1,040,000	0	0	0	1,323,449
PFC Funds	0	0	0	0	0	4,202,500
State Funds	0	0	0	0	0	3,091,432
Total Funding	**$16,883,038**	**$11,615,674**	**$17,193,625**	**$1,800,000**	**$7,220,000**	**$182,201,015**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

BRIDGES DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
1st Street over Arkansas River	EB005		**0**	**8,000,000**	**4,000,000**	**0**	**0**
		LST	0	8,000,000	4,000,000	0	0
1st Street over Arkansas River - Art	EB006		0	400,000	200,000	0	0
		GO	0	400,000	200,000	0	0
Bridge Inspections	EB002		0	325,000	0	350,000	0
		GO	0	325,000	0	350,000	0
Bridge Rehabilitation/Repair	EB003		**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**
		LST	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Mosley @ Chisholm Creek	EB004		**300,000**	**0**	**3,000,000**	**0**	**0**
		LST	300,000	0	3,000,000	0	0
Expenditure Total			**$1,300,000**	**$9,725,000**	**$8,200,000**	**$1,350,000**	**$1,000,000**

FUNDING SOURCES	2026	2027	2028	2029	2030
General Obligation Funds	0	725,000	200,000	350,000	0
Local Sales Tax Fund	1,300,000	9,000,000	8,000,000	1,000,000	1,000,000
Total Funding	**$1,300,000**	**$9,725,000**	**$8,200,000**	**$1,350,000**	**$1,000,000**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

BRIDGES DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
1st Street over Arkansas River		0	0	0	0	0	12,000,000
	LST	0	0	0	0	0	12,000,000
1st Street over Arkansas River - Art		0	0	0	0	0	600,000
	GO	0	0	0	0	0	600,000
Bridge Inspections		350,000	0	350,000	0	350,000	1,725,000
	GO	350,000	0	350,000	0	350,000	1,725,000
Bridge Rehabilitation/Repair		1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10,000,000
	LST	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10,000,000
Mosley @ Chisholm Creek		0	0	0	0	0	3,300,000
	LST	0	0	0	0	0	3,300,000
Expenditure Total		$1,350,000	$1,000,000	$1,350,000	$1,000,000	$1,350,000	$27,625,000

FUNDING SOURCES	2031	2032	2033	2034	2035	Total
General Obligation Funds	350,000	0	350,000	0	350,000	2,325,000
Local Sales Tax Fund	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	25,300,000
Total Funding	$1,350,000	$1,000,000	$1,350,000	$1,000,000	$1,350,000	$27,625,000

PROJECT LISTING BY FUNDING SOURCES AND YEAR

FREEWAYS DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
K-96 Expansion	EF002		**0**	**150,000,000**	**150,000,000**	**0**	**0**
		LST	0	5,000,000	5,000,000	0	0
		S	0	140,000,000	140,000,000	0	0
		SG	0	5,000,000	5,000,000	0	0
Kellogg - 119th - 143rd West	EF003		**4,000,000**	**0**	**0**	**0**	**0**
		LST	4,000,000	0	0	0	0
Kellogg - Ridge Enhancements	EF004		**0**	**0**	**0**	**0**	**5,000,000**
		F	0	0	0	0	5,000,000
Expenditure Total			**$4,000,000**	**$150,000,000**	**$150,000,000**	**$0**	**$5,000,000**

FUNDING SOURCES	2026	2027	2028	2029	2030
Federal Funds	0	0	0	0	5,000,000
Local Sales Tax Fund	4,000,000	5,000,000	5,000,000	0	0
State Funds	0	140,000,000	140,000,000	0	0
County Funds	0	5,000,000	5,000,000	0	0
Total Funding	**$4,000,000**	**$150,000,000**	**$150,000,000**	**$0**	**$5,000,000**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

FREEWAYS DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
K-96 Expansion		0	0	0	0	0	300,000,000
	LST	0	0	0	0	0	10,000,000
	S	0	0	0	0	0	280,000,000
	SG	0	0	0	0	0	10,000,000
Kellogg - 119th - 143rd West		0	0	0	0	0	4,000,000
	LST	0	0	0	0	0	4,000,000
Kellogg - Ridge Enhancements		0	0	0	0	0	5,000,000
	F	0	0	0	0	0	5,000,000
Expenditure Total		$0	$0	$0	$0	$0	$309,000,000

FUNDING SOURCES	2031	2032	2033	2034	2035	Total
Federal Funds	0	0	0	0	0	5,000,000
Local Sales Tax Fund	0	0	0	0	0	14,000,000
State Funds	0	0	0	0	0	280,000,000
County Funds	0	0	0	0	0	10,000,000
Total Funding	$0	$0	$0	$0	$0	$309,000,000

PROJECT LISTING BY FUNDING SOURCES AND YEAR

HEAVY EQUIPMENT DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
Heavy Equipment Replacement	HEQ01		3,931,324	3,501,547	4,000,000	4,842,549	3,515,876
		GO	3,931,324	3,501,547	4,000,000	4,842,549	3,515,876
Snow Equipment Replacement	HEQ02		112,568	0	176,076	0	380,320
		GO	112,568	0	176,076	0	380,320
Expenditure Total			**$4,043,892**	**$3,501,547**	**$4,176,076**	**$4,842,549**	**$3,896,196**

FUNDING SOURCES	2026	2027	2028	2029	2030
General Obligation Funds	4,043,892	3,501,547	4,176,076	4,842,549	3,896,196
Total Funding	**$4,043,892**	**$3,501,547**	**$4,176,076**	**$4,842,549**	**$3,896,196**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

HEAVY EQUIPMENT DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
Heavy Equipment Replacement		1,874,935	2,733,654	2,067,892	4,853,397	4,189,000	35,510,174
	GO	1,874,935	2,733,654	2,067,892	4,853,397	4,189,000	35,510,174
Snow Equipment Replacement		511,239	36,465	213,181	653,332	382,000	2,465,181
	GO	511,239	36,465	213,181	653,332	382,000	2,465,181
Expenditure Total		**$2,386,174**	**$2,770,119**	**$2,281,073**	**$5,506,729**	**$4,571,000**	**$37,975,355**

FUNDING SOURCES	2031	2032	2033	2034	2035	Total
General Obligation Funds	2,386,174	2,770,119	2,281,073	5,506,729	4,571,000	37,975,355
Total Funding	**$2,386,174**	**$2,770,119**	**$2,281,073**	**$5,506,729**	**$4,571,000**	**$37,975,355**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

PARK AND RECREATION DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
Aquatics Bathhouse Improvements	PR022		125,000	125,000	125,000	125,000	150,000
		GO	125,000	125,000	125,000	125,000	150,000
Athletic Field Renovation	PR001		200,000	200,000	200,000	200,000	200,000
		GO	200,000	200,000	200,000	200,000	200,000
Athletics Courts	PR003		225,000	225,000	225,000	225,000	225,000
		GO	225,000	225,000	225,000	225,000	225,000
Chisholm Creek Park S. Pathway - Art	PR017		0	150,000	0	0	0
		GO	0	150,000	0	0	0
Chisholm Creek Park S. Pathway Impr	PR016		0	650,000	250,000	250,000	0
		GO	0	650,000	250,000	250,000	0
Crystal Prairie Park	PR018		0	0	750,000	0	500,000
		GO	0	0	750,000	0	500,000
Dr. Glen Dey (Grove) Park Sports Complex	PR029		0	500,000	0	20,000,000	0
		GO	0	500,000	0	0	0
		O	0	0	0	20,000,000	0
Forestry Parking Lot	PR026		0	0	0	1,500,000	0
		GO	0	0	0	1,500,000	0
Golf Course and Facility Improvements	PR008		230,000	90,000	0	0	0
		Golf	230,000	90,000	0	0	0
Golf Irrigation Improvements	PR007		2,000,000	2,500,000	0	0	0
		Golf	2,000,000	2,500,000	0	0	0
Irrigation Systems	PR006		0	100,000	0	100,000	0
		GO	0	100,000	0	100,000	0
Nomar Stage	PR023		650,000	300,000	0	0	0
		GO	650,000	300,000	0	0	0
Nomar Stage - Art	PR024		150,000	0	0	0	0
		GO	150,000	0	0	0	0
Park Facility Enhancements	PR009		200,000	200,000	200,000	600,000	600,000
		GO	200,000	200,000	200,000	600,000	600,000
Park Facility Maintenance	PR012		275,000	275,000	300,000	300,000	300,000
		GO	275,000	275,000	300,000	300,000	300,000
Park Parking Lots	PR027		0	0	0	1,680,000	0
		GO	0	0	0	1,680,000	0
Park Signage	PR004		100,000	100,000	100,000	100,000	100,000
		GO	100,000	100,000	100,000	100,000	100,000
Planeview Community Center - Art	PR028		300,000	0	0	0	0
		GO	300,000	0	0	0	0
Playground Rehab/Dev	PR002		450,000	450,000	450,000	450,000	475,000
		GO	450,000	450,000	450,000	450,000	475,000
Splash Pad Maintenance	PR011		80,000	0	100,000	0	100,000
		GO	80,000	0	100,000	0	100,000

PROJECT LISTING BY FUNDING SOURCES AND YEAR

PARK AND RECREATION DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
Aquatics Bathhouse Improvements		150,000	150,000	150,000	175,000	175,000	1,450,000
	GO	150,000	150,000	150,000	175,000	175,000	1,450,000
Athletic Field Renovation		200,000	200,000	200,000	200,000	200,000	2,000,000
	GO	200,000	200,000	200,000	200,000	200,000	2,000,000
Athletics Courts		225,000	250,000	250,000	250,000	250,000	2,350,000
	GO	225,000	250,000	250,000	250,000	250,000	2,350,000
Chisholm Creek Park S. Pathway - Art		0	0	0	0	0	150,000
	GO	0	0	0	0	0	150,000
Chisholm Creek Park S. Pathway Impr		0	0	0	0	0	1,150,000
	GO	0	0	0	0	0	1,150,000
Crystal Prairie Park		0	500,000	0	500,000	0	2,250,000
	GO	0	500,000	0	500,000	0	2,250,000
Dr. Glen Dey (Grove) Park Sports Complex		0	0	0	0	0	20,500,000
	GO	0	0	0	0	0	500,000
	O	0	0	0	0	0	20,000,000
Forestry Parking Lot		0	0	0	0	0	1,500,000
	GO	0	0	0	0	0	1,500,000
Golf Course and Facility Improvements		0	0	0	0	0	320,000
	Golf	0	0	0	0	0	320,000
Golf Irrigation Improvements		0	0	0	0	0	4,500,000
	Golf	0	0	0	0	0	4,500,000
Irrigation Systems		100,000	0	100,000	0	0	400,000
	GO	100,000	0	100,000	0	0	400,000
Nomar Stage		0	0	0	0	0	950,000
	GO	0	0	0	0	0	950,000
Nomar Stage - Art		0	0	0	0	0	150,000
	GO	0	0	0	0	0	150,000
Park Facility Enhancements		600,000	600,000	600,000	600,000	600,000	4,800,000
	GO	600,000	600,000	600,000	600,000	600,000	4,800,000
Park Facility Maintenance		300,000	325,000	325,000	325,000	325,000	3,050,000
	GO	300,000	325,000	325,000	325,000	325,000	3,050,000
Park Parking Lots		0	1,680,000	0	1,680,000	0	5,040,000
	GO	0	1,680,000	0	1,680,000	0	5,040,000
Park Signage		100,000	100,000	100,000	100,000	100,000	1,000,000
	GO	100,000	100,000	100,000	100,000	100,000	1,000,000
Planeview Community Center - Art		0	0	0	0	0	300,000
	GO	0	0	0	0	0	300,000
Playground Rehab/Dev		475,000	475,000	475,000	475,000	475,000	4,650,000
	GO	475,000	475,000	475,000	475,000	475,000	4,650,000
Splash Pad Maintenance		0	100,000	0	100,000	0	480,000
	GO	0	100,000	0	100,000	0	480,000

PROJECT LISTING BY FUNDING SOURCES AND YEAR

PARK AND RECREATION DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
Trail, Path, and Sidewalk Repairs	PR013		315,000	315,000	315,000	315,000	315,000
		GO	315,000	315,000	315,000	315,000	315,000
Walking Paths	PR005		200,000	200,000	200,000	200,000	200,000
		GO	200,000	200,000	200,000	200,000	200,000
Watson Park Irrigation	PR025		0	0	0	0	100,000
		GO	0	0	0	0	100,000
Expenditure Total			**$5,500,000**	**$6,380,000**	**$3,215,000**	**$26,045,000**	**$3,265,000**

FUNDING SOURCES	2026	2027	2028	2029	2030
General Obligation Funds	3,270,000	3,790,000	3,215,000	6,045,000	3,265,000
Golf Fund	2,230,000	2,590,000	0	0	0
Other	0	0	0	20,000,000	0
Total Funding	**$5,500,000**	**$6,380,000**	**$3,215,000**	**$26,045,000**	**$3,265,000**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

PARK AND RECREATION DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
Trail, Path, and Sidewalk Repairs		315,000	315,000	325,000	325,000	325,000	3,180,000
	GO	315,000	315,000	325,000	325,000	325,000	3,180,000
Walking Paths		200,000	250,000	250,000	250,000	250,000	2,200,000
	GO	200,000	250,000	250,000	250,000	250,000	2,200,000
Watson Park Irrigation		0	100,000	0	100,000	0	300,000
	GO	0	100,000	0	100,000	0	300,000
Expenditure Total		$2,665,000	$5,045,000	$2,775,000	$5,080,000	$2,700,000	$62,670,000

FUNDING SOURCES	2031	2032	2033	2034	2035	Total
General Obligation Funds	2,665,000	5,045,000	2,775,000	5,080,000	2,700,000	37,850,000
Golf Fund	0	0	0	0	0	4,820,000
Other	0	0	0	0	0	20,000,000
Total Funding	$2,665,000	$5,045,000	$2,775,000	$5,080,000	$2,700,000	$62,670,000

PROJECT LISTING BY FUNDING SOURCES AND YEAR

PUBLIC FACILITIES DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
Advanced Learning Library AV Repair	PF033		200,000	0	0	0	0
		GO	200,000	0	0	0	0
Art Maintenance	PF017		170,000	170,000	170,000	160,000	0
		GO	170,000	170,000	170,000	160,000	0
Automated Building Controls	PF003		176,000	176,000	176,000	176,000	176,000
		GO	176,000	176,000	176,000	176,000	176,000
A/V System Enhancements	PF010		0	167,000	0	167,000	0
		GO	0	167,000	0	167,000	0
Botanica Enhancements	PF031		0	0	0	0	0
		GO	0	0	0	0	0
Botanica Improvements	PF024		700,000	0	0	0	275,000
		GO	700,000	0	0	0	275,000
Building Energy Improvements	PF008		242,000	242,000	242,000	242,000	242,000
		GO	242,000	242,000	242,000	242,000	242,000
Century II Improvements	PF001		1,532,000	744,000	755,000	772,000	743,000
		TGT	1,532,000	744,000	755,000	772,000	743,000
City ADA Improvements	PF002		0	121,000	0	121,000	0
		GO	0	121,000	0	121,000	0
CityArts Enhancement	PF032		0	0	0	50,000	100,000
		GO	0	0	0	50,000	100,000
City Facility Impr - P&R, Lib, NCH	PF004		1,155,000	1,155,000	1,155,000	1,155,000	1,155,000
		GO	1,155,000	1,155,000	1,155,000	1,155,000	1,155,000
City Hall Maintenance	PF007		1,213,000	1,213,000	1,213,000	1,213,000	1,213,000
		GO	1,213,000	1,213,000	1,213,000	1,213,000	1,213,000
City Hall Remodels	PF011		121,000	121,000	121,000	121,000	121,000
		GO	121,000	121,000	121,000	121,000	121,000
CMF Facility Improvements	PF014		0	0	0	0	276,000
		GO	0	0	0	0	276,000
Convention Center Promenade - Art	PF037		0	100,000	0	0	0
		GO	0	100,000	0	0	0
Convention Center Promenade Enhancements	PF020		1,575,000	0	0	0	0
		TGT	1,575,000	0	0	0	0
Convention Facility	PF013		0	0	0	20,000,000	190,000,000
		O	0	0	0	20,000,000	190,000,000
Cowtown Improvement: Empire House	PF026		0	0	0	750,000	0
		TGT	0	0	0	750,000	0
Cowtown Improvements	PF025		850,000	50,000	0	500,000	0
		TGT	850,000	50,000	0	500,000	0
Cowtown Museum Impr - Art	PF036		0	200,000	0	0	0
		GO	0	200,000	0	0	0
Cultural Facilities Maintenance	PF006		0	812,000	1,654,000	1,654,000	1,654,000
		TGT	0	812,000	1,654,000	1,654,000	1,654,000
Facility Security Improvements	PF009		149,000	149,000	149,000	149,000	149,000
		GO	149,000	149,000	149,000	149,000	149,000
Historical Museum Improvements	PF029		0	0	0	150,000	450,000
		TGT	0	0	0	150,000	450,000
Historic Library Renovation for Cultural Events	PF038		2,000,000	0	0	0	0
		TGT	2,000,000	0	0	0	0

PROJECT LISTING BY FUNDING SOURCES AND YEAR

PUBLIC FACILITIES DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
Advanced Learning Library AV Repair		0	0	0	0	0	200,000
	GO	0	0	0	0	0	200,000
Art Maintenance		0	0	0	0	0	670,000
	GO	0	0	0	0	0	670,000
Automated Building Controls		176,000	176,000	176,000	176,000	176,000	1,760,000
	GO	176,000	176,000	176,000	176,000	176,000	1,760,000
A/V System Enhancements		167,000	0	167,000	0	167,000	835,000
	GO	167,000	0	167,000	0	167,000	835,000
Botanica Enhancements		0	250,000	0	0	0	250,000
	GO	0	250,000	0	0	0	250,000
Botanica Improvements		0	0	0	0	0	975,000
	GO	0	0	0	0	0	975,000
Building Energy Improvements		242,000	242,000	242,000	242,000	242,000	2,420,000
	GO	242,000	242,000	242,000	242,000	242,000	2,420,000
Century II Improvements		717,000	799,000	827,000	2,100,000	2,100,000	11,089,000
	TGT	717,000	799,000	827,000	2,100,000	2,100,000	11,089,000
City ADA Improvements		121,000	0	121,000	0	121,000	605,000
	GO	121,000	0	121,000	0	121,000	605,000
CityArts Enhancement		0	0	0	0	0	150,000
	GO	0	0	0	0	0	150,000
City Facility Impr - P&R, Lib, NCH		1,155,000	1,155,000	1,155,000	1,155,000	1,155,000	11,550,000
	GO	1,155,000	1,155,000	1,155,000	1,155,000	1,155,000	11,550,000
City Hall Maintenance		1,213,000	1,213,000	1,213,000	1,213,000	1,213,000	12,130,000
	GO	1,213,000	1,213,000	1,213,000	1,213,000	1,213,000	12,130,000
City Hall Remodels		121,000	121,000	121,000	121,000	121,000	1,210,000
	GO	121,000	121,000	121,000	121,000	121,000	1,210,000
CMF Facility Improvements		303,000	0	0	0	0	579,000
	GO	303,000	0	0	0	0	579,000
Convention Center Promenade - Art		0	0	0	0	0	100,000
	GO	0	0	0	0	0	100,000
Convention Center Promenade Enhancements		0	0	0	0	0	1,575,000
	TGT	0	0	0	0	0	1,575,000
Convention Facility		190,000,000	0	0	0	0	400,000,000
	O	190,000,000	0	0	0	0	400,000,000
Cowtown Improvement: Empire House		0	0	0	0	0	750,000
	TGT	0	0	0	0	0	750,000
Cowtown Improvements		450,000	0	600,000	0	600,000	3,050,000
	TGT	450,000	0	600,000	0	600,000	3,050,000
Cowtown Museum Impr - Art		0	0	0	0	0	200,000
	GO	0	0	0	0	0	200,000
Cultural Facilities Maintenance		1,654,000	1,654,000	1,654,000	1,654,000	1,654,000	14,044,000
	TGT	1,654,000	1,654,000	1,654,000	1,654,000	1,654,000	14,044,000
Facility Security Improvements		149,000	149,000	149,000	149,000	149,000	1,490,000
	GO	149,000	149,000	149,000	149,000	149,000	1,490,000
Historical Museum Improvements		600,000	0	0	0	0	1,200,000
	TGT	600,000	0	0	0	0	1,200,000
Historic Library Renovation for Cultural Events		0	0	0	0	0	2,000,000
	TGT	0	0	0	0	0	2,000,000

PROJECT LISTING BY FUNDING SOURCES AND YEAR

PUBLIC FACILITIES DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
Kansas Aviation Museum Improvements	PF030		0	0	0	0	1,000,000
		TGT	0	0	0	0	1,000,000
Library Branch projects - Art	PF023		50,000	0	0	0	0
		GO	50,000	0	0	0	0
MAAIM Improvements	PF027		0	0	1,500,000	500,000	500,000
		TGT	0	0	1,500,000	500,000	500,000
MAAIM Improvements - ART	PF035		0	0	571,500	0	0
		GO	0	0	571,500	0	0
Museum of World Treasures Repairs	PF019		0	1,575,000	0	0	0
		TGT	0	1,575,000	0	0	0
Museum of World Treasures Improvements	PF028		0	0	0	0	0
		TGT	0	0	0	0	0
Parking Garage /Surface Lot Imp.	PF005		127,000	127,000	127,000	127,000	127,000
		GO	127,000	127,000	127,000	127,000	127,000
Parking System Maintenance	PF034		2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
		GO	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Rounds and Porter Parking Lot Impr	PF012		79,000	0	0	0	0
		GO	79,000	0	0	0	0
Unallocated Arts Funding	PF016		188,116	188,116	188,116	188,116	188,116
		GO	188,116	188,116	188,116	188,116	188,116
Wichita Art Museum Impr	PF022		0	2,000,000	0	500,000	0
		TGT	0	2,000,000	0	500,000	0
Wichita Ice Center Improvements	PF015		0	0	0	0	0
		GO	0	0	0	0	0
Expenditure Total			**$12,527,116**	**$11,310,116**	**$10,021,616**	**$30,695,116**	**$200,369,116**

FUNDING SOURCES	2026	2027	2028	2029	2030
General Obligation Funds	6,570,116	6,129,116	6,112,616	5,869,116	6,022,116
Other Funds	0	0	0	20,000,000	190,000,000
Transient Guest Tax Funds	5,957,000	5,181,000	3,909,000	4,826,000	4,347,000
Total Funding	**$12,527,116**	**$11,310,116**	**$10,021,616**	**$30,695,116**	**$200,369,116**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

PUBLIC FACILITIES DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
Kansas Aviation Museum Improvements		0	0	0	0	0	1,000,000
	TGT	0	0	0	0	0	1,000,000
Library Branch projects - Art		0	0	0	0	0	50,000
	GO	0	0	0	0	0	50,000
MAAIM Improvements		0	0	0	600,000	0	3,100,000
	TGT	0	0	0	600,000	0	3,100,000
MAAIM Improvements - ART		0	0	0	0	0	571,500
	GO	0	0	0	0	0	571,500
Museum of World Treasures Impr		0	0	0	0	0	1,575,000
	TGT	0	0	0	0	0	1,575,000
Museum of World Treasures Improvements (New)		140,000	120,000	0	0	0	260,000
	TGT	140,000	120,000	0	0	0	260,000
Parking Garage /Surface Lot Imp.		127,000	127,000	127,000	127,000	127,000	1,270,000
	GO	127,000	127,000	127,000	127,000	127,000	1,270,000
Parking System Maintenance		2,000,000	1,400,000	1,050,000	1,050,000	2,500,000	18,000,000
	GO	2,000,000	1,400,000	1,050,000	1,050,000	2,500,000	18,000,000
Rounds and Porter Parking Lot Impr		-	0	0	0	0	79,000
	GO	0	0	0	0	0	79,000
Unallocated Arts Funding		314,459	314,459	314,459	314,459	314,459	2,512,875
	GO	314,459	314,459	314,459	314,459	314,459	2,512,875
Wichita Art Museum Impr		0	500,000	0	0	500,000	3,500,000
	TGT	0	500,000	0	0	500,000	3,500,000
Wichita Ice Center Improvements		0	0	126,000	2,289,000	0	2,415,000
	GO	0	0	126,000	2,289,000	0	2,415,000
Expenditure Total		**$199,649,459**	**$8,220,459**	**$8,042,459**	**$11,190,459**	**$11,139,459**	**$503,165,375**

FUNDING SOURCES	2031	2032	2033	2034	2035	Total
General Obligation Funds	6,088,459	5,147,459	4,961,459	6,836,459	6,285,459	60,022,375
Other Funds	190,000,000	0	0	0	0	400,000,000
Transient Guest Tax Funds	3,561,000	3,073,000	3,081,000	4,354,000	4,854,000	43,143,000
Total Funding	**$199,649,459**	**$8,220,459**	**$8,042,459**	**$11,190,459**	**$11,139,459**	**$503,165,375**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

PUBLIC SAFETY DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
Fire Apparatus - New Stations	PS-012		**1,307,165**	**1,307,165**	**1,307,165**	**0**	**0**
		GO	1,307,165	1,307,165	1,307,165	0	0
Fire Apparatus Replacement	PS-001		**4,270,676**	**3,804,331**	**4,612,330**	**5,111,496**	**4,612,330**
		GO	4,270,676	3,804,331	4,612,330	5,111,496	4,612,330
Fire Communications Systems Replacement	PS-007		**0**	**0**	**0**	**0**	**3,220,000**
		GO	0	0	0	0	3,220,000
Fire Equipment - New Stations	PS-013		**261,433**	**261,433**	**261,433**	**0**	**0**
		GO	261,433	261,433	261,433	0	0
Fire Equipment Replacement	PS-002		**427,068**	**380,433**	**461,233**	**511,150**	**461,233**
		GO	427,068	380,433	461,233	511,150	461,233
Fire Facilities Maintenance	PS-003		**315,000**	**315,000**	**315,000**	**315,000**	**315,000**
		GO	315,000	315,000	315,000	315,000	315,000
Fire SCBA Replacement	PS-004		**0**	**0**	**0**	**0**	**3,450,000**
		GO	0	0	0	0	3,450,000
Fire Stations	PS-005		**1,000,000**	**9,000,000**	**5,000,000**	**4,000,000**	**2,000,000**
		GO	1,000,000	9,000,000	0	4,000,000	2,000,000
		S	0	0	5,000,000	0	0
Fire Stations - Art	PS-006		**400,000**	**200,000**	**200,000**	**200,000**	**200,000**
		GO	400,000	200,000	200,000	200,000	200,000
Fire Stations - New	PS-014		**1,250,000**	**0**	**0**	**5,000,000**	**4,000,000**
		GO	1,250,000	0	0	5,000,000	4,000,000
Fire Training Center Improvements	PS-010		**0**	**0**	**1,800,000**	**0**	**0**
		GO	0	0	1,800,000	0	0

PROJECT LISTING BY FUNDING SOURCES AND YEAR

PUBLIC SAFETY DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
Fire Apparatus - New Stations		0	0	0	0	0	3,921,495
	GO	0	0	0	0	0	3,921,495
Fire Apparatus Replacement		3,804,331	4,612,330	5,111,496	4,612,330	5,111,496	45,663,146
	GO	3,804,331	4,612,330	5,111,496	4,612,330	5,111,496	45,663,146
Fire Communications Systems Replacement		0	0	3,570,000	0	0	6,790,000
	GO	0	0	3,570,000	0	0	6,790,000
Fire Equipment - New Stations		0	0	0	0	0	784,299
	GO	0	0	0	0	0	784,299
Fire Equipment Replacement		380,433	461,233	511,150	461,233	511,150	4,566,316
	GO	380,433	461,233	511,150	461,233	511,150	4,566,316
Fire Facilities Maintenance		315,000	315,000	315,000	315,000	315,000	3,150,000
	GO	315,000	315,000	315,000	315,000	315,000	3,150,000
Fire SCBA Replacement		0	0	0	0	0	3,450,000
	GO	0	0	0	0	0	3,450,000
Fire Stations		8,000,000	2,000,000	9,000,000	4,000,000	1,000,000	45,000,000
	GO	8,000,000	2,000,000	9,000,000	4,000,000	1,000,000	40,000,000
	S	0	0	0	0	0	5,000,000
Fire Stations - Art		600,000	0	400,000	0	0	2,200,000
	GO	600,000	0	400,000	0	0	2,200,000
Fire Stations - New		1,000,000	4,000,000	0	0	0	15,250,000
	GO	1,000,000	4,000,000	0	0	0	15,250,000
Fire Training Center Improvements		0	0	0	0	0	1,800,000
	GO	0	0	0	0	0	1,800,000

PROJECT LISTING BY FUNDING SOURCES AND YEAR

PUBLIC SAFETY DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
Police Bomb Squad Equipment Vehicle	PS-020		700,000	0	0	0	0
		GO	700,000	0	0	0	0
Police Equipment	PS-018		980,000	630,000	630,000	630,000	630,000
		GO	980,000	630,000	630,000	630,000	630,000
Police Facilities Maintenance	PS-029		315,000	315,000	315,000	315,000	315,000
		GO	315,000	315,000	315,000	315,000	315,000
Police Mobile Command Vehcile	PS-024		1,250,000	0	0	0	0
		GO	1,250,000	0	0	0	0
Police Mobile Operations Vehicles	PS-026		700,000	0	700,000	0	700,000
		GO	700,000	0	700,000	0	700,000
Police Negotiator Vehicle	PS-025		0	0	0	700,000	0
		GO	0	0	0	700,000	0
Police Patrol Stations	PS-015		0	0	1,100,000	12,125,000	11,025,000
		GO	0	0	1,100,000	12,125,000	11,025,000
Police Patrol Stations - Art	PS-016		0	0	265,000	0	375,000
		GO	0	0	265,000	0	375,000
Police Radio Replacements	PS-017		0	0	5,000,000	0	0
		GO	0	0	5,000,000	0	0
Police Siezed Vehicle Storage Building	PS-028		0	0	0	2,000,000	0
		GO	0	0	0	2,000,000	0
Police Training Facility	PS-023		0	0	0	3,000,000	0
		GO	0	0	0	3,000,000	0
Police vehicle storage building	PS-019		600,000	0	600,000	0	600,000
		GO	600,000	0	600,000	0	600,000
Robotic Dog	PS-027		0	650,000	0	0	0
		GO	0	650,000	0	0	0
SWAT Armored Critical Incident Vehicle	PS-021		600,000	0	0	0	0
		GO	600,000	0	0	0	0
SWAT Armored Personnel Carrier	PS-022		0	600,000	0	0	0
		GO	0	600,000	0	0	0
Expenditure Total			**$14,376,342**	**$17,463,362**	**$22,567,161**	**$33,907,646**	**$31,903,563**

FUNDING SOURCES	2026	2027	2028	2029	2030
General Obligation Funds	14,376,342	17,463,362	17,567,161	33,907,646	31,903,563
State Funds	0	0	5,000,000	0	0
Total Funding	**$14,376,342**	**$17,463,362**	**$22,567,161**	**$33,907,646**	**$31,903,563**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

PUBLIC SAFETY DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
Police Bomb Squad Equipment Vehicle		0	0	0	0	0	700,000
	GO	0	0	0	0	0	700,000
Police Equipment		630,000	630,000	630,000	630,000	630,000	6,650,000
	GO	630,000	630,000	630,000	630,000	630,000	6,650,000
Police Facilities Maintenance		315,000	315,000	315,000	315,000	315,000	3,150,000
	GO	315,000	315,000	315,000	315,000	315,000	3,150,000
Police Mobile Command Vehcile		0	0	0	0	0	1,250,000
	GO	0	0	0	0	0	1,250,000
Police Mobile Operations Vehicles		0	0	0	0	0	2,100,000
	GO	0	0	0	0	0	2,100,000
Police Negotiator Vehicle		0	0	0	0	0	700,000
	GO	0	0	0	0	0	700,000
Police Patrol Stations		0	0	0	0	0	24,250,000
	GO	0	0	0	0	0	24,250,000
Police Patrol Stations - Art		0	0	0	0	0	640,000
	GO	0	0	0	0	0	640,000
Police Radio Replacements		0	0	0	0	0	5,000,000
	GO	0	0	0	0	0	5,000,000
Police Siezed Vehicle Storage Building		0	0	0	0	0	2,000,000
	GO	0	0	0	0	0	2,000,000
Police Training Facility		6,000,000	6,000,000	0	0	0	15,000,000
	GO	6,000,000	6,000,000	0	0	0	15,000,000
Police vehicle storage building		0	0	0	0	0	1,800,000
	GO	0	0	0	0	0	1,800,000
Robotic Dog		0	0	0	0	0	650,000
	GO	0	0	0	0	0	650,000
SWAT Armored Critical Incident Vehicle		0	0	0	0	0	600,000
	GO	0	0	0	0	0	600,000
SWAT Armored Personnel Carrier		0	0	0	0	0	600,000
	GO	0	0	0	0	0	600,000
Expenditure Total		**$21,044,764**	**$18,333,563**	**$19,852,646**	**$10,333,563**	**$7,882,646**	**$197,665,256**

FUNDING SOURCES	2031	2032	2033	2034	2035	Total
General Obligation Funds	21,044,764	18,333,563	19,852,646	10,333,563	7,882,646	192,665,256
State Funds	0	0	0	0	0	5,000,000
Total Funding	**$21,044,764**	**$18,333,563**	**$19,852,646**	**$10,333,563**	**$7,882,646**	**$197,665,256**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

SEWER DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
COLL 21st - Shelly to Parkridge & LS 56	S0030		0	0	0	0	0
		Sewer	0	0	0	0	0
COLL 4700 N Hoover Rd Ext	S0001		0	0	0	0	0
		Sewer	0	0	0	0	0
COLL Central & 135th St W	S0002		0	0	0	0	0
		Sewer	0	0	0	0	0
COLL Collection Mains Replacement	S0005		6,200,000	6,300,000	6,400,000	6,500,000	6,600,000
		Sewer	6,200,000	6,300,000	6,400,000	6,500,000	6,600,000
COLL Idlewild Park	S0003		0	0	0	0	0
		Sewer	0	0	0	0	0
COLL Mains for Future Development	S0004		2,262,500	2,362,500	2,900,000	3,000,000	3,100,000
		Sewer	2,262,500	2,362,500	2,900,000	3,000,000	3,100,000
COLL Mid Continent Interceptor	S0006		0	0	0	0	0
		Sewer	0	0	0	0	0
COLL Mt Vernon, Grove-Hillside	S0007		0	0	0	0	0
		Sewer	0	0	0	0	0
COLL Rehab 54" Sewer I-135 & 21st	S0011		0	0	400,000	0	4,000,000
		Sewer	0	0	400,000	0	4,000,000
COLL Rock Road, Osie - Oak Knoll	S0008		0	0	0	0	0
		Sewer	0	0	0	0	0
COLL Rolling Hills	S0009		0	0	0	0	0
		Sewer	0	0	0	0	0
COLL Sheridan Manholes Ph 1	S0010		0	0	0	0	0
		Sewer	0	0	0	0	0
COLL Tamarisk and Arbor Lake	S0013		0	0	0	0	0
		Sewer	0	0	0	0	0
Fairway Meadows Conversion	S0014		0	500,000	2,750,000	0	0
		Sewer	0	500,000	2,750,000	0	0
Lift Station 10 @ 2761 N Ridge Rd	S0016		0	0	0	0	0
		Sewer	0	0	0	0	0
Lift Station 38 & 12 Force Main Imp	S0027		0	0	0	0	0
		Sewer	0	0	0	0	0
Lift Station 41 @ 6900 W 29th St N	S0026		0	0	0	0	0
		Sewer	0	0	0	0	0
Lift Station 56 @ 21st St N & 135th St W	S0017		0	0	0	0	0
		Sewer	0	0	0	0	0
Lift Station Rehab/Replacement	S0015		1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
		Sewer	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
LS38 & LS12 Force Main Improvements	S0029		0	0	0	0	0
		Sewer	0	0	0	0	0
Sewer Master Plan	S0028		1,000,000	0	0	0	0
		Sewer	1,000,000	0	0	0	0

PROJECT LISTING BY FUNDING SOURCES AND YEAR

SEWER DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
COLL 21st - Shelly to Parkridge & LS 56		0	0	0	0	1,093,685	1,093,685
	Sewer	0	0	0	0	1,093,685	1,093,685
COLL 4700 N Hoover Rd Ext		0	0	0	1,000,000	0	1,000,000
	Sewer	0	0	0	1,000,000	0	1,000,000
COLL Central & 135th St W		0	0	3,700,000	0	0	3,700,000
	Sewer	0	0	3,700,000	0	0	3,700,000
COLL Collection Mains Replacement		6,700,000	6,800,000	6,900,000	7,000,000	7,100,000	66,500,000
	Sewer	6,700,000	6,800,000	6,900,000	7,000,000	7,100,000	66,500,000
COLL Idlewild Park		0	0	0	200,000	2,000,000	2,200,000
	Sewer	0	0	0	200,000	2,000,000	2,200,000
COLL Mains for Future Development		3,200,000	3,300,000	3,400,000	3,500,000	3,600,000	30,625,000
	Sewer	3,200,000	3,300,000	3,400,000	3,500,000	3,600,000	30,625,000
COLL Mid Continent Interceptor		0	0	2,000,000	4,000,000	0	6,000,000
	Sewer	0	0	2,000,000	4,000,000	0	6,000,000
COLL Mt Vernon, Grove-Hillside		0	0	0	200,000	2,000,000	2,200,000
	Sewer	0	0	0	200,000	2,000,000	2,200,000
COLL Rehab 54" Sewer I-135 & 21st		0	0	0	0	0	4,400,000
	Sewer	0	0	0	0	0	4,400,000
COLL Rock Road, Osie - Oak Knoll		0	0	400,000	1,300,000	0	1,700,000
	Sewer	0	0	400,000	1,300,000	0	1,700,000
COLL Rolling Hills		0	4,500,000	13,000,000	3,500,000	0	21,000,000
	Sewer	0	4,500,000	13,000,000	3,500,000	0	21,000,000
COLL Sheridan Manholes Ph 1		2,000,000	0	0	0	0	2,000,000
	Sewer	2,000,000	0	0	0	0	2,000,000
COLL Tamarisk and Arbor Lake		0	0	1,640,528	0	0	1,640,528
	Sewer	0	0	1,640,528	0	0	1,640,528
Fairway Meadows Conversion		0	0	0	0	0	3,250,000
	Sewer	0	0	0	0	0	3,250,000
Lift Station 10 @ 2761 N Ridge Rd		0	0	104,000	1,500,000	0	1,604,000
	Sewer	0	0	104,000	1,500,000	0	1,604,000
Lift Station 38 & 12 Force Main Imp		0	0	0	0	1,000,000	1,000,000
	Sewer	0	0	0	0	1,000,000	1,000,000
Lift Station 41 @ 6900 W 29th St N		0	0	0	0	386,000	386,000
	Sewer	0	0	0	0	386,000	386,000
Lift Station 56 @ 21st St N & 135th St W		0	0	0	1,000,000	8,000,000	9,000,000
	Sewer	0	0	0	1,000,000	8,000,000	9,000,000
Lift Station Rehab/Replacement		1,200,000	1,300,000	1,400,000	1,500,000	1,600,000	13,000,000
	Sewer	1,200,000	1,300,000	1,400,000	1,500,000	1,600,000	13,000,000
LS38 & LS12 Force Main Improvements		0	0	0	0	1,000,000	1,000,000
	Sewer	0	0	0	0	1,000,000	1,000,000
Sewer Master Plan		0	0	0	0	0	1,000,000
	Sewer	0	0	0	0	0	1,000,000

PROJECT LISTING BY FUNDING SOURCES AND YEAR

SEWER DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
WWTP Improvements	S0019		1,000,000	1,000,000	1,000,000	1,000,000	1,100,000
		Sewer	1,000,000	1,000,000	1,000,000	1,000,000	1,100,000
WWTP Plant 1 EFB Improvements	S0020		0	1,300,000	0	0	0
		Sewer	0	1,300,000	0	0	0
WWTP Plant 1 Grit Removal	S0021		0	0	0	0	0
		Sewer	0	0	0	0	0
WWTP Plant 2 Final Clarifier Mechan	S0022		0	0	0	0	0
		Sewer	0	0	0	0	0
WWTP Plant 3 Expansion	S0023		0	0	0	1,500,000	0
		Sewer	0	0	0	1,500,000	0
WWTP Plant 3 UV System	S0024		2,100,000	0	0	0	0
		Sewer	2,100,000	0	0	0	0
WWTP Plants 3 & 4 Odor Control Rehab	S0025		0	0	0	0	3,250,000
		Sewer	0	0	0	0	3,250,000
Expenditure Total			**$13,762,500**	**$12,662,500**	**$14,650,000**	**$13,200,000**	**$19,250,000**

FUNDING SOURCES	2026	2027	2028	2029	2030
Sewer Utility Fund	13,762,500	12,662,500	14,650,000	13,200,000	19,250,000
Total Funding	**$13,762,500**	**$12,662,500**	**$14,650,000**	**$13,200,000**	**$19,250,000**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

SEWER DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
WWTP Improvements		1,200,000	1,300,000	1,400,000	1,500,000	1,600,000	12,100,000
	Sewer	1,200,000	1,300,000	1,400,000	1,500,000	1,600,000	12,100,000
WWTP Plant 1 EFB Improvements		0	0	0	0	0	1,300,000
	Sewer	0	0	0	0	0	1,300,000
WWTP Plant 1 Grit Removal		0	1,000,000	8,500,000	0	0	9,500,000
	Sewer	0	1,000,000	8,500,000	0	0	9,500,000
WWTP Plant 2 Final Clarifier Mechan		0	0	5,000,000	5,000,000	0	10,000,000
	Sewer	0	0	5,000,000	5,000,000	0	10,000,000
WWTP Plant 3 Expansion		0	16,000,000	16,000,000	0	0	33,500,000
	Sewer	0	16,000,000	16,000,000	0	0	33,500,000
WWTP Plant 3 UV System		0	0	0	0	0	2,100,000
	Sewer	0	0	0	0	0	2,100,000
WWTP Plants 3 & 4 Odor Control Rehab		0	0	0	0	0	3,250,000
	Sewer	0	0	0	0	0	3,250,000
Expenditure Total		**$14,300,000**	**$34,200,000**	**$63,444,528**	**$31,200,000**	**$29,379,685**	**$246,049,213**

FUNDING SOURCES	2031	2032	2033	2034	2035	Total
Sewer Utility Fund	14,300,000	34,200,000	63,444,528	31,200,000	29,379,685	246,049,213
Total Funding	**$14,300,000**	**$34,200,000**	**$63,444,528**	**$31,200,000**	**$29,379,685**	**$246,049,213**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

SPECIAL ASSESSMENTS DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
Neighborhood Improvements	SA001		30,500,000	30,500,000	30,500,000	30,500,000	30,500,000
		GO	500,000	500,000	500,000	500,000	500,000
		SA	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000
Expenditure Total			**$30,500,000**	**$30,500,000**	**$30,500,000**	**$30,500,000**	**$30,500,000**

FUNDING SOURCES	2026	2027	2028	2029	2030
General Obligation Funds	500,000	500,000	500,000	500,000	500,000
Special Assessment Funds	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000
Total Funding	**$30,500,000**	**$30,500,000**	**$30,500,000**	**$30,500,000**	**$30,500,000**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

SPECIAL ASSESSMENTS DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
Neighborhood Improvements		30,500,000	30,500,000	30,500,000	30,500,000	30,500,000	305,000,000
	GO	500,000	500,000	500,000	500,000	500,000	5,000,000
	SA	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	300,000,000
Expenditure Total		**$30,500,000**	**$30,500,000**	**$30,500,000**	**$30,500,000**	**$30,500,000**	**$305,000,000**

FUNDING SOURCES	2031	2032	2033	2034	2035	Total
General Obligation Funds	500,000	500,000	500,000	500,000	500,000	5,000,000
Special Assessment Funds	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	300,000,000
Total Funding	**$30,500,000**	**$30,500,000**	**$30,500,000**	**$30,500,000**	**$30,500,000**	**$305,000,000**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

STORMWATER DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
Lincoln & Central Street Dams	SW004		0	0	0	0	490,000
		GO	0	0	0	0	490,000
MS Mitch Mitchell Floodway Imp	SW001		1,280,000	1,280,000	1,280,000	1,280,000	1,280,000
		SG	640,000	640,000	640,000	640,000	640,000
		SWU	640,000	640,000	640,000	640,000	640,000
Murdock & Wabash	SW005		0	50,000	1,950,000	1,950,000	0
		SWU	0	50,000	1,950,000	1,950,000	0
Pump Station Improvements	SW006		100,000	100,000	100,000	100,000	100,000
		SWU	100,000	100,000	100,000	100,000	100,000
W Branch, Dry Creek (Bleckley)	SW008		22,200,000	0	0	0	0
		SWU	22,200,000	0	0	0	0
Wichita Drainage Canal Imp.	SW002		200,000	200,000	200,000	200,000	200,000
		SG	100,000	100,000	100,000	100,000	100,000
		SWU	100,000	100,000	100,000	100,000	100,000
Expenditure Total			**$23,780,000**	**$1,630,000**	**$3,530,000**	**$3,530,000**	**$2,070,000**

FUNDING SOURCES	2026	2027	2028	2029	2030
General Obligation Funds	0	0	0	0	490,000
County Funds	740,000	740,000	740,000	740,000	740,000
Stormwater Fund	23,040,000	890,000	2,790,000	2,790,000	840,000
Total Funding	**$23,780,000**	**$1,630,000**	**$3,530,000**	**$3,530,000**	**$2,070,000**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

STORMWATER DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
Lincoln & Central Street Dams		0	0	0	0	0	490,000
	GO	0	0	0	0	0	490,000
MS Mitch Mitchell Floodway Imp		1,280,000	1,280,000	1,280,000	1,280,000	1,280,000	12,800,000
	SG	640,000	640,000	640,000	640,000	640,000	6,400,000
	SWU	640,000	640,000	640,000	640,000	640,000	6,400,000
Murdock & Wabash		0	0	0	0	0	3,950,000
	SWU	0	0	0	0	0	3,950,000
Pump Station Improvements		100,000	100,000	100,000	100,000	100,000	1,000,000
	SWU	100,000	100,000	100,000	100,000	100,000	1,000,000
W Branch, Dry Creek (Bleckley)		0	0	0	0	0	22,200,000
	SWU	0	0	0	0	0	22,200,000
Wichita Drainage Canal Imp.		200,000	200,000	200,000	200,000	200,000	2,000,000
	SG	100,000	100,000	100,000	100,000	100,000	1,000,000
	SWU	100,000	100,000	100,000	100,000	100,000	1,000,000
Expenditure Total		**$1,580,000**	**$1,580,000**	**$1,580,000**	**$1,580,000**	**$1,580,000**	**$42,440,000**

FUNDING SOURCES	2031	2032	2033	2034	2035	Total
General Obligation Funds	0	0	0	0	0	490,000
County Funds	740,000	740,000	740,000	740,000	740,000	7,400,000
Stormwater Fund	840,000	840,000	840,000	840,000	840,000	34,550,000
Total Funding	**$1,580,000**	**$1,580,000**	**$1,580,000**	**$1,580,000**	**$1,580,000**	**$42,440,000**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

STREETS DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
119th St. W., 21st-29th	ES001		0	750,000	750,000	0	6,700,000
		LST	0	750,000	750,000	0	6,700,000
127th St E, 13th to Douglas	ES002		500,000	1,559,453	7,040,547	0	0
		F	0	0	5,960,547	0	0
		LST	500,000	1,559,453	1,080,000	0	0
127th St E, 21st to 29th	ES064		0	0	0	0	0
		LST	0	0	0	0	0
127th St E, Kellogg to Harry	ES003		0	0	0	0	500,000
		LST	0	0	0	0	500,000
135th St. W., Central-13th	ES004		750,000	0	0	0	0
		LST	750,000	0	0	0	0
13th, Country Acres to Ridge	ES059		750,000	0	0	3,000,000	0
		LST	750,000	0	0	3,000,000	0
13th St. N., McLean-Zoo Blvd	ES005		0	0	0	0	0
		LST	0	0	0	0	0
13th Street, Gatewood to Webb	ES058		750,000	0	3,000,000	0	0
		LST	750,000	0	3,000,000	0	0
143rd St. E., Harry-Pawnee	ES006		0	0	0	0	0
		LST	0	0	0	0	0
143rd St. E., Kellogg-Harry	ES007		4,000,000	0	0	0	0
		LST	4,000,000	0	0	0	0
151st St. W., Maple-Kellogg	ES008		0	0	0	700,000	500,000
		LST	0	0	0	700,000	500,000
21st, 119th to St Teresa	ES010		1,000,000	0	0	11,750,000	0
		LST	1,000,000	0	0	9,000,000	0
		SG	0	0	0	2,750,000	0
21st St, Market to Broadway	ES065		220,000	0	0	0	0
		LST	110,000	0	0	0	0
		SA	110,000	0	0	0	0
21st St, Park Pl to Market - Art	ES071		95,000	0	0	0	0
		GO	95,000	0	0	0	0
29th and Broadway Intersection	ES011		0	1,500,000	0	0	0
		LST	0	1,500,000	0	0	0
29th St, Greenwich to 127th	ES067		0	0	0	0	0
		LST	0	0	0	0	0
2nd, Main-St Francis	ES012		6,000,000	0	0	0	0
		LST	6,000,000	0	0	0	0
33rd St, Broadway to Mead	ES068		0	400,000	0	0	0
		LST	0	400,000	0	0	0
37th St. N., Hydraulic-Hillside	ES014		6,000,000	0	0	0	0
		LST	6,000,000	0	0	0	0
Arterial Sidewalks	ES015		375,000	375,000	375,000	375,000	375,000
		GO	375,000	375,000	375,000	375,000	375,000
Bike Path Repair	ES061		78,000	82,000	82,000	82,000	82,000
		GO	78,000	82,000	82,000	82,000	82,000
Bike-Ped Multi-Modal Acc.	ES016		150,000	0	150,000	0	150,000
		GO	150,000	0	150,000	0	150,000
Bikeways and Bike Improv.	ES017		0	0	0	1,800,000	0
		GO	0	0	0	1,800,000	0

PROJECT LISTING BY FUNDING SOURCES AND YEAR

STREETS DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
119th St. W., 21st-29th		0	0	0	0	0	8,200,000
	LST	0	0	0	0	0	8,200,000
127th St E, 13th to Douglas		0	0	0	0	0	9,100,000
	F	0	0	0	0	0	5,960,547
	LST	0	0	0	0	0	3,139,453
127th St E, 21st to 29th		0	0	0	750,000	500,000	1,250,000
	LST	0	0	0	750,000	500,000	1,250,000
127th St E, Kellogg to Harry		500,000	5,300,000	0	0	0	6,300,000
	LST	500,000	5,300,000	0	0	0	6,300,000
135th St. W., Central-13th		0	0	0	0	0	750,000
	LST	0	0	0	0	0	750,000
13th, Country Acres to Ridge		0	0	0	0	0	3,750,000
	LST	0	0	0	0	0	3,750,000
13th St. N., McLean-Zoo Blvd		1,500,000	1,500,000	0	9,000,000	0	12,000,000
	LST	1,500,000	1,500,000	0	9,000,000	0	12,000,000
13th Street, Gatewood to Webb		0	0	0	0	0	3,750,000
	LST	0	0	0	0	0	3,750,000
143rd St. E., Harry-Pawnee		750,000	500,000	0	7,800,000	0	9,050,000
	LST	750,000	500,000	0	7,800,000	0	9,050,000
143rd St. E., Kellogg-Harry		0	0	0	0	0	4,000,000
	LST	0	0	0	0	0	4,000,000
151st St. W., Maple-Kellogg		0	8,600,000	0	0	0	9,800,000
	LST	0	8,600,000	0	0	0	9,800,000
21st, 119th to St Teresa		0	0	0	0	0	12,750,000
	LST	0	0	0	0	0	10,000,000
	SG	0	0	0	0	0	2,750,000
21st St, Market to Broadway		0	0	0	0	0	220,000
	LST	0	0	0	0	0	110,000
	SA	0	0	0	0	0	110,000
21st St, Park Pl to Market - Art		0	0	0	0	0	95,000
	GO	0	0	0	0	0	95,000
29th and Broadway Intersection		0	0	0	0	0	1,500,000
	LST	0	0	0	0	0	1,500,000
29th St, Greenwich to 127th		1,500,000	500,000	7,500,000	0	0	9,500,000
	LST	1,500,000	500,000	7,500,000	0	0	9,500,000
2nd, Main-St Francis		0	0	0	0	0	6,000,000
	LST	0	0	0	0	0	6,000,000
33rd St, Broadway to Mead		0	0	0	0	0	400,000
	LST	0	0	0	0	0	400,000
37th St. N., Hydraulic-Hillside		0	0	0	0	0	6,000,000
	LST	0	0	0	0	0	6,000,000
Arterial Sidewalks		375,000	375,000	375,000	375,000	375,000	3,750,000
	GO	375,000	375,000	375,000	375,000	375,000	3,750,000
Bike Path Repair		82,000	82,000	82,000	82,000	82,000	816,000
	GO	82,000	82,000	82,000	82,000	82,000	816,000
Bike-Ped Multi-Modal Acc.		0	150,000	0	150,000	0	750,000
	GO	0	150,000	0	150,000	0	750,000
Bikeways and Bike Improv.		2,000,000	0	1,500,000	0	2,000,000	7,300,000
	GO	2,000,000	0	1,500,000	0	2,000,000	7,300,000

PROJECT LISTING BY FUNDING SOURCES AND YEAR

STREETS DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
CCLIP Street Rehabilitation	ES031		300,000	300,000	300,000	300,000	300,000
		S	300,000	300,000	300,000	300,000	300,000
Dirt Street Paving	ES018		2,500,000	0	0	0	0
		LST	2,500,000	0	0	0	0
Douglas, Greenwich to 127th E	ES019		0	0	0	0	0
		LST	0	0	0	0	0
Douglas, Main-Washington	ES020		0	0	0	0	0
		LST	0	0	0	0	0
Douglas, Main-Washington - Art	ES021		0	0	0	0	0
		GO	0	0	0	0	0
Douglas, Seneca-Meridian	ES022		2,000,000	0	0	0	0
		LST	2,000,000	0	0	0	0
Douglas, Washington-Grove	ES023		3,300,000	0	0	0	0
		LST	3,300,000	0	0	0	0
Douglas, Washington-Grove - Art	ES024		150,000	0	0	0	0
		GO	150,000	0	0	0	0
Downtown Streets Impl	ES025		0	0	0	495,000	3,465,000
		LST	0	0	0	495,000	3,465,000
Downtown Streets Impl - Arts	ES026		0	150,000	0	0	350,000
		GO	0	150,000	0	0	350,000
Greenwich, 29th to 37th	ES066		0	0	0	0	0
		LST	0	0	0	0	0
Harry, 127th St. E.-143rd St. E.	ES027		0	0	2,700,000	3,550,000	0
		LST	0	0	2,700,000	3,550,000	0
Hoover & MacArthur Int	ES069		0	0	0	0	0
		LST	0	0	0	0	0
Intelligent Trans. Sys.	ES029		0	2,200,000	0	2,200,000	0
		LST	0	2,200,000	0	2,200,000	0
Intelligent Trans. Sys. - East 21st Street	ES030		1,963,103	0	0	0	0
		F	1,963,103	0	0	0	0
Intelligent Trans. Sys. - West 21st Street	ES057		0	3,005,336	884,664	0	0
		F	0	1,947,336	884,664	0	0
		LST	0	1,058,000	0	0	0
MacArthur, Meridian-West	ES032		0	0	700,000	600,000	6,600,000
		LST	0	0	700,000	600,000	6,600,000
Maize, 31st St. S.-MacArthur	ES033		0	0	0	0	0
		LST	0	0	0	0	0
Maize, Pawnee-31st St. S.	ES034		0	0	0	0	0
		LST	0	0	0	0	0
Maple, 135th St. W.-167th St. W.	ES035		0	10,000,000	4,700,000	0	0
		LST	0	10,000,000	4,700,000	0	0
Maple, McLean to West	ES051		0	2,000,000	2,000,000	0	13,000,000
		LST	0	2,000,000	2,000,000	0	13,000,000
Mt Vernon & Hydraulic Intersection	ES053		3,000,000	0	0	0	0
		F	2,200,000	0	0	0	0
		LST	800,000	0	0	0	0
Paved Alley Repair	ES062		44,200	46,000	46,000	46,000	46,000
		GO	44,200	46,000	46,000	46,000	46,000

PROJECT LISTING BY FUNDING SOURCES AND YEAR

STREETS DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
CCLIP Street Rehabilitation		300,000	300,000	300,000	300,000	300,000	3,000,000
	S	300,000	300,000	300,000	300,000	300,000	3,000,000
Dirt Street Paving		0	0	0	0	0	2,500,000
	LST	0	0	0	0	0	2,500,000
Douglas, Greenwich to 127th E		0	500,000	1,000,000	0	5,500,000	7,000,000
	LST	0	500,000	1,000,000	0	5,500,000	7,000,000
Douglas, Main-Washington		990,000	6,050,000	0	0	0	7,040,000
	LST	990,000	6,050,000	0	0	0	7,040,000
Douglas, Main-Washington - Art		0	500,000	0	0	0	500,000
	GO	0	500,000	0	0	0	500,000
Douglas, Seneca-Meridian		0	0	0	0	0	2,000,000
	LST	0	0	0	0	0	2,000,000
Douglas, Washington-Grove		0	0	0	0	0	3,300,000
	LST	0	0	0	0	0	3,300,000
Douglas, Washington-Grove - Art		0	0	0	0	0	150,000
	GO	0	0	0	0	0	150,000
Downtown Streets Impl		165,000	1,500,000	500,000	5,000,000	0	11,125,000
	LST	165,000	1,500,000	500,000	5,000,000	0	11,125,000
Downtown Streets Impl - Arts		0	0	0	0	0	500,000
	GO	0	0	0	0	0	500,000
Greenwich, 29th to 37th		1,500,000	500,000	6,000,000	0	0	8,000,000
	LST	1,500,000	500,000	6,000,000	0	0	8,000,000
Harry, 127th St. E.-143rd St. E.		0	0	0	0	0	6,250,000
	LST	0	0	0	0	0	6,250,000
Hoover & MacArthur Int		0	0	0	0	750,000	750,000
	LST	0	0	0	0	750,000	750,000
Intelligent Trans. Sys.		2,200,000	0	2,200,000	0	0	8,800,000
	LST	2,200,000	0	2,200,000	0	0	8,800,000
Intelligent Trans. Sys. - East 21st Street		0	0	0	0	0	1,963,103
	F	0	0	0	0	0	1,963,103
Intelligent Trans. Sys. - West 21st Street		0	0	0	0	0	3,890,000
	F	0	0	0	0	0	2,832,000
	LST	0	0	0	0	0	1,058,000
MacArthur, Meridian-West		0	0	0	0	0	7,900,000
	LST	0	0	0	0	0	7,900,000
Maize, 31st St. S.-MacArthur		0	0	700,000	600,000	7,500,000	8,800,000
	LST	0	0	700,000	600,000	7,500,000	8,800,000
Maize, Pawnee-31st St. S.		0	700,000	500,000	1,400,000	6,000,000	8,600,000
	LST	0	700,000	500,000	1,400,000	6,000,000	8,600,000
Maple, 135th St. W.-167th St. W.		0	0	0	0	0	14,700,000
	LST	0	0	0	0	0	14,700,000
Maple, McLean to West		12,500,000	0	0	0	0	29,500,000
	LST	12,500,000	0	0	0	0	29,500,000
Mt Vernon & Hydraulic Intersection		0	0	0	0	0	3,000,000
	F	0	0	0	0	0	2,200,000
	LST	0	0	0	0	0	800,000
Paved Alley Repair		46,000	46,000	46,000	46,000	46,000	458,200
	GO	46,000	46,000	46,000	46,000	46,000	458,200

PROJECT LISTING BY FUNDING SOURCES AND YEAR

STREETS DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
Pawnee, Greenwich-127th St. E.	ES036		700,000	500,000	6,900,000	0	0
		LST	700,000	500,000	6,900,000	0	0
Pawnee, Greenwich-127th St. E. Art	ES037		0	60,000	0	0	0
		GO	0	60,000	0	0	0
Ped Corridor Safety Improv.	ES038		0	250,000	0	250,000	0
		GO	0	250,000	0	250,000	0
Ped Crossing Enhancements	ES039		300,000	0	300,000	0	300,000
		GO	300,000	0	300,000	0	300,000
Public Works Radio Replacements	ES070		466,000	467,000	0	0	0
		GO	466,000	467,000	0	0	0
Rail Crossing Improvements	ES040		200,000	200,000	200,000	200,000	200,000
		GO	200,000	200,000	200,000	200,000	200,000
Redbud Path, Woodlawn to K-96	ES041		2,000,000	4,300,000	0	0	0
		GO	2,000,000	4,300,000	0	0	0
Redbud Path, Woodlawn to K-96 - Art	ES042		100,000	0	0	0	0
		GO	100,000	0	0	0	0
Riverbank Improvements	ES043		3,500,000	0	0	0	0
		GO	3,500,000	0	0	0	0
Riverbank Improvements - Art	ES044		460,000	0	0	0	0
		GO	460,000	0	0	0	0
School District Safety Improv.	ES045		100,000	100,000	100,000	100,000	100,000
		GO	50,000	50,000	50,000	50,000	50,000
		O	50,000	50,000	50,000	50,000	50,000
Sidewalk Maintenance	ES046		1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
		SA	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
Street Pavement Maintenance	ES047		14,000,000	17,500,000	18,500,000	19,500,000	20,000,000
		LST	14,000,000	17,500,000	18,500,000	19,500,000	20,000,000
Suppl. Concrete St Pavement Mitigation	ES052		2,100,000	2,100,000	2,100,000	2,100,000	2,100,000
		LST	2,100,000	2,100,000	2,100,000	2,100,000	2,100,000
Traffic Improv. & Signalization	ES048		675,000	675,000	675,000	675,000	675,000
		GO	675,000	675,000	675,000	675,000	675,000
Traffic Signal Detection Replacement	ES063		256,000	256,000	500,000	500,000	750,000
		GO	256,000	256,000	500,000	500,000	750,000
Webb, Central-13th St. N.	ES049		750,000	5,000,000	2,300,000	0	0
		LST	750,000	5,000,000	2,300,000	0	0
William, Topeka to Emporia	ES060		0	165,000	1,485,000	0	0
		LST	0	165,000	1,485,000	0	0
Expenditure Total			**$60,732,303**	**$55,140,789**	**$56,988,211**	**$49,423,000**	**$57,393,000**

FUNDING SOURCES	2026	2027	2028	2029	2030
Federal Funds	4,163,103	1,947,336	6,845,211	0	0
General Obligation Funds	8,899,200	6,911,000	2,378,000	3,978,000	2,978,000
Local Sales Tax Fund	46,010,000	44,732,453	46,215,000	41,145,000	52,865,000
Other Funds	50,000	50,000	50,000	50,000	50,000
State Funds	300,000	300,000	300,000	300,000	300,000
Special Assessment Funds	1,310,000	1,200,000	1,200,000	1,200,000	1,200,000
County Funds	0	0	0	2,750,000	0
Total Funding	**$60,732,303**	**$55,140,789**	**$56,988,211**	**$49,423,000**	**$57,393,000**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

STREETS DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
Pawnee, Greenwich-127th St. E.		0	0	0	0	0	8,100,000
	LST	0	0	0	0	0	8,100,000
Pawnee, Greenwich-127th St. E. Art		0	0	0	0	0	60,000
	GO	0	0	0	0	0	60,000
Ped Corridor Safety Improv.		250,000	0	250,000	0	250,000	1,250,000
	GO	250,000	0	250,000	0	250,000	1,250,000
Ped Crossing Enhancements		0	300,000	0	300,000	0	1,500,000
	GO	0	300,000	0	300,000	0	1,500,000
Public Works Radio Replacements		0	0	0	0	0	933,000
	GO	0	0	0	0	0	933,000
Rail Crossing Improvements		200,000	200,000	200,000	200,000	200,000	2,000,000
	GO	200,000	200,000	200,000	200,000	200,000	2,000,000
Redbud Path, Woodlawn to K-96		0	0	0	0	0	6,300,000
	GO	0	0	0	0	0	6,300,000
Redbud Path, Woodlawn to K-96 - Art		0	0	0	0	0	100,000
	GO	0	0	0	0	0	100,000
Riverbank Improvements		0	0	0	0	0	3,500,000
	GO	0	0	0	0	0	3,500,000
Riverbank Improvements - Art		0	0	0	0	0	460,000
	GO	0	0	0	0	0	460,000
School District Safety Improv.		100,000	100,000	100,000	100,000	100,000	1,000,000
	GO	50,000	50,000	50,000	50,000	50,000	500,000
	O	50,000	50,000	50,000	50,000	50,000	500,000
Sidewalk Maintenance		1,200,000	1,200,000	1,200,000	1,200,000	0	10,800,000
	SA	1,200,000	1,200,000	1,200,000	1,200,000	0	10,800,000
Street Pavement Maintenance		20,000,000	20,000,000	21,000,000	22,000,000	22,000,000	194,500,000
	LST	20,000,000	20,000,000	21,000,000	22,000,000	22,000,000	194,500,000
Suppl. Concrete St Pavement Mitigation		2,100,000	2,100,000	2,100,000	2,100,000	2,100,000	21,000,000
	LST	2,100,000	2,100,000	2,100,000	2,100,000	2,100,000	21,000,000
Traffic Improv. & Signalization		675,000	675,000	675,000	675,000	1,250,000	7,325,000
	GO	675,000	675,000	675,000	675,000	1,250,000	7,325,000
Traffic Signal Detection Replacement		750,000	750,000	750,000	750,000	750,000	6,012,000
	GO	750,000	750,000	750,000	750,000	750,000	6,012,000
Webb, Central-13th St. N.		0	0	0	0	0	8,050,000
	LST	0	0	0	0	0	8,050,000
William, Topeka to Emporia		0	0	0	0	0	1,650,000
	LST	0	0	0	0	0	1,650,000
Expenditure Total		**$49,683,000**	**$52,428,000**	**$46,978,000**	**$52,828,000**	**$49,703,000**	**$531,297,303**

FUNDING SOURCES	2031	2032	2033	2034	2035	Total
Federal Funds	0	0	0	0	0	12,955,650
General Obligation Funds	4,428,000	3,128,000	3,928,000	2,628,000	5,003,000	44,259,200
Local Sales Tax Fund	43,705,000	47,750,000	41,500,000	48,650,000	44,350,000	456,922,453
Other Funds	50,000	50,000	50,000	50,000	50,000	500,000
State Funds	300,000	300,000	300,000	300,000	300,000	3,000,000
Special Assessment Funds	1,200,000	1,200,000	1,200,000	1,200,000	0	10,910,000
County Funds	0	0	0	0	0	2,750,000
Total Funding	**$49,683,000**	**$52,428,000**	**$46,978,000**	**$52,828,000**	**$49,703,000**	**$531,297,303**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

TRANSIT DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
Bus Replacement	TR001		**2,047,664**	**2,592,600**	**2,693,704**	**0**	**0**
		F	2,047,664	2,592,600	2,693,704	0	0
Bus/Van Replacement Cont.	TR002		**390,000**	**390,000**	**390,000**	**390,000**	**390,000**
		O	390,000	390,000	390,000	390,000	390,000
Street Side Amenities	TR003		**100,000**	**100,000**	**100,000**	**100,000**	**100,000**
		F	100,000	100,000	100,000	100,000	100,000
Van Replacement	TR004		**530,390**	**540,998**	**551,818**	**0**	**0**
		F	530,390	540,998	551,818	0	0
Expenditure Total			**$3,068,054**	**$3,623,598**	**$3,735,522**	**$490,000**	**$490,000**

FUNDING SOURCES	2026	2027	2028	2029	2030
Federal Funds	2,678,054	3,233,598	3,345,522	100,000	100,000
Other Funds	390,000	390,000	390,000	390,000	390,000
Total Funding	**$3,068,054**	**$3,623,598**	**$3,735,522**	**$490,000**	**$490,000**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

TRANSIT DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
Bus Replacement		**0**	**0**	**0**	**0**	**0**	**7,333,968**
	F	0	0	0	0	0	7,333,968
Bus/Van Replacement Cont.		**390,000**	**390,000**	**390,000**	**390,000**	**390,000**	**3,900,000**
	O	390,000	390,000	390,000	390,000	390,000	3,900,000
Street Side Amenities		**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**1,000,000**
	F	100,000	100,000	100,000	100,000	100,000	1,000,000
Van Replacement		**0**	**0**	**0**	**0**	**0**	**1,623,206**
	F	0	0	0	0	0	1,623,206
Expenditure Total		**$490,000**	**$490,000**	**$490,000**	**$490,000**	**$490,000**	**$13,857,174**

FUNDING SOURCES	2031	2032	2033	2034	2035	Total
Federal Funds	100,000	100,000	100,000	100,000	100,000	9,957,174
Other Funds	390,000	390,000	390,000	390,000	390,000	3,900,000
Total Funding	**$490,000**	**$490,000**	**$490,000**	**$490,000**	**$490,000**	**$13,857,174**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

WATER DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
Cheney Dam Concrete Cap PH 3	WA001		0	4,000,000	0	0	0
		Water	0	4,000,000	0	0	0
Cheney East Dam Repair	WA081		0	0	0	3,450,000	0
		Water	0	0	0	3,450,000	0
Cheney Pumps	WA002		3,000,000	0	0	0	0
		Water	3,000,000	0	0	0	0
DIST Arterial Water Mains	WA003		3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
		Water	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
DIST Automated Water Age	WA004		1,600,000	1,700,000	1,800,000	1,900,000	2,000,000
		Water	1,600,000	1,700,000	1,800,000	1,900,000	2,000,000
DIST Dead End Mains Elimination	WA005		560,000	580,000	600,000	620,000	640,000
		Water	560,000	580,000	600,000	620,000	640,000
DIST Distribution Mains Repl.	WA006		6,650,000	6,800,000	6,900,000	7,000,000	7,100,000
		Water	6,650,000	6,800,000	6,900,000	7,000,000	7,100,000
DIST Elevated Tower Repair	WA007		0	0	1,380,000	0	0
		Water	0	0	1,380,000	0	0
DIST Hess Discharge Yard Piping Ph 1	WA008		0	0	0	0	0
		Water	0	0	0	0	0
DIST Hess Discharge Yard Piping Ph 2	WA073		0	0	0	0	0
		Water	0	0	0	0	0
DIST Hess Discharge Yard Valves PH 1	WA009		0	0	0	0	0
		Water	0	0	0	0	0
DIST Hess Discharge Yard Valves PH 2	WA010		0	0	0	0	0
		Water	0	0	0	0	0
DIST Main Pressure/Water Quality	WA078		0	0	0	0	0
		Water	0	0	0	0	0
DIST Mains for Future Dvlpmt.	WA011		2,700,000	2,800,000	2,900,000	3,000,000	3,100,000
		Water	2,700,000	2,800,000	2,900,000	3,000,000	3,100,000
DIST Maple, Exposition-McLean	WA012		0	800,000	2,000,000	0	0
		Water	0	800,000	2,000,000	0	0
DIST Maple, Hoover-W Maple BPS	WA013		0	0	250,000	0	3,000,000
		Water	0	0	250,000	0	3,000,000
DIST Meter Replacements	WA014		300,000	300,000	300,000	300,000	300,000
		Water	300,000	300,000	300,000	300,000	300,000
DIST PCCP Rehabilitations	WA015		4,000,000	4,000,000	4,000,000	4,000,000	4,000,000
		Water	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000
DIST SEBPS Feed Completion	WA016		300,000	500,000	2,000,000	0	0
		Water	300,000	500,000	2,000,000	0	0
Hess Generator Bldg. Fire/Security	WA022		0	0	0	0	500,000
		Water	0	0	0	0	500,000
Hess Generators	WA023		0	0	0	0	0
		Water	0	0	0	0	0
Hess Mechanical & Electrical Rehab	WA024		0	0	0	0	0
		Water	0	0	0	0	0

PROJECT LISTING BY FUNDING SOURCES AND YEAR

WATER DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
Cheney Dam Concrete Cap PH 3		0	0	0	0	0	4,000,000
	Water	0	0	0	0	0	4,000,000
Cheney East Dam Repair		0	0	0	0	0	3,450,000
	Water	0	0	0	0	0	3,450,000
Cheney Pumps		0	0	450,000	3,000,000	0	6,450,000
	Water	0	0	450,000	3,000,000	0	6,450,000
DIST Arterial Water Mains		3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	30,000,000
	Water	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	30,000,000
DIST Automated Water Age		2,100,000	2,200,000	2,300,000	0	0	15,600,000
	Water	2,100,000	2,200,000	2,300,000	0	0	15,600,000
DIST Dead End Mains Elimination		660,000	680,000	700,000	720,000	740,000	6,500,000
	Water	660,000	680,000	700,000	720,000	740,000	6,500,000
DIST Distribution Mains Repl.		7,200,000	7,300,000	7,400,000	7,500,000	7,600,000	71,450,000
	Water	7,200,000	7,300,000	7,400,000	7,500,000	7,600,000	71,450,000
DIST Elevated Tower Repair		0	0	1,587,000	0	0	2,967,000
	Water	0	0	1,587,000	0	0	2,967,000
DIST Hess Discharge Yard Piping Ph 1		1,500,000	0	3,000,000	0	0	4,500,000
	Water	1,500,000	0	3,000,000	0	0	4,500,000
DIST Hess Discharge Yard Piping Ph 2		0	0	0	0	1,500,000	1,500,000
	Water	0	0	0	0	1,500,000	1,500,000
DIST Hess Discharge Yard Valves PH 1		0	800,000	0	0	0	800,000
	Water	0	800,000	0	0	0	800,000
DIST Hess Discharge Yard Valves PH 2		0	0	0	2,000,000	0	2,000,000
	Water	0	0	0	2,000,000	0	2,000,000
DIST Main Pressure/Water Quality		0	0	0	0	500,000	500,000
	Water	0	0	0	0	500,000	500,000
DIST Mains for Future Dvlpmt.		3,200,000	3,300,000	3,400,000	3,500,000	3,600,000	31,500,000
	Water	3,200,000	3,300,000	3,400,000	3,500,000	3,600,000	31,500,000
DIST Maple, Exposition-McLean		0	0	0	0	0	2,800,000
	Water	0	0	0	0	0	2,800,000
DIST Maple, Hoover-W Maple BPS		3,000,000	0	0	0	0	6,250,000
	Water	3,000,000	0	0	0	0	6,250,000
DIST Meter Replacements		0	0	0	0	0	1,500,000
	Water	0	0	0	0	0	1,500,000
DIST PCCP Rehabilitations		4,000,000	4,000,000	4,000,000	0	0	32,000,000
	Water	4,000,000	4,000,000	4,000,000	0	0	32,000,000
DIST SEBPS Feed Completion		0	5,100,000	0	5,100,000	0	13,000,000
	Water	0	5,100,000	0	5,100,000	0	13,000,000
Hess Generator Bldg. Fire/Security		0	0	0	0	0	500,000
	Water	0	0	0	0	0	500,000
Hess Generators		0	4,000,000	0	0	0	4,000,000
	Water	0	4,000,000	0	0	0	4,000,000
Hess Mechanical & Electrical Rehab		0	0	0	800,000	8,000,000	8,800,000
	Water	0	0	0	800,000	8,000,000	8,800,000

PROJECT LISTING BY FUNDING SOURCES AND YEAR

WATER DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
Hess Power System Coordination Assessment	WA071		0	0	150,000	0	0
		Water	0	0	150,000	0	0
Hess Reservoir Inspection/Cleaning	WA025		0	0	0	100,000	0
		Water	0	0	0	100,000	0
Hess Reservoirs PH 2	WA026		1,000,000	0	1,000,000	1,000,000	0
		Water	1,000,000	0	1,000,000	1,000,000	0
Hess Reservoirs PH 2-4.3 MG	WA027		0	0	0	0	0
		Water	0	0	0	0	0
Hess Reservoirs PH 3-3.1 MG	WA028		0	600,000	4,900,000	0	0
		Water	0	600,000	4,900,000	0	0
Hess Reservoirs PH 4-7.5 MG	WA077		0	0	0	0	0
		Water	0	0	0	0	0
Hess Roof	WA029		0	1,400,000	0	0	0
		Water	0	1,400,000	0	0	0
Hess Substation Generator Switch Gear	WA072		0	0	0	0	0
		Water	0	0	0	0	0
Hess Substation Replacement	WA020		0	0	0	0	9,000,000
		Water	0	0	0	0	9,000,000
Hess Suction Yard Piping & Valves PH 1	WA030		0	2,400,000	0	0	0
		Water	0	2,400,000	0	0	0
Hess Suction Yard Piping & Valves PH 2	WA031		0	0	0	0	0
		Water	0	0	0	0	0
Hess Switch Gear	WA032		0	0	500,000	0	0
		Water	0	0	500,000	0	0
Hess Transformer Replacements	WA075		0	0	0	4,300,000	0
		Water	0	0	0	4,300,000	0
Hess Weather Resist Wind/Drs/Skylights	WA033		0	0	0	0	0
		Water	0	0	0	0	0
Hess Webb Reservoir Repairs	WA034		0	0	0	0	0
		Water	0	0	0	0	0
Lime Residual Lagoons	WA035		0	0	1,000,000	1,000,000	0
		Water	0	0	1,000,000	1,000,000	0
SWTP Blowers	WA037		600,000	0	0	0	0
		Water	600,000	0	0	0	0
SWTP Membranes	WA038		0	0	0	0	3,180,000
		Water	0	0	0	0	3,180,000
SWTP Security System	WA039		0	0	500,000	0	0
		Water	0	0	500,000	0	0
TRANS Cheney Parallel/Redundant Pipeline	WA066		2,000,000	0	0	0	10,000,000
		Water	2,000,000	0	0	0	10,000,000
TRANS Cheney Surge Tank	WA042		0	0	0	0	0
		Water	0	0	0	0	0
TRANS EBWF Parallel/Redundant Pipeline	WA043		0	0	0	0	0
		Water	0	0	0	0	0

PROJECT LISTING BY FUNDING SOURCES AND YEAR

WATER DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
Hess Power System Coordination Assessment		0	0	0	0	0	150,000
	Water	0	0	0	0	0	150,000
Hess Reservoir Inspection/Cleaning		0	0	0	120,000	0	220,000
	Water	0	0	0	120,000	0	220,000
Hess Reservoirs PH 2		0	0	0	0	0	3,000,000
	Water	0	0	0	0	0	3,000,000
Hess Reservoirs PH 2-4.3 MG		0	700,000	6,200,000	0	0	6,900,000
	Water	0	700,000	6,200,000	0	0	6,900,000
Hess Reservoirs PH 3-3.1 MG		0	0	0	0	0	5,500,000
	Water	0	0	0	0	0	5,500,000
Hess Reservoirs PH 4-7.5 MG		0	0	0	0	1,000,000	1,000,000
	Water	0	0	0	0	1,000,000	1,000,000
Hess Roof		0	0	0	0	0	1,400,000
	Water	0	0	0	0	0	1,400,000
Hess Substation Generator Switch Gear		0	0	0	0	9,700,000	9,700,000
	Water	0	0	0	0	9,700,000	9,700,000
Hess Substation Replacement		0	0	0	0	0	9,000,000
	Water	0	0	0	0	0	9,000,000
Hess Suction Yard Piping & Valves PH 1		0	0	0	0	0	2,400,000
	Water	0	0	0	0	0	2,400,000
Hess Suction Yard Piping & Valves PH 2		0	0	30,000,000	0	0	30,000,000
	Water	0	0	30,000,000	0	0	30,000,000
Hess Switch Gear		600,000	0	0	0	0	1,100,000
	Water	600,000	0	0	0	0	1,100,000
Hess Transformer Replacements		0	0	0	0	0	4,300,000
	Water	0	0	0	0	0	4,300,000
Hess Weather Resist Wind/Drs/Skylights		600,000	0	0	0	0	600,000
	Water	600,000	0	0	0	0	600,000
Hess Webb Reservoir Repairs		0	1,700,000	0	0	0	1,700,000
	Water	0	1,700,000	0	0	0	1,700,000
Lime Residual Lagoons		0	0	0	0	0	2,000,000
	Water	0	0	0	0	0	2,000,000
SWTP Blowers		0	0	0	0	0	600,000
	Water	0	0	0	0	0	600,000
SWTP Membranes		0	0	0	0	0	3,180,000
	Water	0	0	0	0	0	3,180,000
SWTP Security System		0	0	0	0	0	500,000
	Water	0	0	0	0	0	500,000
TRANS Cheney Parallel/Redundant Pipeline		42,000,000	42,000,000	0	0	0	96,000,000
	Water	42,000,000	42,000,000	0	0	0	96,000,000
TRANS Cheney Surge Tank		2,500,000	0	0	0	0	2,500,000
	Water	2,500,000	0	0	0	0	2,500,000
TRANS EBWF Parallel/Redundant Pipeline		0	0	2,000,000	6,000,000	56,000,000	64,000,000
	Water	0	0	2,000,000	6,000,000	56,000,000	64,000,000

PROJECT LISTING BY FUNDING SOURCES AND YEAR

WATER DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
Utilities Radio Replacements	WA067		485,000	486,000	0	0	0
		Sewer	165,000	165,000	0	0	0
		Stormwater	94,000	95,000	0	0	0
		Water	226,000	226,000	0	0	0
Water Master Plan	WA074		1,000,000	0	0	0	0
		Water	1,000,000	0	0	0	0
Water Production Improvements	WA044		1,300,000	1,300,000	1,400,000	1,400,000	1,500,000
		Water	1,300,000	1,300,000	1,400,000	1,400,000	1,500,000
Water Production Paving/Drainage	WA045		0	0	0	0	0
		Water	0	0	0	0	0
Water Production Security	WA046		0	0	0	0	0
		Water	0	0	0	0	0
Water Production VFDs	WA047		800,000	900,000	1,000,000	1,100,000	1,200,000
		Water	800,000	900,000	1,000,000	1,100,000	1,200,000
Water Reuse Analysis	WA065		1,000,000	0	0	0	0
		Water	1,000,000	0	0	0	0
Water Supply Rehab Projects	WA048		1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
		Water	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
WF ASR PH 1 Diversion Well 2	WA049		500,000	0	0	0	0
		Water	500,000	0	0	0	0
WF ASR PH 1 Diversion Well 3	WA050		500,000	0	0	0	0
		Water	500,000	0	0	0	0
WF Chlorination Systems	WA051		0	0	0	0	0
		Water	0	0	0	0	0
WF Communication to CH	WA052		0	0	0	0	0
		Water	0	0	0	0	0
WF Communication to Wells	WA070		0	0	0	0	0
		Water	0	0	0	0	0
WF Power Poles	WA055		1,020,000	0	0	0	0
		Water	1,020,000	0	0	0	0
WF Security PH 1	WA069		0	0	0	0	0
		Water	0	0	0	0	0
WF Well Rehab	WA056		2,400,000	2,400,000	2,400,000	2,500,000	2,500,000
		Water	2,400,000	2,400,000	2,400,000	2,500,000	2,500,000
WF Well Spurlines	WA057		250,000	0	600,000	0	0
		Water	250,000	0	600,000	0	0
WTP Future Modifications	WA059		3,200,000	0	0	0	0
		Water	3,200,000	0	0	0	0
WTP SCADA Virtualization Ph 2	WA062		540,000	0	0	0	0
		Water	540,000	0	0	0	0
WWW EIC	WA060		0	0	0	0	0
		Water	0	0	0	0	0

PROJECT LISTING BY FUNDING SOURCES AND YEAR

WATER DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
Utilities Radio Replacements		0	0	0	0	0	971,000
	Sewer	0	0	0	0	0	330,000
	Stormwater	0	0	0	0	0	189,000
	Water	0	0	0	0	0	452,000
Water Master Plan		0	0	0	0	0	1,000,000
	Water	0	0	0	0	0	1,000,000
Water Production Improvements		1,500,000	1,600,000	1,600,000	1,700,000	1,700,000	15,000,000
	Water	1,500,000	1,600,000	1,600,000	1,700,000	1,700,000	15,000,000
Water Production Paving/Drainage		0	1,450,000	0	0	0	1,450,000
	Water	0	1,450,000	0	0	0	1,450,000
Water Production Security		2,450,000	2,000,000	0	0	0	4,450,000
	Water	2,450,000	2,000,000	0	0	0	4,450,000
Water Production VFDs		1,300,000	1,400,000	1,500,000	1,600,000	6,000,000	16,800,000
	Water	1,300,000	1,400,000	1,500,000	1,600,000	6,000,000	16,800,000
Water Reuse Analysis		0	0	0	0	0	1,000,000
	Water	0	0	0	0	0	1,000,000
Water Supply Rehab Projects		1,250,000	1,300,000	1,300,000	1,300,000	1,350,000	11,500,000
	Water	1,250,000	1,300,000	1,300,000	1,300,000	1,350,000	11,500,000
WF ASR PH 1 Diversion Well 2		0	0	0	0	0	500,000
	Water	0	0	0	0	0	500,000
WF ASR PH 1 Diversion Well 3		0	0	0	0	0	500,000
	Water	0	0	0	0	0	500,000
WF Chlorination Systems		500,000	0	0	0	0	500,000
	Water	500,000	0	0	0	0	500,000
WF Communication to CH		0	0	0	450,000	0	450,000
	Water	0	0	0	450,000	0	450,000
WF Communication to Wells		0	0	0	0	2,200,000	2,200,000
	Water	0	0	0	0	2,200,000	2,200,000
WF Power Poles		0	0	0	0	0	1,020,000
	Water	0	0	0	0	0	1,020,000
WF Security PH 1		0	0	0	0	800,000	800,000
	Water	0	0	0	0	800,000	800,000
WF Well Rehab		1,250,000	1,300,000	1,300,000	1,300,000	1,350,000	18,700,000
	Water	1,250,000	1,300,000	1,300,000	1,300,000	1,350,000	18,700,000
WF Well Spurlines		600,000	0	0	700,000	0	2,150,000
	Water	600,000	0	0	700,000	0	2,150,000
WTP Future Modifications		0	0	0	0	0	3,200,000
	Water	0	0	0	0	0	3,200,000
WTP SCADA Virtualization Ph 2		0	0	0	0	0	540,000
	Water	0	0	0	0	0	540,000
WWW EIC		0	0	0	3,000,000	0	3,000,000
	Water	0	0	0	3,000,000	0	3,000,000

PROJECT LISTING BY FUNDING SOURCES AND YEAR

WATER DETAILED PROJECT LISTING

PROJECT TITLE	Project #	Funding Source	2026	2027	2028	2029	2030
WWW Filter Media & Pumping	WA068		**0**	**0**	**0**	**0**	**0**
		Water	0	0	0	0	0
WWW Instrument and Comm. Equip.	WA061		**165,000**	**165,000**	**190,000**	**190,000**	**190,000**
		Water	165,000	165,000	190,000	190,000	190,000
WWW Sludge Dewatering	WA064		**0**	**0**	**0**	**0**	**0**
		Water	0	0	0	0	0
WWW Structure Inspections	WA082		**0**	**0**	**0**	**0**	**0**
		Water	0	0	0	0	0
Expenditure Total			**$39,870,000**	**$35,131,000**	**$39,770,000**	**$35,860,000**	**$52,210,000**

FUNDING SOURCES	2026	2027	2028	2029	2030
Sewer Utility Fund	165,000	165,000	0	0	0
Stormwater Utility Fund	94,000	95,000	0	0	0
Water Utility Fund	39,611,000	34,871,000	39,770,000	35,860,000	52,210,000
	$39,870,000	**$35,131,000**	**$39,770,000**	**$35,860,000**	**$52,210,000**

PROJECT LISTING BY FUNDING SOURCES AND YEAR

WATER DETAILED PROJECT LISTING

PROJECT TITLE	Funding Source	2031	2032	2033	2034	2035	Total
WWW Filter Media & Pumping		**0**	**0**	**0**	**0**	**3,000,000**	**3,000,000**
	Water	0	0	0	0	3,000,000	3,000,000
WWW Instrument and Comm. Equip.		**215,000**	**215,000**	**215,000**	**240,000**	**240,000**	**2,025,000**
	Water	215,000	215,000	215,000	240,000	240,000	2,025,000
WWW Sludge Dewatering		**0**	**0**	**0**	**0**	**2,000,000**	**2,000,000**
	Water	0	0	0	0	2,000,000	2,000,000
WWW Structure Inspections		**0**	**0**	**0**	**0**	**60,000**	**60,000**
	Water	0	0	0	0	60,000	**60,000**
Expenditure Total		**$79,425,000**	**$84,045,000**	**$69,952,000**	**$42,030,000**	**$110,340,000**	**$588,633,000**

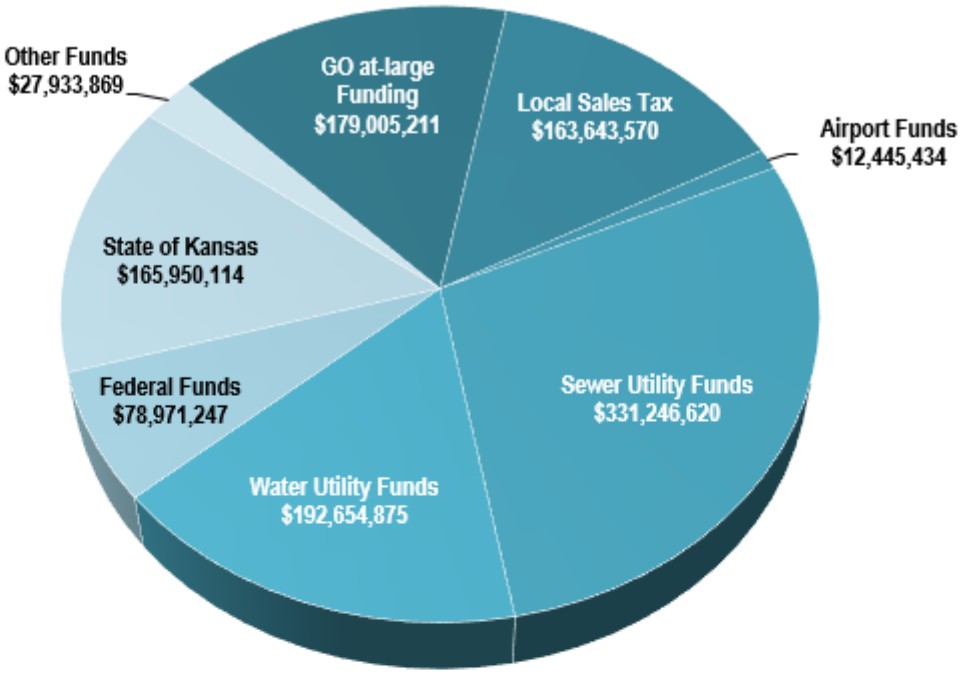
FUNDING SOURCES	2031	2032	2033	2034	2035	Total
Sewer Utility Fund	0	0	0	0	0	330,000
Stormwater Utility Fund	0	0	0	0	0	189,000
Water Utility Fund	79,425,000	84,045,000	69,952,000	42,030,000	110,340,000	588,114,000
	$79,425,000	**$84,045,000**	**$69,952,000**	**$42,030,000**	**$110,340,000**	**$588,633,000**


CITY OF
WICHITA

Total Estimated Revenues by Source

All Funds Ongoing Projects (Additional Financing)

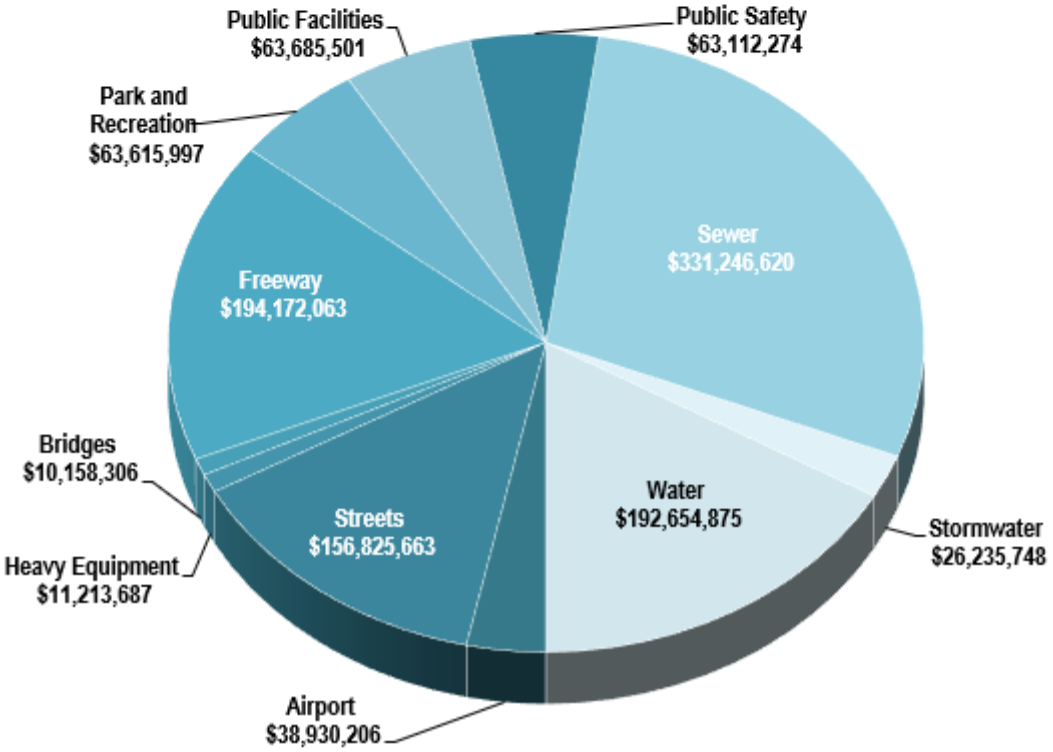
$1,151,850,939



Total Estimated Project Costs by Type

All Funds Ongoing Projects (Additional Financing)

$1,151,850,939



ONGOING PROJECTS

	Adopted Budget		Previously Financed	
	GO	Other	GO	Other
GO at-large Funding	**199,613,299**	**0**	**23,693,896**	**0**
- Bridges	800,000	0	9,415	0
- Freeways	150,000	0	0	0
- Heavy Equipment	11,213,687	0	0	0
- Park and Recreation	78,727,884	0	19,338,887	0
- Public Facilities	20,078,000	0	1,050,607	0
- Public Safety	55,829,290	0	2,384,500	0
- Stormwater	5,835,000	0	71,400	0
- Streets	21,594,438	0	839,087	0
Local Sales Tax (LST)	**0**	**243,657,927**	**0**	**88,284,357**
- Bridges	0	9,600,000	0	232,279
- Freeways	0	95,400,000	0	67,328,051
- Streets	0	138,657,927	0	20,724,027
Transient Guest Tax (TGT)	**0**	**9,495,004**	**0**	**2,625,283**
- Public Facilities	0	9,495,004	0	2,625,283
Airport Funds	**0**	**12,929,934**	**0**	**484,500**
- Airport	0	12,929,934	0	484,500
Sewer Utility Fund	**0**	**460,431,470**	**0**	**129,184,850**
- Sewer	0	460,431,470	0	129,184,850
Water Utility Fund	**0**	**808,315,695**	**0**	**615,660,820**
- Water	0	808,315,695	0	615,660,820
Stormwater Utility Fund	**0**	**17,950,000**	**0**	**2,949,108**
- Stormwater	0	17,950,000	0	2,949,108
Special Assessments	**3,400,000**	**0**	**211,761**	**0**
- Streets	3,400,000	0	211,761	0
Sedgwick County	**0**	**789,800**	**0**	**703,545**
- Stormwater	0	789,800	0	703,545
State of Kansas	**0**	**260,820,000**	**0**	**94,869,886**
- Freeways	0	260,820,000	0	94,869,886
- Streets	0	0	0	0
Federal Funds	**0**	**89,608,589**	**0**	**17,337,342**
- Airport	0	30,845,272	0	4,360,500
- Public Facilities	0	34,379,461	0	6,091,074
- Public Safety	0	9,769,914	0	0
- Streets	0	14,613,941	0	6,885,768
Other Funds	**0**	**5,477,000**	**0**	**1,000,000**
- Park and Recreation	0	5,227,000	0	1,000,000
- Public Facilities	0	0	0	0
- Streets	0	250,000	0	0
TOTAL EXPENDITURES	**$ 203,013,299**	**$ 1,909,475,418**	**$ 23,905,657**	**$ 953,099,690**

Estimated Revenue Sources by Type

Revenues used to finance ongoing CIP projects fall into 13 categories. Each revenue category will finance projects in one or more of the given project types. There are ten different project types or areas.

Estimated Project Costs

Approved budgets, previous financing, and remaining expenditure authority data are derived from a point-in-time project summary report generated using accounting system data. Projections for additional financing needs were developed by Finance Department staff, and were reviewed and confirmed by other City staff

ONGOING PROJECTS

	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	GO	Other	GO	Other	GO	Other
GO at-large Funding	**176,566,972**	**0**	**151,814,950**	**0**	**199,613,299**	**0**
- Bridges	790,585	0	650,240	0	800,000	0
- Freeways	150,000	0	150,000	0	150,000	0
- Heavy Equipment	11,213,687	0	8,933,206	0	11,213,687	0
- Park and Recreation	59,388,997	0	30,389,055	0	78,727,884	0
- Public Facilities	19,777,393	0	16,211,539	0	20,078,000	0
- Public Safety	53,342,360	0	51,064,725	0	55,829,290	0
- Stormwater	5,763,600	0	5,763,600	0	5,835,000	0
- Streets	20,755,351	0	33,652,585	0	21,594,438	0
Local Sales Tax (LST)	**0**	**163,643,570**	**0**	**137,379,351**	**0**	**243,657,927**
Local Sales Tax (LST)	0	9,367,721	0	7,732,883	0	9,600,000
Local Sales Tax (LST)	0	28,071,949	0	61,714,739	0	95,400,000
Local Sales Tax (LST)	0	126,203,900	0	67,931,729	0	138,657,927
Transient Guest Tax (TGT)	**0**	**8,369,721**	**0**	**10,333,898**	**0**	**10,995,004**
- Public Facilities	0	8,369,721	0	10,333,898	0	10,995,004
Airport Funds	**0**	**12,445,434**	**0**	**12,445,434**	**0**	**12,929,934**
- Airport	0	12,445,434	0	12,445,434	0	12,929,934
Sewer Utility Fund	**0**	**331,246,620**	**0**	**48,492,657**	**0**	**460,431,470**
- Sewer	0	331,246,620	0	48,492,657	0	460,431,470
Water Utility Fund	**0**	**192,654,875**	**0**	**156,173,790**	**0**	**808,315,695**
- Water	0	192,654,875	0	156,173,790	0	808,315,695
Stormwater Utility Fund	**0**	**15,000,892**	**0**	**5,716,323**	**0**	**17,950,000**
- Stormwater	0	15,000,892	0	5,716,323	0	17,950,000
Special Assessments	**3,188,239**	**0**	**988,200**	**0**	**3,400,000**	**0**
- Streets	3,188,239	0	988,200	0	3,400,000	0
Sedgwick County	**0**	**86,255**	**0**	**0**	**0**	**789,800**
- Stormwater	0	86,255	0	0	0	789,800
State of Kansas	**0**	**165,950,114**	**0**	**161,324,450**	**0**	**260,820,000**
- Freeways	0	165,950,114	0	161,324,450	0	260,820,000
- Streets	0	0	0	0	0	0
Federal Funds	**0**	**78,971,247**	**0**	**68,816,651**	**0**	**96,308,589**
- Airport	0	26,484,772	0	26,484,772	0	30,845,272
- Public Facilities	0	36,288,387	0	30,083,150	0	42,379,461
- Public Safety	0	9,769,914	0	5,820,555	0	9,769,914
- Streets	0	6,428,173	0	6,428,173	0	13,313,941
Other Funds	**0**	**4,477,000**	**0**	**2,471,073**	**0**	**5,477,000**
- Park and Recreation	0	4,227,000	0	2,227,000	0	5,227,000
- Public Facilities	0	0	0	0	0	0
- Streets	0	250,000	0	244,073	0	250,000
TOTAL EXPENDITURES	**$ 179,755,211**	**$ 972,845,728**	**$ 152,803,150**	**$ 603,153,626**	**$ 203,013,299**	**$ 1,917,675,418**

responsible for most ongoing projects. The amount of additional financing is the approved budget less any amounts previously funded, and less any projected under expenditures. This information is directly developed in consultation with operating department staff.

ONGOING PROJECTS

AIRPORT DETAILED PROJECT LISTING - IN PROGRESS

	PROJECT TITLE	Non-GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
1	Airfield Pavement ICT	A/F			0	8,980,000	0	0
2	Airport Development AAO	A/F/O	A5002	06/17/25	0	2,685,000	0	1,610,000
3	Airport Development ICT	O			0	125,000	0	0
4	Equipment ICT	A/F/PFC	A5003	06/17/25	0	5,135,400	0	400,000
5	Facilities AAO	A/F	A4804	04/22/25	0	525,000	0	400,000
6	Facilities ICT	A/F	A4000/A4001	04/22/25	0	7,857,650	0	2,185,000
7	Streetside Pavement ICT	A/F	A45000	10/08/24	0	7,602,650	0	250,000
8	Studies AAO	A/F/O			0	0	0	0
9	Studies ICT	A/F			0	500,000	0	0
10	Technology Systems ICT	A			0	9,516,570	0	0
11	Utility Systems ICT	A/F/O			0	847,936	0	0
					$0	$43,775,206	$0	$4,845,000

FUNDING SOURCES		Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
Airport Funds	A	0	12,929,934	0	484,500
Federal Funds	F	0	30,845,272	0	4,360,500
		$0	$43,775,206	$0	$4,845,000

ONGOING PROJECTS

AIRPORT DETAILED PROJECT LISTING - IN PROGRESS

		Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	PROJECT TITLE	GO	Other	GO	Other	GO	Other
1	Airfield Pavement ICT	0	8,980,000	0	8,980,000	0	8,980,000
2	Airport Development AAO	0	1,075,000	0	1,075,000	0	2,685,000
3	Airport Development ICT	0	125,000	0	125,000	0	125,000
4	Equipment ICT	0	4,735,400	0	4,735,400	0	5,135,400
5	Facilities AAO	0	125,000	0	125,000	0	525,000
6	Facilities ICT	0	5,672,650	0	5,672,650	0	7,857,650
7	Streetside Pavement ICT	0	7,352,650	0	7,352,650	0	7,602,650
8	Studies AAO	0	0	0	0	0	0
9	Studies ICT	0	500,000	0	500,000	0	500,000
10	Technology Systems ICT	0	9,516,570	0	9,516,570	0	9,516,570
11	Utility Systems ICT	0	847,936	0	847,936	0	847,936
		$0	$38,930,206	$0	$38,930,206	$0	$43,775,206

	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
PROJECT TITLE	GO	Other	GO	Other	GO	Other
Airport Funds	0	12,445,434	0	12,445,434	0	12,929,934
Federal Funds	0	26,484,772	0	26,484,772	0	30,845,272
	$0	$38,930,206	$0	$38,930,206	$0	$43,775,206

ONGOING PROJECTS

BRIDGES DETAILED PROJECT LISTING - IN PROGRESS

	PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	Approval Date	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
1	Bridge Inspections 2023-24		E3059	09/21/21	275,000	0	9,415	0
2	Bridge Inspections 2025				325,000	0	0	0
3	Bridge Repair and Rehab 2023	LST	E3060	02/01/23	0	500,000	0	0
4	Bridge Repair and Rehab 2024	LST	E4020	01/16/24	0	1,000,000	0	0
5	Bridge Repair and Rehab 2025	LST			0	1,000,000	0	0
6	Canal Crossing @ 15th	LST	E3038	05/06/26	0	3,600,000	0	232,279
7	Canal Crossing @ 15th - Art		E3038	10/01/24	200,000	0	0	0
8	Minisa Bridge	LST	E4068		0	1,000,000	0	0
9	1st Street over Arkansas River	LST	E4117	10/08/24	0	1,500,000	0	
10	31st St Bridge and KTA	LST			0	1,000,000	0	0
					$800,000	$9,600,000	$9,415	$232,279

FUNDING SOURCES	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
GO at-large Funding	800,000	0	9,415	0
Local Sales Tax (LST)	0	9,600,000	0	232,279
	$800,000	$9,600,000	$9,415	$232,279

ONGOING PROJECTS

BRIDGES DETAILED PROJECT LISTING - IN PROGRESS

		Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	PROJECT TITLE	GO	Other	GO	Other	GO	Other
1	Bridge Inspections 2023-24	265,585	0	125,240	0	275,000	0
2	Bridge Inspections 2025	325,000	0	325,000	0	325,000	0
3	Bridge Repair and Rehab 2023	0	500,000	0	500,000	0	500,000
4	Bridge Repair and Rehab 2024	0	1,000,000	0	1,000,000	0	1,000,000
5	Bridge Repair and Rehab 2025	0	1,000,000	0	1,000,000	0	1,000,000
6	Canal Crossing @ 15th	0	3,367,721	0	3,299,539	0	3,600,000
7	Canal Crossing @ 15th - Art	200,000	0	200,000	0	200,000	0
8	Minisa Bridge	0	1,000,000	0	933,344	0	1,000,000
9	1st Street over Arkansas River	0	1,500,000		0	0	1,500,000
10	31st St Bridge and KTA	0	1,000,000	0	1,000,000	0	1,000,000
		$790,585	$9,367,721	$650,240	$7,732,883	$800,000	$9,600,000

		Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	FUNDING SOURCES	GO	Other	GO	Other	GO	Other
	GO at-large Funding	790,585	0	650,240	0	800,000	0
	Local Sales Tax (LST)	0	9,367,721	0	7,732,883	0	9,600,000
		$790,585	$9,367,721	$650,240	$7,732,883	$800,000	$9,600,000

ONGOING PROJECTS

FREEWAYS DETAILED PROJECT LISTING - IN PROGRESS

	PROJECT TITLE	Non-GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
1	Kellogg: Webb/KTA Inter.	LST	E1002	10/08/13	0	11,700,000	0	11,260,089
1	Kellogg: Webb/KTA Inter.	S	E1002	10/08/13	0	76,800,000	0	71,360,776
1	Kellogg: Webb/KTA Inter.		E1002	10/08/13	0	88,500,000	0	82,620,865
2	North Junction	LST	E8107	07/10/18	0	500,000	0	217,962
2	North Junction	SG	E8107	07/10/18	0	500,000	0	0
2	North Junction		E8107	07/10/18	0	1,000,000	0	217,962
3	North Junction	LST	E8107	11/03/20	0	4,000,000	0	0
3	North Junction	SG	E8107	11/03/20	0	4,000,000	0	0
3	North Junction	S	E8107	11/03/20	0	22,220,000	0	0
3	North Junction		E8107	11/03/20	0	30,220,000	0	0
4	Kellogg - Greenwich Interchange	LST	E1003	05/05/20	0	60,000,000	0	55,850,000
5	Kellogg: Wiedemann-127th E.	S	E5009	02/24/15	0	28,000,000	0	23,509,110
6	Kellogg - Ridge Rd Interchange	LST			0	1,500,000	0	0
6	Kellogg - Ridge Rd Interchange - Art				150,000	0	0	0
7	Kellogg - K96 - 159th St East	LST			0	6,700,000	0	0
7	Kellogg - K96 - 159th St East	S			0	98,800,000	0	0
7	Kellogg - K96 - 159th St East	SG			0	4,500,000	0	0
7	Kellogg - K96 - 159th St East				0	110,000,000	0	0
8	Kellogg - 119th-143rd West	LST			0	2,500,000	0	0
9	North Junction - I-135,I-235,K-254	LST		10/01/24	0	8,500,000	0	0
9	North Junction - I-135,I-235,K-254	SG		10/01/24	0	7,500,000	0	0
9	North Junction - I-135,I-235,K-254	S			0	35,000,000	0	0
9	North Junction - I-135,I-235,K-254				0	51,000,000	0	0
					$150,000	$372,720,000	$0	$162,197,937

FUNDING SOURCES	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
GO at-large Funding	150,000	0	0	0
Local Sales Tax (LST)	0	95,400,000	0	67,328,051
Sedgwick County	0	16,500,000	0	0
State of Kansas	0	260,820,000	0	94,869,886
	$150,000	$372,720,000	$0	$162,197,937

ONGOING PROJECTS

FREEWAYS DETAILED PROJECT LISTING - IN PROGRESS

		Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	PROJECT TITLE	GO	Other	GO	Other	GO	Other
1	Kellogg: Webb/KTA Inter.	0	439,911	0	0	0	11,700,000
1	Kellogg: Webb/KTA Inter.	0	5,439,224	0	5,304,450	0	76,800,000
1	Kellogg: Webb/KTA Inter.	0	5,879,135	0	5,304,450	0	88,500,000
2	North Junction	0	282,038	0	269,312	0	500,000
2	North Junction	0	500,000	0	500,000	0	500,000
2	North Junction	0	782,038	0	769,312	0	1,000,000
3	North Junction	0	4,000,000	0	4,000,000	0	4,000,000
3	North Junction	0	4,000,000	0	4,000,000	0	4,000,000
3	North Junction	0	22,220,000	0	22,220,000	0	22,220,000
3	North Junction	0	30,220,000	0	30,220,000	0	30,220,000
4	Kellogg - Greenwich Interchange	0	4,150,000	0	38,245,427	0	60,000,000
5	Kellogg: Wiedemann-127th E.	0	4,490,890	0	0	0	28,000,000
6	Kellogg - Ridge Rd Interchange	0	1,500,000	0	1,500,000	0	1,500,000
6	Kellogg - Ridge Rd Interchange - Art	150,000	0	150,000	0	150,000	0
7	Kellogg - K96 - 159th St East	0	6,700,000	0	6,700,000	0	6,700,000
7	Kellogg - K96 - 159th St East	0	98,800,000	0	98,800,000	0	98,800,000
7	Kellogg - K96 - 159th St East	0	4,500,000	0	4,500,000	0	4,500,000
7	Kellogg - K96 - 159th St East	0	110,000,000	0	110,000,000	0	110,000,000
8	Kellogg - 119th-143rd West	0	2,500,000	0	2,500,000	0	2,500,000
9	North Junction - I-135,I-235,K-254	0	8,500,000	0	8,500,000	0	8,500,000
9	North Junction - I-135,I-235,K-254	0	7,500,000	0	7,500,000	0	7,500,000
9	North Junction - I-135,I-235,K-254	0	35,000,000	0	35,000,000	0	35,000,000
9	North Junction - I-135,I-235,K-254	0	51,000,000	0	51,000,000	0	51,000,000
		$150,000	$210,522,063	$150,000	$239,539,189	$150,000	$372,720,000

	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
PROJECT TITLE	GO	Other	GO	Other	GO	Other
GO at-large Funding	150,000	0	150,000	0	150,000	0
Local Sales Tax (LST)	0	28,071,949	0	61,714,739	0	95,400,000
Sedgwick County	0	16,500,000	0	16,500,000	0	16,500,000
State of Kansas	0	165,950,114	0	161,324,450	0	260,820,000
	$150,000	$210,522,063	$150,000	$239,539,189	$150,000	$372,720,000

ONGOING PROJECTS

HEAVY EQUIPMENT PROJECT LISTING - IN PROGRESS

	PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
1	Heavy Equip Rep 2023/24		X4009	11/21/23	7,112,949	0	0	0
2	2025 Heavy Equipment Replacement		X5000	12/03/24	3,454,973	0	0	0
3	2023/24 Snow Equipment		X4010	11/21/23	425,816	0	0	0
4	2021 Snow Equipment		X1004	03/16/21	219,949	0	0	0
					11,213,687	0	0	0

FUNDING SOURCES	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
GO at-large Funding	11,213,687	0	0	0
	$11,213,687	$0	$0	$0

ONGOING PROJECTS

HEAVY EQUIPMENT PROJECT LISTING - IN PROGRESS

		Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	PROJECT TITLE	GO	Other	GO	Other	GO	Other
1	Heavy Equip Rep 2023/24	7,112,949	0	4,832,468	0	7,112,949	0
2	2025 Heavy Equipment Replacement	3,454,973	0	3,454,973	0	3,454,973	0
3	2023/24 Snow Equipment	425,816	0	425,816	0	425,816	0
4	2021 Snow Equipment	219,949	0	219,949	0	219,949	0
		11,213,687	0	8,933,206	0	11,213,687	0

	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
PROJECT TITLE	GO	Other	GO	Other	GO	Other
GO at-large Funding	11,213,687	0	8,933,206	0	11,213,687	0
	$11,213,687	$0	$8,933,206	$0	$11,213,687	$0

ONGOING PROJECTS

PARK AND RECREATION DETAILED PROJECT LISTING - IN PROGRESS

	PROJECT TITLE	Non-GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
1	Aquatics Master Plan		R8M01	11/09/21	25,150,000	0	17,996,770	0
2	Aquatics Facility Improvements		R4013	02/06/24	1,000,000	0	0	0
3	Athletic Court Improvements - 2022		R2020	01/18/22	225,000	0	131,942	0
4	Athletic Court Improvements - 2023		R3003	02/05/23	150,000	100,000	0	0
5	Athletic Court Improvements - 2024		R4012	02/20/24	225,000	0	0	0
6	Athletic Court Improvements - 2025		R5002	12/10/24	225,000	0	0	0
7	Athletic Field Renovation 2024		R4011	02/20/24	150,000	0	0	0
8	Athletic Field Renovation 2025		R5003	12/10/24	295,310	0	0	0
9	Country Acres Dog Park		R3007	03/05/24	750,000	0	0	0
10	Country Acres Dog Park - Art		R3007	03/05/24	50,000	0	0	0
11	Crystal Prairie Park	O	R5006	01/07/25	1,570,000	1,000,000	0	1,000,000
12	Crystal Prairie Park - Art				50,000	0	0	0
13	Dog Parks		R3006	03/05/24	600,000	0	0	0
14	Finlay Ross Park				1,000,000	0	0	0
15	Finlay Ross Park - Art				100,000	0	0	0
16	Golf Irrigation Improvements	O	G4001	12/03/24	0	3,500,000	0	0
17	Golf Course and Facility Improvements	O			0	627,000	0	0
18	Hydration Stations		R3008	11/19/24	30,000	0	0	0
19	Irrigation Systems				100,000	0	0	0
20	LW Clapp Master Plan		R0003	01/12/24	6,151,424	0	377,400	0
21	LW Clapp Master Plan - Art		R0003	01/12/24	300,000	0	0	0
22	McAdams Carl G. Brewer Community Center		R2016	07/18/23	13,000,000	0	14,836	0
23	OJ Watson Park 2023		R2024	11/01/22	550,100	0	44,748	0
24	OJ Watson Park 2025		R5009	02/20/24	325,000	0	0	0
25	OJ Watson Park - Art		R5010	05/13/25	150,000	0	0	0
26	Park Facility Improvements - 2022		R2019	12/21/21	525,000	0	279,696	0
27	Park Facility Improvements - 2023		R2026	02/20/24	550,000	0	0	0
28	Park Facility Maintenance - 2024		R4004	10/17/23	250,000	0	0	0
29	Park Facility Maintenance - 2025		R5007	04/01/25	262,500	0	0	0
30	Park Facility Enhancements - 2024		R4010	02/20/24	476,059	0	0	0
31	Park Security Lighting		R2025	10/17/23	500,000	0	0	0
32	Park Master Plan				250,000	0	0	0
33	Park Signage		R4009	02/20/24	200,000	0	0	0
34	Pat Garcia Park		R4006	11/07/23	200,000	0	0	0
35	Planeview Community Center		R4007	01/02/24	9,937,299	0	0	0
36	Playground Rehabilitation - 2022		R2018	12/07/21	400,000	0	20,393	0
37	Playground Rehabilitation - 2023		R3004	11/07/24	400,000	0	0	0
38	Playground Rehabilitation - 2024		R4008	02/06/24	425,000	0	0	0
39	Playground Rehabilitation - 2025		R5004	12/10/24	450,000	0	0	0
40	Pawnee Prairie Park Impr		R0005	02/11/20	1,300,000	0	413,870	0
41	Pracht Wetlands		R3001	02/05/23	1,573,941	0	0	0
42	Pracht Wetlands - Art		R3001	02/05/23	200,000	0	0	0

ONGOING PROJECTS

PARK AND RECREATION DETAILED PROJECT LISTING - IN PROGRESS

		Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	PROJECT TITLE	GO	Other	GO	Other	GO	Other
1	Aquatics Master Plan	6,475,975	0	38,177	0	24,472,745	0
2	Aquatics Facility Improvements	1,677,255	0	1,677,255	0	1,677,255	0
3	Athletic Court Improvements - 2022	93,058	0	93,058	0	225,000	0
4	Athletic Court Improvements - 2023	150,000	100,000	25,294	100,000	150,000	100,000
5	Athletic Court Improvements - 2024	225,000	0	108,196	0	225,000	0
6	Athletic Court Improvements - 2025	725,000	0	725,000	0	725,000	0
7	Athletic Field Renovation 2024	54,690	0	11,790	0	54,690	0
8	Athletic Field Renovation 2025	295,310	0	295,310	0	295,310	0
9	Country Acres Dog Park	750,000	0	79,898	0	750,000	0
10	Country Acres Dog Park - Art	50,000	0	50,000	0	50,000	0
11	Crystal Prairie Park	1,570,000	0	1,570,000	750,000	1,570,000	1,000,000
12	Crystal Prairie Park - Art	50,000	0	50,000	0	50,000	0
13	Dog Parks	600,000	0	148,692	0	600,000	0
14	Finlay Ross Park	1,000,000	0	500,000	0	1,000,000	0
15	Finlay Ross Park - Art	100,000	0	100,000	0	100,000	0
16	Golf Irrigation Improvements	0	3,500,000	0	1,500,000	0	3,500,000
17	Golf Course and Facility Improvements	0	627,000	0	627,000	0	627,000
18	Hydration Stations	30,000	0	30,000	0	30,000	0
19	Irrigation Systems	100,000	0	100,000	0	100,000	0
20	LW Clapp Master Plan	5,774,024	0	1,714,124	0	6,151,424	0
21	LW Clapp Master Plan - Art	300,000	0	300,000	0	300,000	0
22	McAdams Carl G. Brewer Community Center	12,985,164	0	7,543,145	0	13,000,000	0
23	OJ Watson Park 2023	505,352	0	227,855	0	550,100	0
24	OJ Watson Park 2025	325,000	0	325,000	0	325,000	0
25	OJ Watson Park - Art	150,000	0	150,000	0	150,000	0
26	Park Facility Improvements - 2022	245,304	0	79,350	0	525,000	0
27	Park Facility Improvements - 2023	550,000	0	100,176	0	550,000	0
28	Park Facility Maintenance - 2024	250,000	0	250,000	0	250,000	0
29	Park Facility Maintenance - 2025	262,500	0	262,500	0	262,500	0
30	Park Facility Enhancements - 2024	476,059	0	436,305	0	476,059	0
31	Park Security Lighting	500,000	0	26,470	0	500,000	0
32	Park Master Plan	250,000	0	250,000	0	250,000	0
33	Park Signage	200,000	0	100,000	0	200,000	0
34	Pat Garcia Park	200,000	0	95,000	0	200,000	0
35	Planeview Community Center	9,937,299	0	9,937,299	0	9,937,299	0
36	Playground Rehabilitation - 2022	379,607	0	399,588	0	400,000	0
37	Playground Rehabilitation - 2023	400,000	0	(3,473)	0	400,000	0
38	Playground Rehabilitation - 2024	425,000	0	71,608	0	425,000	0
39	Playground Rehabilitation - 2025	450,000	0	450,000	0	450,000	0
40	Pawnee Prairie Park Impr	886,130	0	86,057	0	1,300,000	0
41	Pracht Wetlands	1,573,941	0	533,293	0	1,573,941	0
42	Pracht Wetlands - Art	200,000	0	200,000	0	200,000	0

ONGOING PROJECTS

PARK AND RECREATION DETAILED PROJECT LISTING - IN PROGRESS

	PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
43	Rec Center/Shelter Maintenance 2022		R2027	09/20/22	290,000	0	0	0
44	Rec Center/Shelter Maintenance 2023		R3005	02/05/23	250,000	0	0	0
45	Restrooms		R3008	10/03/26	425,000	0	0	0
46	South Lakes Park		R2017	10/19/21	6,000,000	0	59,232	0
47	Splash Pad Maintenance		R4005	11/07/23	160,000	0	0	0
48	Trail, Path, and Sidewalk Repairs				300,000	0	0	0
49	Walking Paths		R5005	12/10/24	656,250	0	0	0
					$78,727,884	$5,227,000	$19,338,887	$1,000,000

FUNDING SOURCES	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
GO at-large Funding	78,727,884	0	19,338,887	0
Other Funds	0	5,227,000	0	1,000,000
	$78,727,884	$5,227,000	$19,338,887	$1,000,000

ONGOING PROJECTS

PARK AND RECREATION DETAILED PROJECT LISTING - IN PROGRESS

	PROJECT TITLE	Additional Financing GO	Additional Financing Other	Remaining Exp Authority GO	Remaining Exp Authority Other	Total Est. Project Costs GO	Total Est. Project Costs Other
43	Rec Center/Shelter Maintenance 2022	290,000	0	274,307	0	290,000	0
44	Rec Center/Shelter Maintenance 2023	250,000	0	0	0	250,000	0
45	Restrooms	630,310	0	630,310	0	630,310	0
46	South Lakes Park	254,849	0	0	0	314,081	0
47	Splash Pad Maintenance	160,000	0	159,050	0	160,000	0
48	Trail, Path, and Sidewalk Repairs	300,000	0	300,000	0	300,000	0
49	Walking Paths	656,250	0	0	0	656,250	0
		$59,388,997	$4,227,000	$30,389,055	$3,227,000	$78,727,884	$5,227,000

PROJECT TITLE	Additional Financing GO	Additional Financing Other	Remaining Exp Authority GO	Remaining Exp Authority Other	Total Est. Project Costs GO	Total Est. Project Costs Other
GO at-large Funding	59,388,997	0	30,389,055	0	78,727,884	0
Other Funds	0	4,227,000	0	3,227,000	0	5,227,000
	$59,388,997	$4,227,000	$30,389,055	$3,227,000	$78,727,884	$5,227,000

ONGOING PROJECTS

PUBLIC FACILITIES PROJECT LISTING - IN PROGRESS

	PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
1	Automated Building Controls - 2023		X3006	04/04/23	155,000	0	0	0
2	Automated Building Controls - 2024		X4000	10/17/23	160,000	0	0	0
3	Automated Building Controls - 2025		X5009	04/01/25	168,000	0	0	0
4	Art Maintenance				160,000	0	0	0
5	Alford Library Enhancements	F	Y4808	08/13/24	336,000	936,886	0	0
6	Alford, Angelou, Rockwell - ART		Y3805	08/13/24	60,000	0	0	0
7	Angelou Library Enhancements	F	Y4809	08/13/24	297,000	453,028	0	0
8	AV Enhancements 2023		X3009	04/04/23	150,000	0	0	0
9	AV Enhancements 2025		X5007	04/01/25	225,000	0	0	0
10	Botanica Safety and Security Impr	TGT	X5001	02/18/25	0	120,000	0	0
11	Building Energy Improvements - 2022-2024		X4012	09/03/24	835,000	0	0	0
12	Building Energy Improvements - 2025		X5006	04/01/25	230,000	0	0	0
13	Century II Impr - 2023	TGT/F	X3000	09/22/22	0	9,943,731	0	3,605,648
14	Century II Impr - 2024	TGT	X4008	10/17/23	0	1,200,004	0	1,000,000
15	Century II Impr - 2025	TGT	X5011	04/01/25	0	1,496,000	0	0
16	CII Hyatt Promenade	TGT		02/18/25	0	2,000,000	0	0
17	City ADA Improvements - 2023		X3007	04/04/23	105,000	0	0	0
18	City ADA Improvements - 2024		X4001	10/17/23	110,000	0	0	0
19	City ADA Improvements - 2025		X5010	04/01/25	115,000	0	0	0
20	City Facility Improvements - 2023		X3002	04/04/23	1,100,000	0	338,965	0
21	City Facility Improvements - 2024		X4002	10/17/23	1,025,000	0	0	0
22	City Facility Improvements - 2025		X5002	04/01/25	1,100,000	0	0	0
23	City Hall Access and Security		X0010	12/01/20	150,000	0	0	0
24	City Hall Maintenance - 2022		X2003	09/20/20	250,000	0	0	0
25	City Hall Maintenance - 2023		X3003	04/04/23	255,000	0	0	0
26	City Hall Maintenance - 2024		X4003	10/17/23	565,000	0	0	0
27	City Hall Maintenance - 2025		X5003	04/01/25	1,155,000	0	0	0
28	City Hall Renovations - 2023		X3004	04/04/23	105,000	0	0	0
29	City Hall Renovations - 2024		X4004	10/17/23	110,000	0	0	0
30	City Hall Remodels 2025		X5008	04/01/25	115,000	0	0	0
31	Council Chambers A/V Replacement		E2036	03/08/22	500,000	0	0	0
32	Cultural Facilities Improvements - 2023	TGT	X3005	04/04/23	0	1,255,000	0	625,283
33	Cultural Facilities Improvements - 2024	TGT	X4005	10/17/23	0	1,320,000	0	1,000,000
34	Cultural Facilities Maintenance - 2025	TGT	X5013	04/01/25	0	1,444,000	0	0
35	Downtown Pedestal Art			02/18/25	200,000	0	0	0
36	Evergreen Library		X0008	04/13/21	650,000	0	552,620	0
37	Facility Security Improvements - 2024		X4006	10/17/23	130,000	0	0	0
38	Facility Security Improvements - 2025		X5005	04/01/25	142,000	0	0	0
39	IT Data Cable Replacement - 2023		I3002	04/04/23	100,000	0	0	0
40	Library Branch Project - Art		Y3805	12/19/23	90,000	0	0	0
41	Multi-Modal Facility	F	E1005	08/20/24	5,000,000	14,232,816	0	2,485,426
42	Multi-Modal Facility - Art		E1005	12/05/20	350,000	0	0	0
43	Museum of World Treasures Impr	TGT	X5012	04/01/25	0	660,000	0	0
44	Parking Garage / Surface Lot Improv 2023		X2009	09/20/22	105,000	0	0	0
45	Parking Garage / Surface Lot Improv 2024		X4007	10/17/23	110,000	0	0	0
46	Parking Garage / Surface Lot Improv 2025		X5004	04/01/25	121,000	0	0	0
47	Rockwell Library Enhancements	F	Y4804	08/13/24	862,000	2,500,000	0	0
48	Salt Storage Facility		X4011	08/20/24	1,200,000	0	0	0
49	Westlink Library Enhancements	F	Y4807	08/20/24	652,000	6,313,000	0	0
50	Westlink Library Enhancements - Art		X1808	08/13/24	130,000	0	0	0
51	Multi Agency Center	F	H1804		0	0	0	0
52	Automated Building Controls - 2022		X2005		150,000	0	0	0
53	Public Facilities - Old Town Improvements		E8175		450,000	0	159,022	0
54	Parking Garage / Surface Lot Improv 2022		X2008		100,000	0	0	0
					$20,078,000	$43,874,465	$1,050,607	$8,716,357

FUNDING SOURCES	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
GO at-large Funding	20,078,000	0	1,050,607	0
Transient Guest Tax (TGT)	0	9,495,004	0	2,625,283
Federal Funds	0	34,379,461	0	6,091,074
	$20,078,000	$43,874,465	$1,050,607	$8,716,357

ONGOING PROJECTS

PUBLIC FACILITIES PROJECT LISTING - IN PROGRESS

	PROJECT TITLE	Additional Financing GO	Other	Remaining Exp Authority GO	Other	Total Est. Project Costs GO	Other
1	Automated Building Controls - 2023	155,000	0	150,679	0	155,000	0
2	Automated Building Controls - 2024	160,000	0	160,000	0	160,000	0
3	Automated Building Controls - 2025	168,000	0	168,000		168,000	0
4	Art Maintenance	160,000	0	160,000	0	160,000	0
5	Alford Library Enhancements	336,000	936,886	336,000	936,886	336,000	936,886
8	Alford, Angelou, Rockwell - ART	60,000	0	60,000	0	60,000	0
7	Angelou Library Enhancements	297,000	453,028	118,525	301,507	297,000	453,028
8	AV Enhancements 2023	150,000	0	44,443	0	150,000	0
9	AV Enhancements 2025	225,000	0	225,000	0	225,000	0
10	Botanica Safety and Security Impr	0	120,000	0	120,000	0	120,000
11	Building Energy Improvements - 2022-2024	835,000	0	835,000	0	835,000	0
12	Building Energy Improvements - 2025	230,000	0	230,000	0	230,000	0
13	Century II Impr - 2023	0	6,338,083	0	2,545,896	0	9,943,731
14	Century II Impr - 2024	0	200,004	0	1,200,004	0	1,200,004
15	Century II Impr - 2025	0	1,496,000	0	1,496,000	0	1,496,000
16	CII Hyatt Promenade	0	3,500,000	0	3,500,000	0	3,500,000
17	City ADA Improvements - 2023	105,000	0	82,537	0	105,000	0
18	City ADA Improvements - 2024	110,000	0	98,826	0	110,000	0
19	City ADA Improvements - 2025	115,000	0	115,000	0	115,000	0
20	City Facility Improvements - 2023	761,035	0	112,500	0	1,100,000	0
21	City Facility Improvements - 2024	1,025,000	0	324,525	0	1,025,000	0
22	City Facility Improvements - 2025	1,100,000	0	1,100,000	0	1,100,000	0
23	City Hall Access and Security	150,000	0	119,660	0	150,000	0
24	City Hall Maintenance - 2022	250,000	0	(1,782)	0	250,000	0
25	City Hall Maintenance - 2023	255,000	0	174,072	0	255,000	0
26	City Hall Maintenance - 2024	565,000	0	523,444	0	565,000	0
27	City Hall Maintenance - 2025	1,155,000	0	1,155,000	0	1,155,000	0
28	City Hall Renovations - 2023	105,000	0	22,414	0	105,000	0
29	City Hall Renovations - 2024	110,000	0	97,930	0	110,000	0
30	City Hall Remodels 2025	115,000	0	115,000	0	115,000	0
31	Council Chambers A/V Replacement	500,000	0	(12,543)	0	500,000	0
32	Cultural Facilities Improvements - 2023	0	629,717	0	629,717	0	1,255,000
33	Cultural Facilities Improvements - 2024	0	320,000	0	1,284,177	0	1,320,000
34	Cultural Facilities Maintenance - 2025	0	1,444,000	0	1,444,000	0	1,444,000
35	Downtown Pedestal Art	200,000	0	200,000	0	200,000	0
36	Evergreen Library	97,380	0	0	0	650,000	0
37	Facility Security Improvements - 2024	130,000	0	130,000	0	130,000	0
38	Facility Security Improvements - 2025	142,000	0	142,000	0	142,000	0
39	IT Data Cable Replacement - 2023	100,000	0	74,500	0	100,000	0
40	Library Branch Project - Art	90,000	0	76,909	0	90,000	0
41	Multi-Modal Facility	5,000,000	11,747,390	5,000,000	9,485,861	5,000,000	14,232,816
42	Multi-Modal Facility - Art	350,000	0	350,000	0	350,000	0
43	Museum of World Treasures Impr	0	660,000	0	660,000	0	660,000
44	Parking Garage / Surface Lot Improv 2023	105,000	0	10,491	0	105,000	0
45	Parking Garage / Surface Lot Improv 2024	110,000	0	109,866	0	110,000	0
46	Parking Garage / Surface Lot Improv 2025	121,000	0	121,000	0	121,000	0
47	Rockwell Library Enhancements	862,000	2,500,000	804,333	2,500,000	862,000	2,500,000
48	Salt Storage Facility	1,200,000	0	1,184,725	0	1,200,000	0
49	Westlink Library Enhancements	652,000	6,313,000	432,747	6,313,000	652,000	6,313,000
50	Westlink Library Enhancements - Art	130,000	0	40,418	0	130,000	0
51	Multi Agency Center	0	8,000,000	0	8,000,000	0	8,000,000
52	Automated Building Controls - 2022	150,000	0	136,578	0	150,000	0
53	Public Facilities - Old Town Improvements	290,978	0	133,742	0	450,000	0
54	Parking Garage / Surface Lot Improv 2022	100,000	0	0	0	100,000	0
		$19,027,393	$44,658,108	$15,461,539	$40,417,048	$20,078,000	$53,374,465

PROJECT TITLE	Additional Financing GO	Other	Remaining Exp Authority GO	Other	Total Est. Project Costs GO	Other
GO at-large Funding	19,027,393	0	15,461,539	0	20,078,000	0
Transient Guest Tax (TGT)	0	8,369,721	0	10,333,898	0	10,995,004
Federal Funds	0	36,288,387	0	30,083,150	0	42,379,461
	$19,027,393	$44,658,108	$15,461,539	$40,417,048	$20,078,000	$53,374,465

ONGOING PROJECTS

PUBLIC SAFETY PROJECT LISTING - IN PROGRESS

	PROJECT TITLE	Non-GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
1	Fire Apparatus Replacement 2022		F2001	09/06/22	4,062,263	0	0	0
2	Fire Apparatus Replacement 2023		F2003	10/11/22	4,063,295	0	0	0
3	Fire Apparatus Replacement 2024		F4002	12/05/23	5,696,438	0	0	0
4	Fire Apparatus Replacement 2025		F5003	04/08/25	3,978,883	0	0	0
5	Fire Communications Infrastructure		F4801	07/16/24	1,650,000	0	0	0
6	Fire Equipment 2022		F2002	09/06/22	406,227	0	0	0
7	Fire Equipment 2023		F2006	10/11/22	606,330	0	0	0
8	Fire Equipment 2024		F4001	12/05/23	358,594	0	0	0
9	Fire Equipment 2025		F5002	04/08/25	397,888	0	0	0
10	Fire Facilities Maintenance 2022		F2008	09/20/22	400,000	0	0	0
11	Fire Facilities Maintenance 2023		F3000	04/04/23	1,050,000	0	0	0
12	Fire Facilities Maintenance 2024		F4000	10/17/23	1,075,000	0	0	0
13	Fire Facilities Maintenance 2025		F5000	04/08/25	1,100,000	0	0	0
14	Fire Radios 2025		F5004	04/08/25	2,550,000	0	0	0
15	Fire RMS system		F3002	04/04/23	400,000	0	0	0
16	Firefighter SCBA		F9002	07/02/19	2,400,000	0	2,092,623	0
17	Fire Station Alerting System 2023	F	F4004	12/05/23	1,304,286	565,714	0	0
18	Fire Storage Facility		F2005	12/06/22	1,700,000	0	0	0
19	Fire Station Replacements 2023		F3001	07/18/23	1,000,000	0	0	0
20	Fire Station Replacements 2024		F4003	10/10/23	1,000,000	0	0	0
21	Fire Stations 2025				4,000,000	0	0	0
22	Fire Stations - Art			04/08/25	200,000	0	0	0
23	Police City Hall Repairs		P3001	04/04/23	250,000	0	0	0
24	Police Entry Equipment		P4003		100,000	0	0	0
25	Police Facilities Maintenance - 2023		P3000	04/04/23	250,000	0	0	0
26	Police Facilities Maintenance - 2024		P4000	10/17/23	250,000	0	0	0
27	Police Facilities Maintenance - 2025				275,000	0	0	0
28	Police Headquarter Remodel		P2000	11/02/21	575,000	0	291,877	0
29	New Police Station Patrol East	F	E9051	07/05/22	1,375,000	9,204,200	0	0
30	New Police Station Patrol East - Art		E9051	07/05/22	375,000	0	0	0
31	Police Patrol Stations - 2024 - Patrol West	F	P4807	10/01/24	10,000,000	0	0	0
32	Police Patrol Stations - 2024 - Patrol West -Art		P4808	10/01/24	265,000	0	0	0
33	Police Property and Evidence Improvements				1,265,086	0	0	0
34	Police Property and Evidence - Fire Suppression		X1001	03/16/21	1,250,000	0	0	0
35	Police Protective Equipment		P4001	07/16/24	200,000	0	0	0
					$55,829,290	$9,769,914	$2,384,500	$0

FUNDING SOURCES	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
GO at-large Funding	55,829,290	0	2,384,500	0
Federal Funds	0	9,769,914	0	0
	$55,829,290	$9,769,914	$2,384,500	$0

ONGOING PROJECTS

PUBLIC SAFETY PROJECT LISTING - IN PROGRESS

		Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	PROJECT TITLE	GO	Other	GO	Other	GO	Other
1	Fire Apparatus Replacement 2022	4,062,263	0	4,062,263	0	4,062,263	0
2	Fire Apparatus Replacement 2023	4,063,295	0	4,059,560	0	4,063,295	0
3	Fire Apparatus Replacement 2024	5,696,438	0	5,696,438	0	5,696,438	0
4	Fire Apparatus Replacement 2025	3,978,883	0	3,978,883	0	3,978,883	0
5	Fire Communications Infrastructure	1,650,000	0	1,650,000	0	1,650,000	0
6	Fire Equipment 2022	406,227	0	26,402	0	406,227	0
7	Fire Equipment 2023	606,330	0	152,869	0	606,330	0
8	Fire Equipment 2024	358,594	0	358,594	0	358,594	0
9	Fire Equipment 2025	397,888	0	397,888	0	397,888	0
10	Fire Facilities Maintenance 2022	400,000	0	14,311	0	400,000	0
11	Fire Facilities Maintenance 2023	47,570	0	0	0	47,570	0
12	Fire Facilities Maintenance 2024	1,075,000	0	1,075,000	0	1,075,000	0
13	Fire Facilities Maintenance 2025	1,100,000	0	1,100,000	0	1,100,000	0
14	Fire Radios 2025	2,550,000	0	2,550,000	0	2,550,000	0
15	Fire RMS system	400,000	0	286,770	0	400,000	0
16	Firefighter SCBA	307,377	0	293,499	0	2,400,000	0
17	Fire Station Alerting System 2023	1,304,286	565,714	1,304,286	565,714	1,304,286	565,714
18	Fire Storage Facility	1,700,000	0	1,679,463	0	1,700,000	0
19	Fire Station Replacements 2023	1,000,000	0	523,746	0	1,000,000	0
20	Fire Station Replacements 2024	1,000,000	0	1,000,000	0	1,000,000	0
21	Fire Stations 2025	4,000,000	0	4,000,000	0	4,000,000	0
22	Fire Stations - Art	200,000	0	200,000	0	200,000	0
23	Police City Hall Repairs	250,000	0	250,000	0	250,000	0
24	Police Entry Equipment	100,000	0	100,000	0	100,000	0
25	Police Facilities Maintenance - 2023	250,000	0	0	0	250,000	0
26	Police Facilities Maintenance - 2024	250,000	0	0	0	250,000	0
27	Police Facilities Maintenance - 2025	275,000	0	270,000	0	275,000	0
28	Police Headquarter Remodel	283,123	0	(11,448)	0	575,000	0
29	New Police Station Patrol East	1,375,000	9,204,200	1,375,000	5,254,841	1,375,000	9,204,200
30	New Police Station Patrol East - Art	375,000	0	241,400	0	375,000	0
31	Police Patrol Stations - 2024 - Patrol West	10,500,000	0	10,500,000	0	10,500,000	0
32	Police Patrol Stations - 2024 - Patrol West -Art	265,000	0	265,000	0	265,000	0
33	Police Property and Evidence Improvements	1,265,086	0	1,265,086	0	1,265,086	0
34	Police Property and Evidence - Fire Suppression	1,250,000	0	1,987,660	0	2,000,000	0
35	Police Protective Equipment	1,100,000	0	912,055	0	950,000	0
		$53,342,360	$9,769,914	$51,064,725	$5,820,555	$56,326,860	$9,769,914

	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
PROJECT TITLE	GO	Other	GO	Other	GO	Other
GO at-large Funding	53,342,360	0	51,064,725	0	56,326,860	0
Federal Funds	0	9,769,914	0	5,820,555	0	9,769,914
	$53,342,360	$9,769,914	$51,064,725	$5,820,555	$56,326,860	$9,769,914

ONGOING PROJECTS

SEWER DETAILED PROJECT LISTING - IN PROGRESS

	PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
1	SS Main Ext Village Charters	Sewer	S9010	11/07/17	0	1,700,000	0	1,539,782
2	2019 Collection Mains Replacement	Sewer	S9003	11/13/18	0	490,800	0	0
3	2022 CMR/SS Recon Ph 2	Sewer	S2003	12/07/21	0	343,540	0	67,433
4	2022 CMR/SS #20 Reabandonment	Sewer	S2006	12/07/21	0	150,000	0	79,667
5	2022 CMR/2023 Pipe/MH Rehab Materia	Sewer	S2015	12/07/21	0	150,000	0	77,601
6	2022 CMR/2023 SS Recon Ph 1	Sewer	S2016	12/07/21	0	400,000	0	92,576
7	2022 CMR/2023 SS Recon Ph 2	Sewer	S2017	12/07/21	0	310,000	0	272,560
8	2022 CMR/2023 SS Rehab Ph A	Sewer	S2018	12/07/21	0	200,000	0	127,033
9	2022 CMR/2023 SS Rehab Ph B	Sewer	S2019	12/07/21	0	400,000	0	4,801
10	2022 CMR/2023 SS Rehab Ph C	Sewer	S2020	12/07/21	0	400,000	0	163,733
11	2022 CMR/2023 Manhole Rehab/Recon 1	Sewer	S2021	12/07/21	0	250,000	0	37,000
12	2022 CMR/2023 Manhole Rehab/Recon 2	Sewer	S2022	12/07/21	0	690,000	0	660,564
13	2022 LSR/LS 4 - 2566 N Amidon	Sewer	S2008	09/06/22	0	500,000	0	21,022
14	2022 LSR/LS 10 - 2761 N Ridge Rd	Sewer	S2009	09/06/22	0	200,000	0	20,084
15	2022 LSR/LS 11 - 1717 W Museum Blvd	Sewer	S2010	09/06/22	0	350,000	0	0
16	2022 LSR/LS 12 - 4970 N Hoover Rd	Sewer	S2011	09/06/22	0	200,000	0	6,163
17	2022 LSR/LS 35 - 2199 S West St	Sewer	S2012	09/06/22	0	250,000	0	0
18	2022 LSR/LS 56 - 2114 N 135 St W	Sewer	S2013	09/06/22	0	319,640	0	0
19	2023 CMR/Commerce-St Francis SS Replacement	Sewer	S3005	12/06/22	0	250,000	0	52,146
20	2023 CMR/Hess Drain Line	Sewer	S3006	12/06/22	0	1,600,000	0	46,586
21	2023 CMR/St. Francis - Murdock Reroute	Sewer	S3008	12/06/22	0	477,900	0	0
22	2023 CMR/2024 SS Recon Ph 1	Sewer	S3009	12/06/22	0	150,000	0	0
23	2023 CMR/2024 SS Recon Ph 2	Sewer	S3010	12/06/22	0	200,000	0	0
24	2023 CMR/2024 SS Rehab Ph A	Sewer	S3011	12/06/22	0	200,000	0	59
25	2023 CMR/2024 Manhole Rehab/Recon 1	Sewer	S3013	12/06/22	0	200,000	0	0
26	2023 CMR/2024 Manhole Rehab/Recon 2	Sewer	S3014	12/06/22	0	125,000	0	0
27	Biological Nutrient Removal	Sewer	S0021	12/07/21	0	387,446,798	0	104,778,786
28	S-570 SS Emp & St Francis	Sewer	S8000	08/26/08	0	2,550,000	0	1,184,097
29	Sewer Relocation I-135, Blake-Indus	Sewer	S8021	12/14/21	0	39,450,000	0	19,819,275
30	East FMC Interceptor	Sewer	S2014	09/20/22	0	500,000	0	133,434
31	2024 CMR/ SS Rehab CIPP Phase C	Sewer	S4018	10/10/23	0	500,000	0	335
32	2024 CMR/ Manhole Rehab/ Recon 1	Sewer	S4022	10/10/23	0	100,000	0	0
33	2024 CMR/ SS Recon 1	Sewer	S4023	10/10/23	0	165,000	0	0
34	2023-24 LSR/Lift Station 1	Sewer	S4010	11/21/23	0	273,256	0	0
35	2023-24 LSR/Lift Station 3	Sewer	S4011	11/21/23	0	273,256	0	0
36	2023-24 LSR/Lift Station 7	Sewer	S4012	11/21/23	0	273,256	0	0
37	2023-24 LSR/Lift Station 28	Sewer	S4013	11/21/23	0	273,256	0	0
38	2023-24 LSR/Lift Station 29	Sewer	S4014	11/21/23	0	273,256	0	0
39	2023-24 LSR/Lift Station 30	Sewer	S4015	11/21/23	0	273,256	0	0
40	2023-24 LSR/Lift Station 58	Sewer	S4016	11/21/23	0	273,256	0	0
41	2025 Lift Station Rehab	Sewer	S5M01	02/04/25	0	1,200,000	0	0
42	2024 CMR/2025 SS Rehab Phase A	Sewer	S5002	10/10/23	0	650,000	0	113
43	2024 CMR/2025 SS Rehab Phase B	Sewer	S5003	10/10/23	0	300,000	0	0
44	2024 CMR/2025 McCormick SS Recon	Sewer	S5004	10/10/23	0	150,000	0	0
45	COLL SS Reloc Kellogg, K-96-159th St. E	Sewer			0	2,000,000	0	0
46	WWTP Improvements	Sewer			0	6,000,000	0	0
47	WWTP FMC Digesters	Sewer	S4009	09/10/24	0	7,000,000	0	0
					$0	$460,431,470	$0	$129,184,850

FUNDING SOURCES	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
Sewer Utility Funds	0	460,431,470	0	129,184,850
	$0	$460,431,470	$0	$129,184,850

ONGOING PROJECTS

SEWER DETAILED PROJECT LISTING - IN PROGRESS

		Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	PROJECT TITLE	GO	Other	GO	Other	GO	Other
1	SS Main Ext Village Charters	0	160,218	0	166,924	0	1,700,000
2	2019 Collection Mains Replacement	0	490,800	0	368,894	0	490,800
3	2022 CMR/SS Recon Ph 2	0	276,107	0	343,540	0	343,540
4	2022 CMR/SS #20 Reabandonment	0	70,333	0	149,850	0	150,000
5	2022 CMR/2023 Pipe/MH Rehab Materia	0	72,399	0	133,137	0	150,000
6	2022 CMR/2023 SS Recon Ph 1	0	307,424	0	313,989	0	400,000
7	2022 CMR/2023 SS Recon Ph 2	0	37,440	0	168,328	0	310,000
8	2022 CMR/2023 SS Rehab Ph A	0	72,967	0	200,000	0	200,000
9	2022 CMR/2023 SS Rehab Ph B	0	395,199	0	400,000	0	400,000
10	2022 CMR/2023 SS Rehab Ph C	0	236,267	0	400,000	0	400,000
11	2022 CMR/2023 Manhole Rehab/Recon 1	0	213,000	0	213,000	0	250,000
12	2022 CMR/2023 Manhole Rehab/Recon 2	0	29,436	0	611,780	0	690,000
13	2022 LSR/LS 4 - 2566 N Amidon	0	478,978	0	500,000	0	500,000
14	2022 LSR/LS 10 - 2761 N Ridge Rd	0	179,916	0	200,000	0	200,000
15	2022 LSR/LS 11 - 1717 W Museum Blvd	0	350,000	0	350,000	0	350,000
16	2022 LSR/LS 12 - 4970 N Hoover Rd	0	193,838	0	200,000	0	200,000
17	2022 LSR/LS 35 - 2199 S West St	0	250,000	0	250,000	0	250,000
18	2022 LSR/LS 56 - 2114 N 135 St W	0	319,640	0	319,640	0	319,640
19	2023 CMR/Commerce-St Francis SS Replacement	0	197,854	0	250,000	0	250,000
20	2023 CMR/Hess Drain Line	0	1,553,415	0	1,588,430	0	1,600,000
21	2023 CMR/St. Francis - Murdock Reroute	0	477,900	0	477,900	0	477,900
22	2023 CMR/2024 SS Recon Ph 1	0	150,000	0	150,000	0	150,000
23	2023 CMR/2024 SS Recon Ph 2	0	200,000	0	200,000	0	200,000
24	2023 CMR/2024 SS Rehab Ph A	0	199,941	0	199,941	0	200,000
25	2023 CMR/2024 Manhole Rehab/Recon 1	0	200,000	0	200,000	0	200,000
26	2023 CMR/2024 Manhole Rehab/Recon 2	0	125,000	0	125,000	0	125,000
27	Biological Nutrient Removal	0	282,668,012	0	15,457,658	0	387,446,798
28	S-570 SS Emp & St Francis	0	1,365,903	0	1,365,903	0	2,550,000
29	Sewer Relocation I-135, Blake-Indus	0	19,630,725	0	2,926,808	0	39,450,000
30	East FMC Interceptor	0	366,566	0	322,391	0	500,000
31	2024 CMR/ SS Rehab CIPP Phase C	0	499,665	0	499,665	0	500,000
32	2024 CMR/ Manhole Rehab/ Recon 1	0	100,000	0	100,000	0	100,000
33	2024 CMR/ SS Recon 1	0	165,000	0	165,000	0	165,000
34	2023-24 LSR/Lift Station 1	0	273,256	0	273,256	0	273,256
35	2023-24 LSR/Lift Station 3	0	273,256	0	273,256	0	273,256
36	2023-24 LSR/Lift Station 7	0	273,256	0	273,256	0	273,256
37	2023-24 LSR/Lift Station 28	0	273,256	0	273,256	0	273,256
38	2023-24 LSR/Lift Station 29	0	273,256	0	273,256	0	273,256
39	2023-24 LSR/Lift Station 30	0	273,256	0	273,256	0	273,256
40	2023-24 LSR/Lift Station 58	0	273,256	0	273,256	0	273,256
41	2025 Lift Station Rehab	0	1,200,000	0	1,200,000	0	1,200,000
42	2024 CMR/2025 SS Rehab Phase A	0	649,887	0	649,887	0	650,000
43	2024 CMR/2025 SS Rehab Phase B	0	300,000	0	300,000	0	300,000
44	2024 CMR/2025 McCormick SS Recon	0	150,000	0	112,200	0	150,000
45	COLL SS Reloc Kellogg, K-96-159th St. E	0	2,000,000	0	2,000,000	0	2,000,000
46	WWTP Improvements	0	6,000,000	0	6,000,000	0	6,000,000
47	WWTP FMC Digesters	0	7,000,000	0	7,000,000	0	7,000,000
		$0	$331,246,620	$0	$48,492,657	$0	$460,431,470

	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
PROJECT TITLE	GO	Other	GO	Other	GO	Other
Sewer Utility Funds	0	331,246,620	0	48,492,657	0	460,431,470
	$0	$331,246,620	$0	$48,492,657	$0	$460,431,470

ONGOING PROJECTS

STORMWATER DETAILED PROJECT LISTING - IN PROGRESS

	PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
1	Floodplain Mitigation				5,000,000	0	0	0
2	Bleckley Drive Improvements	SWU	U3001	09/05/23	0	13,800,000	0	1,361,711
3	Lincoln and Central Street Dams		U5000	12/03/24	835,000	0	71,400	0
4	2023 FCP/Toe Drain; Pump Stat; Othr	SWU	U3002	12/06/22	0	1,520,000	0	770,510
5	2023 SWU Pump Station Imp.	SWU	U3005	05/02/23	0	250,000	0	214,106
6	2024 FCP/Wichita Drainage Canal Imp	SWU	U4000	12/05/23	0	200,000	0	153
7	2024 FCP/Toe Drain; Pump Stat; Othr	SWU	U4001	12/05/23	0	1,320,000	0	602,536
8	2025 FCP/Wichita Drainage Canal Imp	SG/SWU	U5001	12/03/24	0	200,000	0	0
9	2025 FCP/Toe Drain; Pump Stat; Othr	SG/SWU	U5002	12/03/24	0	1,320,000	0	184
10	2025 Pump Station Improvements	SWU			0	100,000	0	0
					$5,835,000	$18,710,000	$71,400	$2,949,199

FUNDING SOURCES	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
GO at-large Funding	5,835,000	0	71,400	0
Sedgwick County	0	760,000	0	92
Stormwater Utility Funds	0	17,950,000	0	2,949,108
	$5,835,000	$18,710,000	$71,400	$2,949,199

ONGOING PROJECTS

STORMWATER DETAILED PROJECT LISTING - IN PROGRESS

		Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	PROJECT TITLE	GO	Other	GO	Other	GO	Other
1	Floodplain Mitigation	5,000,000	0	5,000,000	0	5,000,000	0
2	Bleckley Drive Improvements	0	12,438,289	0	4,152,064	0	13,800,000
3	Lincoln and Central Street Dams	763,600	0	763,600	0	835,000	0
4	2023 FCP/Toe Drain; Pump Stat; Othr	0	749,490	0	153,873	0	1,520,000
5	2023 SWU Pump Station Imp.	0	35,894	0	35,863	0	250,000
6	2024 FCP/Wichita Drainage Canal Imp	0	199,847	0	199,847	0	200,000
7	2024 FCP/Toe Drain; Pump Stat; Othr	0	717,464	0	611,920	0	1,320,000
8	2025 FCP/Wichita Drainage Canal Imp	0	200,000	0	200,000	0	200,000
9	2025 FCP/Toe Drain; Pump Stat; Othr	0	1,319,816	0	725,511	0	1,320,000
10	2025 Pump Station Improvements	0	100,000	0	100,000	0	100,000
		$5,763,600	$15,760,801	$5,763,600	$6,179,078	$5,835,000	$18,710,000

		Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	PROJECT TITLE	GO	Other	GO	Other	GO	Other
	GO at-large Funding	5,763,600	0	5,763,600	0	5,835,000	0
	Sedgwick County	0	759,908	0	462,756	0	760,000
	Stormwater Utility Funds	0	15,000,892	0	5,716,323	0	17,950,000
		$5,763,600	$15,760,801	$5,763,600	$6,179,078	$5,835,000	$18,710,000

ONGOING PROJECTS

STREETS DETAILED PROJECT LISTING - IN PROGRESS

	PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
1	2nd, Main -St Francis - Art				200,000	0	0	0
2	17th St N, I135-Hillside	LST	E3041	12/05/23	0	4,150,000	0	272,967
3	21st, Mosley to I-135	LST	E1063	11/08/22	0	7,000,000	0	3,926,527
4	21st, Topeka - I135	LST		11/08/22	0	6,300,000	0	0
5	21st, Broadway to I-135	F	E4800	04/15/25	0	1,300,000	0	0
6	21st St, 119th to St Teresa	LST/SG	E4119	10/08/24	0	1,270,000	0	0
7	29th and Broadway Intersection	LST	E4026	02/06/24	0	500,000	0	0
9	29th, I-135 to Ohio	LST	E1064	07/20/23	0	3,500,000	0	628,581
10	29th and Maize Intersection		E9017	06/04/19	300,000	0	0	0
11	29th and Broadway Intersection	LST	E4026		0	1,000,000	0	0
12	37th St N Hydraulic-Hillside	LST	E3037	04/16/24	0	1,045,000	0	158,664
13	37th and Ridge Intersection	LST	E3165	12/05/23	0	750,000	0	57,085
14	45th St N, Hillside to Oliver	LST/F			0	750,000	0	750,000
15	127th St E, 13th to Douglas	LST/F	E4120	10/08/24	0	700,000	0	700,000
16	135th St W, Central-13th	LST	E2027	01/18/22	0	6,800,000	0	99,164
17	143rd St E. Kellogg-Harry	LST	E3040	02/13/24	0	4,970,000	0	393,805
18	2023 Sidewalk Maint	SA	E3097	12/05/23		1,000,000	0	108,380
20	Arterial Sidewalks 2025			06/10/25	750,000	0	0	0
23	Bike Enhancement Proj 2022		E1011	08/16/22	60,000	0	0	0
24	Bike Enhancement Proj 2023		E1011	01/03/24	2,200,000	0	0	0
25	Bike Enhancement Proj 2023 - Art				144,926	0	0	0
26	Bike-Ped Multi-Modal Acc. 2024		E0121	08/10/21	150,000	0	40,388	0
27	Bikeways and Bike Improvements 2024			02/20/24	600,000	0	0	0
28	Bikeways and Bike Improvements 2025				1,000,000	0	0	0
29	Commerce Area Improvements	LST	E2028	01/09/24	0	5,010,000	0	1,632,360
30	Commerce Area Improvements - Art		E2028	01/09/24	400,000	0	0	0
31	Comprehensive Wayfinding				2,000,000	0	0	0
32	Dirt Street Paving 2023	LST	E2094	10/18/22	0	1,000,000	0	516,268
33	Dirt Street Paving 2024	LST	E3143	10/17/23	0	1,500,000	0	177,471
34	Dirt Street Paving 2025	LST	E5066	12/10/24	0	2,000,000	0	0
35	Douglas, Seneca-Meridian	LST/F	E2029	04/01/25	0	9,497,000	0	540,306
36	Douglas, Seneca-Meridian-Art		E2029	04/01/25	400,000	0	0	0
37	Douglas Washington-Grove	LST	E3022	02/06/24	0	1,020,000	0	708,887
38	Douglas Washington-Grove - Art		E3022	02/06/24	300,000	0	0	0
39	Downtown Streets Impl 2023	LST		07/05/22	0	5,395,000	0	0
40	Downtown Streets Impl 2024	LST	E2066	05/21/24	0	4,400,000	0	0
41	Downtown Streets Impl 2025	LST	E2066	05/21/24	0	3,465,000	0	0
42	Exploration Place				1,000,000	0	0	0
43	Harry, 127th St E.-143rd St E	LST	E4028	04/15/25	0	1,135,000	0	0
44	Hillside, 37th St N-45th St N	LST			0	500,000	0	158,664
45	Hoover, Zoo Blvd-29th St N	LST	E2030	10/01/24	0	5,850,000	0	469,992
46	Intelligent Transportation Sys -21st, 159th to Clevelar	LST		05/01/25	0	5,500,000	0	0
47	Intelligent Transportation System	LST	E5070	01/07/25	0	2,200,000	0	0
49	Maple, 135th St W-151st St W	LST	E4029	02/06/24	0	330,000	0	0
50	Mt Vernon, SE Blvd - Oliver	LST	E3036	01/09/24	0	4,400,000	0	207,765
51	Mt Vernon, Hydraulic Intersection	LST/F	E4038	01/09/24	250,000	200,000	0	0
52	Oliver, 37th St N to 53rd St N	LST/F/O			0	1,000,000	0	0

ONGOING PROJECTS

STREETS DETAILED PROJECT LISTING - IN PROGRESS

		Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	PROJECT TITLE	GO	Other	GO	Other	GO	Other
1	2nd, Main -St Francis - Art	200,000	0	200,000	0	200,000	0
2	17th St N, I135-Hillside	0	3,877,033	108,966	3,843,792	0	4,150,000
3	21st, Mosley to I-135	0	3,073,473	2,657,547	3,010,801	0	7,000,000
4	21st, Topeka - I135	0	6,300,000	0	6,300,000	0	6,300,000
5	21st, Broadway to I-135	0	1,300,000	0	1,300,000	0	1,300,000
6	21st St, 119th to St Teresa	0	1,270,000	923,928	1,270,000	0	1,270,000
7	29th and Broadway Intersection	0	500,000	437,234	461,136	0	500,000
9	29th, I-135 to Ohio	0	2,871,419	2,636,218	2,823,888	0	3,500,000
10	29th and Maize Intersection	300,000	0	299,294	0	300,000	0
11	29th and Broadway Intersection	0	1,000,000	0	961,136	0	1,000,000
12	37th St N Hydraulic-Hillside	0	886,336	510,557	711,626	0	1,045,000
13	37th and Ridge Intersection	0	692,915	470,975	498,105	0	750,000
14	45th St N, Hillside to Oliver	0	7,500,000	0	750,000	0	750,000
15	127th St E, 13th to Douglas	0	700,000	472,459	697,459	0	700,000
16	135th St W, Central-13th	0	6,700,836	441,443	71,542	0	6,800,000
17	143rd St E. Kellogg-Harry	0	4,576,195	332,841	4,375,604	0	4,970,000
18	2023 Sidewalk Maint	0	891,620	122,576	394,100	0	1,000,000
20	Arterial Sidewalks 2025	750,000	0	750,000	0	750,000	0
23	Bike Enhancement Proj 2022	60,000	0	60,000	0	60,000	0
24	Bike Enhancement Proj 2023	2,200,000	0	581,017	0	2,200,000	0
25	Bike Enhancement Proj 2023 - Art	144,926	0	144,926	0	144,926	0
26	Bike-Ped Multi-Modal Acc. 2024	109,612	0	49,908	0	150,000	0
27	Bikeways and Bike Improvements 2024	600,000	0	0	0	600,000	0
28	Bikeways and Bike Improvements 2025	1,000,000	0	1,000,000	0	1,000,000	0
29	Commerce Area Improvements	0	3,377,640	383,155	0	0	5,010,000
30	Commerce Area Improvements - Art	400,000	0	0	0	400,000	0
31	Comprehensive Wayfinding	2,000,000	0	0	0	2,000,000	0
32	Dirt Street Paving 2023	0	483,732	403,113	0	0	1,000,000
33	Dirt Street Paving 2024	0	1,322,529	210,544	0	0	1,500,000
34	Dirt Street Paving 2025	0	2,000,000	1,803,400	0	0	2,000,000
35	Douglas, Seneca-Meridian	0	8,956,694	1,471,892	0	0	9,497,000
36	Douglas, Seneca-Meridian-Art	400,000	0	400,000	0	400,000	0
37	Douglas Washington-Grove	0	311,113	142,600	0	0	1,020,000
38	Douglas Washington-Grove - Art	300,000	0	0	0	300,000	0
39	Downtown Streets Impl 2023	0	5,395,000	0	1,092,114	0	5,395,000
40	Downtown Streets Impl 2024	0	4,400,000	0	0	0	4,400,000
41	Downtown Streets Impl 2025	0	3,465,000	3,013,549	0	0	3,465,000
42	Exploration Place	1,000,000	0	1,000,000	0	1,000,000	0
43	Harry, 127th St E.-143rd St E	0	1,135,000	945,895	0	0	1,135,000
44	Hillside, 37th St N-45th St N	0	341,336	0	166,826	0	500,000
45	Hoover, Zoo Blvd-29th St N	0	5,380,008	5,308,692	0	0	5,850,000
46	Intelligent Transportation Sys -21st, 159th to Clevela	0	5,500,000	0	5,500,000	0	5,500,000
47	Intelligent Transportation System	0	2,200,000	0	2,200,000	0	2,200,000
49	Maple, 135th St W-151st St W	0	330,000	137,658		0	330,000
50	Mt Vernon, SE Blvd - Oliver	0	4,192,235	0	4,004,519	0	4,400,000
51	Mt Vernon, Hydraulic Intersection	250,000	0	100,000	0	250,000	200,000
52	Oliver, 37th St N to 53rd St N	0	1,000,000	0	0	0	1,000,000

ONGOING PROJECTS

STREETS DETAILED PROJECT LISTING - IN PROGRESS

	PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
53	Pedestrian Corridor Safety Impr 2020		E0122	01/18/22	770,000	0	0	0
54	Pedestrian Corridor Safety Impr 2024		E3139	06/06/23	300,000	0	0	0
55	Pedestrian Crossing Enhancements 2023		E3138	06/06/23	45,470	0	0	0
56	Pedestrian Crossing Enhancements 2024				300,000	0	0	0
57	Rail Crossing Improvements 2023	O			150,000	150,000	150,000	0
58	Rail Crossing Improvements 2024		E4099	10/08/24	200,000	0	0	0
59	Rail Crossing Improvements 2025				200,000	0	0	0
60	Redbud Path, Woodlawn to K-96	F	E4058	10/01/24	1,484,042	2,234,019	0	0
61	Redbud Path, Woodlawn to K-96 - Art		E4152	10/01/24	300,000	0	0	0
62	Riverbank Improvements		E5072	08/20/24	3,500,000	0	0	0
63	Riverbank Improvements - Art		E5073	08/20/24	240,000	0	0	0
64	Sidewalk Maintenance	SA	E3097		0	2,400,000	0	103,381
65	Street Pavement Maintenance 2024	LST	E3144	10/17/23	0	13,000,000	0	4,721,040
66	Street Pavement Maintenance 2025	LST	E5067	12/10/24	0	13,500,000	0	0
67	Stryker Parking Lot Upgrade/Expansion		E9088	09/17/19	700,000	0	569,308	0
68	Supplemental Concrete St Pavement Mitigation 2025	LST	E5067	12/10/24	0	2,000,000	0	0
69	Texas, McLean - Sycamore	LST			0	800,000	0	0
70	Traffic Signalization 2022		E2041	04/19/22	750,000	0	0	0
71	Traffic Signalization 2023		E3079	09/12/23	800,000	0	0	0
72	Traffic Signalization 2024		E4M01	09/17/24	1,000,000	0	0	0
73	Traffic Signalization 2025		E5071	01/07/25	1,000,000	0	0	0
74	USD 259 Safety Improvements 2024	O	E9085	12/10/24	50,000	50,000	50,000	0
75	USD 259 Safety Improvements 2025	O	E9085	12/10/24	50,000	50,000	29,391	0
76	Webb, Central-13th St N	LST	E4118	10/08/24	0	750,000	0	0
77	West, 235-MacArthur	LST	E1008	01/12/21	0	2,175,000	0	248,680
79	West St, I-235-MacArthur	F	E1008	01/12/21	0	4,194,154		0
78	West, MacArthur-47th St S	LST	E1009	09/17/24	0	9,400,000	0	297,338
80	West St, Harry-Pawnee	LST	E8049	09/12/23	0	4,165,927	0	4,058,463
81	West St, Harry-Pawnee	F	E8049	09/12/23	0	6,885,768	0	6,885,768
					$21,594,438	$157,191,868	$839,087	$27,821,556

FUNDING SOURCES	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
GO at-large Funding	21,594,438	0	839,087	0
Local Sales Tax (LST)	0	138,657,927	0	20,724,027
Special Assessments	0	3,400,000	0	211,761
Sedgwick County	0	270,000	0	0
Federal Funds	0	14,613,941	0	6,885,768
Other Funds	0	250,000	0	0
	$21,594,438	$157,191,868	$839,087	$27,821,556

ONGOING PROJECTS

STREETS DETAILED PROJECT LISTING - IN PROGRESS

		Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	PROJECT TITLE	GO	Other	GO	Other	GO	Other
53	Pedestrian Corridor Safety Impr 2020	770,000	0	0	0	770,000	0
54	Pedestrian Corridor Safety Impr 2024	300,000	0	0	0	300,000	0
55	Pedestrian Crossing Enhancements 2023	45,470	0	45,470	0	300,000	0
56	Pedestrian Crossing Enhancements 2024	300,000	0	300,000	0	300,000	0
57	Rail Crossing Improvements 2023	0	150,000	0	144,073	150,000	150,000
58	Rail Crossing Improvements 2024	200,000	0	197,744	0	200,000	0
59	Rail Crossing Improvements 2025	200,000	0	200,000	0	200,000	0
60	Redbud Path, Woodlawn to K-96	1,484,042	2,234,019	625,885	2,234,019	1,484,042	2,234,019
61	Redbud Path, Woodlawn to K-96 - Art	300,000	0	235,281	0	300,000	0
62	Riverbank Improvements	3,500,000	0	3,500,000	0	3,500,000	0
63	Riverbank Improvements - Art	240,000	0	240,000	0	240,000	0
64	Sidewalk Maintenance	0	2,296,619	0	594,100	0	2,400,000
65	Street Pavement Maintenance 2024	0	8,278,960	0	3,331,233	0	13,000,000
66	Street Pavement Maintenance 2025	0	13,500,000	0	13,500,000	0	13,500,000
67	Stryker Parking Lot Upgrade/Expansion	130,692	0	(15,307)	0	700,000	0
68	Supplemental Concrete St Pavement Mitigation 2025	0	2,000,000	0	2,000,000	0	2,000,000
69	Texas, McLean - Sycamore	0	800,000	0	800,000	0	800,000
70	Traffic Signalization 2022	750,000	0	(28,740)	0	750,000	0
71	Traffic Signalization 2023	800,000	0	428	0	800,000	0
72	Traffic Signalization 2024	1,000,000	0	3,892	0	1,000,000	0
73	Traffic Signalization 2025	1,000,000	0	808,004	0	1,000,000	0
74	USD 259 Safety Improvements 2024	0	50,000	0	50,000	50,000	50,000
75	USD 259 Safety Improvements 2025	20,609	50,000	19,543	50,000	50,000	50,000
76	Webb, Central-13th St N	0	750,000	0	750,000	0	750,000
77	West, 235-MacArthur	0	1,926,320	0	1,296,721	0	2,175,000
79	West St, I-235-MacArthur	0	4,194,154	0	4,194,154	0	4,194,154
78	West, MacArthur-47th St S	0	9,102,662	0	7,515,227	0	9,400,000
80	West St, Harry-Pawnee	0	107,464	0	0	0	4,165,927
81	West St, Harry-Pawnee	0	0	0	0	0	6,885,768
		$20,755,351	$137,370,312	$33,652,585	$76,892,175	$21,848,968	$157,191,868

	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
PROJECT TITLE	GO	Other	GO	Other	GO	Other
GO at-large Funding	20,755,351	0	33,652,585	0	21,848,968	0
Local Sales Tax (LST)	0	126,203,900	0	67,931,729	0	138,957,927
Special Assessments	0	3,188,239	0	988,200	0	3,400,000
Sedgwick County	0	1,270,000	0	1,270,000	0	1,270,000
Federal Funds	0	6,428,173	0	6,428,173	0	13,313,941
Other Funds	0	250,000	0	244,073	0	250,000
	$20,755,351	$137,340,312	$33,652,585	$76,862,175	$21,848,968	$157,191,868

ONGOING PROJECTS

WATER DETAILED PROJECT LISTING - IN PROGRESS

	PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
1	2017 DE Mains/MacArthur, West-Merid	Water	W7013	12/20/16	0	635,000	0	269,244
2	2017 Dead End Mains Elimination	Water	W7002	12/20/16	0	300,002	0	0
3	2018 AWM/Pawnee,Webb-Greenwich Rd	Water	W8025	11/07/17	0	195,000	0	169,436
4	2018 W-67/Country Side Water Main R	Water	W8034	11/07/17	0	4,292,466	0	164,419
5	2020 DE/119, Mallard Estates-37th	Water	W0029	11/05/19	0	555,000	0	136,057
6	2020 DE/29,135-151&151,29-St Teresa	Water	W0026	11/05/19	0	1,425,000	0	142,724
7	2020 DE/29th, West to Hoover&Hoover	Water	W0028	11/05/19	0	125,000	0	62,623
8	2020 DE/Central,135-151st, to Maple	Water	W0025	11/05/19	0	2,390,000	0	1,436,921
9	2020 DE/Tyler Road, Yosemite to K42	Water	W0027	11/05/19	0	240,000	0	109,896
10	2020 DMR/North Market	Water	W0033	11/05/19	0	2,175,000	0	1,533,777
11	2020 DMR/Northeast Riverside	Water	W0032	11/05/19	0	2,509,500	0	2,483,130
12	2020 DMR/Random North	Water	W0034	11/05/19	0	3,405,503	0	2,351,336
13	2021 AWM/21st, Topeka-500' W Cleve	Water	W1005	12/08/20	0	1,020,000	0	157,987
14	2021 AWM/WL KTA Bridges 47 Hydr 55	Water	W1017	12/08/20	0	1,200,000	0	855,808
15	2021 Water Supply Rehab	Water	W1009	05/11/21	0	1,000,000	0	0
16	2021 WMFD/37th St N & 119th St W WL	Water	W1018	12/08/20	0	1,320,000	0	433,071
17	2021 AWM/135th, Central to 13th	Water	W1020	12/08/20	0	225,000	0	63,588
18	2021 AWM/West, I-235 to MacArthur	Water	W1022	12/08/20	0	164,180	0	1,708
19	2021 AWM/West, MacArthur to 47th St	Water	W1023	12/08/20	0	164,180	0	14,971
20	Raw Water Pipeline Parts	Water	W2019	09/13/22	0	430,000	0	336,679
21	47th & West and Big Ditch Crsg	Water	W5005	11/17/15	0	1,408,000	0	117,299
22	Arterial 2018-West St, Harry-Pawnee	Water	W8018	11/07/17	0	2,650,000	0	1,659,029
23	Cheney Ozone Generator Power Supply	Water	W0009	02/04/20	0	1,200,000	0	625,322
24	Designated Water Sampling Stations	Water	W0020	07/21/20	0	1,200,000	0	1,069,650
25	Equus Wellfield Spurline Replacemen	Water	W9022	10/08/19	0	2,600,000	0	2,572,663
26	Hess Pump Station Site Valves Repla	Water	W0015	02/01/22	0	6,900,000	0	3,238,129
27	Hilltop Water Main Replacements	Water	W8037	12/08/20	0	3,070,000	0	1,347
28	2022 DMR/Emporia,St. Francis Relief	Water	W2014	11/09/21	0	100,000	0	0
29	2022 DMR/Holyoke, North of Murdock	Water	W2015	11/09/21	0	200,000	0	24,344
30	2022 DMR/Water Dist. Syst. Analysis	Water	W2017	11/09/21	0	350,000	0	297,310
31	2022 DMR/SS I-135 Int Blake to Indu	Water	W2021	11/09/21	0	775,000	0	4,963
32	2022 DMR/Country Club	Water	W2027	11/09/21	0	3,615,700	0	180
33	2022 DMR/Parkview	Water	W2031	11/09/21	0	700,000	0	2,000
34	2022 WMFD/167th, Maple to Harmony	Water	W2022	11/16/21	0	380,000	0	193,552
35	2022 WMFD/Hoover, 29th St N to ½ mi	Water	W2024	11/16/21	0	635,000	0	517,330
36	2022 WMFD/21st St N and 151st St W	Water	W2025	11/16/21	0	700,000	0	417,570
37	2022 WMFD Central, 135th to ½ mile	Water	W2026	11/16/21	0	689,000	0	582,847
38	2022-2023 Well Rehabilitation	Water	W3008	04/04/23	0	6,040,000	0	283,537
39	2023 AWM/29th, Broadway to I-135	Water	W3022	12/06/22	0	300,000	0	0
40	2023 AWM/17th I-135 to Hillside	Water	W3023	12/06/22	0	200,000	0	0
41	2023 AWM/37th, Hydraulic to Hillside	Water	W3024	12/06/22	0	200,000	0	0
42	2023 AWM/Redbud Path, Woodlawn to K-96	Water	W3025	12/06/22	0	200,000	0	0
43	2023 AWM/Hoover, 21st to 29th	Water	W3026	12/06/22	0	250,000	0	0
44	2023 AWM/143rd St E, Kellogg to Harry	Water	W3027	12/06/22	0	600,000	0	0
45	2023 DMR/Commerce & St Francis, Waterman-Kellog	Water	W3010	12/06/22	0	800,000	0	445,847

ONGOING PROJECTS

WATER DETAILED PROJECT LISTING - IN PROGRESS

		Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	PROJECT TITLE	GO	Other	GO	Other	GO	Other
1	2017 DE Mains/MacArthur, West-Merid	0	365,756	0	365,756	0	635,000
2	2017 Dead End Mains Elimination	0	300,002	0	300,002	0	300,002
3	2018 AWM/Pawnee,Webb-Greenwich Rd	0	25,564	0	25,564	0	195,000
4	2018 W-67/Country Side Water Main R	0	4,128,047	0	4,002,580	0	4,292,466
5	2020 DE/119, Mallard Estates-37th	0	418,943	0	418,943	0	555,000
6	2020 DE/29,135-151&151,29-St Teresa	0	1,282,276	0	1,281,913	0	1,425,000
7	2020 DE/29th, West to Hoover&Hoover	0	62,377	0	56,377	0	125,000
8	2020 DE/Central,135-151st, to Maple	0	953,079	0	440,638	0	2,390,000
9	2020 DE/Tyler Road, Yosemite to K42	0	130,104	0	121,404	0	240,000
10	2020 DMR/North Market	0	641,223	0	460,552	0	2,175,000
11	2020 DMR/Northeast Riverside	0	26,370	0	16,670	0	2,509,500
12	2020 DMR/Random North	0	1,054,167	0	1,054,167	0	3,405,503
13	2021 AWM/21st, Topeka-500' W Cleve	0	862,013	0	862,013	0	1,020,000
14	2021 AWM/WL KTA Bridges 47 Hydr 55	0	344,192	0	344,192	0	1,200,000
15	2021 Water Supply Rehab	0	1,000,000	0	1,000,000	0	1,000,000
16	2021 WMFD/37th St N & 119th St W WL	0	886,929	0	886,929	0	1,320,000
17	2021 AWM/135th, Central to 13th	0	161,412	0	87,712	0	225,000
18	2021 AWM/West, I-235 to MacArthur	0	162,471	0	67,232	0	164,180
19	2021 AWM/West, MacArthur to 47th St	0	149,208	0	101,099	0	164,180
20	Raw Water Pipeline Parts	0	93,321	0	93,321	0	430,000
21	47th & West and Big Ditch Crsg	0	1,290,701	0	1,154,396	0	1,408,000
22	Arterial 2018-West St, Harry-Pawnee	0	990,971	0	392,370	0	2,650,000
23	Cheney Ozone Generator Power Supply	0	574,678	0	486,118	0	1,200,000
24	Designated Water Sampling Stations	0	130,350	0	130,350	0	1,200,000
25	Equus Wellfield Spurline Replacemen	0	27,337	0	21,852	0	2,600,000
26	Hess Pump Station Site Valves Repla	0	3,661,871	0	2,868,316	0	6,900,000
27	Hilltop Water Main Replacements	0	3,068,653	0	3,068,653	0	3,070,000
28	2022 DMR/Emporia,St. Francis Relief	0	100,000	0	100,000	0	100,000
29	2022 DMR/Holyoke, North of Murdock	0	175,656	0	75,656	0	200,000
30	2022 DMR/Water Dist. Syst. Analysis	0	52,690	0	47,000	0	350,000
31	2022 DMR/SS I-135 Int Blake to Indu	0	770,037	0	11,172	0	775,000
32	2022 DMR/Country Club	0	3,615,520	0	3,615,520	0	3,615,700
33	2022 DMR/Parkview	0	698,000	0	698,000	0	700,000
34	2022 WMFD/167th, Maple to Harmony	0	186,448	0	186,448	0	380,000
35	2022 WMFD/Hoover, 29th St N to ½ mi	0	117,670	0	74,679	0	635,000
36	2022 WMFD/21st St N and 151st St W	0	282,430	0	225,124	0	700,000
37	2022 WMFD Central, 135th to ½ mile	0	106,153	0	106,153	0	689,000
38	2022-2023 Well Rehabilitation	0	5,756,463	0	5,756,463	0	6,040,000
39	2023 AWM/29th, Broadway to I-135	0	300,000	0	280,200	0	300,000
40	2023 AWM/17th I-135 to Hillside	0	200,000	0	200,000	0	200,000
41	2023 AWM/37th, Hydraulic to Hillside	0	200,000	0	200,000	0	200,000
42	2023 AWM/Redbud Path, Woodlawn to K-96	0	200,000	0	200,000	0	200,000
43	2023 AWM/Hoover, 21st to 29th	0	250,000	0	250,000	0	250,000
44	2023 AWM/143rd St E, Kellogg to Harry	0	600,000	0	600,000	0	600,000
45	2023 DMR/Commerce & St Francis, Waterman-Kellog	0	354,153	0	145,240	0	800,000

ONGOING PROJECTS

WATER DETAILED PROJECT LISTING - IN PROGRESS

	PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
46	2023 DMR/WL Ext. SE Blvd, Ida to Laura	Water	W3014	12/06/22	0	220,000	0	86,797
47	2023 DMR/Apache Water Mains Replacement	Water	W3017	12/06/22	0	200,000	0	147,944
48	2023 DMR/Lewis - West of Crestway	Water	W3020	12/06/22	0	200,000	0	0
49	2023 DMR/Oliver - Blake to Larry	Water	W3021	12/06/22	0	100,000	0	0
50	2023 WMFD/135th, Central to 1/2 mi N	Water	W3028	12/06/22	0	615,000	0	600,237
51	2023 WMFD/ Webb, South of Pawnee	Water	W3030	12/06/22	0	900,000	0	276
52	2023 WMFD/ 127th St E, South of Pawnee	Water	W3031	12/06/22	0	150,000	0	0
53	2023 WMFD/ Oliver, 47th St S to MacArthur	Water	W3032	12/06/22	0	1,200,000	0	161,624
54	Northwest Water Treatment Facility	Water	W9005	02/12/19	0	569,187,535	0	547,029,357
55	Planeview Water Main Replacements	Water	W7019	01/15/19	0	1,600,000	0	1,338,611
56	W-1397 Standby Power Fac	Water	W8000	08/26/08	0	22,130,000	0	19,138,787
57	W-903 Water System Security Improve	Water	W5001	11/14/06	0	7,300,000	0	6,856,552
58	WMR GWB, Mt Vernon-Pawnee	Water	W2006	01/18/22	0	800,000	0	321,000
59	WTP Lime Sludge Disposal System Imp	Water	W8006	01/16/18	0	1,600,000	0	622,481
60	2024 DMR/ Mt. Vernon, Southeast Blvd to Oliver	Water	W4007	10/10/23	0	400,000	0	0
61	DIST Meter Replacements	Water	W4006	03/05/24	0	200,000	0	199,200
62	Hess Pump Station VFD Replacement	Water	W3009	04/11/23	0	8,260,000	0	36,892
63	Northwest Water Treatment Plant Lab Equip	Water	W3011	05/02/23	0	800,000	0	710,290
64	Raw Water Supply Pipeline Connection Rehab	Water	W3012	05/02/23	0	1,500,000	0	20,449
65	Cheney Communication Line	Water	W3016	05/09/23	0	250,000	0	213,204
66	Cheney Pump Station VFD Upgrade	Water	W3013	05/09/23	0	2,000,000	0	38,234
67	PWSP/ASR Phase 3	Water	W4001	01/02/24	0	3,000,000	0	579,421
68	PWSP/Local Wellfield Improvements	Water	W4002	02/06/24	0	1,500,000	0	373,256
69	DIST WL Kellogg, K-96-159th St E	Water			0	3,000,000	0	0
70	PWSP/Phased Water Supply Plan	Water		02/06/24	0	13,300,000	0	0
71	DIST PCCP Rehabilitations	Water	W3019	10/10/23	0	4,000,000	0	2,047,894
72	DIST W Maple BPS	Water	W5033	01/21/25	0	8,750,000	0	0
73	Hess Reservoirs Membrane 10.5 MG	Water	W3018	9/19/23	0	4,300,000	0	3,653,801
74	WF PH I River Revetment	Water	W5047	05/20/25	0	1,100,000	0	0
75	WTP Emergency Improvements	Water			0	5,000,000	0	0
76	WTP Instrument and Comm. Equip.	Water	W4005	02/06/24	0	260,000	0	259,543
77	Cheney Copper Ion Replacement	Water	W4011	10/01/24	0	400,000	0	0
78	Cheney Dam Concrete Cap PH 1 & 2	Water	W4012	10/01/24	0	13,850,000	0	2,719,579
79	Cheney Discharge Valve Actuator Replacement	Water	W4008	03/19/24	0	170,000	0	0
80	Cheney Ozone Air Relief Replacement	Water	W5030	01/21/25	0	500,000	0	0
81	DIST Elevated Tower Repair	Water	W5031	01/21/25	0	1,200,000	0	0
82	Hess Vacuum Priming System	Water	W5029	01/21/25	0	500,000	0	0
83	WTP SCADA Upgrade	Water	W5034	01/21/25	0	900,000	0	0
84	WTP SCADA Virtualization	Water	W5035	01/21/25	0	300,000	0	0
85	DIST George Washington Blvd Main Repl	Water			0	1,500,000	0	0
86	Hess Reservoir Inspection/Cleaning	Water			0	140,000	0	0
87	Hess Reservoir Level	Water			0	400,000	0	0
88	Hess Reservoirs PH 1	Water			0	1,500,000	0	0
89	Water Production Improvements	Water			0	800,000	0	0
90	WTP CP Mechanical PH 1	Water			0	400,000	0	0

ONGOING PROJECTS

WATER DETAILED PROJECT LISTING - IN PROGRESS

		Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	PROJECT TITLE	GO	Other	GO	Other	GO	Other
46	2023 DMR/WL Ext. SE Blvd, Ida to Laura	0	133,203	0	133,191	0	220,000
47	2023 DMR/Apache Water Mains Replacement	0	52,056	0	52,056	0	200,000
48	2023 DMR/Lewis - West of Crestway	0	200,000	0	200,000	0	200,000
49	2023 DMR/Oliver - Blake to Larry	0	100,000	0	100,000	0	100,000
50	2023 WMFD/135th, Central to 1/2 mi N	0	14,763	0	14,763	0	615,000
51	2023 WMFD/ Webb, South of Pawnee	0	899,724	0	286,724	0	900,000
52	2023 WMFD/ 127th St E, South of Pawnee	0	150,000	0	150,000	0	150,000
53	2023 WMFD/ Oliver, 47th St S to MacArthur	0	1,038,376	0	1,032,076	0	1,200,000
54	Northwest Water Treatment Facility	0	22,158,178	0	6,224,150	0	569,187,535
55	Planeview Water Main Replacements	0	261,389	0	261,389	0	1,600,000
56	W-1397 Standby Power Fac	0	2,991,213	0	2,635,125	0	22,130,000
57	W-903 Water System Security Improve	0	443,448	0	443,448	0	7,300,000
58	WMR GWB, Mt Vernon-Pawnee	0	479,000	0	400,250	0	800,000
59	WTP Lime Sludge Disposal System Imp	0	977,519	0	971,269	0	1,600,000
60	2024 DMR/ Mt. Vernon, Southeast Blvd to Oliver	0	400,000	0	400,000	0	400,000
61	DIST Meter Replacements	0	800	0	800	0	200,000
62	Hess Pump Station VFD Replacement	0	8,223,108	0	8,223,108	0	8,260,000
63	Northwest Water Treatment Plant Lab Equip	0	89,710	0	89,710	0	800,000
64	Raw Water Supply Pipeline Connection Rehab	0	1,479,551	0	1,479,551	0	1,500,000
65	Cheney Communication Line	0	36,796	0	27,946	0	250,000
66	Cheney Pump Station VFD Upgrade	0	1,961,766	0	366,911	0	2,000,000
67	PWSP/ASR Phase 3	0	2,420,579	0	1,350,000	0	3,000,000
68	PWSP/Local Wellfield Improvements	0	1,126,744	0	550,750	0	1,500,000
69	DIST WL Kellogg, K-96-159th St E	0	3,000,000	0	3,000,000	0	3,000,000
70	PWSP/Phased Water Supply Plan	0	13,300,000	0	13,300,000	0	13,300,000
71	DIST PCCP Rehabilitations	0	1,952,106	0	1,633,152	0	4,000,000
72	DIST W Maple BPS	0	8,750,000	0	8,750,000	0	8,750,000
73	Hess Reservoirs Membrane 10.5 MG	0	646,199	0	456,549	0	4,300,000
74	WF PH I River Revetment	0	1,100,000	0	1,100,000	0	1,100,000
75	WTP Emergency Improvements	0	5,000,000	0	5,000,000	0	5,000,000
76	WTP Instrument and Comm. Equip.	0	457	0	457	0	260,000
77	Cheney Copper Ion Replacement	0	400,000	0	22,222	0	400,000
78	Cheney Dam Concrete Cap PH 1 & 2	0	11,130,421	0	364,367	0	13,850,000
79	Cheney Discharge Valve Actuator Replacement	0	170,000	0	170,000	0	170,000
80	Cheney Ozone Air Relief Replacement	0	500,000	0	500,000	0	500,000
81	DIST Elevated Tower Repair	0	1,200,000	0	1,200,000	0	1,200,000
82	Hess Vacuum Priming System	0	500,000	0	500,000	0	500,000
83	WTP SCADA Upgrade	0	900,000	0	900,000	0	900,000
84	WTP SCADA Virtualization	0	300,000	0	300,000	0	300,000
85	DIST George Washington Blvd Main Repl	0	1,500,000	0	1,500,000	0	1,500,000
86	Hess Reservoir Inspection/Cleaning	0	140,000	0	140,000	0	140,000
87	Hess Reservoir Level	0	400,000	0	400,000	0	400,000
88	Hess Reservoirs PH 1	0	1,500,000	0	1,500,000	0	1,500,000
89	Water Production Improvements	0	800,000	0	800,000	0	800,000
90	WTP CP Mechanical PH 1	0	400,000	0	400,000	0	400,000

ONGOING PROJECTS

WATER DETAILED PROJECT LISTING - IN PROGRESS

	PROJECT TITLE	Non - GO FUNDING	PROJECT NUMBER	City Council Approval	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
91	WTP Primary Ring Gears	Water			0	800,000	0	0
92	WTP Risk Reduction	Water			0	2,250,000	0	0
93	DIST Main Pressure and Quality Support	Water	W5032	01/21/25	0	500,000	0	0
94	2024AWM/ 127th, 13th to Douglas	Water	W4022	10/10/23	0	300,000	0	0
95	2024AWM/ 21st, 119th to St Teresa	Water	W4023	10/10/23	0	350,000	0	0
96	2024AWM/ Douglas, Meridian to Seneca	Water	W4024	10/10/23	0	850,000	0	0
97	2024AWM/ Maple, 135th to 167th	Water	W4025	10/10/23	0	250,000	0	0
98	2024AWM/Harry, 127th to 143rd	Water	W4026	10/10/23	0	400,000	0	0
99	2024AWM/ Webb, Central to 13th	Water	W4027	10/10/23	0	200,000	0	0
100	2024AWM/ 2nd St, Main to St Francis	Water	W4028	10/10/23	0	404,590	0	0
101	2024 DMR/ St Paul and Newell	Water	W4015	10/10/23	0	1,000,000	0	18,265
102	2024 DMR/ Meadowlark	Water	W4019	10/10/23	0	900,000	0	0
103	2024 DMR/ Forest Hills	Water	W4020	10/10/23	0	900,000	0	0
104	2024 DMR/ Hilltop	Water	W4021	10/10/23	0	1,460,000	0	0
105	WTP Roof Replacement & Wall Repairs	Water	W6003	05/03/16	0	6,000,000	0	5,504,266
106	2023-2025 Spurline Replacements	Water	W4013	10/01/24	0	600,000	0	0
107	2024-2025 Well Rehabilitation	Water	W5028	12/03/24	0	6,240,000	0	0
108	2024 WMFD/119th, Pawnee	Water	W4014	09/03/24	0	875,000	0	69,189
109	2024 WMFD/MacArthur, east of Hoover	Water	W4016	09/03/24	0	105,000	0	0
110	2024 WFMD/Greenwich, N of 37th	Water	W4017	09/03/24	0	440,000	0	0
111	2025 WMFD/ 151st to Kellogg	Water	W5025	09/03/24	0	110,000	0	0
112	2025 WMFD/ Cypress Glen	Water	W5026	09/03/24	0	230,040	0	129,329
113	2025 WMFD/ 1291 N Curtis	Water	W5027	09/04/24	0	150,000	0	8,047
114	DIST Maple, Hoover to W Maple BPS	Water			0	1,000,000	0	0
115	DIST Meter Replacements 2025	Water			0	300,000	0	0
116	DIST PCCP Replacements 2025	Water	W3019	04/08/25	0	4,000,000	0	0
117	Main WTP Conversion to Emergency Use	Water	W5037	03/18/25	0	24,000,000	0	0
118	Wellfield Comms to City Hall	Water	W5045	05/20/25	0	700,000	0	0
119	Cheney Pumps	Water	W5038	05/20/25	0	450,000	0	0
120	Hess Drain Line	Water	W5039	05/20/25	0	1,500,000	0	0
121	Hess Power System Coordination Assessment	Water	W5040	05/20/25	0	130,000	0	0
122	Hess Switch Gear	Water	W5041	05/20/25	0	400,000	0	0
123	Lime Residual Lagoons	Water	W5042	05/20/25	0	500,000	0	0
124	2025 Water Production Improvements	Water	W5043	05/20/25	0	1,300,000	0	0
125	2025 Water Production VFDs	Water	W5044	05/20/25	0	700,000	0	0
126	2025 Water Supply Rehab Projects	Water	W5046	05/20/25	0	1,000,000	0	0
127	Wellfield Pipeline Protection	Water	W5048	05/20/25	0	800,000	0	0
128	2025-2026 WWW Instruments and Comms Equip	Water	W4005	05/20/25	0	305,000	0	0
					$0	$808,315,695	$0	$615,660,820

FUNDING SOURCES	Approved Budget GO	Approved Budget Other	Previously Financed GO	Previously Financed Other
Water Utility Fund	0	808,315,695	0	615,660,820
	$0	$808,315,695	$0	$615,660,820

ONGOING PROJECTS

WATER DETAILED PROJECT LISTING - IN PROGRESS

		Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
	PROJECT TITLE	GO	Other	GO	Other	GO	Other
91	WTP Primary Ring Gears	0	800,000	0	800,000	0	800,000
92	WTP Risk Reduction	0	2,250,000	0	2,250,000	0	2,250,000
93	DIST Main Pressure and Quality Support	0	500,000	0	500,000	0	500,000
94	2024AWM/ 127th, 13th to Douglas	0	300,000	0	300,000	0	300,000
95	2024AWM/ 21st, 119th to St Teresa	0	350,000	0	350,000	0	350,000
96	2024AWM/ Douglas, Meridian to Seneca	0	850,000	0	850,000	0	850,000
97	2024AWM/ Maple, 135th to 167th	0	250,000	0	250,000	0	250,000
98	2024AWM/Harry, 127th to 143rd	0	400,000	0	400,000	0	400,000
99	2024AWM/ Webb, Central to 13th	0	200,000	0	200,000	0	200,000
100	2024AWM/ 2nd St, Main to St Francis	0	404,590	0	404,590	0	404,590
101	2024 DMR/ St Paul and Newell	0	981,735	0	950,000	0	1,000,000
102	2024 DMR/ Meadowlark	0	900,000	0	900,000	0	900,000
103	2024 DMR/ Forest Hills	0	900,000	0	900,000	0	900,000
104	2024 DMR/ Hilltop	0	1,460,000	0	1,460,000	0	1,460,000
105	WTP Roof Replacement & Wall Repairs	0	495,734	0	456,324	0	6,000,000
106	2023-2025 Spurline Replacements	0	600,000	0	600,000	0	600,000
107	2024-2025 Well Rehabilitation	0	6,240,000	0	6,240,000	0	6,240,000
108	2024 WMFD/119th, Pawnee	0	805,811	0	307,420	0	875,000
109	2024 WMFD/MacArthur, east of Hoover	0	105,000	0	105,000	0	105,000
110	2024 WFMD/Greenwich, N of 37th	0	440,000	0	440,000	0	440,000
111	2025 WMFD/ 151st to Kellogg	0	110,000	0	110,000	0	110,000
112	2025 WMFD/ Cypress Glen	0	100,711	0	93,838	0	230,040
113	2025 WMFD/ 1291 N Curtis	0	141,953	0	10,883	0	150,000
114	DIST Maple, Hoover to W Maple BPS	0	1,000,000	0	1,000,000	0	1,000,000
115	DIST Meter Replacements 2025	0	300,000	0	300,000	0	300,000
116	DIST PCCP Replacements 2025	0	4,000,000	0	4,000,000	0	4,000,000
117	Main WTP Conversion to Emergency Use	0	24,000,000	0	24,000,000	0	24,000,000
118	Wellfield Comms to City Hall	0	700,000	0	700,000	0	700,000
119	Cheney Pumps	0	450,000	0	450,000	0	450,000
120	Hess Drain Line	0	1,500,000	0	1,500,000	0	1,500,000
121	Hess Power System Coordination Assessment	0	130,000	0	130,000	0	130,000
122	Hess Switch Gear	0	400,000	0	400,000	0	400,000
123	Lime Residual Lagoons	0	500,000	0	500,000	0	500,000
124	2025 Water Production Improvements	0	1,300,000	0	1,300,000	0	1,300,000
125	2025 Water Production VFDs	0	700,000	0	700,000	0	700,000
126	2025 Water Supply Rehab Projects	0	1,000,000	0	1,000,000	0	1,000,000
127	Wellfield Pipeline Protection	0	800,000	0	800,000	0	800,000
128	2025-2026 WWW Instruments and Comms Equip	0	305,000	0	305,000	0	305,000
		$0	$192,654,875	$0	$156,173,790	$0	$808,315,695

	Additional Financing		Remaining Exp Authority		Total Est. Project Costs	
PROJECT TITLE	GO	Other	GO	Other	GO	Other
Water Utility Fund	0	192,654,875	0	156,173,790	0	808,315,695
	$0	$192,654,875	$0	$156,173,790	$0	$808,315,695

Public Art Amounts Included in 2025 Project Budgets

The City coordinates with the Design Council to ensure that art and aesthetics are incorporated in Capital Improvement Program (CIP) projects. The process for allocating funds is outlined in City Code Section 2.15, which codified the "Percent for Arts" program. The following projects have been reviewed by the Design Council for the current 2025 year. The excerpt of projects below as well as additional art projects from prior years are included within the CIP in the Ongoing Projects section.

Public Arts Budgeted Amounts for 2025 CIP Projects (included in prior CIP)			
Year	Project	Arts Funding Amount	Annual Amounts
2025	Art Maintenance	$160,000	
2025	Watson Park	$150,000	
2025	Crystal Prairie Park	$50,000	
2025	Downtown Pedestal Art	$200,000	
2025	Fire Stations	$200,000	
2025	2nd St, Main-St Francis	$200,000	
2025	Douglas, Washington-Grove	$300,000	
2025	Redbud Path, Woodlawn-K96	$300,000	
2025	Riverbank Improvements	$240,000	
Total Public Arts Funding included in 2025 Project Budgets			**$1,800,000**

PILLAR 1
WELL-RUN CITY

The City of Wichita is dedicated to being a trustworthy, transparent, efficient and effective public organization that achieves results through continuous improvement, data driven decision making, innovative operations, strategic investments in staff and intelligent uses of technology, while integrating citizen priorities and maintaining financial stability.

GOAL 1.1
Ensure fiscal sustainability through the use of financial best practices and efficient use of resources to achieve established goals and service levels

OUTCOME MEASURE
General Fund Balance as a percentage of Operating Budget Expenditures

STRATEGY 1.1.1: Pursue cost recovery utilizing the cost recovery methodology pyramid

- **TACTIC 1.1.1.i**
  All departments will inventory activities and determine appropriate placement on the cost recovery pyramid by end of 2025
- **TACTIC 1.1.1.ii**
  Finance, in coordination with departments, will create a master fee schedule is updated annually so that items that require City Council approval are considered as part of the annual budget process
- **TACTIC 1.1.1.iii**
  Departments, in coordination with Finance, will make recommendations to improve cost recovery in areas where it is not meeting the targets developed from the cost recovery pyramid

STRATEGY 1.1.2: Seek opportunities to accelerate and implement centralization of organizational financial services

- **TACTIC 1.1.2i**
  The Finance Department will evaluate current allocations of accounts payable (AP) and accounts receivable (AR) functions within departments and develop a more efficient and effective model to consolidate positions, realign staff and solidify existing Finance Department employee base in anticipation of additional workloads

GOAL 1.2
Align service delivery strategies with evidence-based best practices and implement a citywide strategic performance management framework that tracks key service outcomes

OUTCOME MEASURE
Percent excellent/good resident ratings of the quality of services provided by the City of Wichita

STRATEGY 1.2.1: Establish data governance and quality assurance system for reviewing data

- **TACTIC 1.2.1i**
  IT in coordination with departments will establish a data governance and quality assurance system for reviewing data. CMO-Project Management Office will add a Data Governance and Quality Assurance (DGQA) section to its Project Charter Template and ensure projects with data components comply with data governance and quality assurance system by developing a checklist to include in project implementation plans

STRATEGY 1.2.2: Implement citywide performance management meetings to discuss performance data and undertake training for departments as necessary

- **TACTIC 1.2.2i**
  Finance, IT, City Manager's Office and consultant will collaborate to simplify data collection and solidify a list of KPIs for operational performance and will establish routines to discuss data on an ongoing basis

GOAL 1.3
Strengthen communication with internal and external stakeholders to improve engagement and foster trust

OUTCOME MEASURES
Percent excellent/good resident ratings of overall confidence in Wichita government

Percent excellent/good resident ratings of being open and transparent to the public

STRATEGY 1.3.1: Enhance community engagement by rebranding and restructuring OCS as OCE and elevating the division's expertise

- **TACTIC 1.3.1i**
  OCS will develop and implement a Community Engagement Blueprint by end of 2026

STRATEGY 1.3.2: Invest in mobile apps, the website, and other modern communication mechanisms in order to improve communication with customers

- **TACTIC 1.3.2i**
  Communications will leverage new CRM technology and platforms to reach people about issues that are important to them and continue to enhance social media paid/earned exposure, outreach and direct to resident communication capabilities
- **TACTIC 1.3.2ii**
  IT will coordinate with departments to determine specific opportunities to digitize existing manual processes to increase digital transactions across all platforms

STRATEGY 1.3.3: Continue to enhance transparency, while ensuring security, by sharing more robust financial, operating performance and research information through the website and other appropriate platforms

- **TACTIC 1.3.3i**
  Communications, IT, and Finance, in coordination with all departments, will seek to identify public data needs and interests and share more datasets on open data and public-facing dashboards

GOAL 1.4
Invest in a stable, well-trained, and inclusive organizational workforce

OUTCOME MEASURE
Employee turnover rate

STRATEGY 1.4.1: Implement a comprehensive supervisory development program

- **TACTIC 1.4.1i**
  HR will develop a supervisory program that is City policy, processes, and culture expectation specific

STRATEGY 1.4.2: Review the structure of benefit programs (health, pension, leave time strategies) and recommend changes to align with workforce needs, while balancing with financial viability

- **TACTIC 1.4.2i**
  Finance and HR will continue reviewing cost savings measures related to employee benefit packages and will review options for new pension and group health structures and contribution levels partially based on employees' desired benefits

GOAL 1.5
Expand access to technology that supports organizational priorities and enables the delivery of services prioritized by stakeholders

OUTCOME MEASURE
Employee satisfaction with information technology

STRATEGY 1.5.1: Improve technical skillsets (including AI) through training and development
- **TACTIC 1.5.1i**
  IT and HR will identify high-priority technology platforms and implement trainings for city staff that align with the technical skillsets required to successfully use the software.

STRATEGY 1.5.2: Improve interconnectivity of systems and data sharing through interfaces and data warehouses
- **TACTIC 1.5.2i**
  IT in coordination with departments will identify high-priority systems for interconnectivity to other systems or to a centralized data warehouse and will work with stakeholders to determine best technology options and related training needs.

GOAL 1.6
Explore opportunities with other public entities for collaborative service delivery

OUTCOME MEASURE
EMS response time

STRATEGY 1.6.1: Develop a pilot program with Sedgwick County EMS to more effectively respond to medical emergencies
- **TACTIC 1.6.1i**
  Finance and WFD will collaborate to develop financial modeling and analysis to support a future EMS pilot program that maximizes performance and minimizes operational and capital costs. The pilot will be defined through continued labor negotiations, exploration of alternative EMS deployment models in collaboration with Sedgwick County EMS, and cross-agency partnerships that include law enforcement, dispatch, legal, IT, social services, and mental health. The pilot will be guided by data analysis with a focus on right-sizing emergency responses beginning with identifying and addressing the needs of high-frequency users ("super users") to reduce unnecessary medical responses and improve service delivery.

PILLAR 2
KEEP WICHITA SAFE

Personal safety is a shared priority between the community and the City of Wichita. To achieve this outcome, the City emphasizes prevention, risk reduction, timely emergency response and community connection so that residents feel and are safe at home, in our community and online.

GOAL 2.1
Empower residents to be partners in crime prevention and reduction through public awareness and engagement

OUTCOME MEASURE
Percent excellent/good resident ratings of overall feeling of safety in Wichita

STRATEGY 2.1.1: Engage strategically with homeowners' associations, neighborhood groups, DABs and other community groups to share key information about how to reduce crimes and foster opportunities for crime prevention partnerships

- **TACTIC 2.1.1i**
  WPD will launch a quarterly "Community Input and Listening Sessions" series in collaboration with neighborhood associations, HOAs, and DABs to strengthen community-police partnerships and enhance public safety
- **TACTIC 2.1.1ii**
  As part of a broader "Safety Is a Shared Responsibility" campaign, WPD will create and partner with City Communications to distribute quarterly infographics highlighting successful prevention efforts by officers, residents, and neighborhood groups

STRATEGY 2.1.2: Provide crime data and information to the public that is easy to use and understand and includes key contextual information

- **TACTIC 2.1.2i**
  WPD will produce a monthly crime summary using branded, easy-to-understand infographics with context such as trends, prevention tips, and key outcomes. These reports will be published on the department's website and shared through social media, newsletters, and media briefings in partnership with City Communications

GOAL 2.2
Address the underlying causes of crime through programs focused on economic, housing and educational outcomes

OUTCOME MEASURE
UCR Part I Crimes per 1000 population

Homeless Outreach Team recidivism rate

STRATEGY 2.2.1: Utilize Risk Terrain Modeling (RTM) to address causes of crime in a holistic, data-driven and collaborative way

- **TACTIC 2.2.1i**
  WPD will develop risk narratives and formulate specific plans for each unique high-risk area in partnership with other City of Wichita departments, County and community stakeholders to reduce the opportunity for gun crime to occur at targeted RTM zones
- **TACTIC 2.2.1ii**
  WPD will dispatch officers to street segments in RTM historically high-risk areas to participate in activities that create high-visibility and foster positive interactions with residents and businesses.

STRATEGY 2.2.2: Address behavioral health and substance abuse challenges of residents experiencing homelessness through the strategic allocation of liquor tax and opioid settlement funds

- **TACTIC 2.2.2i**
  WPD will seek to establish a Behavioral Health Response Partnership (BHRP) in collaboration with Court and Housing by partnering with the liquor tax coalition to embed licensed behavioral health specialists with patrol officers and homeless outreach teams. These specialists will co-respond to calls involving residents experiencing homelessness, focusing on immediate crisis stabilization, connection to housing services, substance use treatment, and mental health care

GOAL 2.3
Reduce risks to public safety through effective enforcement, appropriate intervention and timely emergency response

OUTCOME MEASURE
Response times for fire and policy emergency calls

PD and FD staffing vacancy rates

STRATEGY 2.3.1: Optimize recruitment and retention processes to achieve full staffing levels in police and fire
- **TACTIC 2.3.1i**
  WPD, WFD, and HR will identify a common core of recruitment strategy for both Police and Fire to maximize efforts (when applicable) and seek to assign full time recruiters for each department

STRATEGY 2.3.2: Implement pilot program for drones as first responders
- **TACTIC 2.3.2i**
  WPD will implement a Drone as First Responder (DFR) program with use for other city departments to increase the ability to view an emergency more quickly than a vehicle response. Data analysis of priority calls will be studied to place the DFR in the busiest area to maximize coverage of priority calls.

STRATEGY 2.3.3: Explore new deployment models in police and fire to meet response needs
- **TACTIC 2.3.3i**
  WPD will implement a Drone as First Responder (DFR) program with use for other city departments to increase the ability to view an emergency more quickly than a vehicle response. Data analysis of RTM priority calls will be studied to place the DFR in the busiest area to maximize coverage of priority calls.

GOAL 2.4
Partner with other public entities to develop comprehensive crime prevention strategies

OUTCOME MEASURE
Referrals to mental health services

STRATEGY 2.4.1: Evaluate opportunities for collaboration within the Real Time Information Center with the Sedgwick County Sheriff's Office and Emergency Communications
- **TACTIC: 2.4.1i**
  Sedgwick County 911 operator will be embedded inside the Real Time Information Center with access to all operating systems within the RTIC. EOC will be trained on the new technology capabilities and how they can help in the event of emergency operations

STRATEGY 2.4.2: Pursue collaborations with partners, including Comcare, to improve access to mental health services for residents involved in the criminal justice system
- **TACTIC 2.4.2i**
  Court will partner with Sedgwick County Offender Assessment Program (SCOAP) to provide on-site access to assessment services within Municipal Court.
- **TACTIC 2.4.2ii**
  The Wichita Police Department (WPD) will generate a monthly report to identify individuals who are high-end users of police services and also affected by mental health disorders. The Integrated Care Team (ICT) will reach out to these individuals to offer access to appropriate mental health services. Additionally, the ICT team will work with Wichita Housing to assist individuals experiencing homelessness in security suitable shelter options

PILLAR 3 GROW OUR ECONOMY

The City of Wichita fosters innovation, attracts investment and supports local businesses through workforce development and economic policies that lead to job growth and create a diverse, dynamic and prosperous city for all.

GOAL 3.1

Partner with regional economic development agencies to nurture and retain businesses and a highly skilled workforce through an entrepreneurial ecosystem that supports diverse industries and local growth

OUTCOME MEASURE

Total employment growth over 5 years (in jobs)

STRATEGY 3.1.1: Integrate GWDP's input into the comprehensive plan process to ensure alignment with growth and economic development strategies

- **TACTIC 3.1.1i**
  Economic Development and Planning will collaborate with stakeholders to assess amending the comprehensive plan and incorporating GWDP's feedback on long-term strategies for closing gaps.

STRATEGY 3.1.2: Expand Way to Work Program to new partners

- **TACTIC 3.1.2i**
  Housing will expand The Way To Work program to provide extended services to justice involved youth including connecting to Juvenile Intervention Unit and Cure Violence.

GOAL 3.2

Target public support to encourage private capital investment, expanded job opportunities, and city-wide economic stability

OUTCOME MEASURE

Annual capital investment made by companies in former floodplain areas

STRATEGY 3.2.1: Update the stormwater system to reduce 100-year floodplains in older areas (i.e. Historic Midtown and Central Northeast)

- **TACTIC 3.2.1i**
  PWU will evaluate the Decision Support Tool and available funding to determine when these improvements can be made and explore alternative funding options

GOAL 3.3

Invest in vibrant and cultural, artistic, and entertainment experiences that provide positive economic impact to the community

OUTCOME MEASURE

Economic impact of arts and entertainment events

STRATEGY 3.3.1: Assess the effectiveness of existing City funding structures for the cultural arts and seek to diversify revenue streams to grow the funds to meet market rates and cultural arts' needs (e.g., enterprise funds, foundational giving, individual giving, corporate sponsorships, micro-loans)

- **TACTIC 3.3.1i**
  Cultural Arts will revamp the Cultural Funding Program as identified in the Cultural Arts Strategy Plan, explore current funding baseline for the program, determine the percentage increase, seek new funding streams through alternative funding opportunities and collaborative funding models with the County to maximize local public funding sources. Additionally, staff will seek out state and federal funding opportunities through Kansas Arts Commission, National Endowment for the Arts, National Endowment for the Humanities, and funding support through private entities such as Humanities Kansas and the Wichita Arts Council

STRATEGY 3.3.2: Increase programmatic opportunities for City-managed cultural arts organizations and for cultural arts partners (e.g., more educational programming, museum tours, multilingual programming, participate in or present special events)

- **TACTIC 3.3.2i**
  Cultural Arts will incentivize and require cultural institutions to participate in collaborative opportunities that provide increased access to programs and drive tourism activity. This shall include, but not limited to, providing bonus points on Cultural Funding Program grant applications

GOAL 3.4

Encourage an abundant and affordable range of safe housing options across the city at every income level

OUTCOME MEASURE

Percent excellent/good resident ratings of availability of affordable quality housing

STRATEGY 3.4.1: Expand transportation options to connect residential areas to employers and educational institutions

- **TACTIC 3.4.1i**
  Transportation in coordination with PWU, Housing and Economic Development will design routes to be within 1/4 mile of projects receiving housing development funds or densely populated residential areas to connect to key employers and educational institutions and prioritize frequency of routes connecting densely populated areas with key employers and education institutions
- **TACTIC 3.4.1ii**
  PWU will continue to meet with USD 259 staff to make improvements adjacent to schools, including connections to adjacent neighborhoods

STRATEGY 3.4.2: Develop a plan for targeted public intervention to assist with the development of affordable housing

- **TACTIC 3.4.2i**
  Planning and MABCD will coordinate work to 1) amend the zoning code to better align community goals and regulations/processes for missing middle housing including changing regulation of accessory apartments, duplexes, and triplexes and reducing or eliminating parking mandates for housing and 2) support affordable housing development through fee waivers and expedited review

GOAL 3.5
Amend development regulations to encourage private investment in the community

OUTCOME MEASURE
Dollar amount of land development permits

STRATEGY 3.5.1: Update the zoning code and building code to reduce barriers to housing development and/or affordability

- **TACTIC 3.5.1i**
  Where feasible and beneficial, Planning, MABCD, and WFD will draft amendments to the Unified Zoning code (parking mandates for housing), subdivision code, International Fire Code and building codes for consideration by the City Council. This will include (continued) review and coordination with existing advisory boards and be a collaborative effort with the Wichita Area Builders' Association (WABA).

STRATEGY 3.5.2: Streamline or eliminate process steps that do not serve outcomes of the code in order to reduce burden on development projects

- **TACTIC 3.5.2i**
  WFD will update, digitize and reformat comments sheets that are relied upon by fire alarm and sprinkler system installers to ensure compliant installation with minimal rework
- **TACTIC 3.5.2ii**
  Planning and MABCD will coordinate work to 1) Form a joint committee with representatives from advisory boards, the Metro Area Planning Commission (MAPC), WABA, and staff to perform a review of the existing zoning code and MABCD permitting and review processes. 2) amend the zoning code to better align community goals and regulations/processes for missing middle housing including changing regulation of accessory apartments, duplexes, and triplexes and reducing or eliminating parking mandates for housing and 3) support affordable housing development through fee waivers and expedited review

PILLAR 4
BUILD DEPENDABLE INFRASTRUCTURE

The City of Wichita maintains and builds a connected, safe, and reliable system of public assets, including utilities, streets, public facilities, recreational assets, and public transit networks aligned with citizen priorities and the Community Investments Plan.

GOAL 4.1
Address deferred maintenance in infrastructure, and build sustainable assets for the future

OUTCOME MEASURE
Percent of critical assets at zero RSL

STRATEGY 4.1.1: Enhance decision support tools that support investment into park infrastructure by integrating additional information on asset condition and maintenance activities

- **TACTIC 4.1.1i**
  Park and Recreation and PWU will meet annually to review asset conditions, Capital Improvement Plan (CIP) maintenance project projections, and costs associated with CIP expansion projects. In addition, Park staff will pursue development of a Park DST for all park non-building assets – playground equipment, paths, water facilities, etc. – with assistance from PWU, as needed

STRATEGY 4.1.2: Modernize maintenance at fire stations, including utilizing commercial grade equipment and a cardiac friendly alerting system

- **TACTIC 4.1.2i**
  WFD will continue actively consulting internal subject matter experts, apparatus mechanics, fire operational personnel, supply technicians, and wellness staff to capture operational insights. Through consultations with engaged stakeholders, recommendations will be presented to PWU and the project design team, ensuring firefighter health, safety, and well-being remain central to all station maintenance/repair, outfits, new builds, and remodels

STRATEGY 4.1.3: Develop a project review process that ensures the CIP supports and accommodates community and economic development plans

- **TACTIC 4.1.3i**
  Budget will implement a more automated system where CIP projects are submitted online and scores for conformance with adopted City plans can be assigned.

GOAL 4.2
Prioritize water resiliency through implementation of policies, plans, and systems

OUTCOME MEASURE
Annual water reductions from conservation programs

STRATEGY 4.2.1: Secure all public utility systems, both digital and physical

- **TACTIC 4.2.1i**
  PWU in partnership with IT will implement various tactics to protect and secure systems through network security, access management, patch and vulnerability management, perimeter security, access control, visitor and contractor management and security and awareness
- **TACTIC 4.2.1ii**
  Information Technology will develop and implement CIS Controls and will request an annual review by Internal Audit

STRATEGY 4.2.2: Develop policies to provide water efficiently and limit any potential waste when operating public fountains, swimming pools, splash pads and other water amenities

- **TACTIC 4.2.2i**
  Park and Recreation and PWU will meet annually to develop, review and/or revise water efficiency policies
- **TACTIC 4.2.2ii**
  Using Park CIP, PWU will install metering to isolate aquatics water use from other uses. Park staff will record and monitor measurements.

STRATEGY 4.2.3: Develop strategies to continue to conserve water and promote water reuse

- **TACTIC 4.2.3i**
  PWU will hold Water Conservation/Reuse workshop with Water Research Foundation in June with key staff, wholesalers, and council. This workshop will focus on continued water conservation messaging and efforts and successful Reuse/Recycling case studies that include communication strategies.
- **TACTIC 4.2.3ii**
  PWU and City Communications will develop a Reuse Communication Plan during the Scope phase of the Direct Potable Reuse project to actively promote water reuse alternatives

GOAL 4.3
Improve street condition, accessibility, efficiency, and safety

OUTCOME MEASURE
Traffic/pedestrian fatalities

Percent excellent/good resident ratings of street repair

STRATEGY 4.3.1: Identify areas with traffic congestion and traffic safety concerns and deploy multi-modal transportation options and street design improvements

- **TACTIC 4.3.1i**
  PWU will review crash history each year and determine if signal timings, phasing, or geometric changes are needed in an effort to reduce crashes
- **TACTIC 4.3.1ii**
  PWU and Transportation will reestablish the Multi-Modal Committee and use previous guidelines and processes to incorporate dedicated transit lanes, bike lanes, sidewalks, and other safe street designs into projects addressing high congestion areas

GOAL 4.4
Invest in public safety facilities that enhance response time and service delivery

OUTCOME MEASURE
Percentage of fire suppression incidents with a first due fire engine company travel time of four minutes or less

STRATEGY 4.4.1: Continue to assess conditions and pursue location analysis in order to further define plans to build new and replace fire stations beyond the CIP timeframe

- **TACTIC 4.4.1i**
  WFD, Property Management, PWU and Economic Development will continue to collaborate with station location analysis for existing stations and acquiring the necessary real estate for new station locations

PILLAR 5
LIVING WELL

The City of Wichita invests in essential and inclusive services, programs, and spaces that activate a sense of belonging and wellbeing through affordable access to arts, civic engagement, housing, libraries, parks and recreation, and opportunities for all generations to thrive.

GOAL 5.1
Cultivate flourishing and safe neighborhoods, parks and public spaces that meet the needs of the community

OUTCOME MEASURE
Percent excellent/good resident ratings of public places where people want to spend time

STRATEGY 5.1.1: Integrate CPTED strategies into the design and construction of public facilities and spaces to create spaces that are safe through environmental principles

- **TACTIC 5.1.1i**
  PWU, Park and Police will continue the partnership formed in 2024 to integrate CPTED into new construction designs, remodels, and park infrastructure. PWU will include design and construction contract language stating WPD will provide CPTED consultation and evaluation. Parks will continue to identify locations that need a CPTED evaluation and will partner with WPD.

GOAL 5.2
Enhance access to cultural, educational, and recreation opportunities for residents with limited ability to pay

OUTCOME MEASURE
Percent excellent/good resident ratings of opportunities to attend cultural/arts/music activities

STRATEGY 5.2.1: Extend cultural arts opportunities to underserved populations and geographically underserved areas by leveraging collaboration with community partners

- **TACTIC 5.2.1i**
  Cultural Arts, Park and Recreation and Library will form a cross-departmental planning team to meet quarterly and collaborate on opportunities to build new or align existing intentional free programs that integrate the arts, parks and library with a goal of providing at least ten free activities in 2026

STRATEGY 5.2.2: Increase opportunities for engagement and access for residents by reducing or removing entry barriers, including physical, language and financial restrictions

- **TACTIC 5.2.2.i**
  Cultural Arts will routinely engage stakeholders and collaborate with Public Works and Utilities to ensure that city facilities used for programs do not present any physical barriers and that ADA requirements are met or exceeded. Engagement includes, but is not limited to, quarterly meetings with all facilities as well as documentation of capital requests as part of the annual reporting process
- **TACTIC 5.2.2.ii**
  Park and Recreation and Housing will work together to provide summer camp funding for families who meet criteria and Park will analyze programs and services annually to evaluate financial barriers and target scholarships to low-income households.

GOAL 5.3
Improve community literacy for residents of all ages through collaborative efforts with internal and external providers of educational services

OUTCOME MEASURE
Percent of 3rd graders reading on level

3rd Grade Reading Scores

STRATEGY 5.3.1: Improve partnerships to implement early childhood reading readiness programs that support families with children 0-5.

- **TACTIC 5.3.1i**
  Library will efficiently implement programs for early childhood reading readiness by:
  - Offering Family Literacy activities with early learning partners to grow, leverage and strengthen collective services,
  - Offering Ages and States Questionnaires in partnership with USD 259 and Wichita Library Coalition to improve kindergarten readiness,
  - Increasing tours and library visit opportunities to partner agencies who serve families, and
  - Studying the feasibility of certifying branch locations as Family Place facilities by 2027 to begin offering Parent Educator workshops at seven locations, introducing partnership connections to residents who are rising readers

STRATEGY 5.3.2: Improve partnerships to offer programs, services, and communication that supports non-English speaking residents

- **TACTIC 5.3.2i**
  Library will strategically partner with Community Services Librarians, Outreach Services and Wichita Education Network to enhance services and programs for non-English speaking residents

GOAL 5.4
Support emergency sheltering and wrap-around services for residents experiencing or at risk of homelessness to achieve the goal of functional zero homelessness in the community

OUTCOME MEASURE
Number of houseless individuals

Percent excellent/good resident ratings of homelessness services

STRATEGY 5.4.1: Implement training for staff working with low-income / homeless residents to improve awareness and skillsets

- **TACTIC 5.4.1i**
  WPD and Housing will partner with local homeless service providers and behavioral health specialists to develop and implement a mandatory annual Homelessness Awareness and De-escalation Training program for all patrol officers, civilian staff and community outreach personnel that will focus on trauma-informed approaches, housing-first principles, cultural competency and mental health first aid specifically tailored to working with low-income and homeless populations

STRATEGY 5.4.2: Improve data collection, visualization, and accessibility of data on unhoused populations and shelter availability

- **TACTIC 5.4.2i**
  Housing and WPD will partner with the local Continuum of Care (CoC) and homeless service providers to update the Homeless Management Information System (HMIS) and create a Homelessness Resource Dashboard with real-time information about available shelter bed counts, day services, detox center availability, and key demographic trends among the unhoused population that is accessible internally to police staff and community outreach teams

STRATEGY 5.4.3: Work upstream to prevent homelessness by implementing workforce development and affordable housing initiatives

- **TACTIC 5.4.3i**
  Planning and MABCD will coordinate work to 1) amend the zoning code to better align community goals and regulations/processes for missing middle housing including changing regulation of accessory apartments, duplexes, and triplexes and reducing or eliminating parking mandates for housing and 2) support affordable housing development through fee waivers and expedited review
- **TACTIC: 5.4.3ii**
  Housing will expand participation in Family Self-Sufficiency by recruiting FSS participation as part of the Way to Work Program Round-Up and collaborating with the Foster Youth to Independence agencies

City Council Policy
Policy 2
February 2, 2010
Supersedes: October 29, 1996

SUBJECT: FINANCING OF PUBLIC IMPROVEMENTS

Distribution of costs for financing of public improvements in the City of Wichita shall be in accordance with the policies outlined herein:

STREETS

The cost of original construction of local and collector streets shall be assessed 100% to the property within the improvement district. The improvement district is defined as including those properties on either side of the Adopted street improvement half the distance to the next paralleling street as provided by statute.

For projects initiated under provisions of K.S.A. 12-6a01, et seq. (Chesney Law), the City may pay such cost as the governing body may determine, but not more than 95% thereof.

The cost of maintenance and repair of streets will be paid by the City at-large, except for repair of damage that can be attributed to an act or acts of a specific person or person.

The cost of reconstruction or replacement of residential streets shall be paid 100% by special assessment. In the event the street reconstruction or replacement is made prior to the expiration of the anticipated useful life of the street as a result of increased traffic or other factors, the City Engineer may recommend to the City Council that a portion of the cost of reconstruction or replacement be paid by the City at -large.

After March 3, 1992, the costs of constructing or reconstructing arterial streets shall be paid by the City at-large and no special assessments shall be levied for such arterial projects, except as provided below.

Construction or reconstruction of acceleration-deceleration lanes, left turn lanes or specialized signalization on arterial streets necessitated by a specific development or as a condition of platting shall be paid by special assessments. The paving of an unpaved arterial or mile-line road, or the reconstruction of an unimproved arterial or mile-line road necessitated to provide paved access to a new development shall be the developer's responsibility. In addition, the developer shall also be responsible for paving temporary accel-decel lanes required to serve the development. There are two methods of funding such improvements: (1) a cash contribution for the cost of temporary pavement designed to a seven-year standard, or (2) special assessments to pave the roadway to a 15-year design standard. The City reserves the option to combine the cash or special assessments with other funds to build the roadway to a higher standard or to enlarge the limits of the project. This policy will apply to all existing undeveloped plats and future plats.

SANITARY SEWERS

The costs of construction of sanitary sewers shall be distributed between improvement districts and the City at-large in accordance with the following schedule based on the type of sewers.

1) Lateral Sewer: Costs to be assessed 100% against land in the improvement district.
2) Main (Submain) Sewer: Costs to be assessed 50% against land in the improvement district, with the remaining 50% paid by Sanitary Sewer Utility funds.
3) Interceptor Sewer: Costs to be paid 100% by Sanitary Sewer Utility funds.

The costs of maintenance and repair will be paid by the Sanitary Sewer Utility except for repair of damage that can be attributed to an act or acts of a specific person or person.

Connection charges as set forth in Section 16.04.040 of the City Code will be made for properties which have not been assessed for main (submain) construction or lateral construction.

Special assessments for sanitary sewer construction against unplatted and undeveloped land may be deferred in accordance with K.S.A. 12-6,111. Deferrals shall be for a period of 15 years and may be extended for ten (10) additional years if ~0% of the property remains undeveloped at the end of the first 15 years.

Storm Drainage

The costs of storm water sewer construction shall be paid in accordance with the following:

1) All improvements to the Arkansas River and to creeks, canals and sloughs shall be funded 100% City at-large, or through budgeted maintenance funds, Storm Water Utility funds, general obligation bonds, and such federal funds as may become available.
2) Drainage improvements in developed areas shall be funded 100% City at-large or by Storm Water Utility funds.
3) Drainage improvements in new areas of the City shall be funded 100% by the developer or landowner, or they may be assessed to an improvement district as approved by the City Council.
4) Pumping stations required as a result of City drainage improvements shall be funded 100% City at-large or by Storm Water Utility funds.

Sidewalks

The costs of construction, reconstruction or replacement and repair of sidewalks shall be paid by the benefited property except:

1) When constructed along arterial streets, and the governing body elects to pay the cost and with City at-large funds.
2) When repair or reconstruction is a result of damage that can be attributed to an act or acts of a specific person or persons and for repairs required as a result of utility operations.
3) When it is necessary in connection with a reconstruction project to remove and replace a sidewalk determined by the City Engineer to be in good condition. Water Svstem Improvements The costs of construction and reconstruction of water system improvements shall be distributed between land in improvement districts and the Water Department Utility Improvement Fund in accordance with the Title 17 of the City Code.

Water System Improvements

The costs of construction and reconstruction of water system improvements hall be distribute between land in the improvement disirct and the Water Department Utility Improvement Fund in accordance with Title 17 of the City Code.

Spreading of Special Assessments

Special assessments for public improvements shall be distributed in accordance with the statute under which the project was initiated.

When appraisers are required in connection with determining property values within the benefit district, qualified appraisers shall be retained in accordance with Administrative Regulation 7e. Appraisers will be instructed as to their duties by the City Clerk.

Citizen Participation

Appropriate systems will be utilized to permit maximum citizen participation in the preparation of the City Capital Improvement Program as it relates to public improvements.

Notification procedures as provided in Administrative Regulation 17 will be used to advise affected citizens of impending City Council action to initiate a public improvement, except in those instances where the improvement has been requested by owners of 100% of the benefited property.

Use of project savings

At the conclusion of a capital project, any unused budgeted funds will be used exclusively to reduce the borrowing costs for that project. For General Obligation bond finance projects, the project savings will be returned to the Debt Service Fund. For projects that are cash financing, any project savings are returned to its original funding source.

Project Operating Cost Impact

When Council approval is sought to initiate a capital project, the agenda report shall include a discussion of the operating impact of the project.

Capital Improvement Program (CIP)

Current Revision: July 19, 2016 **Last Revision:** December 22, 2005

Purpose

The purpose of this regulation is to outline the process for the development and administration of the multi-year Capital Improvement Program (CIP). This regulation shall define duties of the CIP Administrative Committee, the steps in developing of the CIP, and outline general guidelines for developing the CIP.

CIP Administrative Committee Membership

The Capital Improvement Program Administrative Committee shall be composed of the following positions or their delegates: an Assistant City Manager; the Director of Planning; the Director of Public Works & Utilities; the Director of Finance; the Director of Park and Recreation; the City Engineer; and the Budget Officer. In addition, other department directors or staff persons will be included in Committee meeting as appropriate.

CIP Administrative Committee

The duties and responsibilities of this Committee will be as follows:

1. Review of all department capital project requests.

2. Evaluate the financial capacity of various CIP funding sources and the financial assumptions included in financial projections.

3. Consider the relationship of proposed capital projects to the Community Investments Plan; to community feedback; and to other relevant City master plans.

4. Develop a 10-year spending plan for capital improvement projects, and a plan of finance for the various funds used to finance those expenditures.

5. Identify relevant issues for policy consideration during the City Council consideration of the Proposed CIP.

6. Develop a community engagement plan for the Proposed CIP, including outreach to the Design Council, the Bicycle and Pedestrian Advisory Board, the Board of Park Commissioners, the Wichita Downtown Development Corporation, District Advisory Boards, and other interested parties.

7. Recommend to the City Manager a ten-year Capital Improvement Program (CIP).

The Budget Officer shall serve as staff to the Committee and be responsible for coordinating publication of proposed and adopted Capital Improvement Program. The Planning Department will also provide technical staff assistance in reviewing CIP materials and the congruence of those materials to the Community Investments Plan.

Overall CIP Guidelines

The Proposed CIP shall be developed based on the following general guidelines:

1. The ratio of GO at-large debt service to property tax revenue in the Debt Service Fund annually will not exceed the benchmark level – currently set at 66.7%.

2. The CIP will be revised annually, and will be developed for a 10 year planning period.

3. The CIP will be developed based on City Council revenue policies, including the most recently approved Debt Service Fund mill levy rate and the projected utility rates included in the most current Water and Sewer Utilities Cost of Service Analysis.

4. Projects in the prior Adopted CIP will form the basis for consideration of projects included in the Proposed CIP.
5. The Proposed CIP will be developed based on overall guidelines included in the MAPC Community Investments Plan.

6. Any operating cost impact of projects included in the Proposed CIP will be clearly delineated.

7. Projected debt used to finance the Proposed CIP will generally be based on: 10-year GO debt for building, road construction, park and bridge projects; 10-year to 15- year GO debt for Stormwater Utility funded projects; 10-year to 15-year double barreled bonds for local sales tax financed road, bridge and highway projects; and up to 20-year revenue bonds for Water Utilities and Airport projects.

8. CIP project prioritization includes a number of factors, including: spending priorities and guidelines included in the Community Investments Plan; leveraging opportunities to maximize the impact of local funding; partnership opportunities to coordinate expenditures in support of community partners; overall City organizational goals as approved by the City Council; engineering considerations, including the deficiency rating (bridges), pavement conditions (streets), construction considerations of current infrastructure, efficient and safe traffic flow considerations; and the impact of CIP projects on the operating budget.

CIP Steps

The annual CIP process shall consist of the following steps:

1. Budget Office staff compiles a list of new CIP projects based on data received from various departments, completes preliminary financial analysis in preparation for the Proposed CIP, and reviews in-progress projects that have been previously approved by the City Council.

2. City design guidelines are reviewed and approved by the Design Council.

3. A draft CIP is prepared by the CIP Administrative Committee.

4. The Design Council reviews the Proposed CIP and provides recommendations.

5. The draft CIP is reviewed by the City Manager, and a draft CIP is presented to the City Council during a workshop meeting.

6. The Draft CIP is presented to numerous community groups.

7. The CIP is presented to the Metropolitan Area Planning Commission (MAPC) and to the Advance Plans Committee of the MAPC.

8. The Proposed CIP is presented to the City Council.

9. The Proposed CIP is adopted by the City Council.

Responsibility

All Department Directors are responsible for instructing departmental personnel in Administrative Regulations as appropriate and employees are responsible for compliance. No exceptions will be made to this policy without the express written permission of the City Manager. Any employee who violates the guidelines in this policy will be disciplined in accordance with the City's Personnel Manual, Section 6.

Relationship to Previously Established Procedure

No qualifying statement, previously established rules or procedures shall be used to negate the spirit or intent of this statement of policy.

ORDINANCE NO. 41-815

AN ORDINANCE PROVIDING FOR THE EXPENDITURE OF ANY SALES TAX REVENUES WHICH ARE DERIVED FROM A COUNTYWIDE RETAILERS' SALES TAX AND REPEALING ORDINANCE NO. 41-620 OF THE CITY OF WICHITA.

WHEREAS, the Board of County Commissioners of Sedgwick County has called for a Special Election for a one percent (1%) countywide retailers' sales tax; and

WHEREAS, the Governing Body of the City of Wichita has received a majority recommendation from a community-wide task force studying the need for an alternate tax that additional revenues are needed by the City of Wichita; and

WHEREAS, this task force has requested that the Governing Body of the City of Wichita support a one percent (1%) countywide retailers' sales tax to be levied against property in Sedgwick County for the purpose of relieving property taxes and to provide revenues for road, highway and bridge projects including right-of-way acquisitions; and

WHEREAS, the task force has requested that the Governing Body of the City of Wichita pledge that one half of the one percent (1%) of the City of Wichita's portion of said sales tax be used for property tax reduction with continued compliance with the provisions of the "State Tax Lid Law" (KSA. 79-5001 et seq.), and that one half of the one percent (1%) be pledged for road, highway and bridge projects including right-of-way acquisitions.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF WICHITA:

Section I. The Governing Body of the City of Wichita, Kansas, pledges one half of any revenue received from the City of Wichita's portion of a one percent (1%) sales tax to relieve the tax levies of the City of Wichita upon the taxable tangible property within the City of Wichita with continued compliance with the provisions of the "State Tax Lid Law" (K.S.A. 79-5001 et seq.), and pledges the remaining one half of the one percent (1%) of any revenues received to Wichita road, highway and bridge projects including right-of-way acquisitions. Each year the City of Wichita budget will be amended to reduce the property tax requirement by one half of the projected sales tax receipts. The remaining one half of the projected sales tax receipts will be added to funds for road, highway and bridge projects including right-of-way acquisitions.

Section II. It is the specific intent of the Governing Body of the City of Wichita that the City of Wichita continue to use the tax revenues as outlined in this ordinance and that this pledge be continued as a matter of faith and trust between the people and the present and future Governing Bodies of the City of Wichita.

Section III. Ordinance No. 41-620 of the City of Wichita is hereby repealed.

Section IV. This ordinance shall be effective upon its passage and publication once in the official city newspaper.

ADOPTED at Wichita, Kansas, this 25th day of August, 1992.

Bob Knight, Mayor

Attest:

Pat Burnett, Deputy City Clerk

THE CITY OF WICHITA SEDGWICK COUNTY, KANSAS

Approved as to form:

Gary Rebenstorf, City Attorney

10-308. Cities; limitations. (a) Except as provided in this section and K.S.A. 10-309, and amendments thereto, and in any other statute which specifically exempts bonds from the statutory limitations on bonded indebtedness, the limitation on bonded indebtedness of cities shall be governed by this section. The authorized and outstanding bonded indebtedness of any city shall not exceed 30% of the assessed valuation of the city.

(b) (1) The authorized and outstanding bonded indebtedness of the city of Junction City shall not exceed 40% of the assessed valuation of such city. The provisions of this paragraph shall expire on June 30, 2011.

(2) On and after July 1, 2011, the authorized and outstanding bonded indebtedness of the city of Junction City shall not exceed 37% of the assessed valuation of such city. The provisions of this paragraph shall expire on June 30, 2013.

(3) On and after July 1, 2013, the authorized and outstanding bonded indebtedness of the city of Junction City shall not exceed 34% of the assessed valuation of such city. The provisions of this paragraph shall expire on June 30, 2015.

(c) For the purpose of this section, assessed valuation means the value of all taxable tangible property as certified to the county clerk on the preceding August 25 which includes the assessed valuation of motor vehicles as provided by K.S.A. 10-310, and amendments thereto.

History: L. 1978, ch. 52, § 1; L. 1982, ch. 57, § 1; L. 1985, ch. 64, § 1; L. 1986, ch. 61, § 1; L. 2006, ch. 33, § 1; March 30.

10-309. Limitation on bonded indebtedness of cities; exceptions. Notwithstanding the provisions of K.S.A. 10-308 and amendments thereto: (a) Bonds issued by any city for the purpose of acquiring, enlarging, extending or improving any storm or sanitary sewer system; or (b) bonds issued by any city for the purpose of acquiring, enlarging, extending or improving any municipal utility; or (c) bonds issued by any city to pay the cost of improvements to intersections of streets and alleys or that portion of any street immediately in front of city or school district property, shall not be included in computing the total bonded indebtedness of the city for the purposes of determining the limitations on bonded indebtedness provided in K.S.A. 10-308 and amendments thereto.

History: L. 1978, ch. 52, § 2; L. 1982, ch. 57, § 2; L. 1989, ch. 53, § 1; July 1.

10-310. Computation of valuation for bonded indebtedness limitation purposes. The county clerk shall add (1) the taxable value of each motor vehicle, as shown on the application for registration for the previous year or as otherwise established in the manner prescribed by K.S.A. 79-5105, and amendments thereto, and (2) the taxable value of motor vehicles established in the manner prescribed by K.S.A. 79-1022, and amendments thereto, to the equalized assessed tangible valuation on the tax roll of each taxing subdivision in which such motor vehicle has acquired tax situs. The resulting total shall constitute the equalized assessed tangible valuation of the taxing subdivision for the computation of limitations upon bonded indebtedness and for all other purposes except the levying of taxes and the computation of limitations thereon.

History: L. 1983, ch. 338, § 1; L. 1985, ch. 61, § 2; July 1.


CITY OF
WICHITA

Public Art Amounts Included in Project Budgets

The City coordinates with the Design Council to ensure that art and aesthetics are incorporated in Capital Improvement Program (CIP) projects. The process for allocating funds is outlined in City Code Section 2.15, which codified the "Percent for Arts" program. The following projects have been reviewed by the Design Council, the amounts below have been recommended by the Design Council and are included within the CIP.

Public Arts Budgeted Amounts for 2026-2035 CIP Projects			
Year	Project	Arts Funding Amount	Annual Amounts
2026	Art Maintenance	$170,000	
2026	Douglas, Washington-Grove	$150,000	
2026	Fire Stations	$400,000	
2026	Nomar Stage	$150,000	
2026	Planeview Community Center	$300,000	
2026	Library Branch Projects	$50,000	
2026	Redbud Path, Woodlawn to K-96	$100,000	
2026	21st St, Park Pl to Market	$95,000	
2026	Riverbank Improvements	$460,000	
	Total—2026		$1,875,000
2027	Art Maintenance	$170,000	
2027	1st St Bridge over Arkansas River Bridge	$400,000	
2027	Chisolm Creek Park Pathway	$150,000	
2027	Convention Center Promenade	$100,000	
2027	Downtown Streets Implementation	$150,000	
2027	Fire Stations	$200,000	
2027	Old Cowtown Museum Improvements	$200,000	
2027	Pawnee, Greenwich-127th St. E.	$60,000	
	Total—2027		$1,430,000
2028	Art Maintenance	$170,000	
2028	1st Street Bridge over Arkansas River	$200,000	
2028	Fire Stations	$200,000	
2028	MAAIM Improvements	$571,500	
2028	Police Patrol Stations	$265,000	
	Total—2028		$1,406,500
2029	Art Maintenance	$160,000	
2029	Fire Stations	$200,000	
	Total—2029		$360,000

Public Arts Budgeted Amounts for 2026-2035 CIP Projects (continued)			
Year	Project	Arts Funding Amount	Annual Amounts
2030	Fire Stations	$200,000	
2030	Police Patrol Stations	$375,000	
2030	Downtown Streets Implementation	$350,000	
	Total—2030		$925,000
2031	Fire Stations	$600,000	
	Total—2031		$600,000
2032	Douglas, Main-Washington	$500,000	
	Total—2032		$500,000
2033	Fire Stations	$400,000	
	Total—2033		$400,000
Total Public Arts Funding included in Project Budgets			**$7,496,500**
Total Unallocated Public Arts Funding 2026-2035			**$2,512,875**
TOTAL PUBLIC ARTS FUNDING			**$10,009,375**

— A —

AAO. The Federal Aviation Administration location identifier for Colonel James Jabara Airport.

Airport Improvement Program (AIP). Funding granted by the Federal Aviation Administration to airports for infrastructure needs.

American Rescue Plan Act (ARPA). Federal stimulus plan that was enacted in March of 2021 in response to the COVID-19 pandemic. The law authorized $1.9 trillion in federal spending, $130 billion of which was provided directly to local governments. Funding was distributed proportionally using a formula.

Annual Comprehensive Financial Report (ACFR). A set of financial statements comprising the financial report of the City of Wichita that complies with the accounting requirements promulgated by the Government Accounting Standards Board (GASB). Kansas municipal audits are required to be conducted under K.S.A. 75-1122, 10-1208, and 12-866. Additional audit requirements may be triggered according to K.S.A. 13-1243.

Appraised Value. Market dollar value given to real estate, utilities, and personal property; established through notification, hearing and appeals and certification process.

Appropriation. An authority and allocation created by City Council that permits the officials to incur obligations against, and to make expenditures of, governmental resources (revenues).

Assessed Value. Appraised value of property adjusted downward by a classification factor, to determine the basis for distributing the tax burden to property owners.

Audit. A review of the City's accounts by an independent accounting firm to substantiate year-end fund balances, reserves, and cash on hand.

Audited Financial Statements. General purpose financial statements for the previous fiscal year, prepared in accordance with generally accepted accounting principles ("GAAP") for governmental units as prescribed by the Governmental Accounting Standards Board ("GASB") (except as otherwise stated or disclosed in the notes thereto or as otherwise required by applicable law, as the same may be from time to time amended), which shall have been audited by such auditor(s) as shall be then required or permitted by applicable law.

— B —

BNR. *Biological Nutrient Removal.* The process to remove harmful chemicals such as nitrogen and phosphorus from wastewater before discharge into surface or groundwater.

Benchmark. Comparing local performance statistics with selected benchmarks is a valuable step in evaluating municipal operations. Benchmarking entails the analysis of performance gaps between one's own organization and best–in-class performers, the identification of differences that account for the gap, and the adaptation of key processes for implementation in an effort to close the gap. The City uses benchmarks to provide information about the efficient delivery of quality services.

Bond. A written promise to pay a specified sum of money, called the face value or principal amount, at a specified date or dates in the future, called the maturity date(s), together with periodic interest at a specified rate. The City sells bonds as a means of borrowing revenue for costly projects and repays the debt to the lender over an extended period of time, similar to the manner in which a homeowner repays a mortgage. A bond differs from a note in two ways. A bond is issued for a longer period of time than a note and requires greater legal formality. Bonds are primarily used to finance capital projects.

Budget. Financial plan consisting of estimated revenues and expenditures (purposes) for a specified time. The operating budget provides for direct services and support functions of the City (e.g.; Police, Fire, Public Works, etc.). The capital budget (Capital Improvement Program) provides for improvements to the City's infrastructure and facilities, and utilizes long-term financing instruments. (*See also Adopted Budget, Annual Budget, Balanced Budget, Base Budget, Capital Budget, City Budget, Municipal Budget, Operating Budget, Revised Budget.*)

— C —

CMF. *Central Maintenance Facility.*

Capital Budget. A financial plan for the first fiscal year of the ten-year Capital Improvement Program, which is also the fiscal year covered in the Adopted Budget. *(See also Capital Improvement Program.)*

Capital Expenditures. A capital expenditure is any significant physical acquisition, construction, replacement, or improvement to a City service delivery system. Capital projects useful life of at least 10 years, and are funded from the Capital Improvement Program (capital budget).

Capital Improvement Program (CIP). A ten-year expenditure plan financing new infrastructure and facilities, or improvements to the existing infrastructure and facilities. Set forth in the CIP is the name of each project, the expected beginning and ending date, the amount to be expended in each year and the proposed method of financing the projects.

Change Order. Changes in the project plan in response to unforeseen circumstances. All change orders in excess of $50,000 must be approved by the City Council, while change orders up to $50,000 can be approved by the City Manager.

CIP Administrative Committee. The CIP Committee, as outlined in AR 2.8, meets and develops the project plan for the term of the program.

City of the First Class. (*See First Class City.)*

Council—Manager Government. A system of local government that combines political leadership of elected officials in the form of a governing body with day-to-day management by a City Manager.

Coverage Ratio. The amount of debt service revenue needed to meet annual interest and principal payments on debt.

— D —

Debt Limit. As defined by KSA 10-308 et seq, the total debt of a city cannot exceed 30 percent of the assessed valuation of the city. Several forms of debt are exempt from the debt limit, including utility debt and revenue bond debt.

Debt Service. Principal and interest requirements on outstanding debt according to a predetermined payment schedule.

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

Double Barreled Bonds. General Obligation bond where cash flows are designated by two separate entities. However, the bond is ultimately backed by the general faith and credit of the city.

— E —

Enterprise Fund. Used for government functions that are self-supporting. Enterprise funds belong to the group of funds called "proprietary" and account for operations that provide services to the community at-large.

Equivalent Residential Unit (ERU). The basis for calculating drainage fees. Every single-family residence in Wichita pays one ERU. The ERU factor of non-residential developed property is the total square footage of impervious area divided by the square footage of one ERU (2,139 square feet).

— F —

FAA. *Federal Aviation Administration*. The Federal agency that ensures civil aviation safety. FAA operates the air traffic control system and regulates commercial and general aviation air travel.

FEMA. *Federal Emergency Management Agency.* Division of Homeland Security which provides funding, support and coordination of disaster relief and prevention.

FTE. *Full-Time Equivalent*. A measure of the total quantity of all employees. The FTE converts all employee work activity into a number equivalent to work activity hours performed by full-time employees. This serves as a standard measure among departments. A standard 40-hour per week full-time employee is equivalent to 1 FTE. (e.g., If a seasonal employee is calculated at 25%, the FTE is calculated at 0.25).

Federal and State Grants and Contributions. Revenue received from the federal and State governments under an administrative agreement to provide financial assistance for programs such as low-cost housing, youth programs, health-related programs, or other federal and State-supported projects.

Financing. Furnishing the necessary funds to operate or conduct a program or business. Funds can be raised internally, borrowed, or received from a grant.

First Class City. A city which gains its powers from State Statutes.

Fiscal Year. The 12-month budget period. The fiscal year for the City of Wichita is the January through December calendar year.

Fund. Accounting entity with accounts for recording revenues and expenditures to carry on specific purposes.

Fund Balance. The total dollars remaining after current expenditures for operations and debt service for capital improvements are subtracted from the sum of the beginning fund balance and current resources. The City Council policy goal is to maintain a total appropriated and unappropriated fund balance/reserve between five to ten percent of the General Fund expenditure budget. State law allows a maximum of 5 percent of certified budgets/funds to be unappropriated.

— G —

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

GASB. *Governmental Accounting Standards Board.* The independent organization that establishes and improves standards or accounting and financial reporting for US state and local governments.

GFOA. *Government Finance Officers Association*. The professional association of state/provincial and local finance officers in the United States and Canada.

General Fund. The City's principal operating account, which is supported primarily by taxes and fees having no restriction on their use.

General Obligation (GO). General Obligation debt is funded through the Debt Service Fund and is backed by the general faith and credit of the City.

Grants. Funding obtained from an outside source (Federal, State, local and foundation) in support of the City's strategic goals and objectives. Use of grant funding must be consistent with the goals of the entity providing the funding.

— I —

ICMA. *International City/County Management Association*. ICMA is the professional and educational organization for chief appointed managers, administrators, and assistants in cities, towns, counties, and regional entities.

ICMA-CPA. *International City/County Management Association–Center for Performance Analytics.* A consortium of cities and counties that work through the International City/County Management Association to compile data on service outcomes.

ICT. The Federal Aviation Administration location identifiers for Wichita Dwight D. Eisenhower National Airport.

Infrastructure. The physical assets or foundation of the City, including buildings, parks, streets, and water and sewer systems.

Interest Earnings. Revenue derived from the management of the City's assets, through investment of public funds being held until expended or distributed to other units of government. Revenue derived from the management of the City's assets, through investment of public funds being held until expended or distributed to other units of government.

Internal Service Fund. An accounting entity used to account for operations that provide services to City departments at cost. Like enterprise funds, internal service funds belong to the "proprietary" group of funds.

— K —

KDOT. *Kansas Department of Transportation*. The agency's primary activities are road and bridge maintenance; transportation planning, data collection and evaluation; project scoping, designing and letting; contract compliance inspection of material and labor; Federal program funding administration; and administrative support.

Kansas Statutes Annotated (KSA). All laws enacted by the Legislature. These Statutes are published by the Kansas Revisor of Statutes after the closing of the regular session.

— L —

Liability. Debts or obligations owed to one entity to another entity payable in money, goods or services.

Local Sales Tax. A one percent (1%) tax levied by Sedgwick County which was approved by the voters in July 1985 to finance highway and road construction and reduce the mill levy. The county sales tax is in addition to the six and one half percent (6.50%) tax levied by the State of Kansas.

— M —

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

Motor Vehicle Tax. A tax collected by Sedgwick County on all motor vehicles that are not subject to property or ad valorem taxes, such as passenger cars, pick-up trucks and motorcycles.

Municipality. A primarily urban political unit having corporate status and usually powers of self-government.

— O —

Objective. A measurable accomplishment toward the achievement of a goal. Milestones, the achievement of which, indicate progress toward the attainment of a specific goal.

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

— P —

Passenger Facility Charge (PFC). Fee assessed to each eligible enplaned passenger buying a ticket to fly out of Wichita.

Pay-as-you-go. Funding of projects with cash from revenues, instead of funding through the issuance of debt.

Principal. The base amount of a debt, which is the basis for interest computations.

— R —

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

Return on Investments. Ratio measure of a service unit through its basic operations which indicates its general effectiveness or efficiency.

Revenue. Taxes, user fees, and other sources of income received into the City treasury for public use.

— S —

SEBPS. *South East Booster Pump Station.*

SWTP. *Surface Water Treatment Plant.*

Special Assessment. A compulsory levy made upon a property to defray part or all of the costs of a specific improvement that primarily benefits that specific property.

Special Revenue Fund. An accounting entity to record revenue that is legally destined for a specific purpose and the expenditure of the dedicated revenue.

Strategic Plan. Budget development tool which aligns resources to support the goals of the City.

— T —

TSA. *Transportation Security Administration*. Federal agency protecting the nation's transportation systems.

Tax Increment Financing (TIF). Use of taxes collected within a specifically designated area for repayment of tax increment debt and major infrastructure expenditures.

Tax Lid. Law limiting amount of property tax levied for a specific government function. Also known as aggregate tax levy limitation.

Taxes. Compulsory assessments levied by a government for the purpose of financing services performed for the common benefit of the citizens. Taxes do not include specific charges made against particular persons or property for current or permanent benefit, such as special assessments. (*See also Ad Valorem Taxes, Alcoholic Liquor Tax, Delinquent Tangible Property Tax, Gasoline Tax, Local Sales Tax, Motor Vehicle Tax, Tax Lid, and Transient Guest Tax.)*

Transient Guest Tax. A six percent (6%) tax upon the gross receipts paid by guests in any hotel, motel, or tourist court located in the incorporated territory of the City of Wichita.

— U —

User Fees. Revenue derived from payments made by the general public for the purpose of utilizing goods and services, such as entry fees, Park Department charges, class registrations, tenant rental, and concessions.

— V —

VFD. *Variable Frequency Drive.*

— W —

WTP. *Water Treatment Plant.*

WWF. *Wichita Well Field.*

Wichita, City of. Wichita, the largest city in Kansas, is the county seat of Sedgwick County. The nearest large cities are Denver to the west, Kansas City to the northeast, Oklahoma City to the south, and Tulsa to the southeast.

Finance / Audit Committee **6.**

Meeting Date: 04/16/2026

Submitted By: Ethan Davis, Finance

Item

Discussion of Items for Future Meetings.

Background

To allow board members to raise items for future meetings, this item has been added to the agenda.

Current list of future agenda items (in no particular order):
1. Staffing by Department Budget vs. Actual
2. Capital Plan (ongoing)
3. Franchise Fees
4. Credit Card Process
5. Budget Staff (carried over from the Fund Structure and Budget Reform Committee)
6. Reserve Fund Structure (carried over from the Fund Structure and Budget Reform Committee)
7. Purchasing Authority / Delegation (carried over from the Fund Structure and Budget Reform Committee)
8. Allocation Structure and Methods (carried over from the Fund Structure and Budget Reform Committee)
9. Debt Policy
10. (H) Crawford briefing on new fund structure
11. (M) Determine and formalize which funds fall under EPWA purview vs. Council
12. (M) How & when Fire/Police state pension liabilities are calculate and incorporated into the budget, future financial risk/exposure based on recent years' increases
13. (H) Approach to resolve CDBG & TIF funds deficits by FY26 year-end (audit note)
14. (L) Monthly vs. Annual Performeter cadence
15. (L) Potential need for actuarial trust to buffer OPEB funding
16. (M) Close FY26 books faster, potentially adjusting support contracts
17. (L) Bank charge expenditures, cost reduction strategy

Time Frame

None.

Issue

To allow board members to raise items for future meetings, this item has been added to the agenda.

Recommendations

Staff recommends discussing items for future meetings.

Action Needed

No action needed, discussion only.

Public Notification

Posted agenda.
