



Oklahoma City Bond Program 2017



Council Workshop Overview

- G.O. Bonds Overview
- History of Propositions
- Overview of 2017 Bond Program Planning
- PlanOKC – Capital Planning
- Public Engagement
- MAPS 3 Funding Status
- Conclusion and Discussion

2007 OKLAHOMA CITY BOND ISSUE PROJECTS	
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Bond Issues

- Borrowing method
- Projects are grouped in propositions
- 50% voter approval required

M#188-07
Council Agenda
Item No. VIII. J. 2.
10/9/07

 **MEMORANDUM**
The City of
OKLAHOMA CITY

TO: Mayor and City Council

FROM: James D. Couch, City Manager *JDC*

Special Election Proclamation and Notice to be executed by the Mayor to call a Special Election for approval by the voters of a General Obligation Bond Issue and Authorization; and declaring an emergency.

Background: A resolution authorizing and directing the Mayor to call a Special Election to approve a General Obligation Bond Authorization is presented to the City Council for final consideration today. Oklahoma State Statutes prescribe documents that must accompany such a resolution. One of these documents is the attached Proclamation that is recommended for adoption today.

Some revisions have been made to the documents introduced on September 25, 2007, to improve proposition language and to clarify project descriptions. Changes are noted with editing marks in the attached resolution and do not change the proposed projects.

Review: Finance Department, Office of Management and Budget, and the Municipal Counselor's Office

Recommendation: Proclamation be adopted with the emergency.

Attachment:

6. The special election to be held on the 11th day of December, 2007, shall be held at the same places and in the same manner prescribed by law for conducting county and state elections and the numbers and locations of the polling places and the persons who shall conduct said election shall be the same as for county and state elections, all as respectively designated and prescribed by the county election board for Oklahoma County, Canadian County, Pottawatomie County and Cleveland County, in accordance with the laws of the State of Oklahoma.

7. The officers conducting said election shall also act as counters and certify the results thereof as required by law.

WITNESS my hand as Mayor of The City of Oklahoma City, Oklahoma, and the Seal of said City, both affixed hereto in said City on the 2 day of October, 2007.

James D. Couch
City Clerk

Michael A. ...
Mayor

James D. Couch
City Clerk

Reviewed for form and legality this 2 day of October, 2007.

James D. Couch
Assistant Municipal Counselor



G.O. Bonds

- Bonds are sold each year to make capital improvements for things like streets, bridges, traffic, drainage, parks, fire, police, libraries, facilities, transit and economic development
- Bonds are repaid over 20 years
- Bonds are repaid through property taxes



2017 Bond Program

Estimated range of the 2017 bond program
\$400 million - \$1.4 billion

- Factors influencing the amount of the bond program
- The term of the bond program
 - The property tax rate



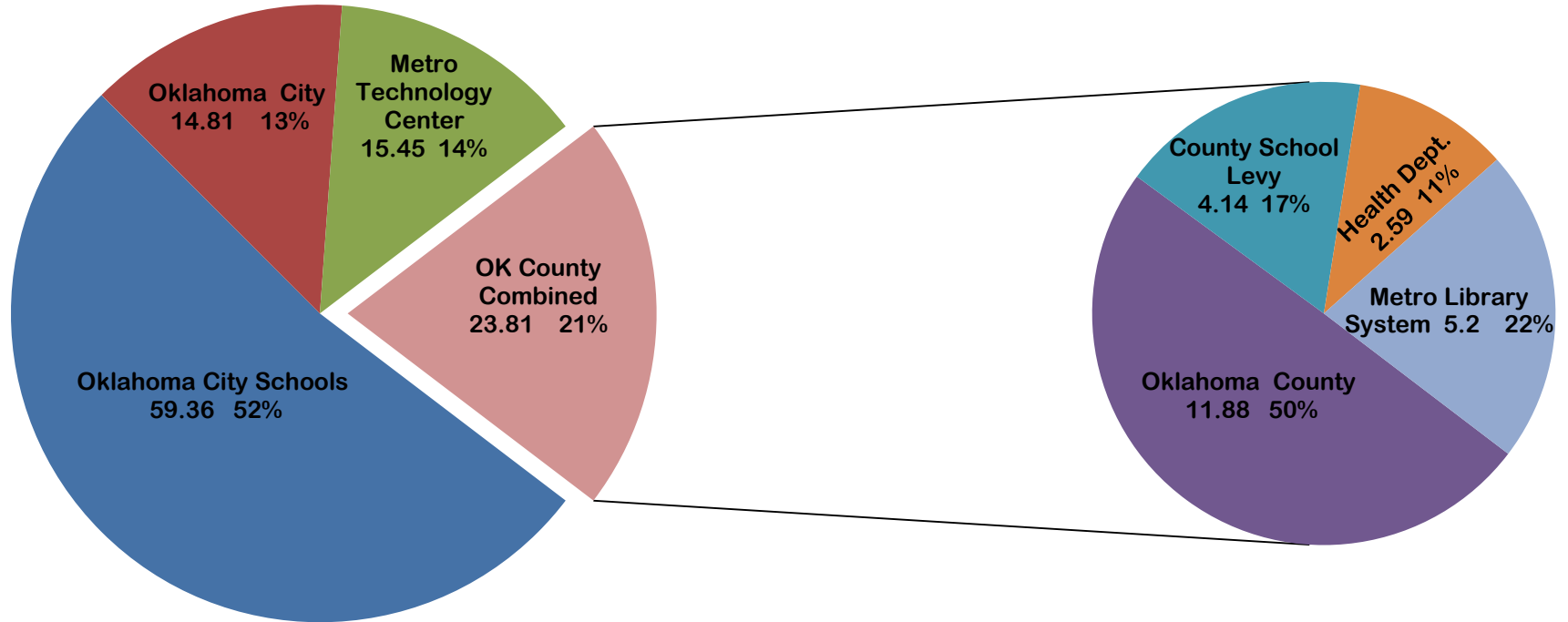
2017 GO Bond Program

Potential Size of Bond Program (in millions)

	16 mills	18 mills	20 mills
5 years	\$410	\$530	\$650
7 years	\$615	\$785	\$945
10 years	\$940	\$1,180	\$1,395



OK County Ad Valorem Tax Levies



Total Mill Levy - 113.43

Assuming taxable property is located in OKC, Oklahoma City School District, Metropolitan Technology Center District and Oklahoma County.



City Property Tax Rate

Impact of increase in tax rate

Assessed Value of Home	\$150,000
City Share of Property Tax at 16 mills	\$248
City Share of Property Tax at 18 mills	\$279
City Share of Property Tax at 20 mills	\$310



Total Property Tax Rate

Impact of increase in tax rate

Assessed Value of Home	\$150,000
Total Property Tax (OKC 16 mills)	\$1,777
Total Property Tax (OKC 18 mills)	\$1,808
Total Property Tax (OKC 20 mills)	\$1,839

Assuming taxable property is located in OKC, Oklahoma City School District, Metropolitan Technology Center District and Oklahoma County.



1989 GO Bond Proposition

Streets, Bridges, Traffic	\$106,475,000	Passed
Drainage	\$47,265,000	Passed
Parks	\$12,395,000	Failed
Libraries, Arts, Heritage	\$25,915,000	Failed
Museum		
Total Submitted	\$192,050,000	
Total Approved	\$153,740,000	



1995 GO Bond Proposition

Streets	\$69,450,000	Passed
Bridges	\$23,700,000	Passed
Traffic Control	\$6,955,000	Passed
Drainage	\$74,040,000	Passed
Parks	\$20,250,000	Passed
New Parks	\$12,350,000	Passed
Municipal Services Facilities	\$12,000,000	Passed
Animal Welfare Facilities	\$2,000,000	Passed
Total Approved	\$220,745,000	



2000 GO Bond Proposition

Streets	\$192,150,000	Passed
Bridges	\$27,800,000	Passed
Traffic Control	\$7,600,000	Passed
Drainage	\$40,000,000	Passed
Parks	\$45,455,000	Passed
Fire	\$6,550,000	Passed
Police	\$5,100,000	Passed
Animal Welfare	\$2,150,000	Passed
Libraries	\$13,600,000	Passed
Total Approved	\$340,405,000	



2007 GO Bond Proposition

Streets	\$497,490,000	Passed
Bridges	\$19,760,000	Passed
Traffic Control	\$23,590,000	Passed
Drainage	\$32,855,000	Passed
Parks	\$89,755,000	Passed
Fire	\$15,000,000	Passed
Police	\$41,200,000	Passed
Libraries	\$12,845,000	Passed
Maintenance Facilities	\$20,165,000	Passed
Transit	\$7,840,000	Passed
Economic Development	\$75,000,000	Passed
Total Approved	\$835,500,000	

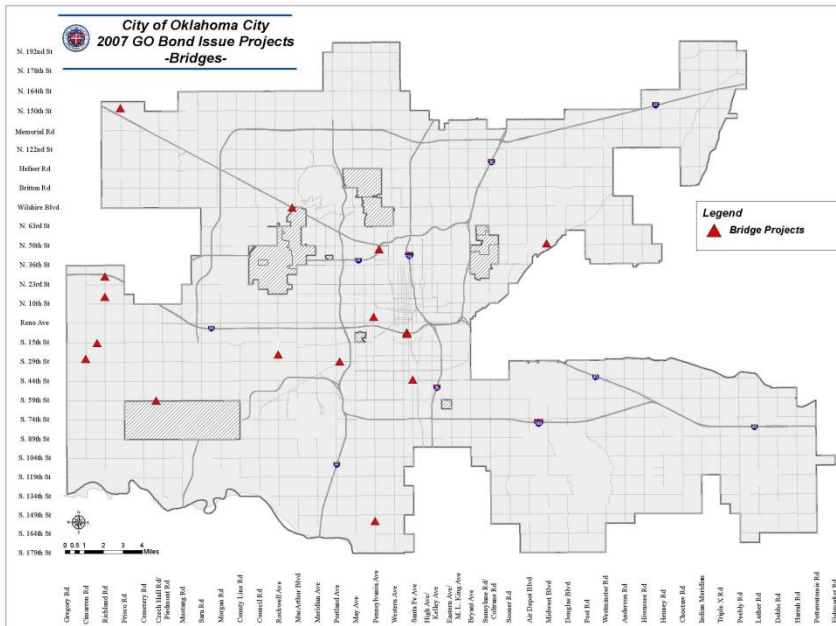


2007 Bond Election \$835.5 million

- Streets
- Bridges
- Traffic
- Drainage
- Parks
- Police
- Fire
- Libraries
- Facilities
- Transit
- Economic Development



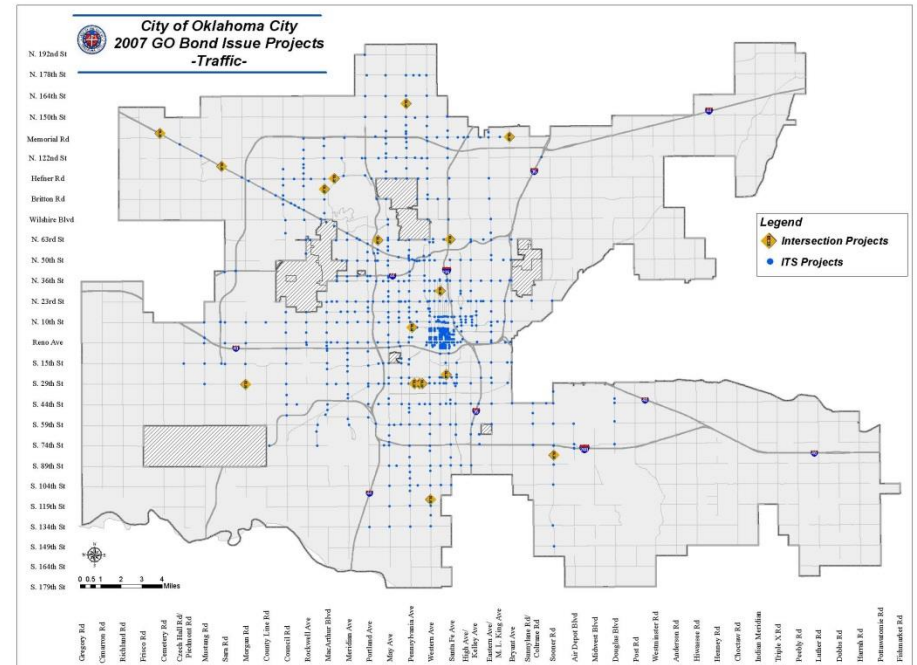
Proposition 2 - Bridges



\$19.7 million

- Includes rehab, rebuild and improvements.
- Replaces or repairs bridges.

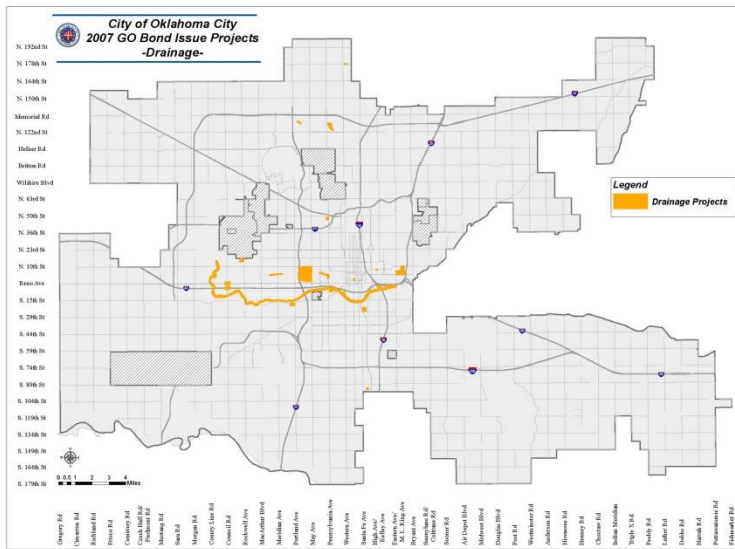
Proposition 3 - Traffic



\$23.5 million

- Traffic signal synchronization. (18 corridors)
- Improves highest-rated intersections with collision statistics. (16 locations)

Proposition 4 - Drainage



\$32.8 million

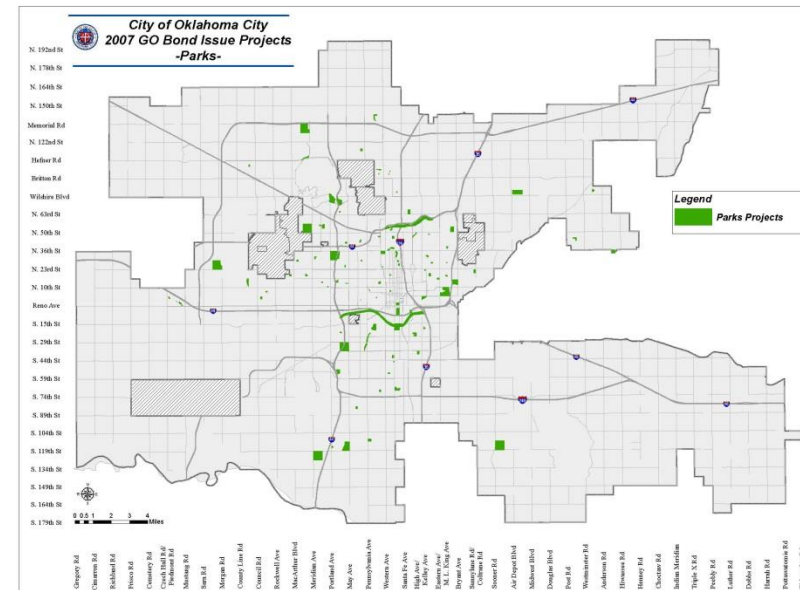
- Improves areas with drainage problems.
- New projects discovered during the 2007 spring – summer rains.
- Improves the water quality of rainfall runoff.



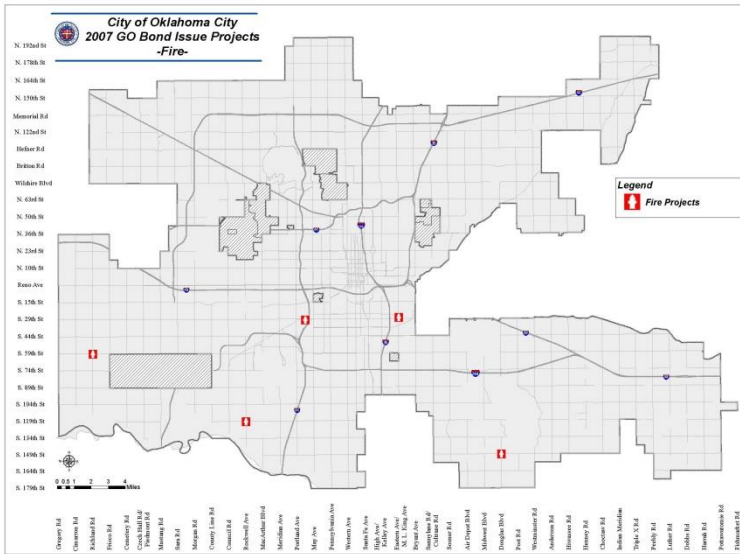
Proposition 5 - Parks

\$89.8 million

- 14 new playgrounds
- 8 basketball courts
- 47 walking paths
- 2 new parks
- Improvements to 13 community centers
- Myriad Botanical Gardens updates



Proposition 6 - Fire



\$12.3 million

New/Replacement Fire Stations

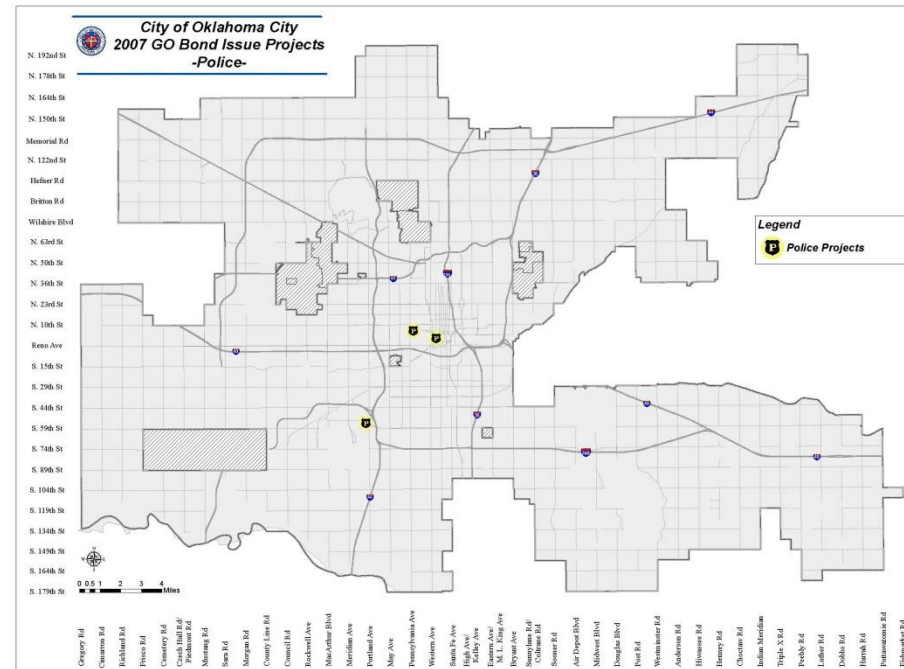
- SE 149th and Douglas
- SW 104th & Council
- SW 59th and Richland
- 3240 SW 29th
- 2812 S Eastern



Proposition 7 Police

\$41.2 million

- Police Headquarters
- Municipal Courts Building
- Southwest Briefing Station
- Public Inebriate Facility

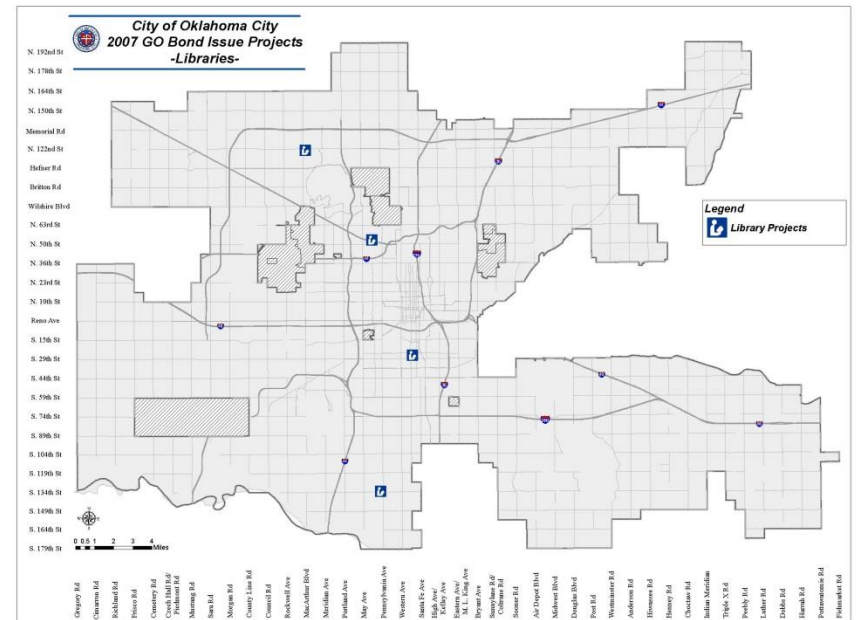




Proposition 8 Libraries

\$12.8 million

- Capitol Hill Library
- Belle Isle Library
- Northwest Library
- Southwest Library





Proposition 9 Facilities

\$20.1 million

- Central Maintenance Facility Expansion





Proposition 10 Transit

\$7.8 million

- Bus Replacement
- Oklahoma River Trolley/Buses
- May Avenue Facility Repairs





Proposition 11

Economic Development

Creates local economic development incentive fund:

Incentives can assist with providing a site, making improvements to the site, constructing facilities or purchasing equipment

\$75 million

Fund governed by four characteristics:

- Create High Quality Jobs

- Accountability

- Criteria Based

- Performance Based



Current Projects

- \$70 million in new contracts annually.
- 2007 bond program is approximately 50% complete with a number of projects currently underway, and other projects in design and proceeding into construction.
- All 2007 bond program projects expected to be completed or in construction by 2019.



2017 Bond Election

- Streets
- Bridges
- Traffic
- Drainage
- Parks
- Police
- Fire
- Libraries
- Facilities
- Transit
- Economic Development
- Sidewalks

2017 GENERAL OBLIGATION BOND PROGRAM IMPLEMENTATION PLAN

The City of OKLAHOMA CITY



Streets, Traffic & Bridges

Improving street conditions in our growing community is a top priority for Oklahoma City residents. Substantial, continuous investment is needed to reach our goals, and bond programs provide the vast majority of funding.

Needs

- Complete street reconstruction.
- Street resurfacing.
- Retrofitting streets for safer walking and biking.
- Street widening.
- Rehabilitated and new or replaced bridges.
- New turn lanes at intersections.
- New traffic signals with accessible pedestrian signals.
- Travel time data collection system.

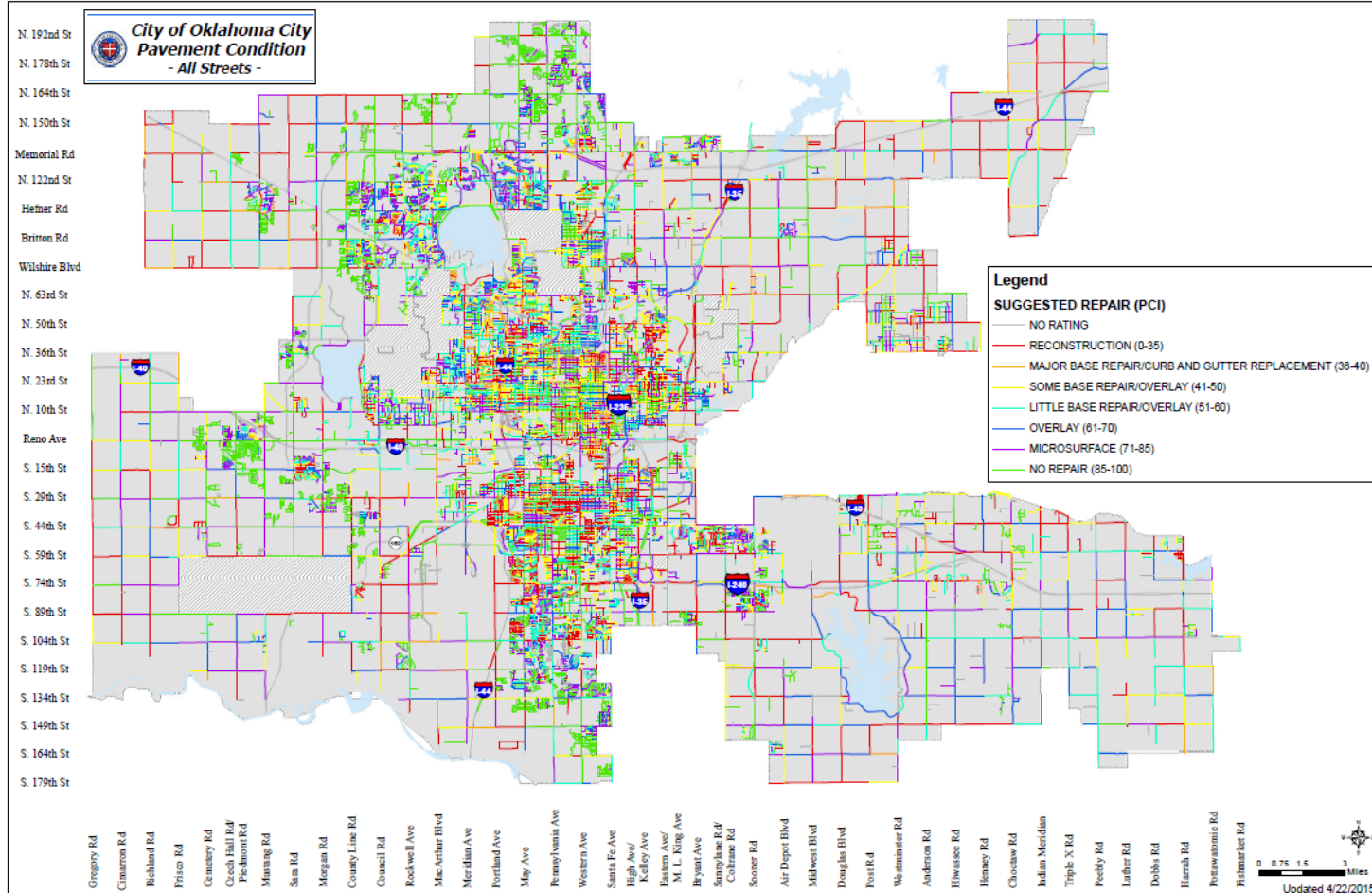
Community Benefits

- Smoother streets to reduce wear and tear on vehicles.
- Safer streets for all drivers, cyclists and pedestrians.
- Safer intersections.
- Better traffic flow.
- Reduced congestion and air pollution.



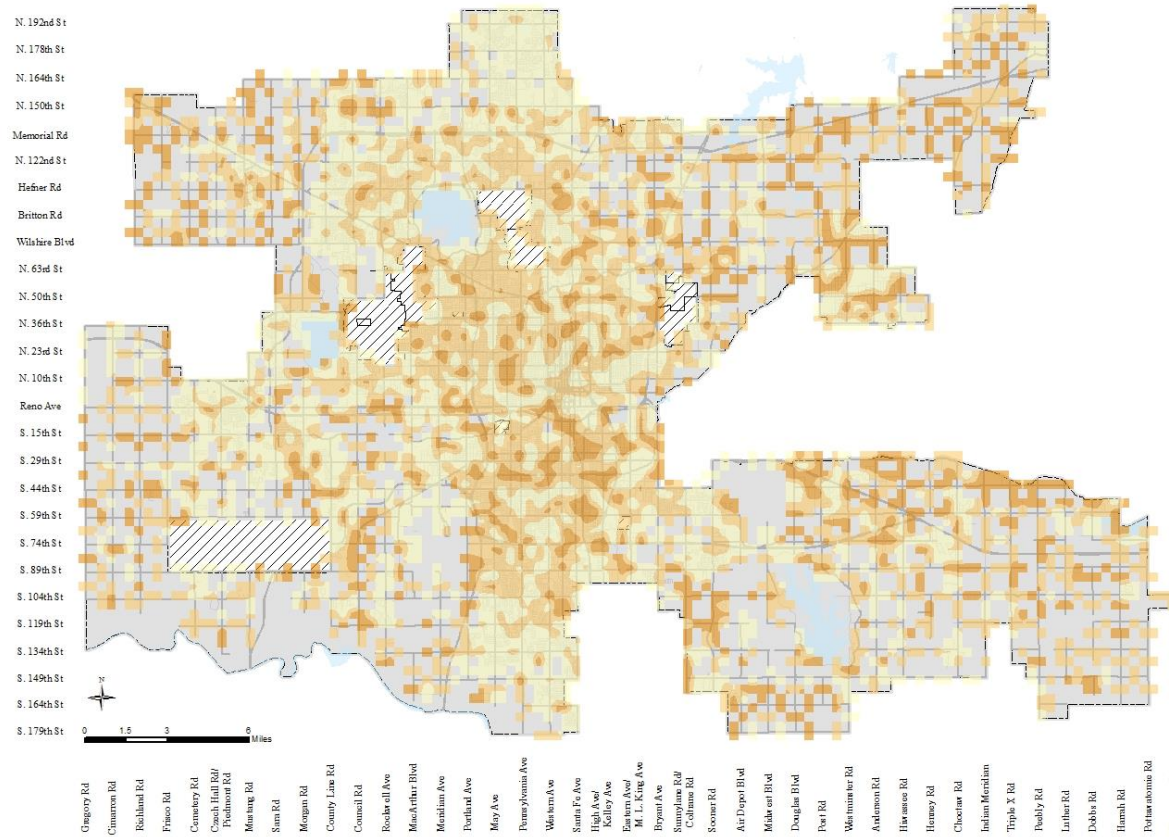
Streets

Pavement Condition Index (PCI) Map



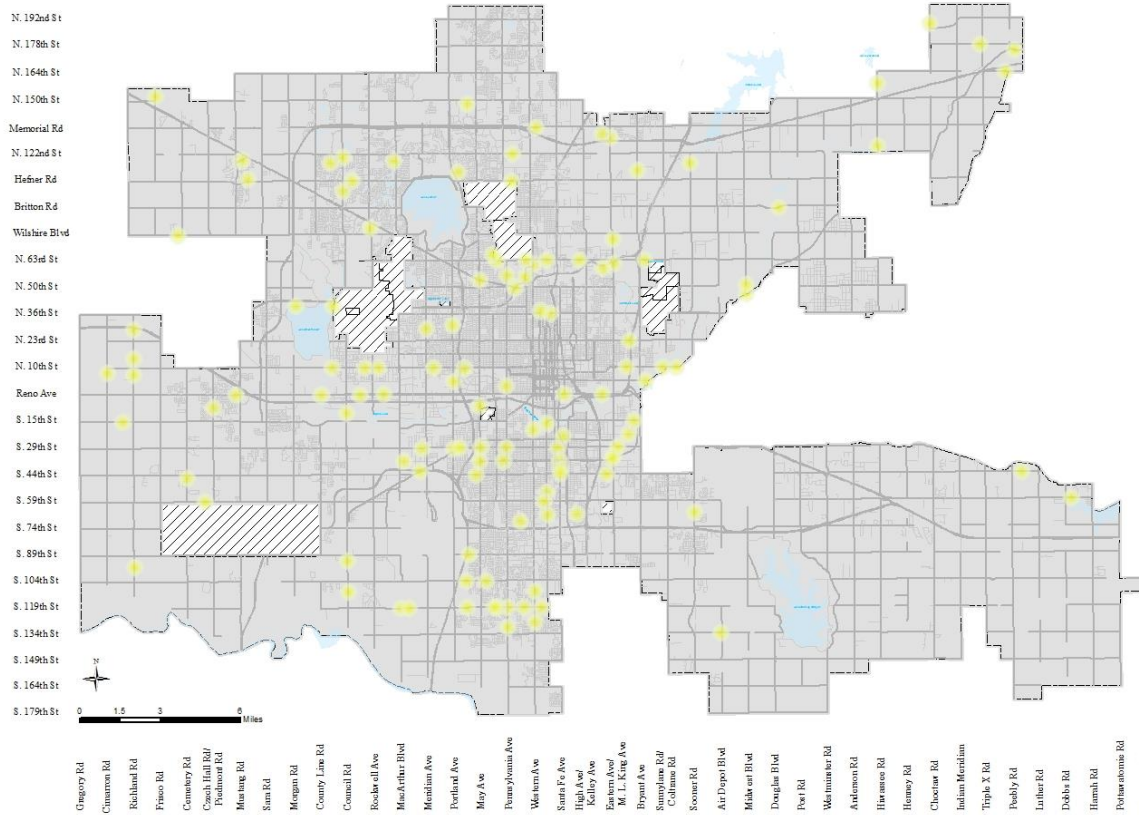


Streets Map





Bridges Map





Drainage

Flood prevention starts with a good drainage system, especially during heavy downpours in Oklahoma thunderstorms. Bonds pay for what's needed to build and repair it.

Needs

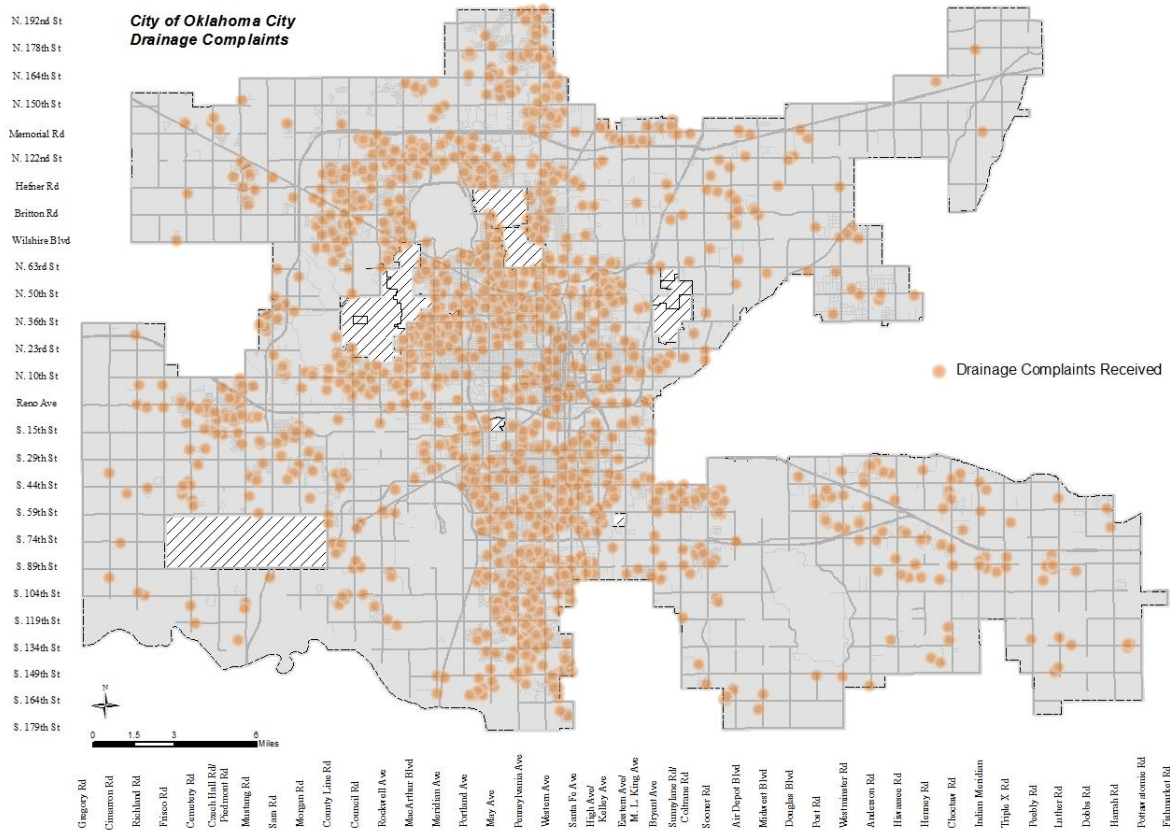
- New and replacement drainage pipes.
- Repairs for seven detention pond dams.
- Detention ponds.
- Storm sewer repairs.
- Equipment and technology upgrades.

Community Benefits

- Flood prevention saves lives.
- Clear streets during and after storms for emergency responders.
- Prevents costly flood damage.
- Helps compliance with National Flood Insurance Program regulatory requirements.
- Improves quality of water draining to natural waterways.



Drainage Complaint Map





Police & Fire Facilities

Resources for Oklahoma City's police officers and firefighters need to keep pace with our community's growth. Bonds can fund the facility upgrades they need to provide the service residents deserve.

Needs

- Police & Fire Training Center.
- Expanded and renovated Springlake and Hefner Division police stations.
- New Helicopter Unit location.
- Garage for specialized vehicles.
- New and renovated fire stations.

Community Benefits

- Better training for life-saving services.
- Replacement of outdated, expensive-to-maintain facilities.
- Maintains good emergency response times.
- Protection of expensive public equipment.



Parks

Investing in Oklahoma City's parks system helps improve local health, wellness and quality of life. Priorities for the 2017 Bond Election will make our parks more accessible and responsive to our expanding community and will improve the lifestyles of all residents.

Needs

- New parks in growing areas.
- Repairs and upgrades to preserve historical parks and park buildings.
- Wayfinding signage and amenities on 90 miles of trails.
- Improved and new facilities for economic growth and development.
- More amenities for youth education, activities and athletics.

Community Benefits

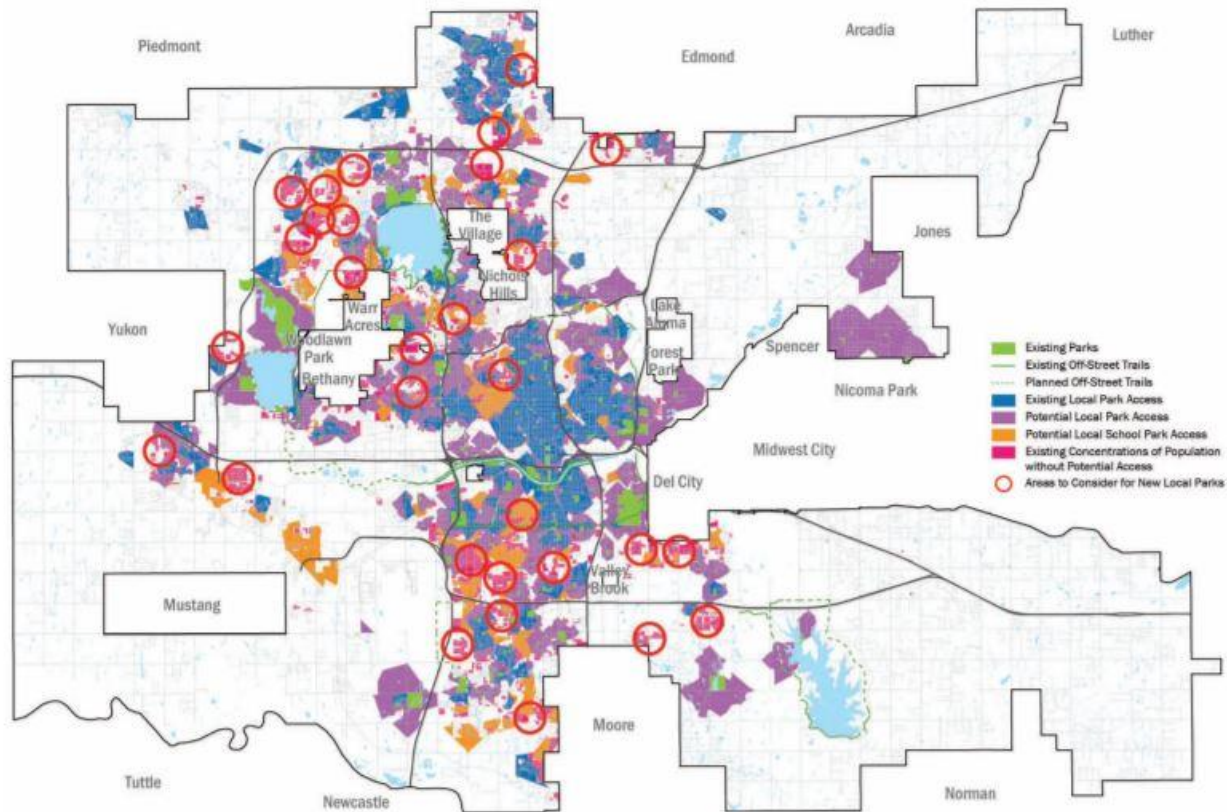
- Promotes an active lifestyle outdoors.
- Encourages exercise and physical fitness for the entire community.
- More parks for more people.
- Modernization and cost savings.
- Easy-to-navigate trail network.



Parks

LOCAL PARK SERVICE

Areas of Oklahoma City currently or potentially well-served by local parks.





Sidewalks, Bike Lanes & Trails

Bonds pay for new or rebuilt sidewalks, bike lanes and trails. Safe options for pedestrians and cyclists promote active lifestyles and boost the economy.

Needs

- New sidewalks connecting neighborhoods to schools, parks, transit stops, shops and restaurants.
- Safe crossings connecting sidewalks and trails across highways, rivers and streams.
- Upgraded bike routes.
- New bike lanes, including protected bike lanes.
- New trails for both transportation and recreation.

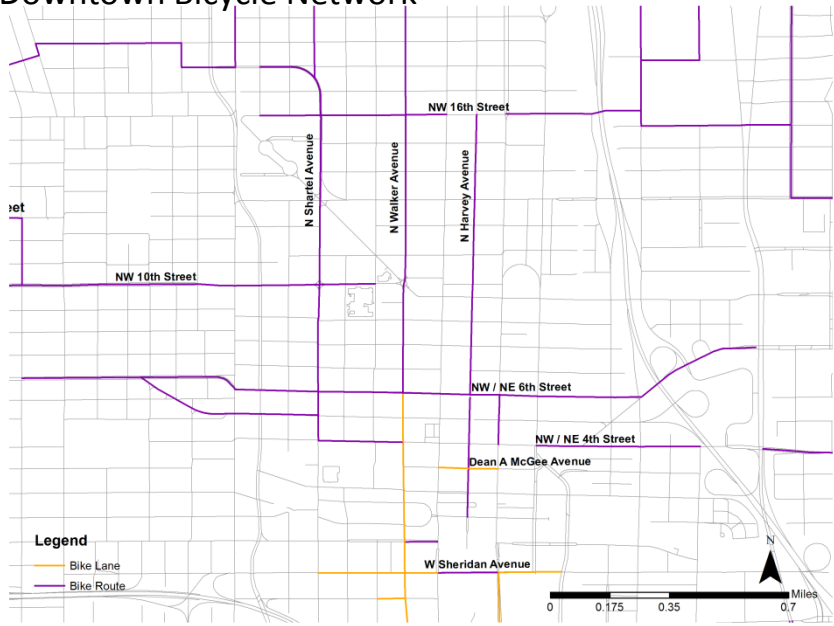
Community Benefits

- Easier to live an active lifestyle.
- A City that works for all pedestrians, including people with disabilities or people who don't own a car.
- Better and safer connections from neighborhoods to schools, parks, shopping, dining, trails and more.
- More bike and transit commuting means less traffic.

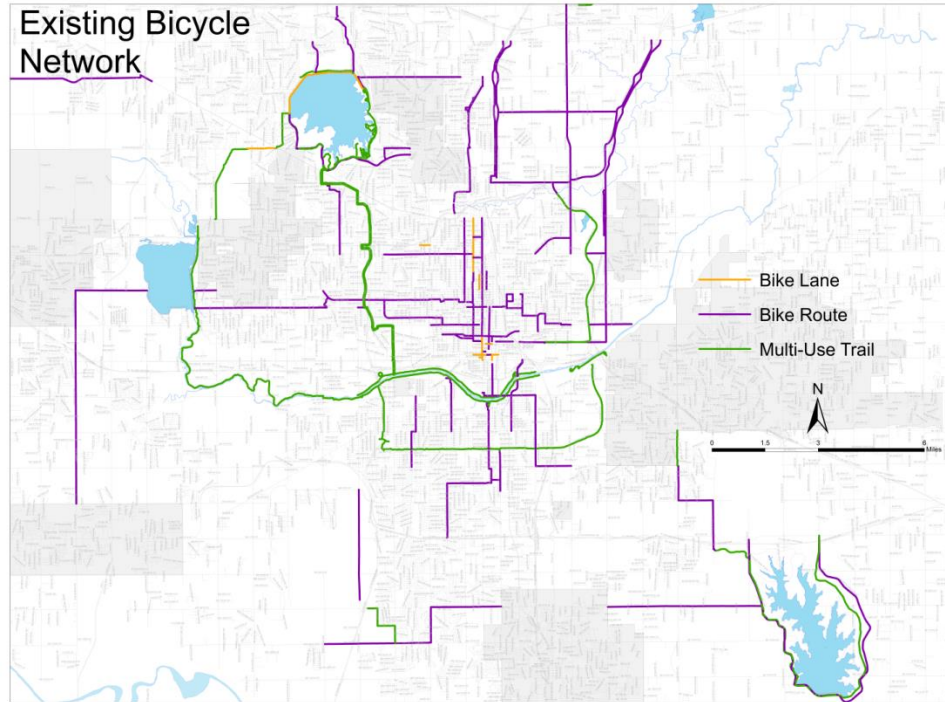


Sidewalks, Bike Lanes & Trails

Downtown Bicycle Network



Existing Bicycle Network





Transit

Investing in public transit drives growth, attracts development and connects residents with job opportunities and essential services. The right priorities for the 2017 Bond Election will help steer funding where it helps the most.

Needs

- Benches and shelters for transit stops.
- Sidewalk connections & ramps for transit stops.
- Pedestrian signals at intersections near stops.
- Bus fleet replacement and expansion.
- Bike share expansion.
- Park-and-ride parking lots.
- Facility modernization.
- River ferry transit landings.

Community Benefits

- Sidewalk connections and ADA upgrades to more transit stops.
- New and enhanced transit options for residents and workers.
- Safer, more comfortable transit stops.
- More efficient and more reliable buses.
- Improved air quality.
- Better flow of traffic.



Economic Development

Investment in job creation incentives and redevelopment boosts Oklahoma City's economy and helps employers thrive. Finding the right priorities for targeted bond investments can make it happen.

Needs

- Incentives for new jobs with good wages.
- Incentives that diversify and stabilize our local economy.
- Support for expanding and new local employers.
- Redevelopment and revitalization incentives.

Community Benefits

- Growing employment base.
- More resilient, diversified local economy.
- Keeping Oklahoma City's employers competitive in the global marketplace.



City Facilities & Libraries

As an Oklahoma City resident and taxpayer, you're a part-owner of dozens of buildings large and small. Projects included in the 2017 Bond Election can address the top priorities for our civic buildings.

Needs

- Upgrades and maintenance for public sports and entertainment facilities: Chickasaw Bricktown Ballpark, Chesapeake Energy Arena, Civic Center Music Hall, USA Softball Hall of Fame Complex, Cox Convention Center and Bricktown Canal.
- Renovations and repairs for the Almonte Library, Ronald J. Norick Downtown Library and Ralph Ellison Library.
- A new library.

Community Benefits

- Extends the life of public buildings.
- Preserves and enhances buildings that stimulate economic activity.
- Encourages nearby private development.
- Better access to information and technology for everyone at libraries.
- Enhances quality of life by promoting the arts, sports and entertainment.



Draft Project List

City of Oklahoma City - 2017 Bond Issue Project List		Monday, December 05, 2016	
Streets	Residential Resurfacing	Drainage Control	Drainage Control
Resurfacing, repair or rehabilitation of streets including milling, asphalt overlay, concrete crack sealing improvements, signage and pavement markings.		Constructing, repairing, or improving storm sewer infrastructure such as underground pipes, detention ponds, dams, and channels for the purpose of preventing flood damage. Work may require right-of-way or property acquisition, engineering, utility relocation, and landscaping.	
Location		Location	
Area Bound by SE 59		West of NW 63 and NW 63rd St & I	
In the vicinity of SW		12304 SW 6TH Ave and S. Cze	
The Landing - in the vicinity of		In the vicinity of Railroad. East c	
Turtle Lake - in the vicinity of		Location	
Area bound by West		0.6 Miles South of Reno and Council	
Area bound by I-240		0.5 Miles west of NW 10th St & N Council Rd	
Area bound by Penn		May Avenue Dr	
Area bound by West		East Bound NW	
Area bound by NW 5		0.6 Miles East c	
Area bound by High		West Bound NW	
Area bound by		NW 6th St and	
Area bound by Reno		530 feet South Douglas Blvd	
Area bound by NW		500 Feet West of the intersection 178th St & N T	
Area bound by SW 2		The Landing - in the vicinity of SE 104th St and	
Area bound by I-44, I		1100 Feet North Choctaw Rd & I	
Area bound by N Ma		Turtle Lake - in the vicinity of SE 149th St and	
Area bound by May		Area bound by Western, Broadway, Britton, and	
Area bound by NE 10		Area bound by I-240, SE 74th, Anderson and	
Area bound by N Por		Area bound by Pennsylvania, Western, SW 11	
Area bound by I-44, I		Area bound by Western, Pennsylvania, SW 44	
Area bound by NW 1		Area bound by NW 50th, I-44, May and Hefner	
Area bound by NW 3		Area bound by High, Santa Fe, SE Grand and S	
Area bound by NW 3 Blvd.		Area bound by May, Portland, SW 29th, and S	
Area bound by N Ma		Area bound by Reno, NW 10th, Pennsylvania and	
Area bound by Porta		Area bound by NW 23rd, NW 36th, Western, I-44	
Area bound by S Bry		Area bound by SW 29th, SW 44, I-44 and Pt	
Area bound by Class		Area bound by I-44, May Avenue, I-40 and SW 51	
Area bound by Meric		Area bound by N May, NW 63rd, City Limits, a	
		Area bound by May, Pennsylvania, SW 29th ar	
		Area bound by NE 10th, NE 23rd, I-235 and Ke	
		Area bound by N Portland, May, NW 10th and	
		Area bound by NW 10th, Reno, Pennsylvania a	
		Area bound by NW 39th, Pennsylvania, NW Es	
		Blvd.	
		Area bound by N May, Pennsylvania, NW 23rd and NW 36th St	
		Area bound by Portland, May, NW 63rd and Wilshire Blvd	
		Area bound by S Bryant, Sunnylane, SE 59th and SE 44th St	
		Area bound by Classen, NW 36th, I-235 and NW 50th St	
		Area bound by Meridian, Portland, Reno and NW 10th St	
		Skydance Bridge - 400 feet W Robinson Ave and W I-40 HW	
		Area bound by NW 39th, Pennsylvania, NW Epgwy and Classen Blvd.	
		Area bound by N May, Pennsylvania, NW 23rd and NW 36th St	
		Area bound by Portland, May, NW 63rd and Wilshire Blvd	
		Area bound by S Bryant, Sunnylane, SE 59th and SE 44th St	
		Area bound by Classen, NW 36th, I-235 and NW 50th St	
		Area bound by Meridian, Portland, Reno and NW 10th St	

- Draft list for each bond proposition.
- \$1.86B in projects (current).
- More than 850 projects included.
- Additional projects to be included following on-line surveys and GO Bond community workshops
- Final list to be developed in Spring 2017.



2007/2017 Comparison

Proposition	2007 Total Amount	2007 % of Total	2017 Total Amount	2017 % Range
Streets	\$497.5M	59.5%	\$500M	45-55%
Bridges	\$19.7M	2.4%	\$30M	2-4%
Traffic	\$23.5M	2.8%	\$30M	2-4%
Drainage	\$32.8M	3.9%	\$70M	6-8%
Parks	\$89.7M	10.7%	\$100M	9-11%
Police	\$41.2M	4.9%	\$30M	2-4%
Fire	\$15M	1.8%	\$30M	4-5%
Library	\$12.8M	1.5%	\$30M	2-4%
Facilities	\$20.1M	2.4%	\$55M	5-6%
Transit	\$7.8M	0.9%	\$20M	1-3%
GOLT	\$75M	9.0%	\$80M	7-9%
Sidewalks	0	0	\$25M	2-3%
Total	\$835.5M	100%	\$1B	100%



Wolcott

Alterra

Conti

planokc

planning for a healthy future

#OKCgo

Purposes of the plan

With a general purpose of

“guiding and **accomplishing a coordinated, adjusted, and harmonious development** of the municipality and its environs which will best promote in accordance with **present and future needs**”

Purposes of the plan

The plan shall include, among other things,

- adequate provision for **traffic**
- the promotion of **safety** from fire and other dangers
- the promotion of healthful and convenient distribution of **population**
- the promotion of good **civic design** and arrangement
- wise and efficient expenditure of **public funds**

Purposes of the plan

In preparation of the plan

“shall make **careful and comprehensive surveys and studies of present conditions and future growth** of the municipality and with due regard to its relation to neighboring territory.”

600,000 people live in Oklahoma City today.

300,000

People

&

170,000

Jobs

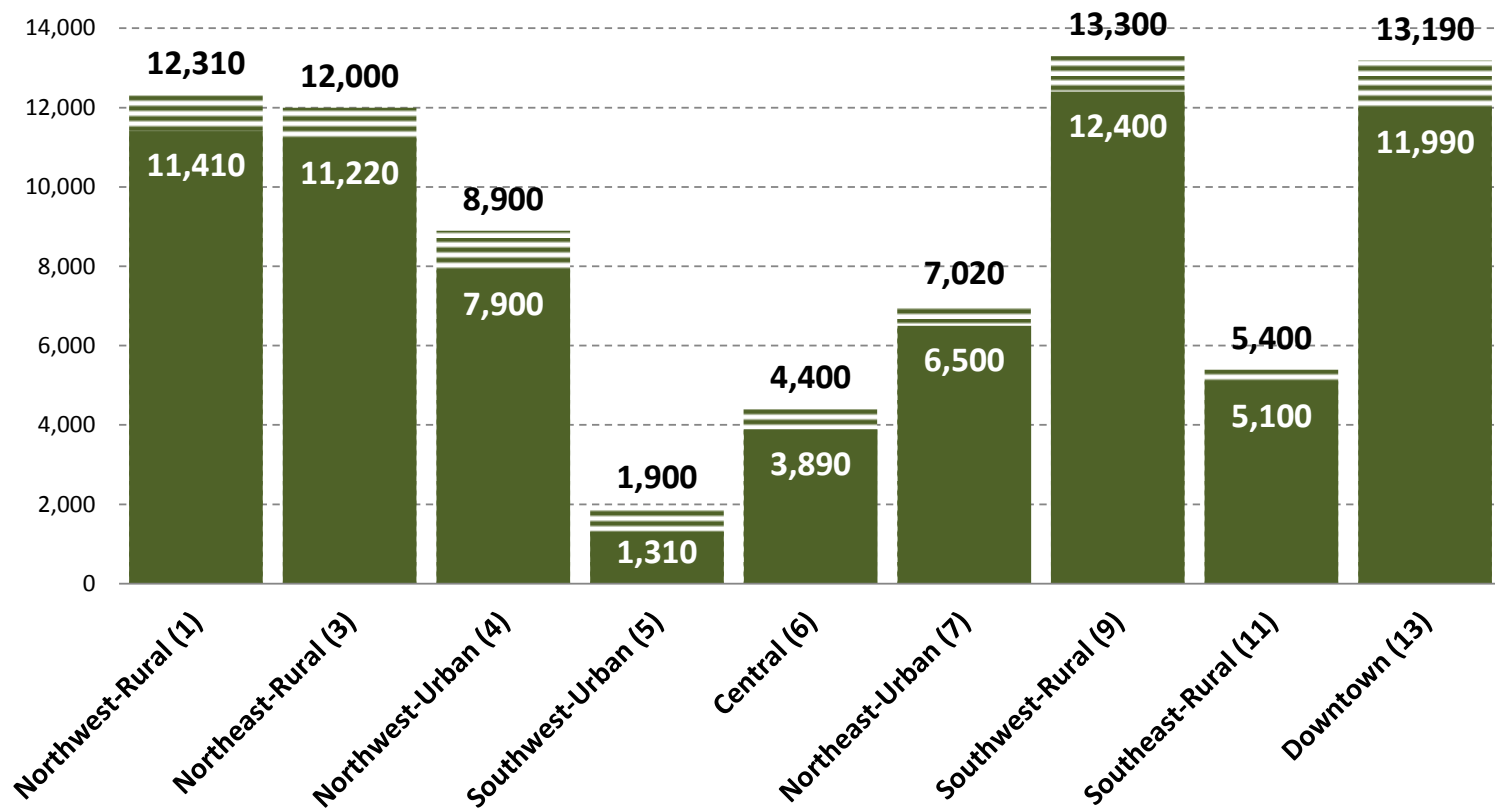
will be added to OKC by 2050. That is equivalent to adding
4 Edmonds or 3 Normans to our current population.

How should Oklahoma City grow?

Where will people live, work, play, and learn?
How will we get around?

Housing Demand Study

New Unit Demand Forecast (through 2030)



Source: Economic & Planning Systems

Housing Demand Study

Surveys

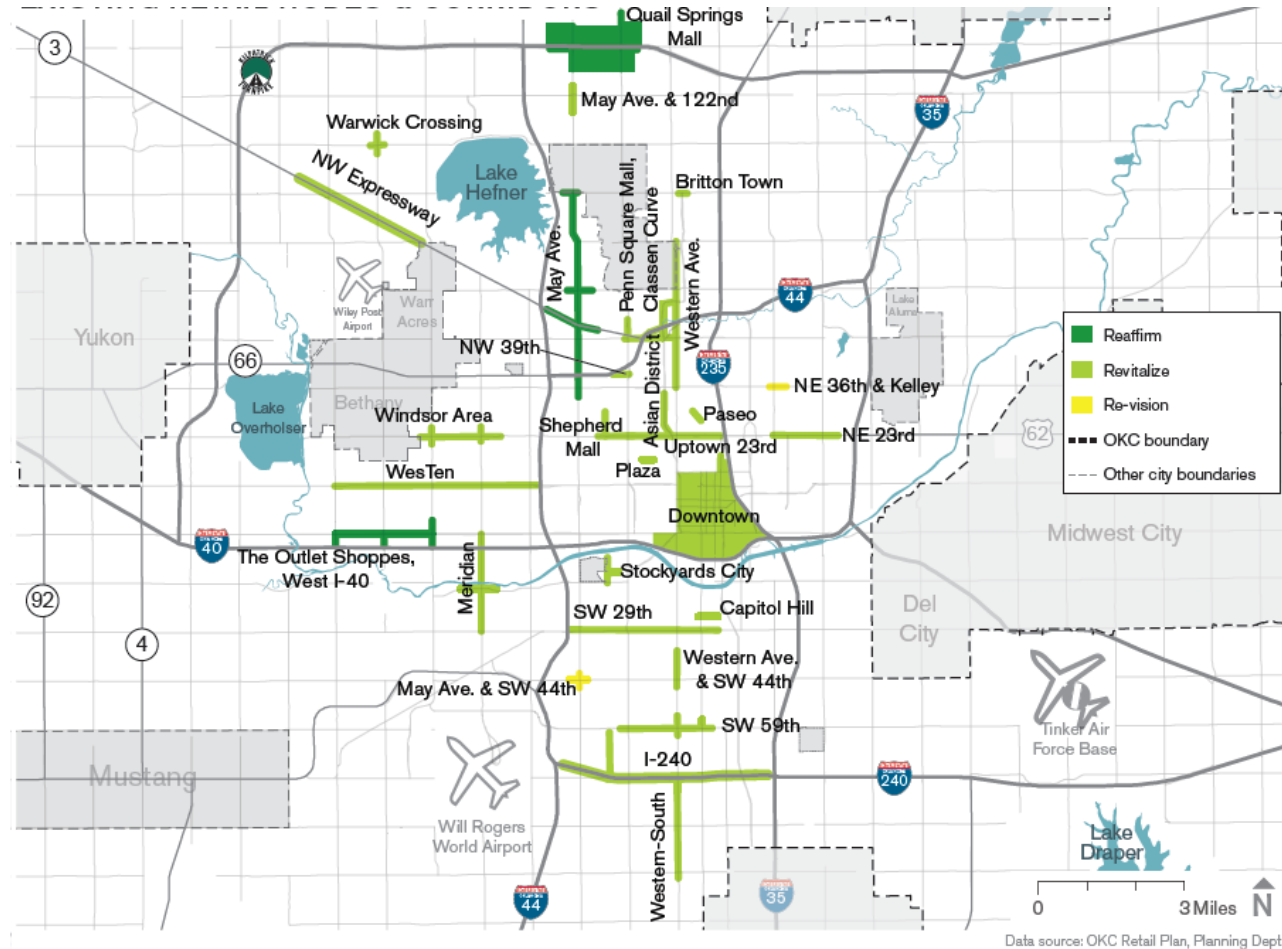
- If people will move in next 5-10 years, where and why
- Where people want to live (next move)
- What people valued and what would affect decisions

Infrastructure investments affect demand

- Well-designed sidewalks
- Improved sense of safety (i.e. police presence)
- Parks, trails, open space
- Transportation options

Retail Plan

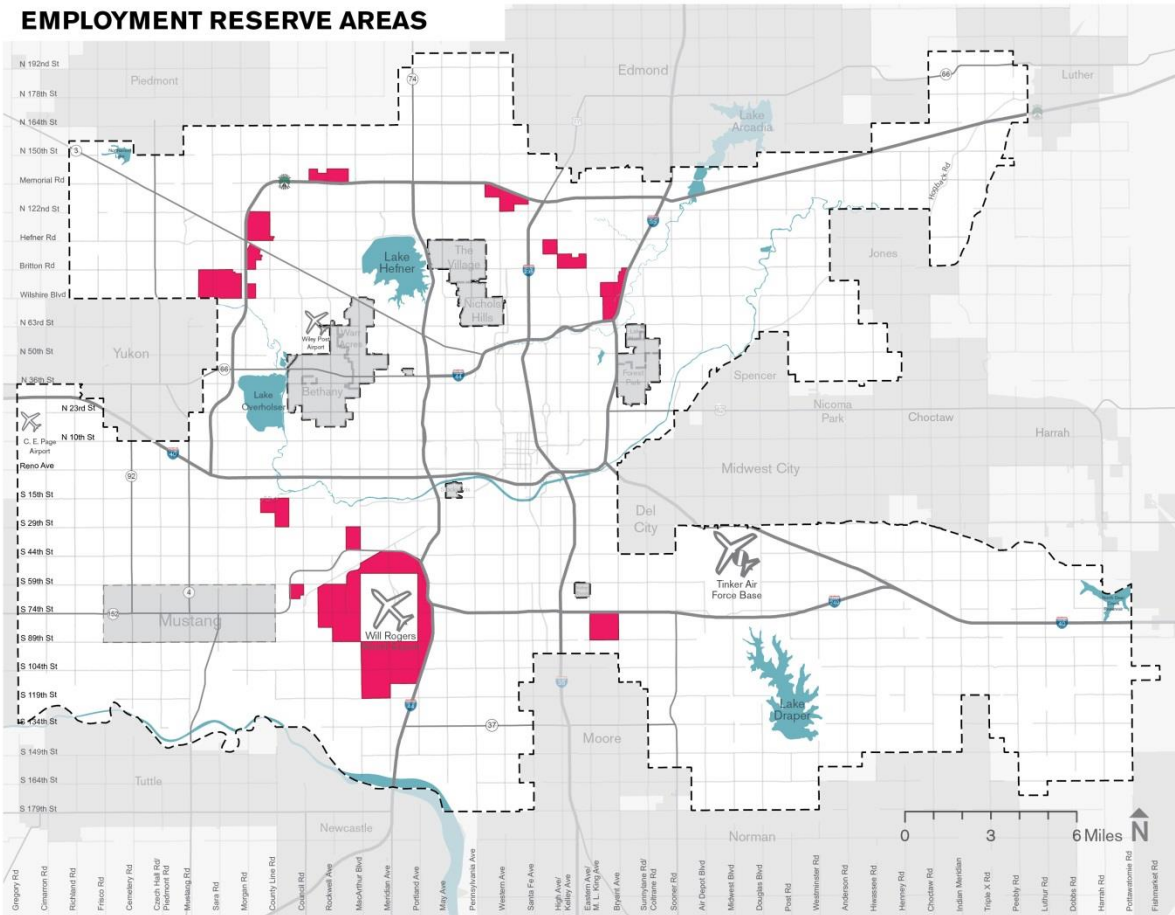
Infrastructure investments support success and revitalization of our retail nodes and corridors.



COMPREHENSIVE SURVEYS, STUDIES AND ANALYSES

Employment Lands Needs Assessment and Action Plan

Infrastructure investments support employment reserve areas.



Parks Master Plan

- Surveys
- Projected population growth
 - Neighborhood Parks
 - Regional Parks
 - Connections



Bicycle-Pedestrian Master Plan

bikewalkokc

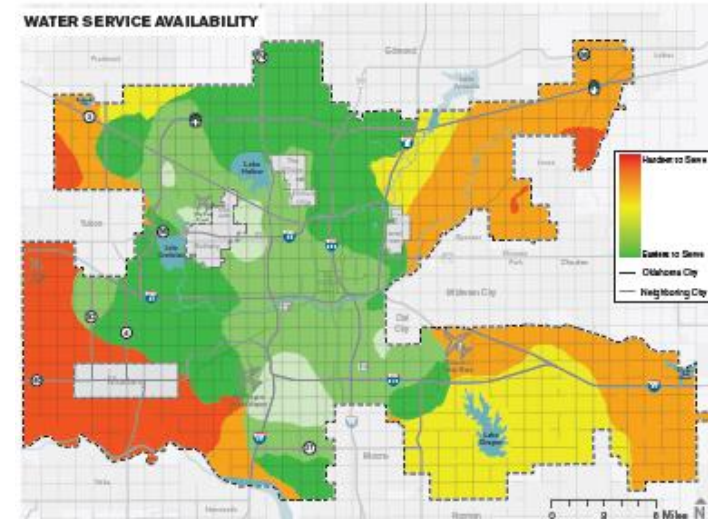
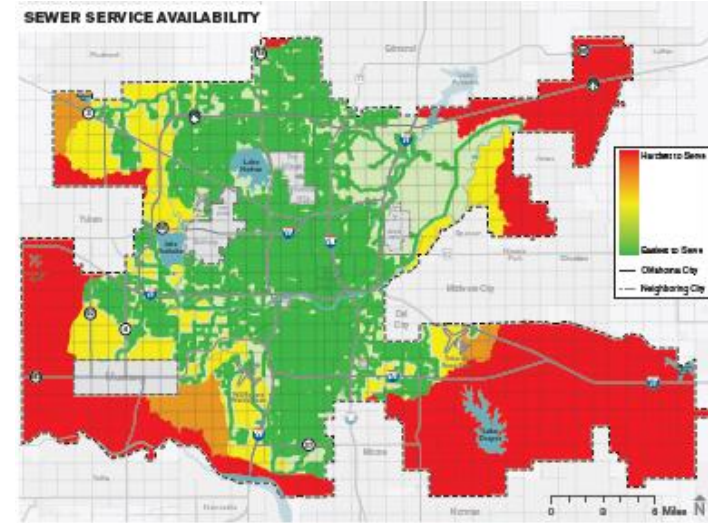
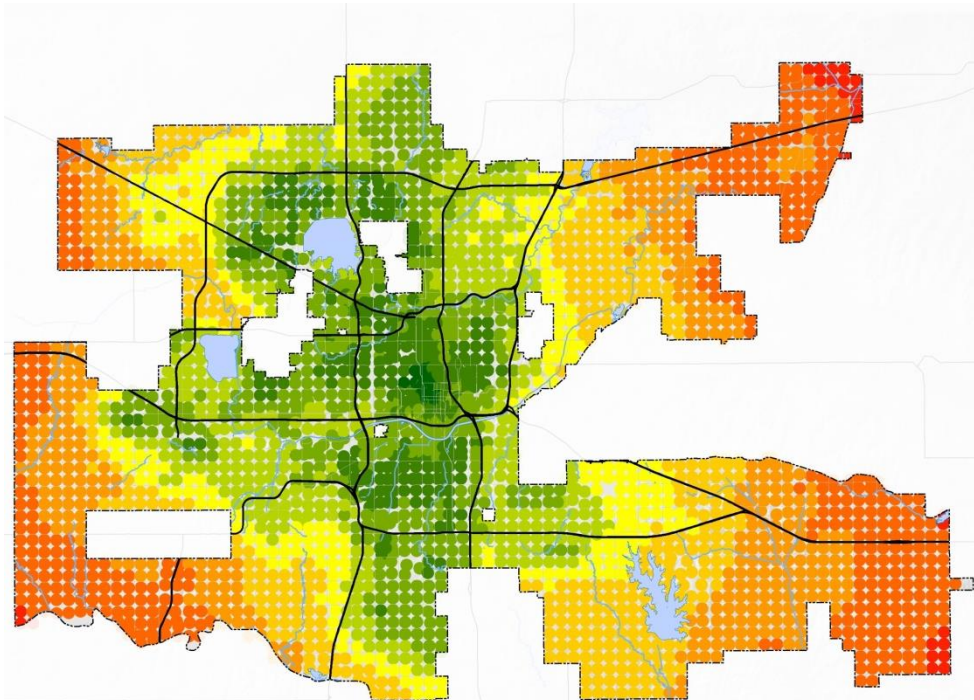
- Draft plan scheduled for adoption this winter.
- Identifies areas needing sidewalks and around **300** miles of bicycle and trail facilities.



COMPREHENSIVE SURVEYS, STUDIES AND ANALYSES

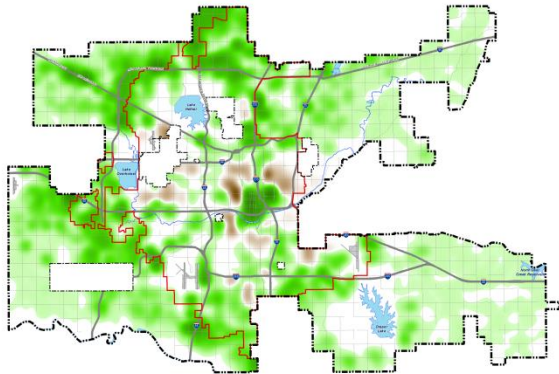
Service Efficiency Study

- Sewer
- Water
- Police & Fire

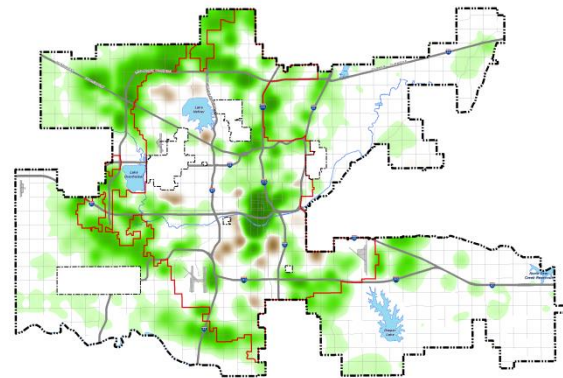


Growth Scenario Analysis

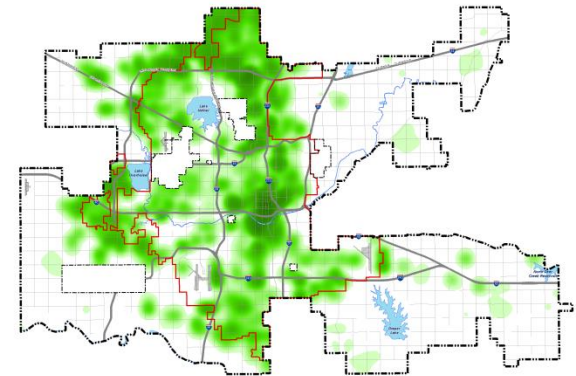
- Modeled 3 possible futures
 - A. Trend
 - B. Trend + Market + Efficiency
 - C. Market + Efficiency + Revitalization



A



B



C






COMPREHENSIVE SURVEYS, STUDIES AND ANALYSES

Growth Scenario Analysis

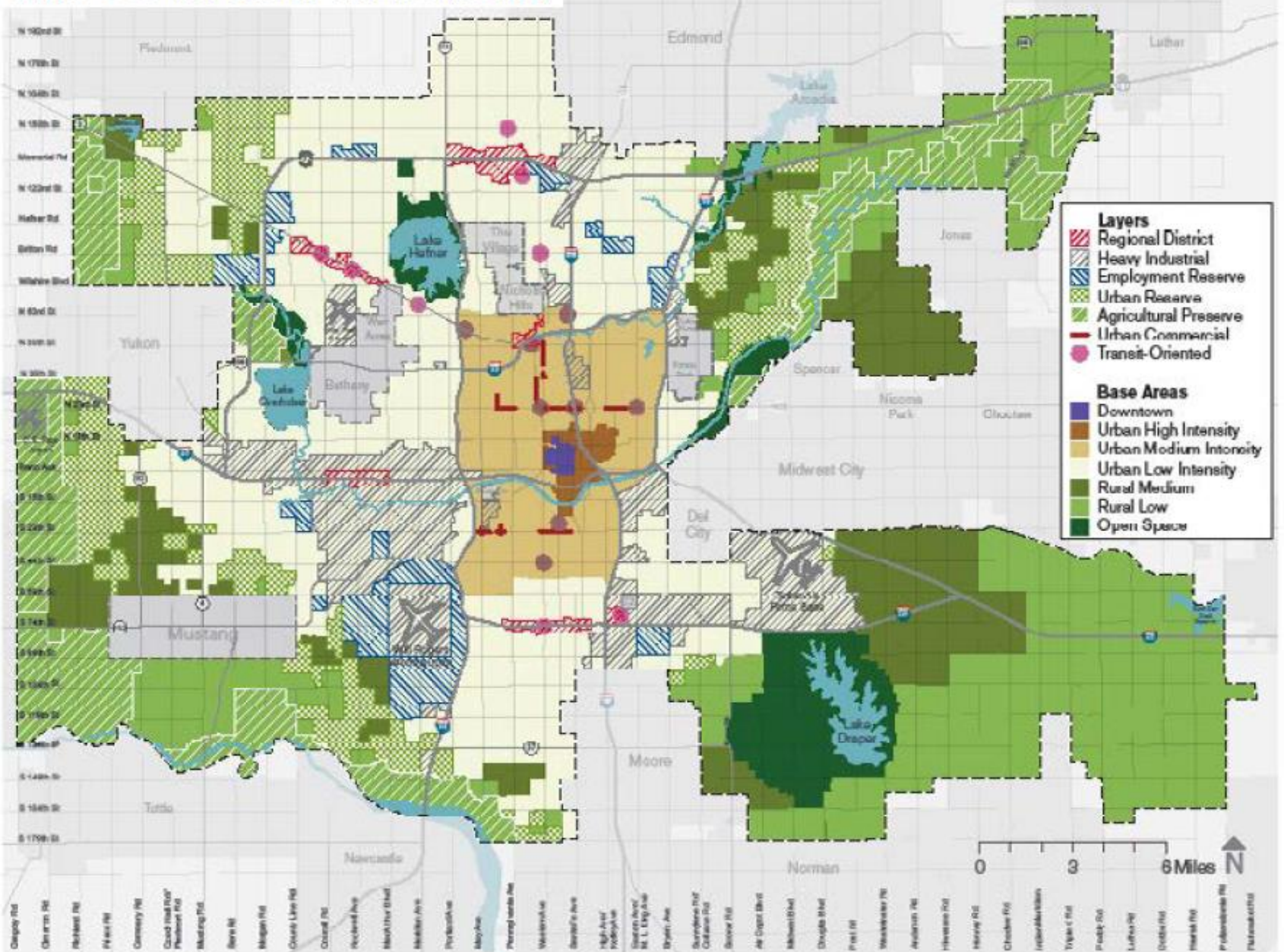
64% of residents support focusing City resources on developing areas where infrastructure already exists.

- planokc *Citizen Survey* (2013)

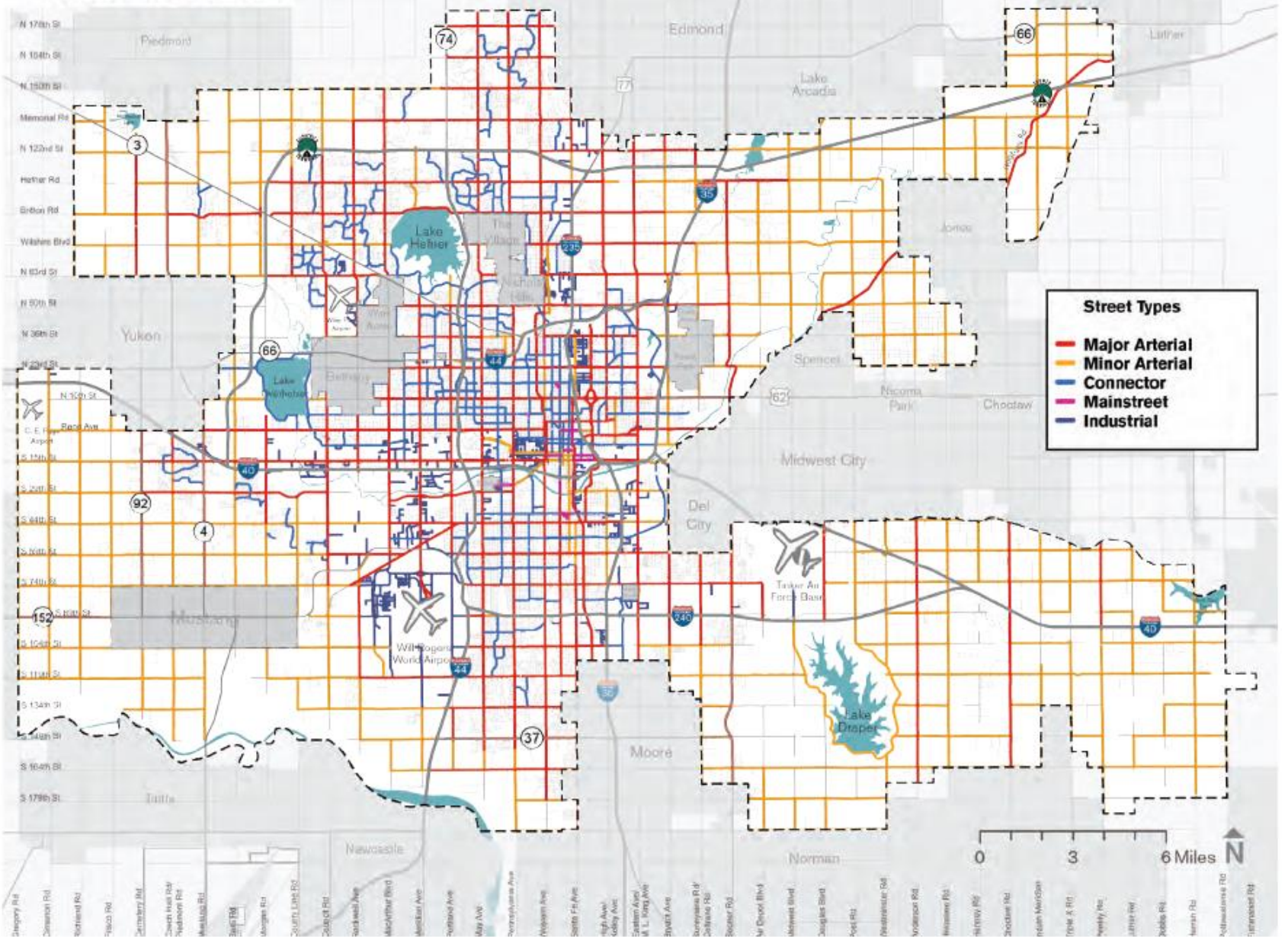
SCENARIO PERFORMANCE

	A	B	C
 CITY SERVICES AND INFRASTRUCTURE (ANNUAL IN MILLIONS)	353	305	271
  MORE/LESS AUTOMOBILE EXPENSE (PER HOUSEHOLD PER MONTH)	+36	6	-53
 MORE/LESS TIME SPENT IN VEHICLE (HOURS PER PERSON PER MONTH)	+0.75	-2	-5.5
 NEW DEVELOPED SQUARE MILES	195	139	76

LAND USE TYPOLOGY AREAS (LUTAs)



STREET TYPOLOGY



Infrastructure & Investment

Capital Improvements Planning

STEP 1: Need for Improvement

Based on analysis of infrastructure and facilities

- Streets
- Fire
- Parks
- Sidewalks & Trails

STEP 2: Priority of Investment

Offers considerations for prioritizing projects by

- Highest need
- Existing levels of service
- Greatest effect of potential projects
- Physical constraints

	CURRENT CONDITIONS	CRITERIA FOR PRIORITIZATION <small>(Ranked by Priority, 1 being highest priority)</small>
Fire	<p>The analysis of fire service need is illustrated on page 118. It includes the following categories:</p> <p>Green = Less than 300 seconds of travel time (target urban service level) from a station in an urban LUTA.</p> <p>Yellow = Less than 390 seconds of travel time (target rural service level) from a station.</p> <p>Red = Longer service times than urban or rural targets.</p>	<ol style="list-style-type: none"> 1. Coordination with other Primary Services – Prioritize expanding where fire service lags other urbanized services. 2. Urban Growth Areas – Prioritize areas designated for urban growth as defined by the land use plan. 3. Development Velocity – Prioritize areas where expansion of services will serve many potential new developments in the short-term as opposed to a single development.
Streets Capacity	<p>The analysis of street service is illustrated on page 119. It includes the following categories based on modeled existing traffic:</p> <p>Dark Green = Most unused existing capacity.</p> <p>Light Green = Progressively less extra capacity as the green lightens.</p> <p>Yellow = Small amounts of unused capacity.</p> <p>White = Undeveloped or rural areas where the scale and quality of street service is not well described by urban capacity measures.</p>	<ol style="list-style-type: none"> 1. “Easy” Fixes – Streets where only minor improvements are required to achieve necessary capacity improvements. 2. Network Impact – Prioritize streets that create the greatest improvement in overall connectivity and service to the largest number of people. 3. Development Responsive – Prioritize projects that create necessary capacity expansion in response to ongoing and planned development.
Parks	<p>The analysis of park need is illustrated on page 120. It includes the following consideration:</p> <ul style="list-style-type: none"> Any unserved population according to the Parks Master Plan. Weighted by the number of people a park in the area would serve. 	<ol style="list-style-type: none"> 1. Number of Households Served – Prioritize park construction by potential for serving the greatest number of currently unserved households.
Sidewalks	<p>The analysis of sidewalk need is illustrated on page 121. It includes the following considerations:</p> <ul style="list-style-type: none"> Any street in an urban LUTA How well the immediate areas is served by existing sidewalks 	<ol style="list-style-type: none"> 1. Responsive Populations – Area of low or moderate income households and proximity to existing transit system. 2. Connectivity to Schools and Parks – Prioritize opportunities to connect the existing sidewalk network to schools and parks. 3. Connectivity to Existing Networks – Prioritize locations that join existing networks. 4. Neighborhood Revitalization – Neighborhoods that are identified for revitalization. 5. Urban Commercial Districts – Established or emerging Urban Commercial districts that need pedestrian connectivity.
Streets Projects	<p>The analysis of street need is illustrated on page 122. It includes the following consideration:</p> <ul style="list-style-type: none"> Street additions or alterations based on current and planned Street Typology. 	<ol style="list-style-type: none"> 1. “Easy” Fixes – Streets where only minor improvements are required to achieve desired result. 2. Network Impact – Prioritize creating the greatest improvement in overall connectivity and service to the largest number of people. 3. Complete Streets – Prioritize projects that are likely to fill gaps thereby creating a more complete multi-modal network.

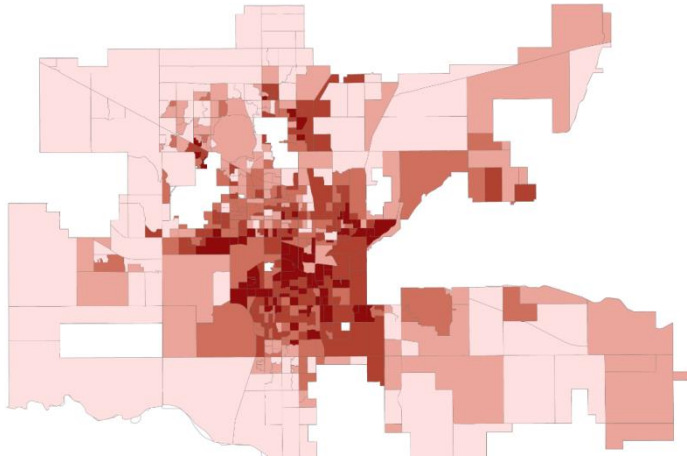
EXAMPLE: Sidewalks

Criteria

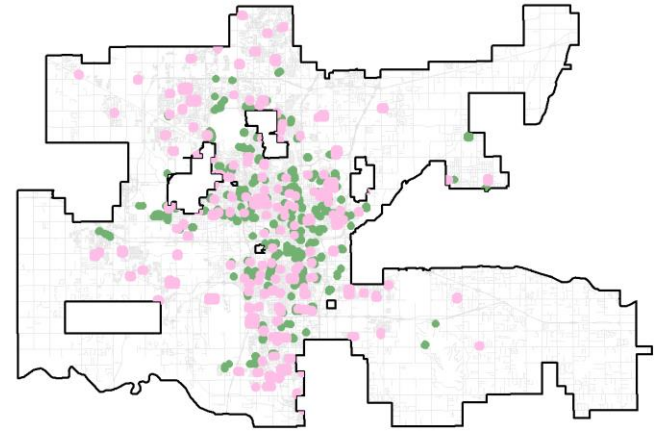
1. Responsive Populations
2. Connectivity to Schools & Parks
3. Connectivity to Existing Networks
4. Neighborhood Revitalization
5. Urban Commercial Districts



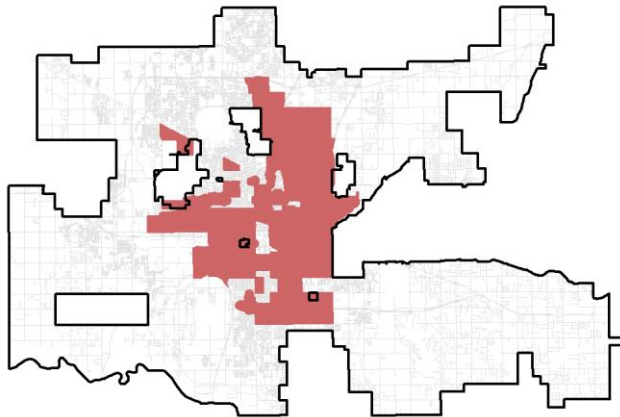
EXAMPLE: Sidewalks & GIS Mapping Tools



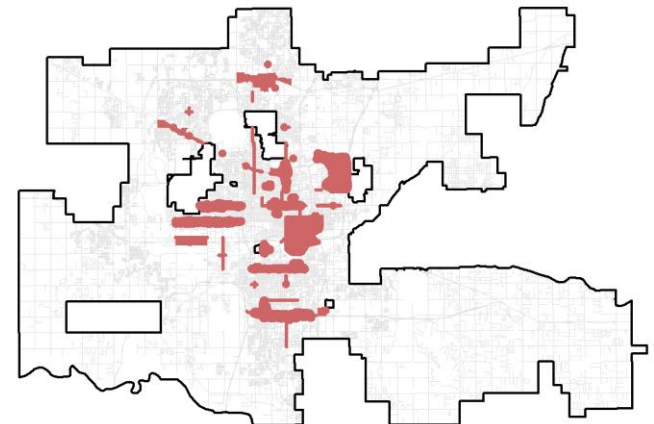
Low to Moderate Income or Transit Dependent Households



¼ mile from public parks and schools



Areas of existing or potential programs to support Neighborhood Revitalization



Organized commercial districts and retail and transit oriented districts



PUBLIC ENGAGEMENT PROCESS

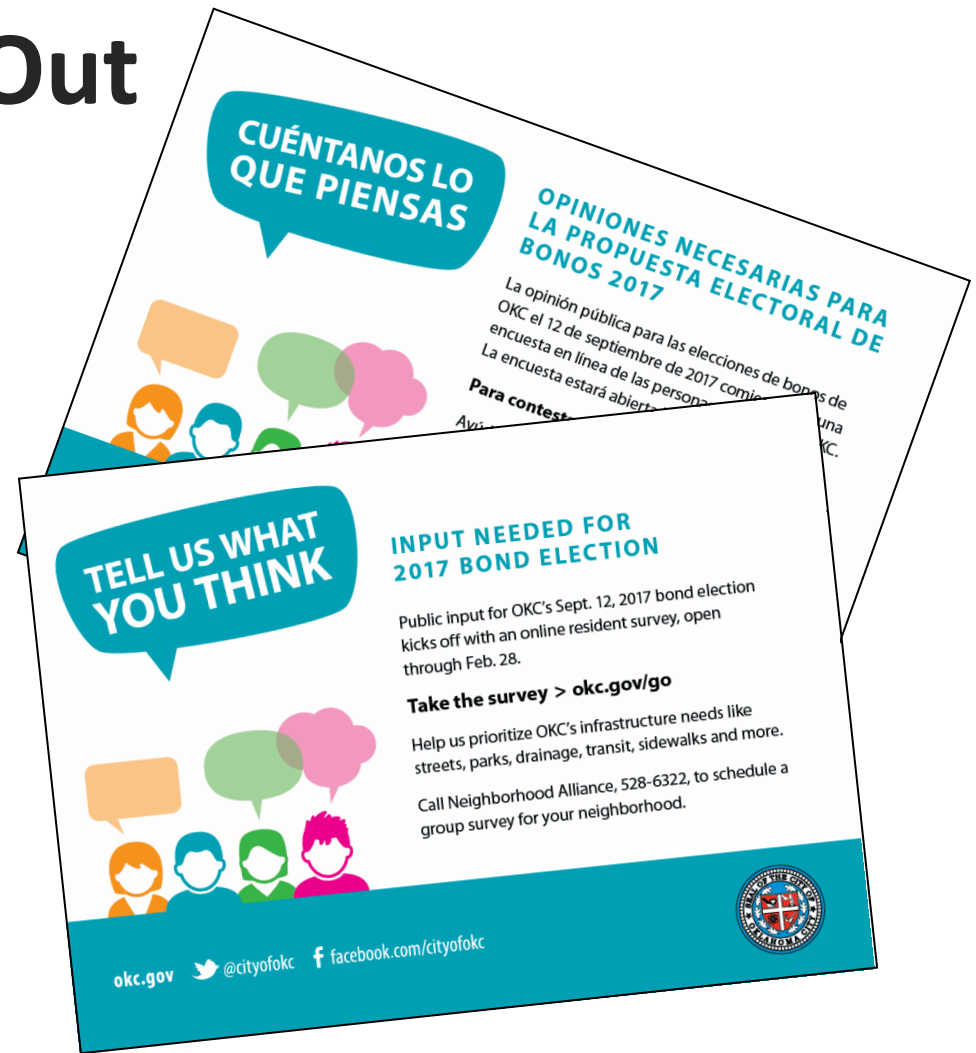


#OKCgo



Getting the Word Out

- Water bill newsletters
- News releases
in English & Spanish
- Radio
- Neighborhood Alliance
- Newspapers
- Television
- Newsletters
- Action Center
- Channel 20
- OKC.gov
- Social Media





okc.gov/go

OKC.gov website

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[Visitors](#)

2017 BOND ELECTION

TEXT SIZE: [+](#) [-](#) [+ SHARE & BOOKMARK](#) [\[+\] FEEDBACK](#) [PRINT](#)



Input needed for 2017 bond election proposal

- **Subscribe to Updates**
- **Take & Download Surveys**
- **Get Workshop Schedules**
- **FAQs**

#OKCgo



Providing Multiple Opportunities

**OKC
Connect**

**Neighborhood
Survey /
Meeting to GO**

**Online
Resident
Survey**

**8 Citywide
Interactive
Workshops**





Resident Survey

- Importance of projects
- Most important priorities
- Open-ended project needs

Over 1,800 online surveys received to date

1. How important is it for the next GO Bond to fund improvements in the following

	Not Important	Some Important	Very Important
a) Police and Fire facilities, such as stations	1	2	3
b) Police and fire equipment	1	2	3
c) Public Transit Vehicles, Bus Stops, and Facilities	1	2	3
d) Streets, Bridges, and Traffic Control	1	2	3
e) Sidewalks, Trails, and Bicycle Infrastructure	1	2	3
f) Drainage Control and Flood Prevention Infrastructure	1	2	3
g) Parks and Recreation Facilities, such as recreation centers, aquatic & athletic facilities, walking trails, etc.	1	2	3
h) Libraries	1	2	3
i) Economic Development	1	2	3
j) City Facilities, such as the Civic Center, City Hall maintenance, police and fire training center, etc.	1	2	3

2. Of the categories you rated as “Most Important” in above, please rank the top 3 the category listed in Question 1 next to the Priority below.

- _____ Priority 1
- _____ Priority 2
- _____ Priority 3



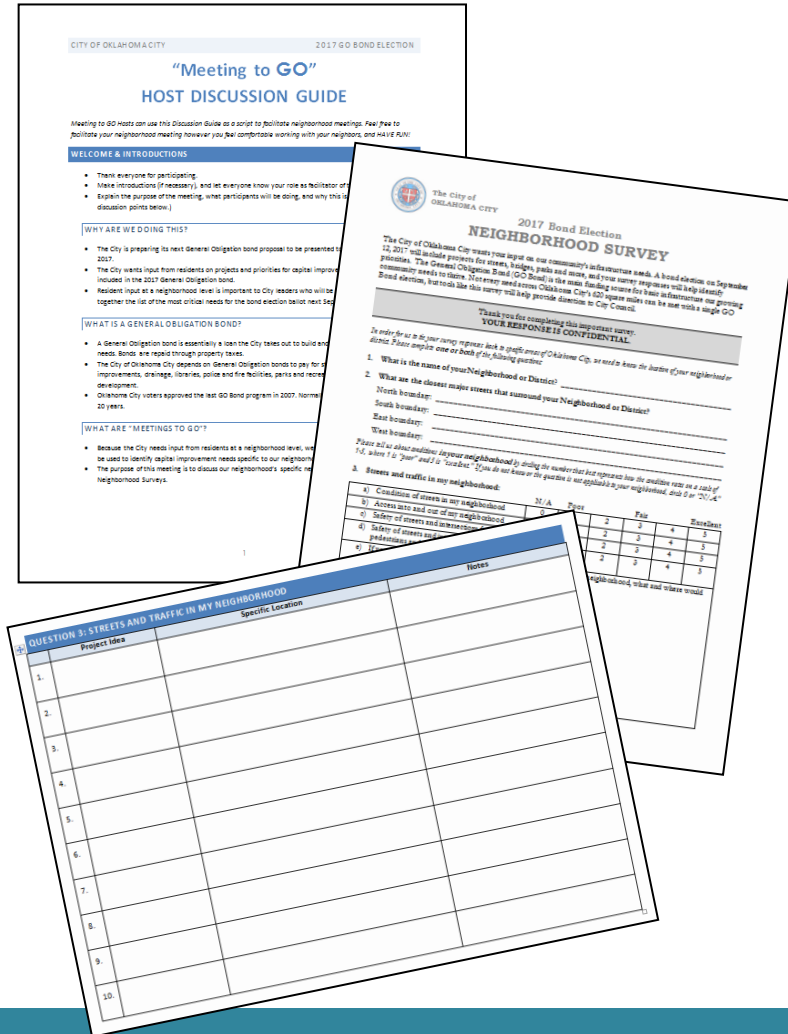
Localized Neighborhood Input

“Meetings to GO”

- Packet guides residents through survey.
- Gathers input on specific projects and needs.

Partnering with Neighborhood Alliance and OU’s Regional & City Planning graduate program

- Meeting facilitation & translation.
- Targeted outreach to under-represented neighborhoods.
- Data collection and analysis.





Neighborhood Input Status Update

Neighborhood Leaders Training Workshop

- 109 leaders representing 78 neighborhoods attended.
- 41 neighborhoods committed to host a “Meeting to GO” meeting.
- 12 leaders volunteered to facilitate meetings in their own and other neighborhoods.

As of December 2, 2016

- 24 meetings completed.
- 21 scheduled for December and January.





Some comments from residents so far...

“This meeting was a great way to show our neighbors we are part of something bigger than just our own neighborhood. We are part of Oklahoma City and they want to hear what we have to say.”

“No one has ever taken the time to really talk to us about how bonds work. We are looking forward to being part of the solution.”



Citywide Interactive Workshops

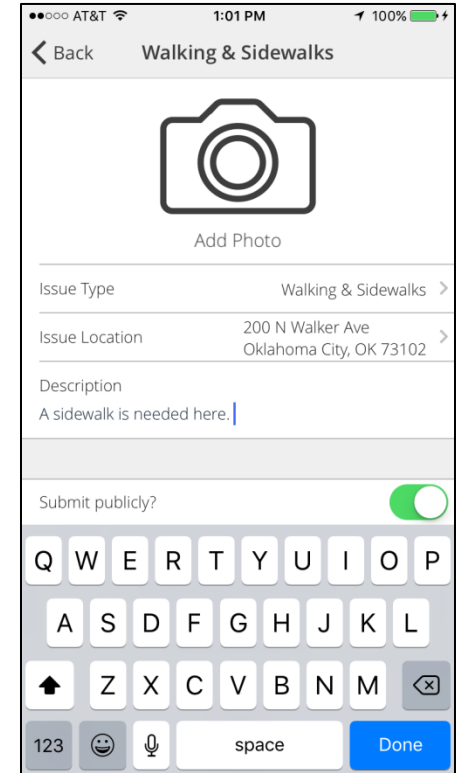
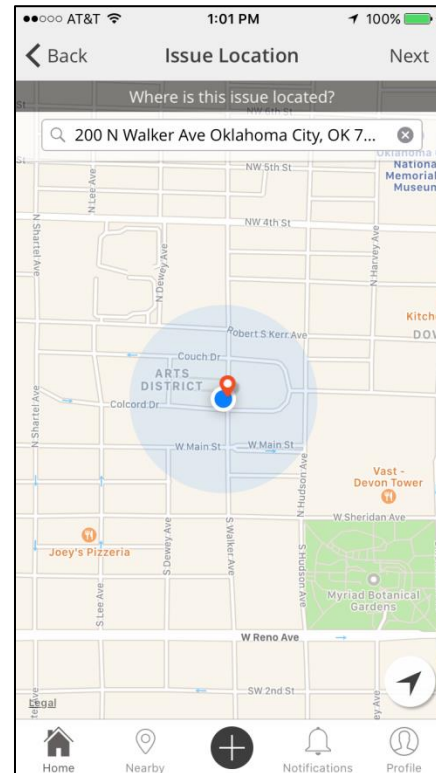
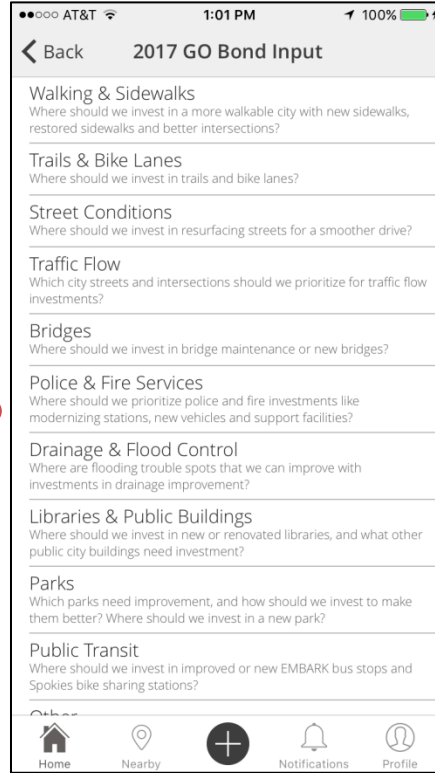
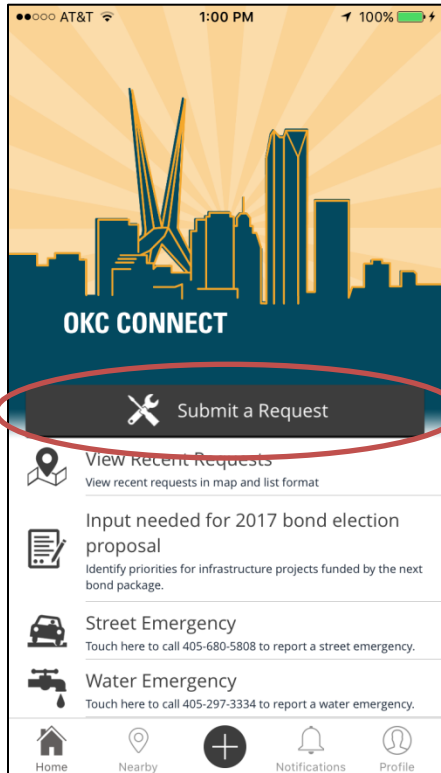
- Eight workshops held Jan – Feb.
- Council “hosts”
- Offered at different times, days and places so it’s convenient for residents.
- Staff available for one-on-one interaction.
- Come-and-go format.
- Surveys.
- App available to customize input.





OKC CONNECT app

okc.gov/connect



1. Select
“Submit
a Request.”

2. Choose 2017 GO
Bond Input then
select category.

3. Drop pin on
location.

4. Fill in details
about needs.



MAPS 3 Funding Status

Projected Sales Tax Over Original Estimate	\$23,000,000
Projected Interest Revenue	\$19,000,000
Original Contingency	<u>\$17,000,000</u>
Additional Funding	\$59,000,000



MAPS 3 Funding Status

Additional Funding **\$59,000,000**

Additional Funding Committed to Projects

Sidewalks \$9,000,000

Convention Center \$6,000,000

Streetcar Extension \$3,000,000

Wellness #1 \$600,000

Wellness #2 Parking \$750,000

Riversport Rapids Bridge \$800,000

Total Additional Funding Committed **\$20,150,000**

Estimated Balance of Additional Funds **\$38,850,000**



MAPS 3 Funding Status

Immediate Needs for Additional Projects

Support for Parking Garage	\$10,000,000
Park	<u>\$9,000,000</u>
Total	\$19,000,000

Note:

1. Streetcar Mainline bid came in \$7 million under budget.



MAPS 3 Funding Status

Potential Additional Projects

Wellness #5	\$9,000,000 - \$12,000,000
Sidewalks	\$3,000,000 - \$4,000,000
Trails	\$3,000,000 - \$4,000,000
Riversport Rapids	?

Note:

1. Additional funding at the end of the program could be set aside as a reserve for capital replacement on MAPS 3 projects.



2017 GO Bond Program

Potential Size of Bond Program (in millions)

	16 mills	18 mills	20 mills
5 years	\$410	\$530	\$650
7 years	\$615	\$785	\$945
10 years	\$940	\$1,180	\$1,395



Schedule for Bond Election

- Complete public engagement process February 28th.
- Refine the project list, incorporating public input.
- Meet with Councilmembers to finalize project list.
- Planning Commission Review.
- Council Workshop April 2017.
- Develop Propositions from final project list.
- Call for Election (last date is Wednesday, July 5, 2017).
- Election September 12, 2017.



Oklahoma City Bond Program 2017