

CITY COUNCIL WORKSHOP

April 18, 2017

PUBLIC INPUT RESULTS

Public Input Methods

- Over 6,400 people participated through the following:



RESIDENT SURVEYS

- Importance of Funding Projects
- Top Priorities
- Millage Rate
- Bond Term



4,415 Resident Surveys

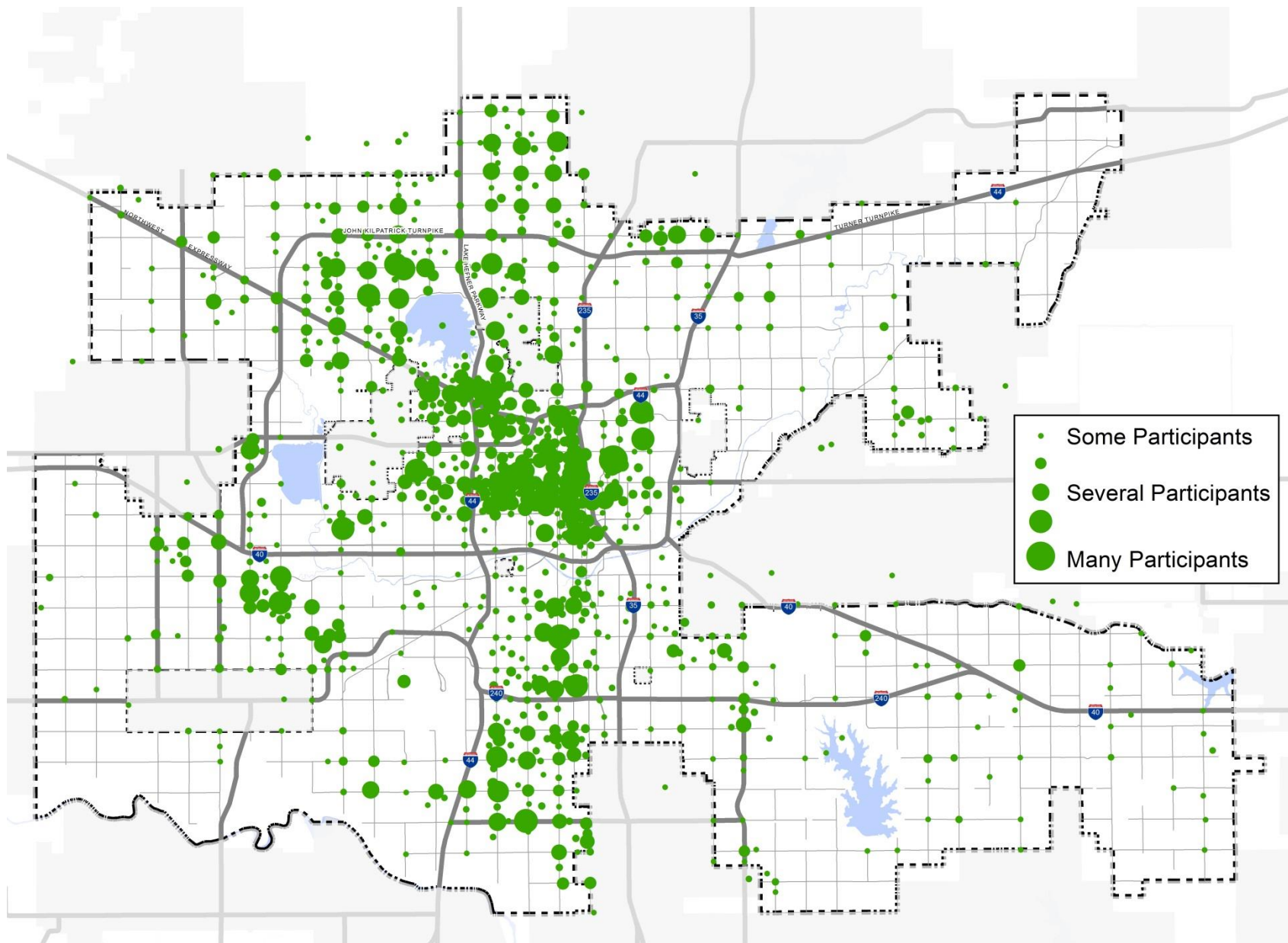
1. How important is it for the next GO Bond to fund improvements in the following categories?

	Not Important	1	2	Somewhat Important	3	4	Most Important	5
a) Police and Fire facilities, such as stations	1	2	3	4	5			
b) Police and fire equipment	1	2	3	4	5			
c) Public Transit Vehicles, Bus Stops, and Facilities	1	2	3	4	5			
d) Streets, Bridges, and Traffic Control	1	2	3	4	5			
e) Sidewalks, Trails, and Bicycle Infrastructure	1	2	3	4	5			
f) Drainage Control and Flood Prevention Infrastructure	1	2	3	4	5			
g) Parks and Recreation Facilities, such as recreation centers, aquatic & athletic facilities, walking trails, etc.	1	2	3	4	5			
h) Libraries	1	2	3	4	5			
i) Economic Development	1	2	3	4	5			
j) City Facilities, such as the Civic Center, City Hall maintenance, police and fire training center, etc.	1	2	3	4	5			

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

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

SURVEY RESPONDENT LOCATIONS

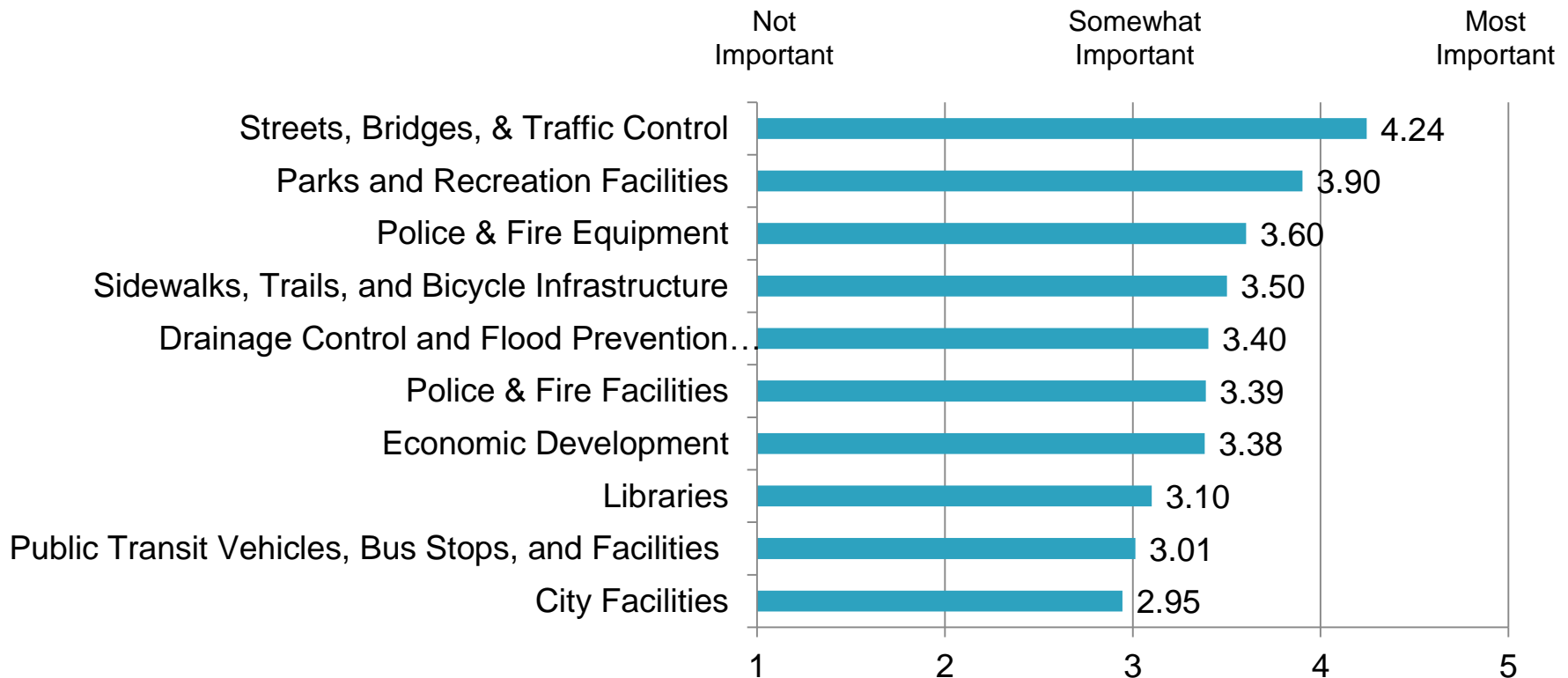


Resident Survey

Importance to Fund

Question

“How important is it for the next GO Bond to fund improvements in the following categories?”

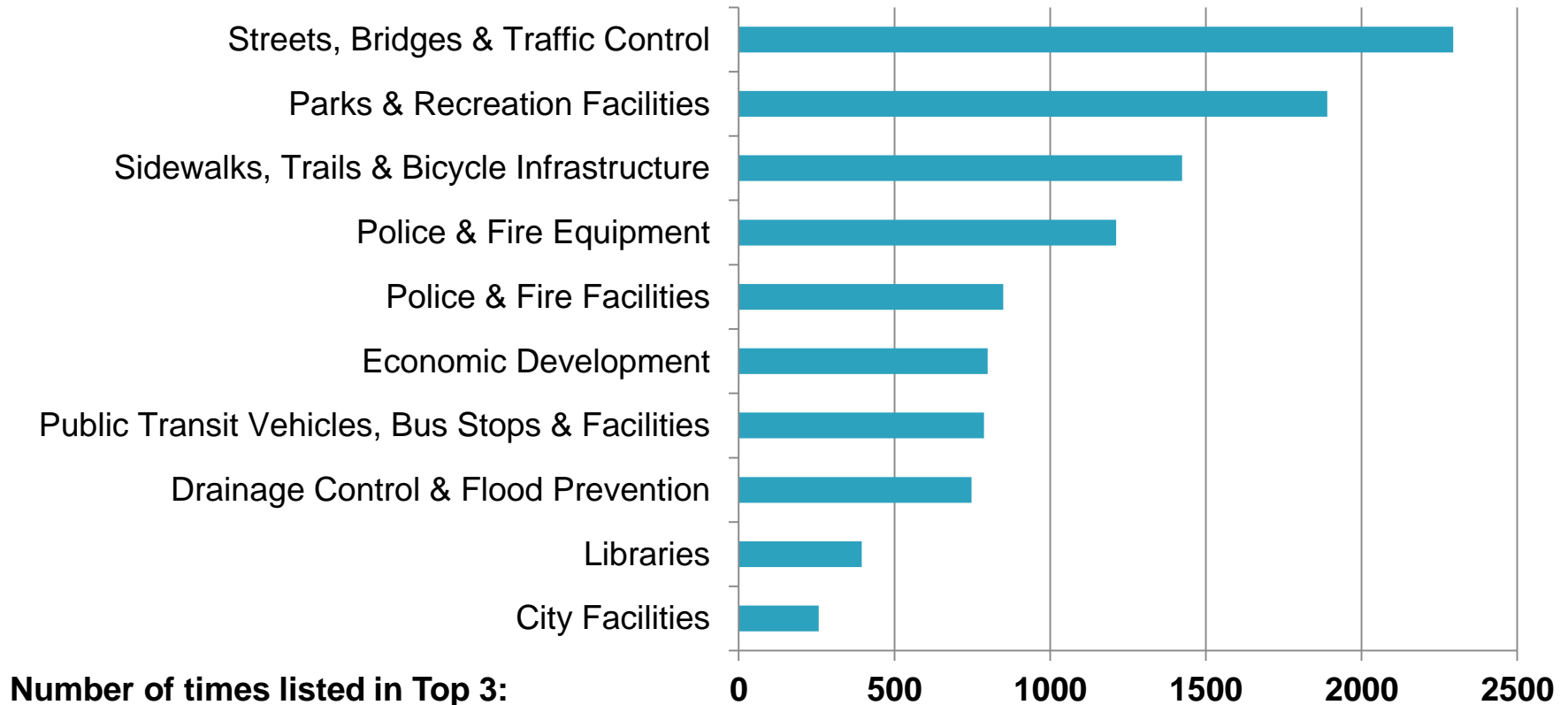


Resident Survey

Top Priorities

Question

“Of the categories you listed as ‘Most Important’ please rank your top 3 priorities.”

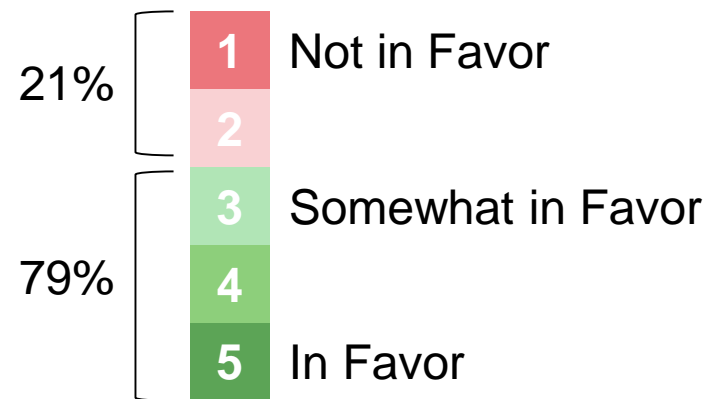
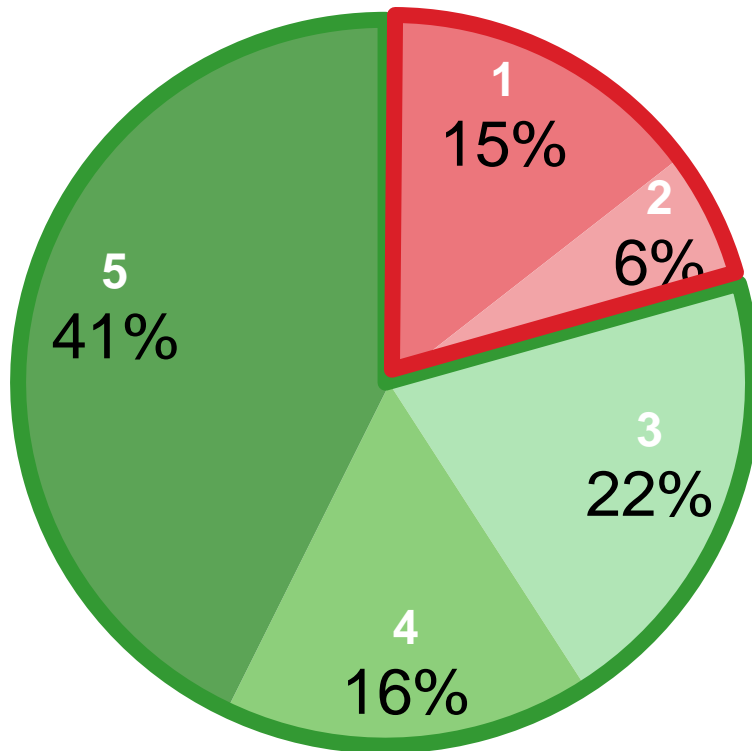


Resident + Neighborhood Surveys

Increase Millage

Question

“Would you favor a 2 percent increase to your property tax rate to fund more projects?”

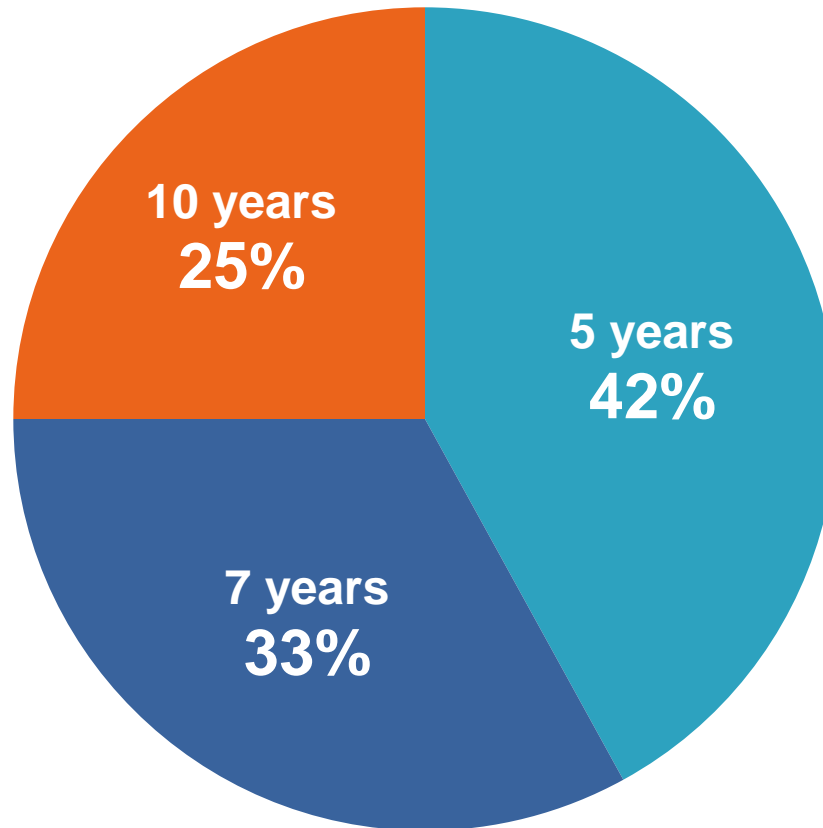


Resident + Neighborhood Surveys

Bond Term

Question

“How long should the next Bond program last”



NEIGHBORHOOD SURVEYS

- Area-specific project recommendations
 - ✓ Streets & Traffic
 - ✓ Walkability / Bikeability
 - ✓ Public Transit Facilities
 - ✓ Drainage & Flood Prevention
 - ✓ Parks & Recreation

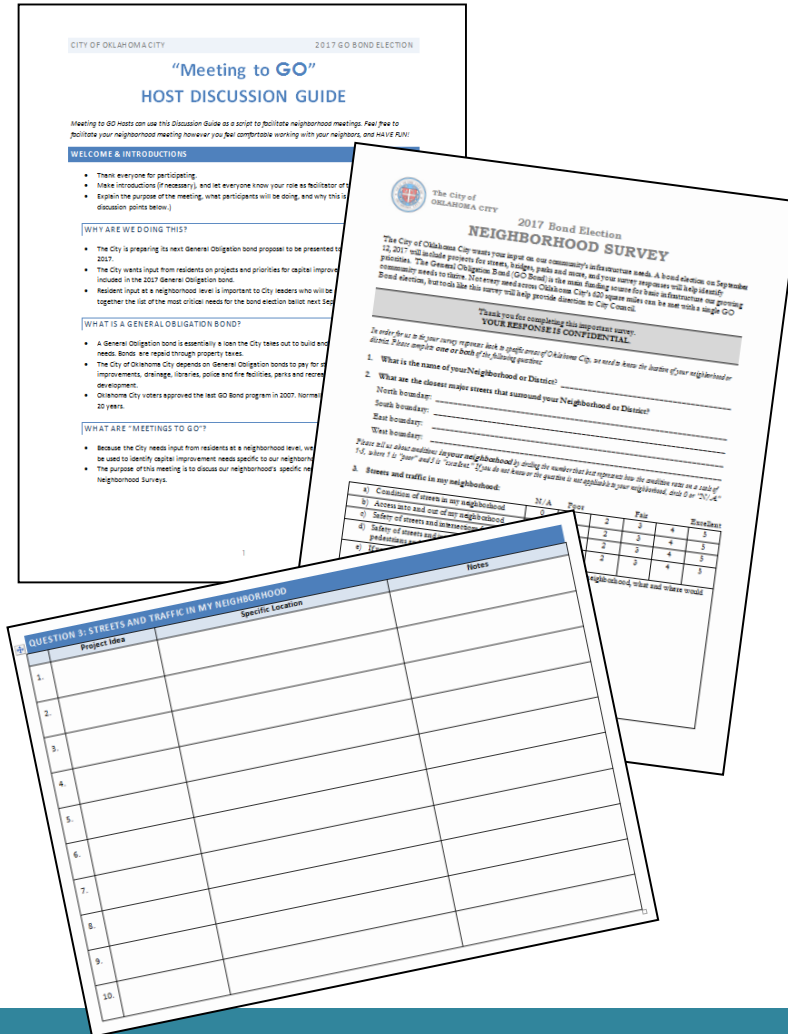


Localized Neighborhood Input

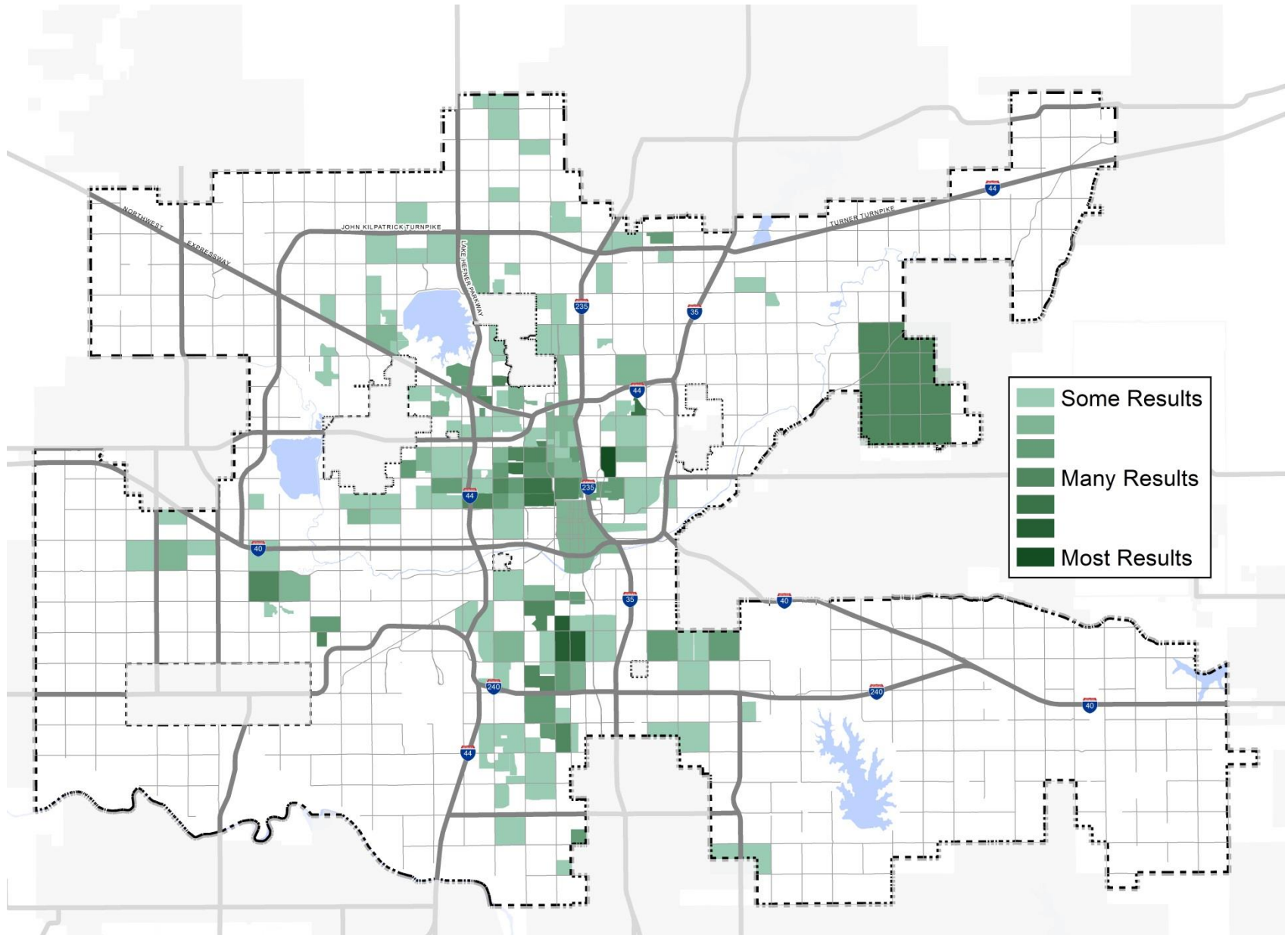
“Meetings to GO”

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

- Packet guides residents through survey
- Gathered input on specific projects and needs
- 1,318 neighborhood surveys submitted
- 84 neighborhoods and groups held meetings



NEIGHBORHOOD SURVEY RESPONSE LOCATIONS



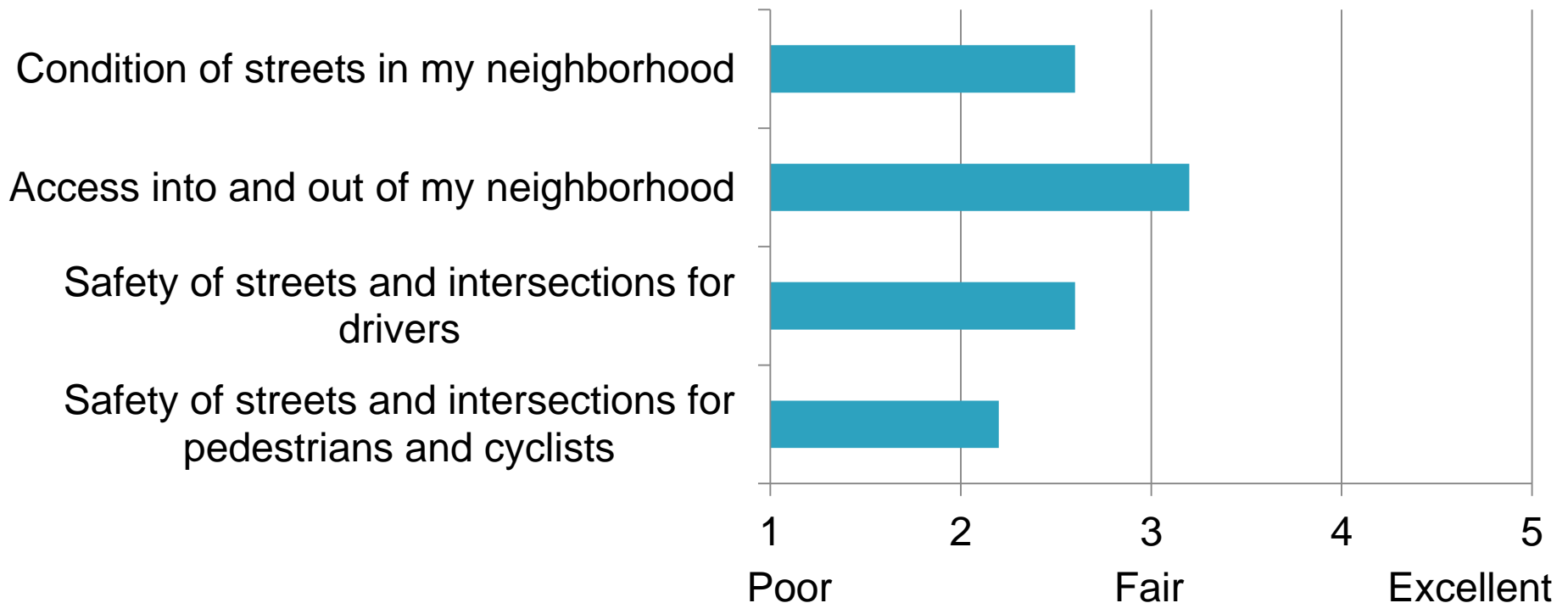


Neighborhood Survey

Streets & Traffic

Question

“Rate conditions of the streets and traffic in and around your neighborhood.”



Neighborhood Survey

Walkability & Bikeability

Question

“Rate the ease, comfort and safety of walking and biking in your neighborhood.”

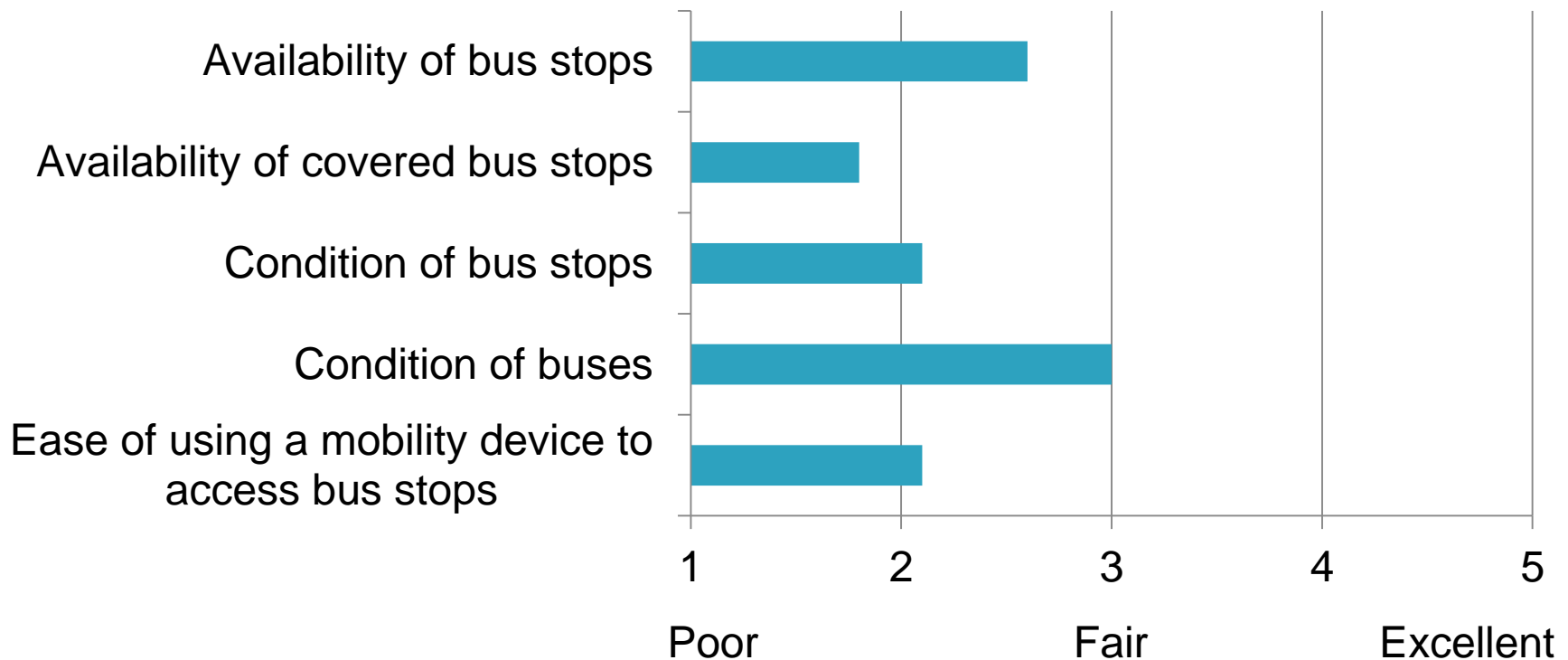


Neighborhood Survey

Public Transit

Question

“Rate the public transit facilities within and near your neighborhood.”

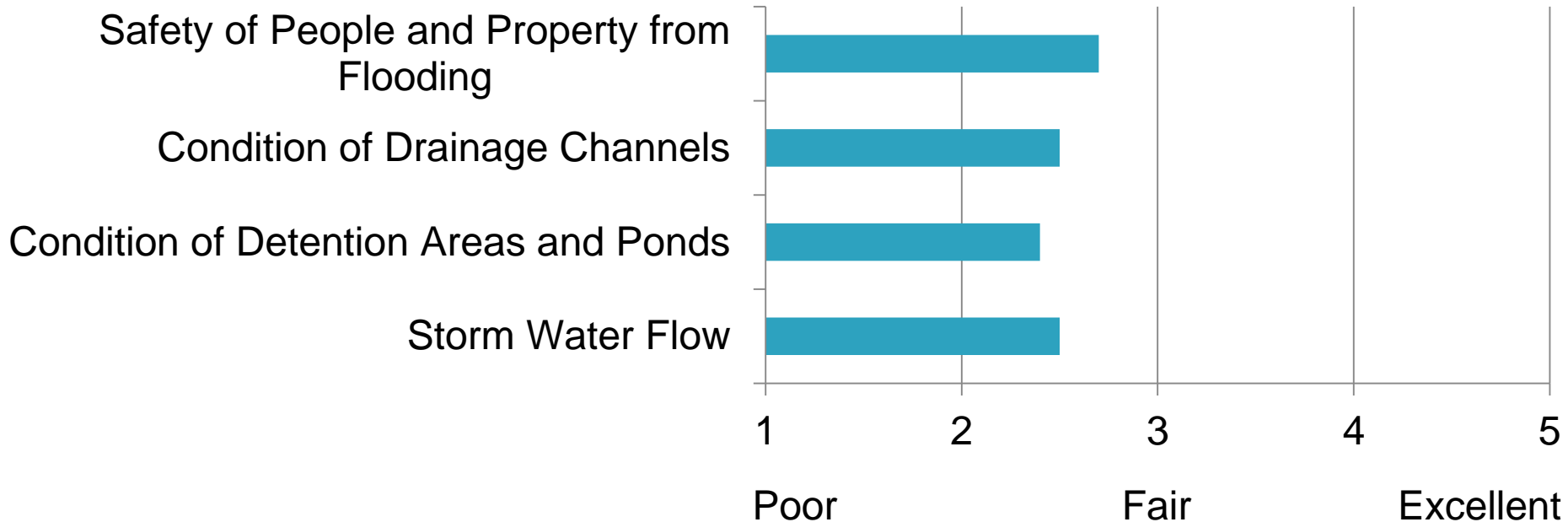


Neighborhood Survey

Drainage & Flood Prevention

Question

“Rate drainage and flood management infrastructure in your neighborhood.”

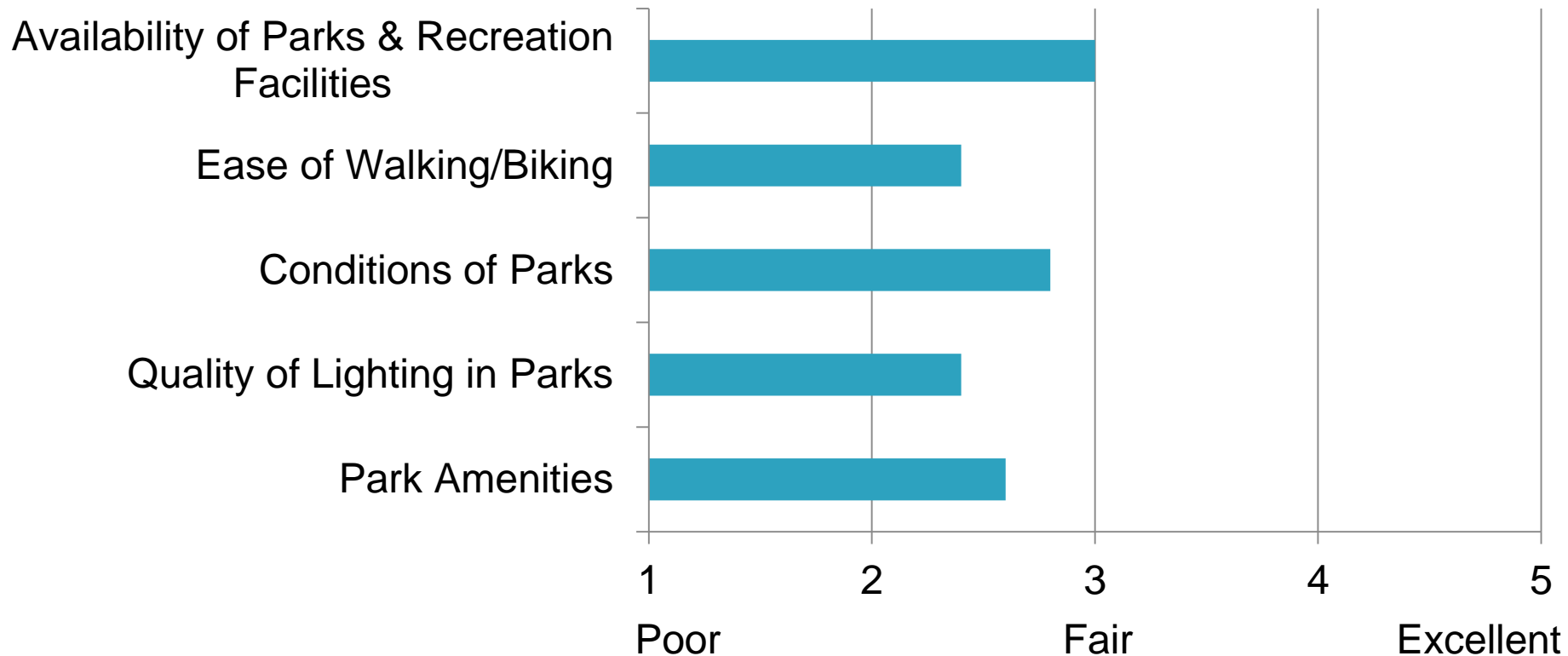


Neighborhood Survey

Parks & Recreation

Question

“Rate parks and recreation facilities within or near your neighborhood.”

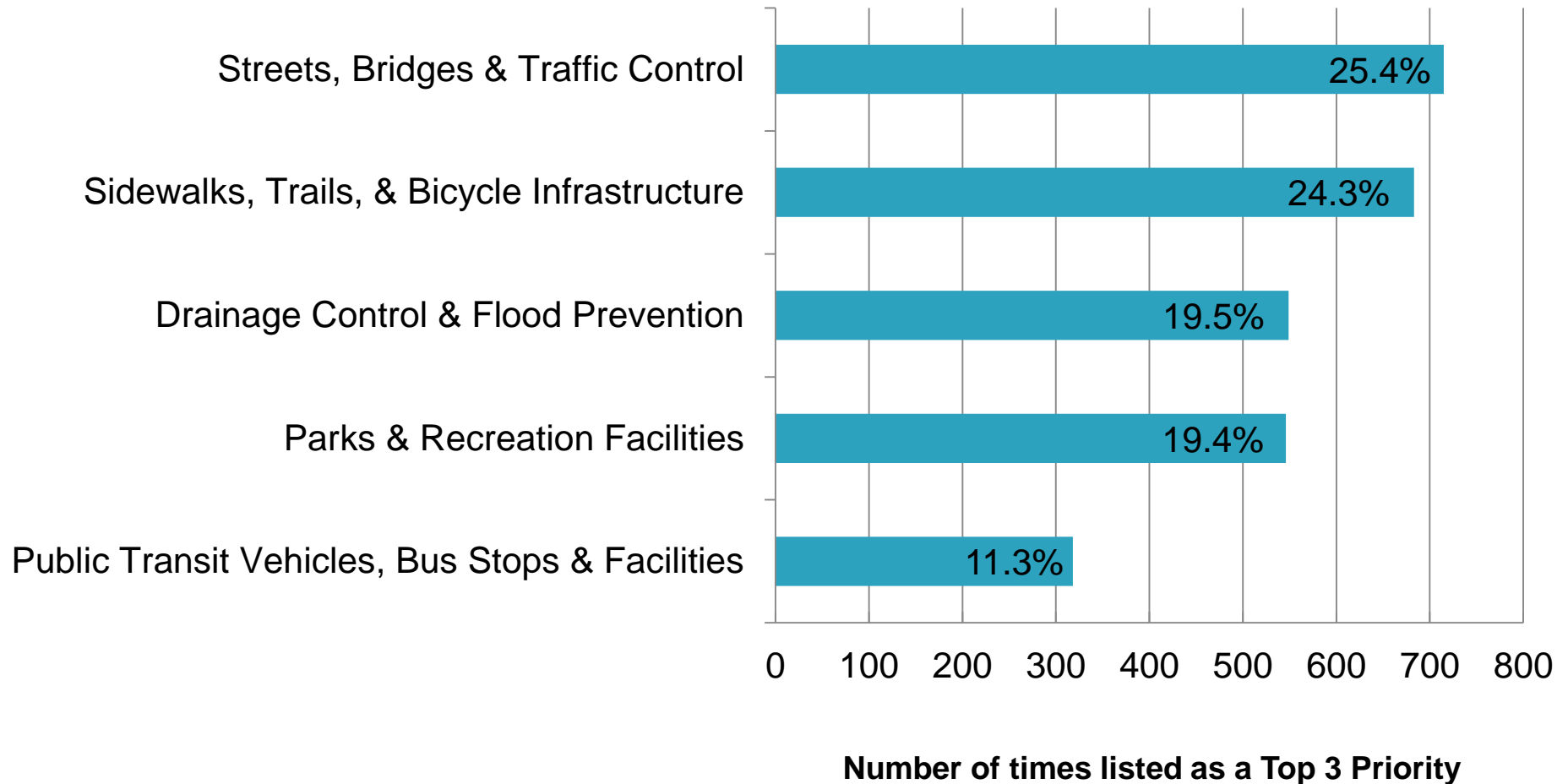


Neighborhood Survey

Top Priorities

Question

“What are the top 3 priorities for your neighborhood?”



CITYWIDE WORKSHOPS

300 people signed in, many went online and to app

- ✓ Streets & Traffic
- ✓ Walkability / Bikeability
- ✓ Public Transit Facilities
- ✓ Drainage & Flood Prevention
- ✓ Parks & Recreation



Citywide Interactive Workshops

- 8 workshops held during January & February
- Offered at different times, days and places so it's convenient for residents





Citywide Interactive Workshops

- Council “hosted” workshops in their ward
- Come-and-go format





Citywide Interactive Workshops

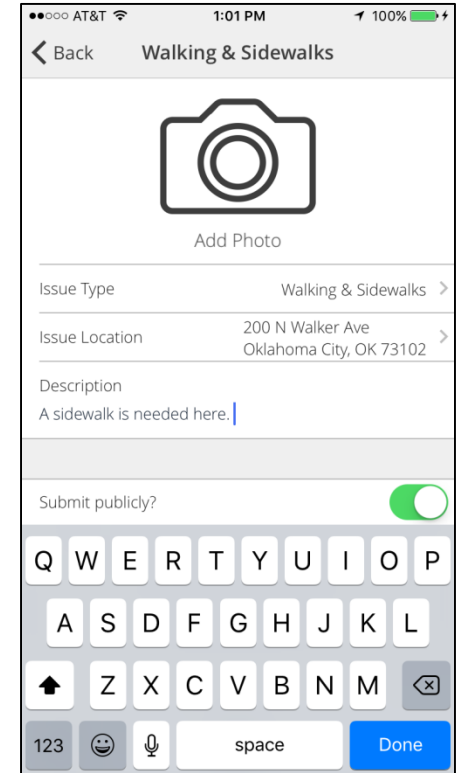
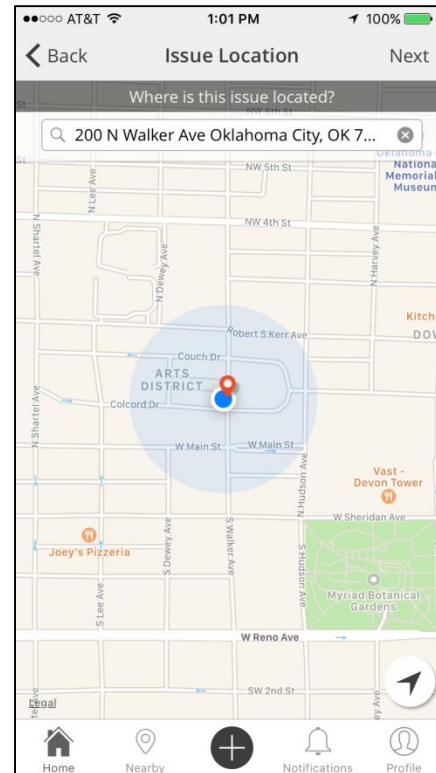
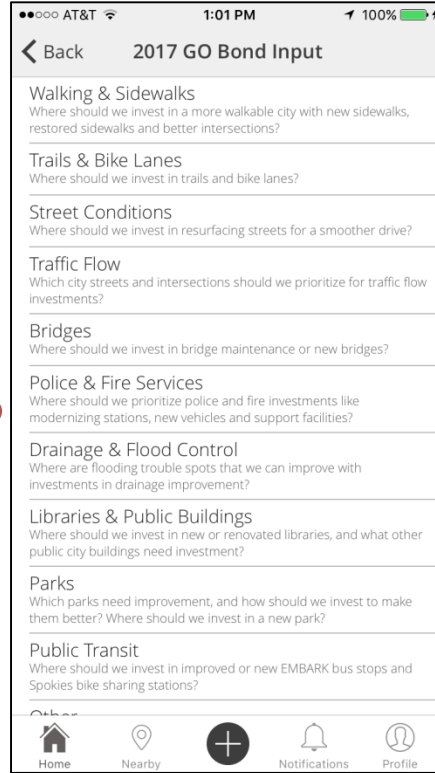
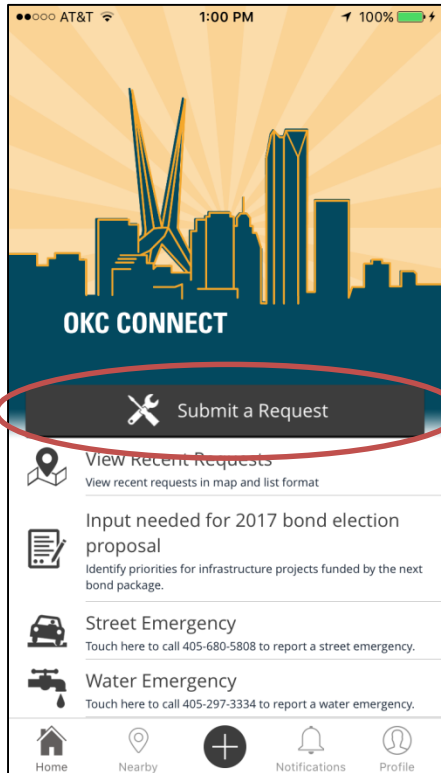
- Staff available for one-on-one interaction
- Surveys available
- App available to customize input





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.

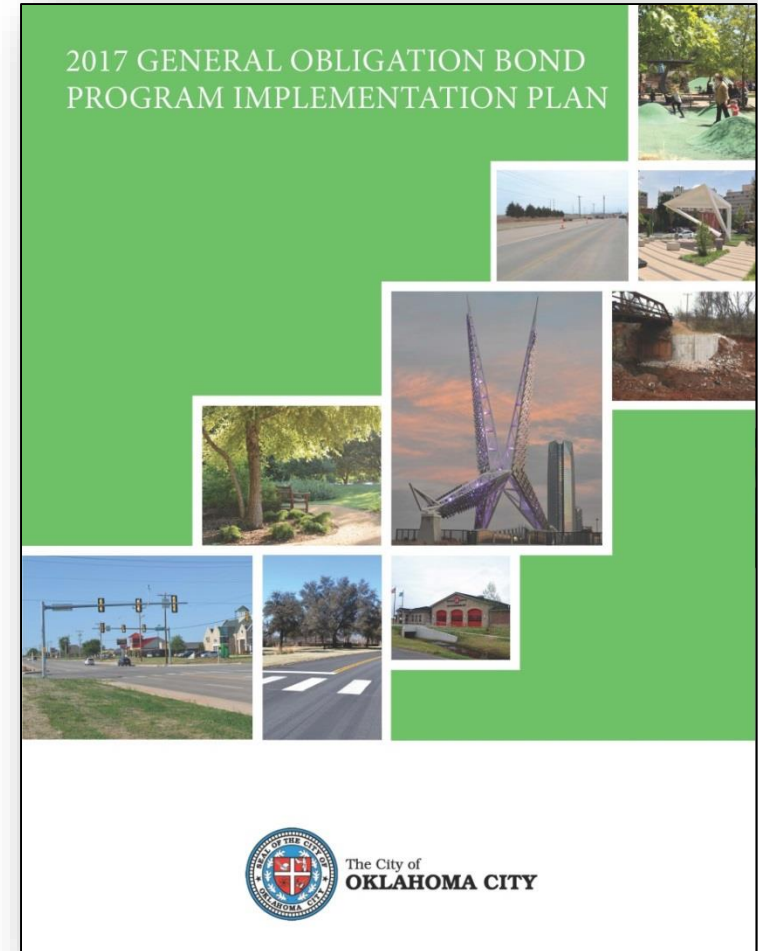
Number of Project Comments Submitted through Public Engagement Methods

	Count
Sidewalks	652
Resurfacing	518
Parks	450
Drainage	397
Enhancements	390
Traffic Control	388
Transit	198
Widening	93
Facilities	29
Bridges	5
Economic Development	1
Total	3121

2017 BOND ISSUE

2017 Bond Propositions

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



PROJECTS

Streets, Traffic and 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.

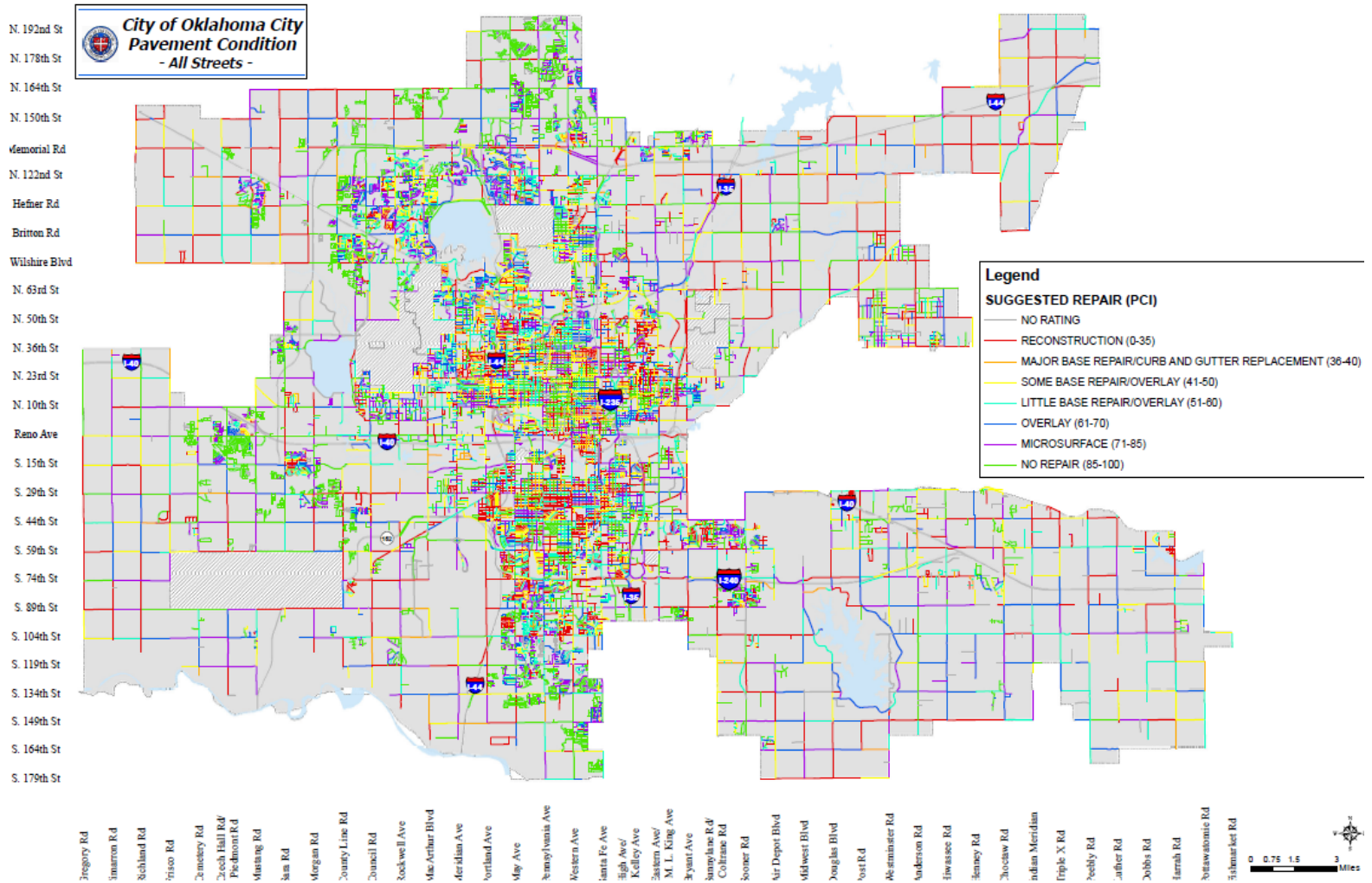
Needs

- 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.

Pavement Condition Index



Sidewalks, Bike Lanes and 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.

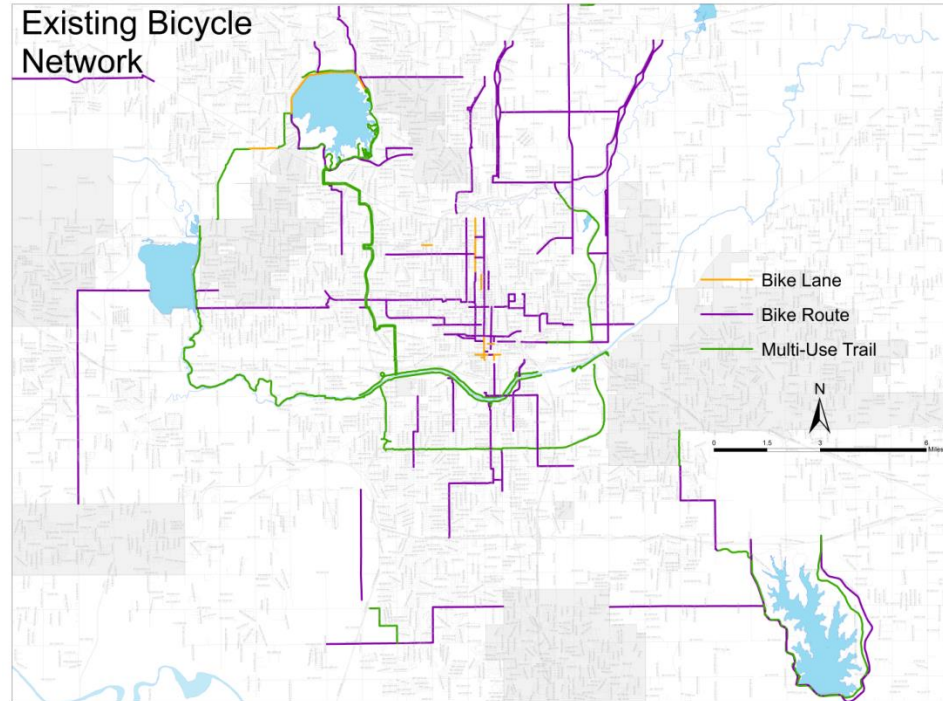
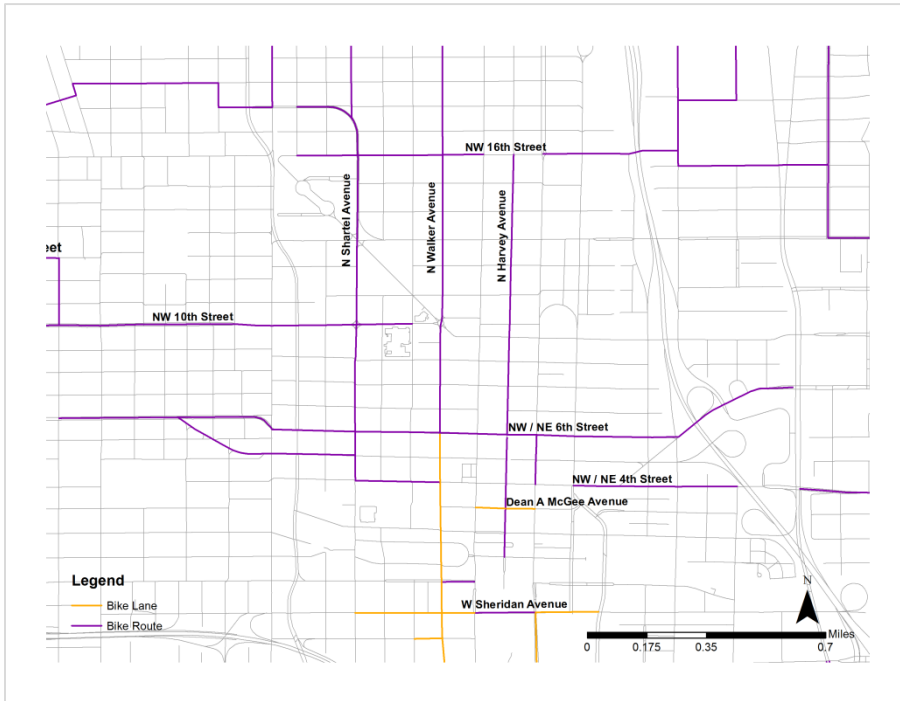
Needs

- 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.

Bike Lanes



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.

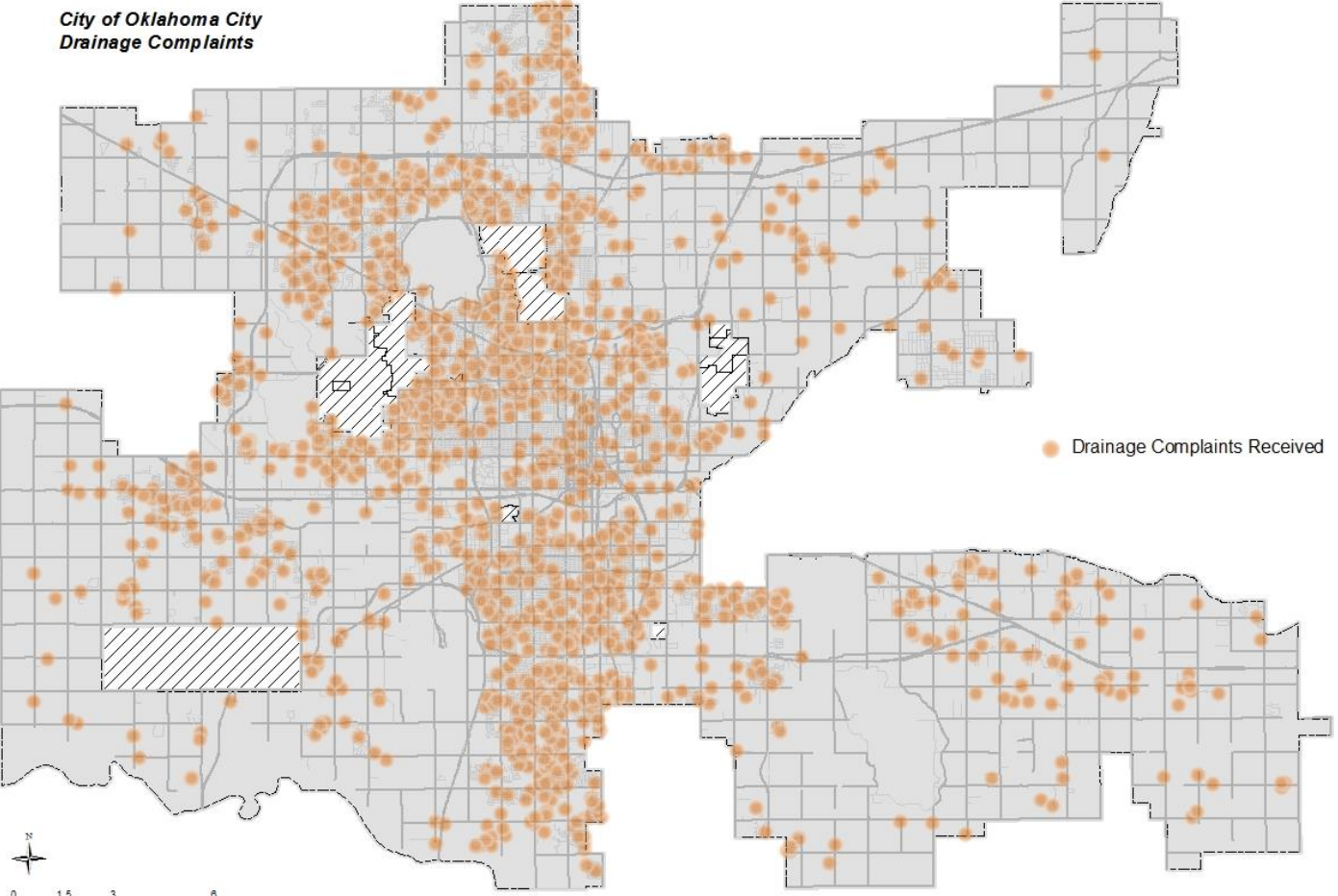
Community Benefits

- 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

N. 192nd St
 N. 178th St
 N. 164th St
 N. 150th St
 Memorial Rd
 N. 122nd St
 Heffner Rd
 Britton Rd
 Wilshire Blvd
 N. 63rd St
 N. 50th St
 N. 36th St
 N. 23rd St
 N. 10th St
 Reno Ave
 S. 15th St
 S. 29th St
 S. 44th St
 S. 59th St
 S. 74th St
 S. 89th St
 S. 104th St
 S. 119th St
 S. 134th St
 S. 149th St
 S. 164th St
 S. 179th St

**City of Oklahoma City
 Drainage Complaints**



Gangway Rd
 Cimarron Rd
 Richland Rd
 Frisco Rd
 Comelery Rd
 Czech Hall Rd
 Piedmont Rd
 Mustang Rd
 Sam Rd
 Morgan Rd
 County Line Rd
 Council Rd
 Rockwell Ave
 MacArthur Blvd
 Meridian Ave
 Portland Ave
 May Ave
 Pennsylvania Ave
 Western Ave
 Santa Fe Ave
 High Ave
 Kelley Ave
 Eastern Ave
 M. L. King Ave
 Bryant Ave
 Sunjane Rd
 Colman Rd
 Sooner Rd
 Air Depot Blvd
 Midway Blvd
 Douglas Blvd
 Post Rd
 Westmanor Rd
 Anderson Rd
 Hixson Rd
 Henney Rd
 Choctaw Rd
 Indian Meridian
 Triple X Rd
 Peabody Rd
 Luther Rd
 Dobbs Rd
 Hamah Rd
 Potawatomi Rd
 Fishhook Rd

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.

Police and 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.

City Facilities and 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.

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.

PROJECT PRIORITIZATION

Prioritization System

- Number of projects exceed capacity to fund; needed system to assess priorities
- Entered all projects in GIS (mapping system) and Construction Management System (database)
- Developed methodology to rank projects within each Bond proposition
- Applied empirical data, planokc criteria, public input

2017 G.O. PROGRAM RESIDENTIAL STREET RESURFACING/REPAIR PRIORITIZATION METHOD SUMMARY

Resurfacing and repairing residential streets benefits the City by reducing annual maintenance costs and manpower requirements. The benefits from improved PCI's consist of improved neighborhood appearance (and possibly property values) as well as reduced vehicle operating costs.

Step 1: Review Complaints

The list of complaints maintained by the Public Works Department will serve as a basis to for the initial list, and reviewed to eliminate duplications and locations that previously were addressed. The square mile was identified in which the complaint was located. The square mile list was then edited for duplications and to eliminate areas scheduled for improvement with 2007 G.O. Bond funds.

Step 2: Determine Pavement Condition, Number of Work Orders, and Maintenance Costs

Using tools available in the GIS System, an average Pavement Condition Indices (PCI) were determined. Similarly, the number of lane miles in the square mile area along with the total cost of work orders were calculated, as were the number and cost of maintenance work orders in the area being considers. The range of values for each condition issue was determined and broken into low, middle and high ranges. Points were assigned based on an assigned scale ranging from 8 to 4, with 8 being the highest priority for PCI, number of work orders, and the calculated cost of repairs in the square mile.

PCI	Points
0-25	8
26-50	
51-100	

Number of Work Orders	Points
> 650	
300-650	
< 300	

Repair Cost per Square Mile	Points
> \$65,000	
\$30,000-\$65,000	
< \$30,000	

2017 G.O. PROGRAM STREET WIDENING PRIORITIZATION METHOD SUMMARY

Widening two lane arterial streets to four or more lanes benefits the City by reducing traffic congestion and commuter times, and provides improved access to commercial/industrial developments and public institutions.

Step 1: Review Complaints

The list of complaints maintained by the Public Works Department was reviewed to eliminate duplications and locations that had previously been addressed. Individual miles were then identified and edited to eliminate street duplications and streets scheduled for improvements from other funding sources.

Step 2: Assess Existing Data

Current traffic counts and accident history were determined for each street segment under consideration. Expected area population and employment levels were also considered. The range of values for each category was determined and broken into low, middle and high ranges. Points were based on an assigned scale ranging from 8 to 0, with 8 being the highest priority.

ADT	Points
> or = 7,500	8
< 7,500	4

Development Responsiveness	Points
Highest Growth	8
No Growth	0

Taken from GIS Data

Accident Severity	Points
Above Ave.	8
Below Ave.	4

Taken from ACOG Collision Map

Step 3: Assign Benefit Value

For purposes of evaluation, each category was assigned a weight as follows:

ADT	50%
Accident Severity	20%
Development Responsiveness	30%

EXAMPLE OF PRIORITIZATION CRITERIA

Street Resurfacing

- Pavement Condition Index rating
- Number of Work Orders
- Repair Cost per Lane Mile
- Average Daily Trips
- Maintenance History
- Accident Severity



EXAMPLE OF PRIORITIZATION CRITERIA

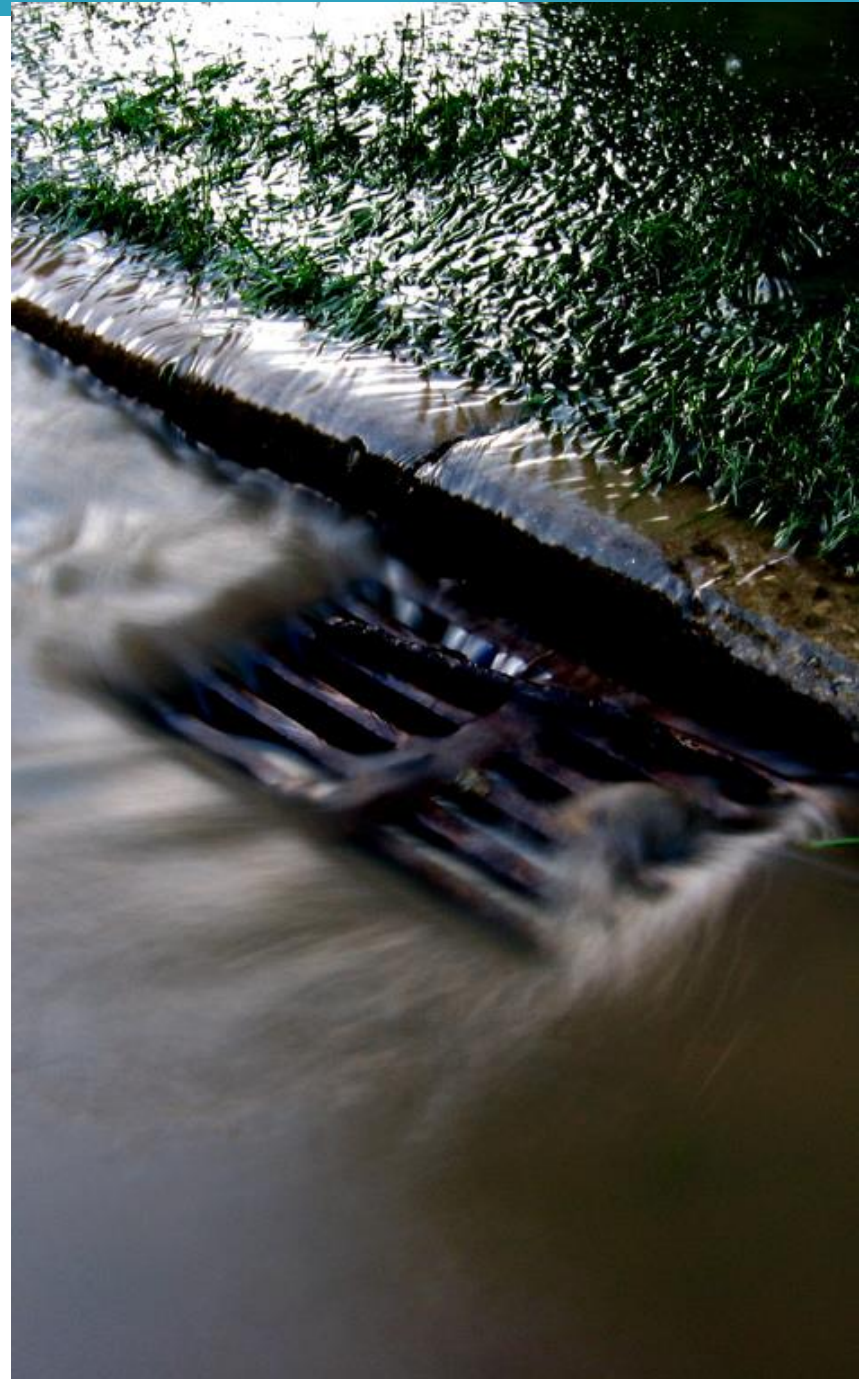
Street Widening

- Average Daily Trips
- Accident Severity
- Development Responsiveness
(planned and anticipated growth)



EXAMPLE OF PRIORITIZATION CRITERIA Drainage Projects

- Flood Prevention
 - Structure Flooding
 - Yard Flooding
 - Street Flooding
 - Ponding
- Cost Mitigation
 - Channel Erosion
 - Recurring Maintenance
 - Risk of Failure



OPTIONS

2017 GO BOND PROGRAM

Potential Allocations by Proposition

Proposition	2007 % of Total	2017 % Range
Streets & Sidewalks	59.5%	50-55%
Bridges	2.4%	2-4%
Traffic	2.8%	2-4%
Drainage	3.9%	6-8%
Parks	10.7%	9-11%
Police	4.9%	2-4%
Fire	1.8%	4-5%
Library	1.5%	2-4%
Facilities	2.4%	5-6%
Transit	0.9%	1-3%
Economic Development	9.0%	7-9%

2017 GO BOND PROGRAM

Millage Rate and Term Options

Bond Term	Potential Size of Bond Program (in millions)		
	16 mills	18 mills	20 mills
5 years	\$410 M	\$530	\$650
7 years	\$615	\$785	\$945
10 years	\$940	\$1,180	\$1,395

EXAMPLE: 16 mills at 10 year term

Number of Projects Funded

2017 GOB Summary - Scenario 3

Millage	Years	Total Budget	Property Tax Increase per \$150,000 Assessed Value
16	10	\$940,000,000	\$0

Proposition	Projects Included	Project Count	Budgeted Amount	All Projects Total
Streets	196	747	\$470,000,000	\$1,856,326,988
Bridges	14	26	\$28,200,000	\$42,365,000
Traffic Control System	20	35	\$28,200,000	\$37,933,650
Drainage Control System	17	153	\$65,800,000	\$518,965,940
Parks and Recreation Facilities	15	106	\$94,000,000	\$1,041,092,639
Fire	4	11	\$47,000,000	\$94,693,970
Police	2	11	\$28,200,000	\$54,164,920
Libraries	2	4	\$28,200,000	\$35,000,500
City Maintenance Facilities	2	35	\$47,000,000	\$219,481,651
Transit	2	7	\$18,800,000	\$36,310,000
Economic Development	1	1	\$65,800,000	\$65,800,000
Sidewalks	49	580	\$18,800,000	\$315,014,795
Total	324	1716	\$940,000,000	\$4,317,150,052

EXAMPLE: 18 mills at 10 year term

Number of Projects Funded

2017 GOB Summary - Scenario 6

Millage	Years	Total Budget	Property Tax Increase per \$150,000 Assessed Value
18	10	\$1,180,000,000	\$31

Proposition	Projects Included	Project Count	Budgeted Amount	All Projects Total
Streets	274	747	\$590,000,000	\$1,874,326,988
Bridges	22	26	\$35,400,000	\$43,085,000
Traffic Control System	29	35	\$35,400,000	\$38,653,650
Drainage Control System	19	153	\$82,600,000	\$520,645,940
Parks and Recreation Facilities	16	106	\$118,000,000	\$1,043,492,639
Fire	6	11	\$59,000,000	\$95,893,970
Police	4	11	\$35,400,000	\$54,884,920
Libraries	3	4	\$35,400,000	\$35,720,500
City Maintenance Facilities	3	35	\$59,000,000	\$220,681,651
Transit	3	7	\$23,600,000	\$36,790,000
Economic Development	1	1	\$82,600,000	\$82,600,000
Sidewalks	52	580	\$23,600,000	\$315,494,795
Total	432	1716	\$1,180,000,000	\$4,362,270,052

EXAMPLE: 20 mills at 10 year term

Number of Projects Funded

2017 GOB Summary - Scenario 9

Millage	Years	Total Budget	Property Tax Increase per \$150,000 Assessed Value
20	10	\$1,395,000,000	\$62

Proposition	Projects Included	Project Count	Budgeted Amount	All Projects Total
Streets	340	747	\$697,500,000	\$1,890,451,988
Bridges	25	26	\$41,850,000	\$43,730,000
Traffic Control System	35	35	\$41,850,000	\$39,298,650
Drainage Control System	24	153	\$97,650,000	\$522,150,940
Parks and Recreation Facilities	16	106	\$139,500,000	\$1,045,642,639
Fire	8	11	\$69,750,000	\$96,968,970
Police	6	11	\$41,850,000	\$55,529,920
Libraries	4	4	\$41,850,000	\$36,365,500
City Maintenance Facilities	5	35	\$69,750,000	\$221,756,651
Transit	4	7	\$27,900,000	\$37,220,000
Economic Development	1	1	\$97,650,000	\$97,650,000
Sidewalks	55	580	\$27,900,000	\$315,924,795
Total	523	1716	\$1,395,000,000	\$4,402,690,052

PROJECT LIST

Draft Project List

City of Oklahoma City - 2017 Bond Project List

Streets	Residential Resurfacing	Resurfacing, repair or rehabilitation of streets which may include pavement structure repair, milling, asphalt overlay, concrete crack sealing, intersection improvements, minor drainage improvements, signage and pavement markings.	
Location	Project Budget Estimate	Rank	Remaining Budget
Turtle Lake - in the vicinity of SE 149th St and Sooner Rd.	\$1,108,800	1	\$145,766,200
in the vicinity of SW 44th and Cemetery Rd - Gemstone Acres	\$554,400	2	\$145,211,800
Area bound by N Cemetery Rd, N Czech Hall Rd, W Reno Ave and NW 10th St	\$3,049,200	3	\$142,162,600
Area bound by SE 59th, Harrah Rd, Katy St and Old Town St	\$831,600	4	\$141,331,000
The Landing - in the vicinity of SE 104th St and Harrah Rd.	\$1,108,800	5	\$140,222,200
Area bound by May, I-44, SW 89th and SW 104th St	\$4,158,000	6	\$136,064,200
Area bound by Pennsylvania, Western, 164th and 178th St	\$7,761,600	7	\$128,302,600
Area bound by N Santa Fe Ave, N Kelley Ave, NW 50th St and NW 36th St	\$5,544,000	8	\$122,758,600
Area bound by Kelley Ave, MLK, NE 23rd St, and NE 36th St	\$8,593,200	9	\$114,165,400
Area bound by Western, Pennsylvania, SW 44th and SW 29th St	\$10,088,000	10	\$103,077,400
Area bound by May, Pennsylvania, SW 29th and SW 44th St	\$18,018,000	11	\$85,059,400
Area bound by I-44, W Reno, N May and NW 10th St	\$9,328,400	12	\$81,733,000
Area bound by High, Santa Fe, SE Grand and SE 29th St	\$4,158,000	13	\$77,575,000
Area bound by NW 50th, I-44, May and Hefner Parkway	\$5,984,000	14	\$71,591,000
Area bound by Pennsylvania, Western, SW 119th and SW 104th	\$5,821,200	15	\$65,769,800
Area bound by NE 10th, NE 23rd, MLK and I-35	\$6,098,400	16	\$59,671,400
Area bound by Rockwell, Council, NW 122nd and Hefner Rd	\$6,375,600	17	\$53,295,800
Area bound by Western, Broadway, Britton, and Hefner Rd	\$6,852,800	18	\$46,443,000
Area bound by S Western, SW 29th, Shields and Oklahoma River	\$6,848,800	19	\$39,594,200
Area bound by S May, Pennsylvania, SW 59th and I-240	\$7,484,400	20	\$32,110,800
Area bound by Kelley Ave, MLK, NE 36th St, and NE 50th St	\$7,761,600	21	\$24,349,200
Area bound by May, Portland, SW 29th, and SW 15th	\$8,316,000	22	\$16,033,200
Area bound by NW 36th, Pennsylvania, NW Expwy and Classen Blvd.	\$8,316,000	23	\$7,717,200
Area bound by Reno, NW 10th, Pennsylvania and N Western Ave	\$10,533,600	24	(\$2,816,400)
Area bound by County Line, Council, Wilshire and Britton Rd	\$10,810,800	25	(\$13,426,240)
Area bound by NW 122nd, Hefner, Meridian and MacArthur Blvd	\$6,098,400	26	(\$19,524,640)
Area bound by N Rockwell, MacArthur, Hefner and NW 122nd St	\$8,870,400	27	(\$28,395,040)
Area bound by I-240, SE 74th, Anderson and Hiwassee Rd	\$1,386,000	28	(\$29,781,040)
Area bound by N Anderson, NE 36th, N Westminster and NE 50th St	\$2,411,640	29	(\$32,192,680)
Area bound by SW 104th St, SW 119th St, Council and Rockwell	\$2,494,800	30	(\$34,687,480)

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City of Oklahoma City - 2017 Bond Project List

Streets	Widening	Widening and imp reconstruction of signals, storm sew sidewalk, signage
Location	Project Budget Estimate	Rank
SW 29th St from S Rockwell Ave to S MacArthur Blvd	\$4,950,000	1
SW 59th St from County Line Rd to Hwy 152	\$3,300,000	2
Sara Road from SW 44th Street to SW 59th Street	\$4,950,000	3
SW 149th St from S May Ave to S Pennsylvania Ave	\$4,950,000	4
S Harrah Rd from I-40 north to city limits	\$6,600,000	5
SW 104th St from S MacArthur Blvd to S Meridian Ave	\$4,950,000	6
SW 149th St from S Pennsylvania Ave to S Western Ave	\$4,950,000	7
SW 15th Street, Czech Hall Road to Mustang Road	\$4,950,000	8
SW 149th St from S Meridian Ave to S Portland Ave	\$7,150,000	9
Sara Road from SW 29th Street to SW 44th Street	\$4,950,000	10
SW 15th Street from Mustang Road to John Kilpatrick TPX	\$4,400,000	11
SW 59th St from S Council Rd to S Rockwell Ave	\$4,950,000	12
Czech Hall Road, Reno Avenue to SW 15th Street	\$4,950,000	13
Sara Road between SW 15th Street and SW 29th Street	\$4,950,000	14
N Cemetery Rd from W Reno Ave to NW 10th St	\$4,950,000	15
S Cemetery Rd from SW 29th St to SW 15th St	\$4,950,000	16
SW 59th St from S Rockwell Ave to S Regina Ave	\$4,400,000	17
N Piedmont Rd from NW 122nd St to NW Expressway	\$3,300,000	18
S Cemetery Rd from SW 59th St to SW 44th St	\$4,950,000	19
S Cemetery Rd from SW 44th St to SW 29th St	\$4,950,000	20
S Robinson Ave from SW 44th St to SW 31st St	\$3,850,000	21
S Cemetery Rd from SW 15th St to W Reno Ave	\$4,950,000	22
College Hills neighborhood	\$4,950,000	23
Robert Crest neighborhood	\$4,950,000	24
Culbertson East Dr from Lincoln Blvd to Kelley Ave	\$3,300,000	25
N Bryant Ave from NE 122nd St to Memorial Rd	\$4,950,000	26
N Kelley Ave from NE 50th St to NE 36th St	\$4,950,000	27
South Creston/White Orchard/Culbertson Heights neighborhood	\$4,950,000	28
Prarie Queen neighborhood	\$4,950,000	29
I-44 Service Rd (NB and SB) from SW 119th St to SW 104th St	\$6,600,000	30

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City of Oklahoma City - 2017 Bond Project List

Streets	Arterial Resurfacing	Resurfacing, repair or rehabilitation of streets which may include pavement structure repair, milling, asphalt overlay, concrete crack sealing, intersection/traffic signal improvements, wheelchair ramps, minor drainage improvements, signage and pavement markings.		
Location	Project Budget Estimate	Rank	Remaining Budget	# of citizen comments
N Rockwell Ave from W Wilshire Blvd to W Britton Rd	\$1,320,000	1	\$145,555,000	0
SW 29th Street from Western Avenue to Pennsylvania Avenue	\$1,346,400	2	\$144,208,600	2
SW 59th St from S May Ave to S Pennsylvania Ave	\$1,306,800	3	\$142,901,800	2
SW 59th St from S Pennsylvania Ave to N Western Ave	\$1,320,000	4	\$141,581,800	0
SW 29th Street from Western Avenue to Shields Blvd	\$1,570,800	5	\$140,011,000	3
SW 104th St from S Western Ave to S Santa Fe Ave	\$1,333,200	6	\$138,677,800	0
NW 50th St from N May Ave to N Pennsylvania Ave	\$555,500	7	\$138,122,300	0
S Council Rd from SW 8th St to W Reno Ave	\$1,306,800	8	\$136,815,500	0
NW 36th St from N Pennsylvania Ave to N Western Ave	\$1,333,200	9	\$135,482,300	0
W Hefner Rd from N MacArthur Blvd to N Meridian Ave	\$539,000	10	\$134,943,300	1
N Pennsylvania Ave from NW 23rd St to NW 36th St	\$4,320,000	11	\$133,623,300	1
N Pennsylvania Ave from NW 122nd St to Memorial Rd	\$3,287,200	12	\$132,336,100	0
SW 89th St from S Western Ave to S Santa Fe Ave	\$1,320,000	13	\$131,016,100	1
NW 23rd St from N Pennsylvania Ave to N Western Ave	\$1,320,000	14	\$129,716,100	0
N Pennsylvania Ave from NW 10th St to NW 23rd St	\$1,320,000	15	\$128,396,100	3
N MacArthur Blvd from W Wilshire Blvd to W Britton Rd	\$1,346,400	16	\$127,049,700	1
Rockwell Avenue between Britton Road & Hefner Road	\$550,000	17	\$126,499,700	0
NE 63rd St from N Midwest Blvd to N Douglas Blvd	\$890,000	18	\$125,549,700	1
Bryant Avenue from SE 89th Street to SE 104th Street	\$539,000	19	\$124,910,700	0
W Hefner Rd from N Rockwell Ave to N MacArthur Blvd	\$1,320,000	20	\$124,090,700	0
N Western Ave from W Britton Rd from W Hefner Rd	\$1,320,000	21	\$122,770,700	3
W Britton Rd from N Western to I-255	\$1,386,000	22	\$121,384,700	0
S May Ave from SW 59th St to SW 44th St	\$1,320,000	23	\$120,064,700	0
N MacArthur Blvd from W Hefner Rd to NW 122nd St	\$1,320,000	24	\$118,744,700	0
NW 122nd St from N MacArthur Blvd to N Meridian Ave	\$1,320,000	25	\$117,424,700	1
S Portland Ave from SW 44th St to SW 29th St	\$1,320,000	26	\$116,104,700	0
N MLK Ave from NE 23rd St to NE 36th St	\$1,333,200	27	\$114,771,500	0
NW 23rd St from N May Ave to N Pennsylvania Ave	\$1,333,200	28	\$113,438,300	3
S Walker Avenue from SW 74th Street and SW 89th Street	\$1,320,000	29	\$112,118,300	2
NW 192nd St from N Portland Ave to N May Ave	\$555,500	30	\$111,562,800	0

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21	(\$25,925,000)	1
22	(\$30,875,000)	2
23	(\$35,825,000)	1
24	(\$40,775,000)	3
25	(\$44,075,000)	1
26	(\$49,025,000)	0
27	(\$53,975,000)	2
28	(\$58,925,000)	1
29	(\$63,875,000)	1
30	(\$70,475,000)	1

Millage Rate and Term Options

- Millage Rate?
- Term?

2017 GO BOND PROGRAM Millage Rate and Term Options

Bond Term	Potential Size of Bond Program (in millions)		
	16 mills	18 mills	20 mills
5 years	\$410 M	\$530	\$650
7 years	\$615	\$785	\$945
10 years	\$940	\$1,180	\$1,395

POTENTIAL SALES TAX INITIATIVE

- MAPS 3 penny sales tax expires in December
- Propose short-term (27 months) temporary sales tax for capital improvements to fund safer, more complete transportation network
 - Street improvements
 - Streetscapes
 - Bike Lanes
 - Sidewalks
 - Trails
- Include a continuing portion of the penny to be dedicated to operations
- Separate votes required



TEMPORARY + DEDICATED SALES TAX OPTIONS

27-month term / \$240 M

OPTION 1: Dedicate 1/4 cent to fund operations permanently



Penny Sales Tax	Allocation	Revenue
Dedicated to Operations	1/4 cent	\$60 M
Temporary for Capital Projects	3/4 cent	\$180 M

OPTION 2: Dedicate 1/8 cent to fund operations permanently



Penny Sales Tax	Allocation	Revenue
Dedicated to Operations	1/8 cent	\$30 M
Temporary for Capital Projects	7/8 cent	\$210 M

DIRECTION

2017 GO BOND PROGRAM

Millage Rate and Term Options

Bond Term	Potential Size of Bond Program (in millions)		
	16 mills	18 mills	20 mills
5 years	\$410 M	\$530	\$650
7 years	\$615	\$785	\$945
10 years	\$940	\$1,180	\$1,395