AGENDA
BOARD OF CITY COMMISSIONERS
MARCH 16, 2026 AT 6:00 PM
COMMISSION CHAMBERS AT CITY HALL
16 WEST 9TH STREET
SHAWNEE, OKLAHOMA

Official action can only be taken on items which appear on the agenda. The public body may adopt, approve, ratify, deny, defer, recommend, amend, strike, or continue any agenda item. When more information is needed to act on an item, the public body may refer the matter to Staff or back to Committee or the recommending body. Under certain circumstances, items are deferred to a future date or stricken from the agenda entirely.

CALL TO ORDER

DECLARATION OF A QUORUM

INVOCATION

FLAG SALUTE

1. Recognition of Grove School Lady Basketball ORES Division III Championship.

2. Citizens Participation (A three-minute limit per person)
   (A twelve-minute limit per topic)

Citizens may provide comment relevant to City business. Per Oklahoma State Statute 25 O.S. § 311(B)(1), the City Commission may only consider, deliberate, or render decisions on those items of City business that were included in the agenda. For other citizen comments, the City Commission may refer the matter to the City Manager for administrative consideration, or to schedule the matter for Commission consideration at a later date.

3. Consider approval of Consent Agenda:

   a. Minutes from the February 9, 2026, rescheduled regular meeting and March 2, 2026, special call meeting.

   b. Acknowledge the following minutes and reports:

      - Planning Commission Minutes from the February 4, 2026, regular meeting.
      - Shawnee Senior Citizens Advisory Board Minutes from the November 18, 2025, regular meeting.

- License Payment Report for February 2026.
- Project Payment Report for February 2026.

c. Budget amendments for Fiscal Year 2025 – 2026:

- Fund 102 — E-911 Fund — To increase revenue received from the State for E-911 funds.
- Fund 603 — Insurance Recovery — To appropriate monies received from OMAG for light pole damage to transfer to Repair & Maintenance—Other for the North Treatment Plant expenditures in FY26.

d. Lake Lease Transfer:

- Seck Tract Lot 8
  33600 S Post Office Neck
  From: Kenneth West (Deceased) & Lora Davis
  To: Richard & Brittney Taylor

e. Mayor Appointments:

- Shawnee Housing Authority
  Kevin Hall 2nd Full Term Expires: February 1, 2029
  Reappointment

  Thomas Hibben 2nd Full Term Expires: February 1, 2029
  Reappointment
- Shawnee Civic and Cultural Development Authority
  Lance Wortham 3rd Full Term Expires: December 31, 2028
  Reappointment

  Tim Barrick 4th Full Term Expires: December 31, 2029
  Reappointment

f. Approval of the FY-2025 Audit Engagement Letter with Arledge & Associates, P.C.

g. Acceptance of Oklahoma Baptist University infrastructure and placing the maintenance bonds into effect.

h. Approval of the purchase of a SCBA Cascade System using the State of Oklahoma Contract SW241.

i. Approval of the purchase and installation of a Fire Station Alerting System for Fire Station No. 1.

4. Presentation of the Pet of the Month by Animal Control.

5. Consideration of a resolution updating the City Fee Schedule by: (1) setting the water rates for residential and commercial use, both inside and outside the city limits, pursuant to Subsections (a) and (b), Section 26-26, Article II, Chapter 26 of the City Code; and (2) setting the sanitary sewer rates for residential and commercial use, both inside and outside the city limits, pursuant to Subsections (b) and (c), Section 26-27, Article II, Chapter 26 of the Code of the City of Shawnee.

6. Consideration of a resolution updating the City Fee Schedule by setting the monthly rates and fees for solid waste services pursuant to Subsections (a), Section 23-38, Article II, Chapter 23 of the City Code; and providing for the re-adoption of the City Fee Schedule in whole.

7. Consideration of a resolution declaring certain items of personal property surplus and no longer needed for city purposes; describing said items; and authorizing the sale of said items to the Allen Fire Department.

8. Consideration of a resolution renewing Ordinance Number 1396NS the "Nine-One-One Emergency Number Ordinance" for the period of April 6, 2026 to April 5, 2029.

9. Consideration of a resolution setting the 9-1-1 Emergency Telephone Tax Rate.

10. Consideration of acceptance of the Shawnee Safe Streets for All Action Plan.

11. Consideration of a resolution for Shawnee Safe Streets for All Vision Zero.

12. Public hearing for an amendment to the Shawnee Unified Development Code, Section 22-216 exempting Real Estate Signs from the Sign regulations.
Case No. UDC01-26 | Applicant: City of Shawnee

13. Consideration of an ordinance amending the Shawnee Unified Development Code, Section 22-216 exempting Real Estate Signs from the Sign regulations.

Case No. UDC01-26 | Applicant: City of Shawnee

14. Public hearing for an amendment to the Shawnee Unified Development Code, Section 22-197 allowing for Single Family Uses in the R-3 (High Density Residential) zoning district, and correcting a scribner's error regarding the allowance of Triplexes in the R-1 (Low Density Residential) zoning district.
    Case No. UDC02-26 | Applicant: City of Shawnee

15. Consideration of an ordinance amending the Shawnee Unified Development Code, Section 22-197 allowing for Single Family Uses in the R-3 (High Density Residential) zoning district, and correcting a scribner's error regarding the allowance of Triplexes in the R-1 (Low Density Residential) zoning district.
    Case No. UDC02-26 | Applicant: City of Shawnee

16. Public hearing for a request to rezone the property addressed as 4411 North Aydelotte Street from R-1 (Low Density Residential District) to C-1 (Local Commercial District).
    Case No. RZ01-26 | Applicant: Dao & Cynthia Nguyen c/o Landes Engineering

17. Consideration of an ordinance to rezone the property addressed as 4411 North Aydelotte Street from R-1 (Low Density Residential District) to C-1 (Local Commercial District).
    Case No. RZ01-26 | Applicant: Dao & Cynthia Nguyen c/o Landes Engineering

18. Public hearing for a request to rezone the property addressed as 541 West Poplar Street from R-1 (Low Density Residential District) to MU (Mixed Use District).
    Case No. RZ02-26 | Applicant: Joseph Marshall

19. Consideration of an ordinance to rezone the property addressed as 541 West Poplar Street from R-1 (Low Density Residential District) to MU (Mixed Use District).
    Case No. RZ02-26 | Applicant: Joseph Marshall

20. Acknowledge Monthly Sales Tax Report.

21. New Business (Any matter not known or which could not have been reasonably foreseen prior to the posting of the agenda.)

22. Commissioners Comments

23. Adjournment

Respectfully submitted,

Lisa Lasyone, MMC, City Clerk

The City of Shawnee encourages participation from its citizens in public meetings. If participation is not possible due to a disability, notify the City Clerk, in writing, at least forty-eight hours prior to the scheduled meeting**,** and necessary accommodations will be made. (ADA 28 CFR 36)

DRAFT

BOARD OF CITY COMMISSIONERS PROCEEDINGS
FEBRUARY 9, 2026 AT 6:00 PM

RESCHEDULED FROM FEBRUARY 17, 2026 AT 6:00 P.M.

The Board of City Commissioners of the City of Shawnee, County of Pottawatomie, State of Oklahoma, met in Rescheduled Regular Session in the Commission Chambers at City Hall, 16 West 9th Street, Shawnee, Oklahoma on Monday, February 9, 2026, at 6:00 PM, pursuant to notice duly posted as prescribed by law on Wednesday, January 21, 2026, at 9:46 AM. Mayor Stephens presided and called the meeting to order. Upon roll call, the following members were in attendance.

Eric Stephens
Mayor

Daniel Matthews
Commissioner Ward 1 - Vice Mayor

Greta Shuler
Commissioner Ward 2

Chris Odneal
Commissioner Ward 3

Ashley Fichtner
Commissioner Ward 4

Mark Sehorn
Commissioner Ward 5

Lauren Richter
Commissioner Ward 6

ABSENT: None

CALL TO ORDER

DECLARATION OF A QUORUM

INVOCATION

FLAG SALUTE

1. Citizens Participation (A three-minute limit per person)
(A twelve-minute limit per topic)

Citizens may provide comment relevant to City business. Per Oklahoma State Statute 25 O.S. § 311(B)(1), the City Commission may only consider, deliberate, or render decisions on those items of City business that were included in the agenda. For other citizen comments, the City Commission may refer the matter to the City Manager for administrative consideration, or to schedule the matter for Commission consideration at a later date.

Mr. Rob Morris spoke during Citizens Participation.

2. Consider approval of Consent Agenda:

a. Minutes from the January 20, 2026, regular meeting.

b. Acknowledge the following minutes and reports:

- Planning Commission Minutes from the January 7, 2026, regular meeting.

- Shawnee Beautification, Parks, and Recreation Committee Minutes from the November 20, 2025, regular meeting.

- License Payment Report for January 2026.

- Project Payment Report for January 2026.

c. Budget amendments for Fiscal Year 2025 – 2026:

- Fund 001 - General Fund - To fund an increase to purchase property at 302 South Beard Street.

- Fund 102 - 911 Management Fund - To appropriate monies received for a refund for 911 Dispatch telephones transferred into Telephone account line for expenditures in FY26.

- Fund 301 - Capital Improvement Fund - To appropriate monies received due to change order in January 2025 for a Squad Rescue Apparatus replacement transferred to Capital Improvement - Equipment, for up-fitting of the new Engine 1, expenditures in FY26.

- Fund 301 - Capital Improvement Fund - To appropriate sale of property monies to be used for the vehicle purchase in Capital Outlay for the Police Department expenditures in FY26.

- Fund 350 - Aquatic Center - To appropriate monies from Recreation to Aquatic Center to reimburse salaries for the Aquatic Center expenditures in FY26.

- Fund 603 - Insurance Recovery - To appropriate monies received for damage to the Police Department Facility to transfer into Buildings Materials & Supplies to repair the damages for expenditures in FY26.

- Fund 706 - Donations - To fund an increase by adding additional funding for the Fire Suppression account.

d. Confirm and approve the City Manager's hiring of Petya Stefanoff as the City's Community Development Director.

e. Acknowledge the transfer of Pottawatomie County Local Emergency Planning Committee (LEPC) Funds.

f. Approval of an agreement with Musco Sports Lighting, LLC for the installation of arena lighting at the Heart of Oklahoma Exposition Center, Sourcewell Contract Number 041123-MSL.

A motion was made by Commissioner Odneal, seconded by Commissioner Fichtner, to approve Consent Agenda Item Nos. 2(a-f). Motion carried 7-0-0.

AYE: Odneal, Fichtner, Sehorn, Richter, Matthews, Shuler, Stephens
NAY: None

ABSTAIN: None

3. Presentation of the Pet of the Month by Animal Control.

Animal Control Officer Stephen Rice introduced Bolt, a Pomeranian mix.

4. Consideration of a resolution calling and providing for the holding of nonpartisan general and general runoff elections in the City of Shawnee, Oklahoma for the purpose of nominating and electing candidates for offices of City Commissioner of the First Ward, City Commissioner of the Fifth Ward, and City Commissioner of the Sixth Ward; establishing a filing period and qualifications for such offices; designating the manner of electing the various city offices named herein; providing for said elections to be conducted by the Pottawatomie County Election Board; and providing for voting by absentee ballot.

Chief Operations Officer/City Clerk Lisa Lasyone stated that the City Charter and Municipal Code require that the City must adopt a resolution calling for and ordering a General Election and General Runoff Election for the purpose of electing City Commission members. The Commissioner's offices that are scheduled for election are Wards 1, 5, and 6. The filing dates are April 1, 2, and 3, 2026, the election date is June 16, 2026, and the runoff date, if needed, is August 25, 2026.

A motion was made by Vice Mayor Matthews, seconded by Commissioner Richter, to approve a resolution calling and providing for the holding of nonpartisan general and general runoff elections in the City of Shawnee, Oklahoma for the purpose of nominating and electing candidates for offices of City Commissioner of the First Ward, City Commissioner of the Fifth Ward, and City Commissioner of the Sixth Ward; establishing a filing period and qualifications for such offices; designating the manner of electing the various city offices named herein; providing for said elections to be conducted by the Pottawatomie County Election Board; and providing for voting by absentee ballot.

Resolution No. 6781 was introduced.

A RESOLUTION CALLING AND PROVIDING FOR THE HOLDING OF NONPARTISAN GENERAL AND GENERAL RUNOFF ELECTIONS IN THE CITY OF SHAWNEE, OKLAHOMA, FOR THE PURPOSE OF NOMINATING AND ELECTING CANDIDATES FOR THE OFFICES OF CITY COMMISSIONER OF THE FIRST WARD, CITY COMMISSIONER OF THE

FIFTH WARD, AND CITY COMMISSIONER OF THE SIXTH WARD; ESTABLISHING A FILING PERIOD AND QUALIFICATIONS FOR SUCH OFFICES; DESIGNATING THE MANNER OF ELECTING THE VARIOUS CITY OFFICES NAMED HEREIN; PROVIDING FOR SAID ELECTIONS TO BE CONDUCTED BY THE POTTAWATOMIE COUNTY ELECTION BOARD; AND PROVIDING FOR VOTING BY ABSENTEE BALLOT.

Motion carried 7-0-0.

AYE: Matthews, Richter, Stephens, Shuler, Odneal, Fichtner, Sehorn
NAY: None
ABSTAIN: None

5. Consideration of an ordinance to rezone the property addressed as 1402 East Independence Street from C-1 (Local Commercial District) to R-3 (High Density Residential District).
   Case No. RZ08-25 | Applicant: Jerry Roca and Landes Engineering
   (Deferred from January 20, 2026, City Commission Meeting.)

Community Development Director Petya Stefanoff stated that the applicant advised he is collecting more information and has requested that the item be deferred to the March 2026 regularly scheduled City Commission meeting.

A motion was made by Commissioner Sehorn, seconded by Vice Mayor Matthews, to deny an ordinance to rezone the property addressed as 1402 East Independence Street from C-1 (Local Commercial District) to R-3 (High Density Residential District). Motion carried 6-0-1.

AYE: Sehorn, Matthews, Shuler, Odneal, Fichtner, Richter
NAY: None
ABSTAIN: Stephens

6. Consideration of a request for a Preliminary Plat for Barton Industrial Park, located near Highway 177 and American Way.
   Case No. PL02-25 | Applicant: Indaco Metals c/o TAP Architects

Community Development Director Petya Stefanoff stated that the item is for a Preliminary Plat for Barton Industrial Park located near Highway 177 and American Way. Planning Commission and Staff recommend approval.

A motion was made by Commissioner Shuler, seconded by Commissioner Fichtner, to approve a request for a Preliminary Plat for Barton Industrial Park,

located near Highway 177 and American Way. Motion carried 7-0-0.

AYE: Shuler, Fichtner, Stephens, Matthews, Odneal, Sehorn, Richter
NAY: None
ABSTAIN: None

7. Public hearing for an amendment to the City of Shawnee Five-Year Capital Improvement Plan (CIP) for Fiscal Years 2026-2030, encompassing multiple changes.

Finance Director Kimberly Hoover stated that Staff is requesting an amendment to the CIP to make multiple changes.

Mayor Stephens declared a public hearing in session to consider an amendment to the City of Shawnee Five-Year Capital Improvement Plan (CIP) for Fiscal Years 2026-2030, encompassing multiple changes. No one spoke regarding the item. The public hearing was closed.

8. Consideration of the amendment to the City of Shawnee Five-Year Capital Improvement Plan (CIP) for Fiscal Years 2026-2030, encompassing multiple changes.

Finance Director Kimberly Hoover stated Staff is requesting an amendment to the following previously approved projects:

- Expo Electrical/Mechanical Equipment Upgrades & Replacement
- Expo Fleet Acquisition — 3/4 Ton
- Expo IT Equipment & Upgrades
- Expo Overhead Replacment
- Expo Pylon Sign Repair or Replacement
- Expo Water Truck
- Expo WW Gates & Panels
- Fire Station 1 Renovation
- Streets Fleet Replacement — Tandem
- Traffic Fleet Replacement — Bucket Truck

A motion was made by Vice Mayor Matthews, seconded by Commissioner Sehorn, to approve the amendment to the City of Shawnee Five-Year Capital Improvement Plan (CIP) for Fiscal Years 2026-2030, encompassing multiple changes. Motion carried 7-0-0.

AYE: Matthews, Sehorn, Stephens, Shuler, Odneal, Fichtner, Richter
NAY: None
ABSTAIN: None

9. Consideration of the following Budget Amendments regarding the City of Shawnee's Capital Improvement Plan (CIP) for Fiscal Years 2026 - 2030.

   a. Fund 301 - Capital Improvement Fund - Updating the cost to the actual cost of Street Fleet Replacement - Tandem in the Capital Improvement Fund.

   b. Fund 301 - Capital Improvement Fund - Updating the cost to actual cost for Traffic Fleet Replacement - Bucket Truck in Capital Improvement Fund.

Finance Director Kimberly Hoover provided a Staff report for each of the proposed budget amendments.

A motion was made by Vice Mayor Matthews, seconded by Commissioner Fichtner, to approve the budget amendments listed in Agenda Item Nos. 9(a-b). Motion carried 7-0-0.

AYE: Matthews, Fichtner, Sehorn, Richter, Shuler, Odneal, Stephens
NAY: None
ABSTAIN: None

10. Acknowledge Monthly Sales Tax Reports.

Finance Director Kimberly Hoover reported sales tax collections are up Thirteen Thousand Five Hundred Twenty-One Dollars ($13,521.00) or Zero Point Four Eight Percent (0.48%), above the projected budget year-to-date. She stated that use tax collections are down Six Thousand Six Hundred Sixty-Eight Dollars ($6,668.00) or One Point Three Eight Percent (1.38%), below the projected budget year-to-date.

11. New Business (Any matter not known or which could not have been reasonably foreseen prior to the posting of the agenda.)

There was no new business.

12. Commissioners Comments

Commissioner Sehorn commented on sales tax and the recent fire north of town.

Commissioner Odneal thanked Staff for repairing the water issues last week.

Commisioner Shuler commented on the new development.

Vice Mayor Matthews thanked Staff for the response to the recent winter storm and repair of water issues. He commented on sales tax.

Mayor Stephens commented on the recent fire north of town and Staff's response to the winter storm and water main breaks.

13. Adjournment

There being no further business to be considered, the meeting was adjourned by power of the Chair. (6:20 p.m.)

_____
ERIC STEPHENS, MAYOR

ATTEST:

_____
LISA LASYONE, MMC
CITY CLERK

DRAFT

BOARD OF CITY COMMISSIONERS PROCEEDINGS
MARCH 2, 2026 AT 4:30 PM

The Board of City Commissioners of the City of Shawnee, County of Pottawatomie, State of Oklahoma, met in Special Call Session in the Commission Chambers at City Hall, 16 West 9th Street, Shawnee, Oklahoma on Monday, March 2, 2026, at 4:30 PM, pursuant to notice duly posted as prescribed by law on Thursday, February 26, 2026, at 11:15 AM. Mayor Stephens presided and called the meeting to order. Upon roll call, the following members were in attendance.

Eric Stephens
Mayor

Daniel Matthews Commissioner Ward 1 - Vice Mayor	Greta Madson Commissioner Ward 2
Chris Odneal Commissioner Ward 3	Absent Commissioner Ward 4
Mark Sehorn Commissioner Ward 5	Absent Commissioner Ward 6

ABSENT: Ashley Fichtner, Lauren Richter

CALL TO ORDER

DECLARATION OF A QUORUM

1. Consideration of entering into executive session in accordance with 25 O.S. § 307(B)(4) to discuss confidential communications between a public body and its attorney concerning a pending investigation, claim, or action if the public body, with the advice of its attorney, determines that disclosure will seriously impair the ability of the public body to process the claim or conduct a pending investigation, litigation, or proceeding in the public interest.

A motion was made by Vice Mayor Matthews, seconded by Commissioner Sehorn, to approve entering into executive session in accordance with 25 O.S. § 307(B)(4) to discuss confidential communications between a public body and its attorney concerning a pending investigation, claim, or action if the public body, with the advice of its attorney, determines that disclosure will seriously impair the ability of the public body to process the claim or conduct a pending investigation, litigation, or proceeding in the public interest. Motion carried 5-0-0.

AYE: Matthews, Sehorn, Stephens, Shuler, Odneal
NAY: None
ABSTAIN: None

COMMISSION ENTERED INTO EXECUTIVE SESSION AT4:31 P.M. WITH ALL MEMBERS PRESENT.

COMMISSION RECONVENED FROM EXECUTIVE SESSION AT 4:49 P.M. WITH ALL MEMBERS PRESENT.

2. Consideration of a resolution to sign and approve the Legal Services Agreement retaining Fulmer Sill for the purpose of pursuing certain legal claims against manufacturers, distributors, and potentially other third parties regarding exponential increases in firefighting equipment costs and wait times, causing harm to the City of Shawnee and its citizens.

City Attorney Joe Vorndran provided a Staff report.

A motion was made by Vice Mayor Matthews, seconded by Commissioner Sehorn, to approve a resolution to sign and approve the Legal Services Agreement retaining Fulmer Sill for the purpose of pursuing certain legal claims against manufacturers, distributors, and potentially other third parties regarding exponential increases in firefighting equipment costs and wait times, causing harm to the City of Shawnee and its citizens.

Resolution No. 6782 was introduced.

A RESOLUTION TO PROVIDE FOR RETENTION OF ATTORNEYS IN FIREFIGHTING EQUIPMENT ANTITRUST LITIGATION.

Motion carried 5-0-0.

AYE: Matthews, Sehorn, Stephens, Shuler, Odneal
NAY: None
ABSTAIN: None

3. Adjournment

There being no further business to be considered, the meeting was adjourned by power of the Chair. (4:51 p.m.)

_____
ERIC STEPHENS, MAYOR

ATTEST:

_____
LISA LASYONE, MMC
CITY CLERK

PLANNING COMMISSION MINUTES
DATE: February 4, 2026
MINUTES

The Planning Commission of the City of Shawnee, County of Pottawatomie, State of Oklahoma, met in person for a regular meeting on January 4, at 1:30 p.m., according to notice duly posted as prescribed by law.

Chair Barrett called the meeting to order at **1:29 p.m.** City Planner Diana Hood called Roll and stated a quorum was present.

The following Commissioners were present:
Present: Alexander, Reese, Barrett, Hayes, Burrell, Johnson
Absent: Porter
Vacant:

Item 1. Consideration of approval of the minutes from the regular meeting on January 7, 2026.

Chair Barrett asked for questions or corrections to the minutes. Commissioner Reese noted that there is an error regarding the motion for item number five in the minutes. It states that Commissioner Reese voted on the item, but he was absent that day. The correction is noted, and Chair Barrett asks for a motion. Commissioner Reese moves to approve with the correction, and Vice Chair Johnson seconds.
Motion **passed 6-0-0.**
Aye: Alexander, Reese, Barrett, Hayes, Burrell, Johnson
Nay: None
Abstain: None

Item 2. Public Hearing and Consideration of an amendment to the Shawnee Unified Development Code, Sec. 22-216 exempting Real Estate Signs from the Sign regulations.
Case No. UDC01-26 | Applicant: City of Shawnee

City Planner Diana Hood presents the staff report and asks if there are any questions for staff. Commissioner Reese notes that the wording of the drafted ordinance states that the sign may remain until the contract has been signed, but that does not follow the customary procedure for Real Estate sales. He notes that the transaction is not complete at the signature of the agreement, and proposes that the language instead read "shall be removed upon closing of the transaction or termination of listing or marketing effort, whichever occurs first," or something to similar effect.

Chair Barrett opens the public hearing and asks if there is anyone in attendance that wishes to speak for or against the item. Seeing none, Chair Barrett closes the public hearing and calls for discussion and a motion.

Commissioner Reese moves to recommend **APPROVAL** of **Case No. UDC01-26 with the noted changes**, which Vice Chair Johnson seconds.
Motion **passes 6-0-0**
Aye: Alexander, Reese, Barrett, Hayes, Burrell, Johnson
Nay: None
Abstain: None

Item 3. Public Hearing and Consideration of an amendment to the Unified Development Code, Sec. 22-197 allowing for Single Family Uses in the R-3 (High Density Residential) zoning district, and correcting a scribner's error regarding the allowance of Triplexes in the R-1 (Low Density Residential) zoning district.
Case No. UDC02-26 | Applicant: City of Shawnee

City Planner Diana Hood presents the staff report and asks if there are any questions for staff. Seeing none, Chair Barrett opens the public hearing and asks if there is anyone in attendance who would like to speak for or against the item.

ing none, Chair Barrett closes the public hearing and calls for discussion and a motion.

Commissioner Reese moves to recommend **APPROVAL** of **Case No. UDC02-26**, which Commissioner Alexander seconds.
Motion **passes 6-0-0**
Aye: Alexander, Reese, Barrett, Hayes, Burrell, Johnson
Nay: None
Abstain: None

Item 4. Consideration of a request for a Preliminary Plat for Barton Industrial Park, located near Highway 177 and American Way.
Case No. PPL02-25 | Applicant: Indaco Metals c/o TAP Architects

City Planner Diana Hood presents the staff report and asks if there are any questions for staff. Chair Barrett asks what the Staff recommendation is, and Ms. Hood responds that Staff recommends approval of the request. Chair Barrett calls for discussion and a motion.

Commissioner Burrell moves to **APPROVE Case No. PPL02-25** as presented, and Commissioner Reese seconds.
Motion **passes 6-0-0.**
Aye: Alexander, Reese, Barrett, Hayes, Burrell, Johnson
Nay: None
Abstain: None

Item 5. Community Development Department Update

Community Development Director Petya Stefanoff reports that the first public walk audit was completed in January, and that all future audits will be posted on the City's website. The purpose is to connect citizens with appointed representatives, and to collect data on the condition of the neighborhoods. Mrs. Stefanoff cannot recall the exact date of the February date, but notes that it is posted on the City's website.

Mrs. Stefanoff also asks if the Commissioners would like any changes to the format of the staff report, or additional types of information to assist in the deciding process.

Item 6. Planning Commissioners' Comments

Vice Chair Johnson notes that United Acts of Kindness day is the following Friday, February 13th.

Commissioner Hayes notes that that same day, February 13th, the Youth and Family Resource Center is having a fundraiser event.

Commissioner Alexander notes that he appreciates the members of the Real Estate community that have attended the meeting, regardless of whether they spoke during the public hearing.

Item 7. Adjournment

The meeting adjourned at **1:52 p.m.**

Chair/Vice-Chair — Date: 3/4/2026

Community Development Director — Date: 3-4-26

SHAWNEE SENIOR CITIZENS ADVISORY BOARD PROCEEDINGS
NOVEMBER 18, 2025 AT 9:30 AM

The Shawnee Senior Citizens Advisory Board of the City of Shawnee, County of Pottawatomie, State of Oklahoma, met in Regular Session in the Senior Recreation Center, 401 North Bell Avenue, Shawnee, Oklahoma on November 18, 2025 at 9:30 A.M., pursuant to notice duly posted as prescribed by law at 8:23 A.M. on November 14, 2025. Chairperson Fogerty presided and called the meeting to order. Upon roll call, the following members were in attendance.

Barry Fogerty
Chairperson

Absent
Vice Chairperson

Absent
Board Member

Sally Murphy
Board Member

Absent
Board Member

Gary Dowdy
Board Member

Pamela Pensoneau
Board Member

Norma Neely
Board Member

Joseph Walker
Board Member

Mark Sehorn
Commissioner

ABSENT: Albert Rice, Ann Dowdy, and Pete Carrels

CALL TO ORDER

DECLARATION OF QUORUM

1. Consideration of approval of the Minutes from the August 12, 2025 regular meeting.

A motion to approve the August 12, 2025 minutes was made by Gary Dowdy. A 2nd was made by Norma Neely. Motion carried 7-0.
Aye: Barry Fogerty, Sally Murphy, Gary Dowdy, Pamel Pensoneau, Norma Neely, Joseph Walker, and Mark Sehorn.
Nay: None

2. Consideration of approval of the Minutes from the October 3, 2025 Special Call meeting.

A motion to approve the October 3, 2025 Special Call meeting minutes was made by Gary Dowdy. A 2nd was made by Joseph Walker. Motion carried 7-0.

Aye: Barry Fogerty, Sally Murphy, Gary Dowdy, Pamela Pensoneau, Norma Neely, Joseph Walker, and Mark Sehorn.
Nay: None

3. Staff Reports

1. Thanksgiving Meal will be November 19, 2025.
2. Fall Fest was a huge success with over 7,000 people in attendance.
3. Free CPR training for staff and volunteers was held in October.
4. Senior Recreation Center was the host of the Oklahoma Caregiver Conference.
5. 35 flu shots were given for free at the Senior Recreation Center.

4. Consideration of Pottawatomie County Sales Tax Senior Fund Purchase Orders.

A motion to approve Pottawatomie County Sales Tax Senior Fund purchase orders was made by Gary Dowdy. A 2nd was made by Mark Sehorn. Motion carried 7-0.
Aye: Barry Fogerty, Sally Murphy, Gary Dowdy, Pamel Pensoneau, Norma Neely, Joseph Walker, and Mark Sehorn.
Nay: None

5. Discussion of computers for seniors.

The committee agreed to add a computer lab to the 2026 Senior Recreation Center survey to see if there is a real need for computers in the building.

6. Discussion of possible grant opportunities.

The committee will look for possible grant ideas and bring any information on a grant to Angie. At that point staff will research the grant and see if it is a possible match for the Senior Recreation Center.

7. Consideration of Volunteer Recognition report by subcommittee.

Plans were made to email each volunteer and let them know the committee would like to recognize the work they do and gather information about them. A picture of each volunteer and their information will be posted in the display case at the Senior Recreation Center with their permission. This could also be posted on social media and in local newspapers if the volunteer agrees. In January the subcommittee will start meeting the 3rd Monday of each month.

8. Citizens Participation (A three-minute limit per person)
(A twelve-minute limit per topic)

We had no citizens participation at this meeting.

9. Board Comments

The committee is looking forward to getting to know the citizens that volunteer at the Senior Recreation Center.

10. Adjournment

Meeting was adjourned at 10:25 A.M.

Barry Fogerty

BARRY FOGERTY
CHAIRPERSON

ATTEST:

Jane Wright

JANE WRIGHT
SECRETARY

Entity Payment Report

02/01/2026 - 02/28/2026

Payment Date	Name	Payment Type	Receipt #	Payment Amount
2/27/2026	$ - OSBORNE ELECTRIC	IBX CC	5034	100.00
2/27/2026	inactive - DART PHONE	IBX CC	5033	50.00
2/25/2026	SHERRIE WHITE & CASSIE JENNINGS	Cash	5032	824.00
2/25/2026	THE SIGN DEPOT	IBX CC	5031	75.00
2/25/2026	CLARITY TELECOM, LLC dba BLUEPEAK FIBER	IBX CC	5030	50.00
2/25/2026	DEREK & KARLA BAPTISTE	Check	5029	1,632.00
2/24/2026	JERRY L MUSE	Check	5028	15.00
2/24/2026	MAGGIE NAVA & JOSHUA HAWKINS	Cash	5027	25.00
2/24/2026	MEARES MECHANICAL LLC	Check	5026	75.00
2/24/2026	THE JENIFER & RICHARD A STEVENSON II REVOCABLE TRUST AGREEMENT	Check	5025	824.00
2/23/2026	PASCHAL HOME SERVICES	IBX CC	5024	100.00
2/23/2026	MAC SERVICES	IBX CC	5023	100.00

2/23/2026	CALL CHRIS MARTIN MECHANICAL LLC	IBX CC	5022	100.00
2/20/2026	ROSS ELECTRIC, INC	Check	5021	75.00
2/20/2026	PIGG HEATING & AIR CONDITIONING INC	Check	5020	100.00
2/20/2026	JZ INSTALLATIONS LLC	IBX CC	5019	75.00
2/19/2026	RICHARD & BRITTNEY TAYLOR	Check	5018	1,899.00
2/19/2026	need insurance - PELTIER LAWN SERVICE, INC	Check	5017	25.00
2/19/2026	INTEGRATED HVAC	IBX CC	5016	75.00
2/19/2026	GALAXY DISTRIBUTION LLC	IBX CC	5015	50.00
2/18/2026	Need 2027 CIB - CASEY ELECTRIC	Check	5014	175.00
2/17/2026	CRAP HAPPENS PLUMBING LLC	IBX CC	5013	75.00
2/17/2026	T & T INDUSTRIAL, INC	IBX CC	5012	75.00
2/17/2026	MARY SPENCER	Check	5011	15.00
2/17/2026	CORWINE ELECTRIC AND SECURITY LLC	Check	5010	100.00
2/17/2026	$ - OMEGA POWER COMPANY	IBX CC	5009	75.00

2/13/2026	LAKESHORE LODGE	Check	5008	808.00
2/13/2026	GREGORY RHODES	Check	5007	808.00
2/12/2026	NEW CENTURY HOSPICE DBA HEARTLAND HOSPICE (SHAWNEE)	Check	5006	50.00
2/11/2026	EDWARD AND JULIE HUBKEY	IBX CC	5005	25.00
2/11/2026	SHAWNEE FARMERS MARKET	IBX CC	5004	50.00
2/11/2026	WYNN PLUMBING, LLC	IBX CC	5003	75.00
2/11/2026	ALYSSA CABANISS	IBX CC	5002	15.00
2/10/2026	COLE PLUMBING	Check	5001	75.00
2/9/2026	HIGHWAY MAN SIGNS LLC	IBX CC	5000	75.00
2/9/2026	LIGHTWORK LLC	Check	4999	100.00
2/9/2026	405 PLUMBING	IBX CC	4998	100.00
2/9/2026	ALL PHASE ELECTRIC	Check	4997	75.00
2/9/2026	MCDONALDS #03673	Check	4996	15.00
2/9/2026	SUPERIOR EXCAVATIONS SOLUTIONS	Check	4995	75.00
2/9/2026	SUPERIOR EXCAVATIONS SOLUTIONS	Check	4994	75.00
2/6/2026	OKLAHOMA ELECTRICAL SUPPLY COMPANY	IBX CC	4993	75.00
2/5/2026	SHORTY'S LAWN SERVICE	Cash	4992	25.00

2/5/2026	GUERRERO ELECTRICAL SERVICES	IBX CC	4991	100.00
2/5/2026	ED & BRENDA DODEN	Check	4990	15.00
2/5/2026	ELMER & BRENDA LUCAS	Check	4989	808.00
2/5/2026	AMPED HOME SERVICES	IBX CC	4988	100.00
2/5/2026	ORION ENERGY SYSTEMS, INC	IBX CC	4987	100.00
2/4/2026	AIR CONDITIONING SERVICE & REPAIR LLC	Check	4986	100.00
2/4/2026	$ - SOONER HVAC, INC	IBX CC	4985	100.00
2/4/2026	need insurance - TERRELL REFRIGERATION	Check	4984	75.00
2/4/2026	$ - BIGHEAD MECHANICAL	Cash	4983	100.00
2/3/2026	JKB MECHANICAL	IBX CC	4982	100.00
2/2/2026	ENTERPRISE RENT A CAR	IBX CC	4981	50.00
2/2/2026	need insurance - AQUA PLUMBING SERVICES	Check	4980	75.00
2/2/2026	HARDESTY TEAM	Check	4979	75.00
2/2/2026	HARDESTY TEAM	Check	4978	75.00
2/2/2026	L&W Plumbing Services LLC	IBX CC	4977	75.00

2/2/2026	need inspection - SOULFUL SERENITY MASSAGE AND WELLNESS	Check	4976	50.00
				11,303.00

Total Records: 59

Monthly Permit - City Clerk

02/01/2026 - 02/28/2026

Permit #+A4:J25A4 :J115	Permit Date	Permit Type	Parcel Address	Applicant Name	Description	Project Cost	Square Feet	Total Fees
20260228	2/27/2026	B - Residential Remodel	2103 N LEO AVE	KYLEE KING	REMODEL	300	50	$29.50
20260227	2/27/2026	E - Electrical	1111 E INDEPENDENCE	FULL SPEED ELECTRIC	MISCELLANEOUS	0	0	$54.50
20260226	2/27/2026	E - Electrical	2814 N KICKAPOO	OSBORNE ELECTRIC COMPANY	NEW SERVICE	0	0	$54.50
20260225	2/26/2026	M - Mechanical	2804 SIMCO PL	PASCHAL HOME SERVICES, LLC	CHANGE OUT	0	0	$64.50
20260224	2/26/2026	P - Plumbing	502 N BEARD	FIVE STAR PLUMBIN GLLC	MISCELLANEOUS	0	0	$54.50
20260223	2/26/2026	B - Accessory Structure	29 E MIDLAND	DWIGHT THOMPSON	NEW INSTALLATION	2,000	400	$89.50
20260222	2/26/2026	O - Chicken Permit	1309 N MARKET	BRADLEY BRANDON	CHICKEN PERMIT	0	0	$15.00
20260221	2/26/2026	B - Storm Shelter	4301 N POTTENGER AVE	FIRESTORM SEPTICS AND SHELTERS	NEW INSTALLATION	7,200	63	
20260220	2/26/2026	PC - Minor Subdivision	7300 N KICKAPOO AVE	James Hawk c/o Jordan Philips	lot split	0	0	$200.00

20260219	2/26/2026	P - Plumbing	1415 LAVERNE	DALE'S PLUMBING	REPLACE EXISTING	0	0	$54.50
20260218	2/26/2026	O - Sign	1134 N HARRISON AVE	METRO SIGN	NEW INSTALLATION	1,500	10	$50.00
20260217	2/26/2026	O - Sign	1134 N HARRISON AVE	METRO SIGN	REPLACE EXISTING	4,500	36	$50.00
20260216	2/25/2026	PC - Minor Subdivision	3200 N HARRISON AVE	O'Connor Properties LLC	Lot Split/Lot Merge	0	0	$200.00
20260215	2/25/2026	B - Commercial - New	820 E ADA ST	BRIAN WOLFE	NEW CONSTRUCTION	350,000	5,000	$2,354.50
20260214	2/25/2026	M - Mechanical	410 W KIRK	CALL CHRIS MARTIN MECHANICAL LLC	CHANGE OUT	0	0	$84.50
20260213	2/25/2026	M - Mechanical	1937 N KICKAPOO AVE SUITE A	LUCKY DAY HVAC	CHANGE OUT	0	0	$104.50
20260212	2/25/2026	P - Plumbing	1903 KATIE RD	COMPLETE PLUMBING	ACCESSORY BUILDING	0	0	$54.50
20260211	2/25/2026	O - Sign	2700 N KICKAPOO	THE SIGN DEPOT LLC	NEW INSTALLATION	500	32	$50.00
20260210	2/25/2026	O - Sign	2700 N KICKAPOO	THE SIGN DEPOT LLC	NEW INSTALLATION	4,000	45	$50.00
20260209	2/25/2026	O - Sign	2700 N KICKAPOO	THE SIGN DEPOT LLC	NEW INSTALLATION	210	7	$50.00

20260208	2/25/2026	E - Electrical	1115 E ALICE	AMERICAN AIR CONDITIONING & HEATING, INC	REPLACE EXISTING	0	0	$54.50
20260207	2/25/2026	B - Commercial - Remodel	42305 WESTECH RD	NICK STAHL	REMODEL	93,339	4,028	
20260206	2/25/2026	P - Plumbing	1813 N HARRISON	COWBOYS PLUMBING	REPLACE EXISTING	0	0	$54.50
20260205	2/25/2026	P - Plumbing	2103 N LEO AVE	COWBOYS PLUMBING	REPIPE	0	0	$54.50
20260204	2/24/2026	O - Sign	19 INTERSTATE PKWY	SIGNS AND WONDERS LLC	NEW INSTALLATION	2,500	50	$50.00
20260203	2/24/2026	O - Sign	19 INTERSTATE PKWY	SIGNS AND WONDERS LLC	NEW INSTALLATION	7,000	135	$50.00
20260202	2/24/2026	O - Sign	19 INTERSTATE PKWY	SIGNS AND WONDERS LLC	NEW INSTALLATION	2,500	50	$50.00
20260201	2/24/2026	O - Sign	2510 E INDEPENDENCE SUITE 400	SIGNS AND WONDERS LLC	NEW INSTALLATION	1,500	7	$50.00
20260200	2/24/2026	E - Electrical	514 W DEWEY ST	TIMOTHY ROBERTS ELEC / HVAC	REPAIR EXISTING	0	0	$54.50
20260199	2/24/2026	M - Mechanical	1427 N HARRISON	MEARES MECHANICAL	CHANGE OUT	0	0	$604.50
20260198	2/24/2026	F - Fire Alarm / Smoke Control	196 SHAWNEE MALL DR	WACHTER, INC/JARED BOTTERON	INSTALL ALARM	82,000	200,000	$4,104.50

20260197	2/24/2026	M - Mechanical	3301 N KICKAPOO AVE	LOVE'S HVAC	REPLACE HVAC	0	0	$104.50
20260196	2/24/2026	P - Plumbing	714 N HOBSON	QUALITY PLUMBING	REPLACE EXISTING	0	0	$54.50
20260195	2/24/2026	P - Plumbing	1937 N KICKAPOO AVE SUITE A	ROWDY BOYS PLUMBING	MISCELLANEOUS	0	0	$54.50
20260194	2/23/2026	PC - Lot Merge	3200 N HARRISON AVE	O'CONNOR PROPERTIES LLC	LOT MERGE	0	0	$50.00
20260193	2/23/2026	P - Plumbing	1012 N BEARD	MAC SERVICES	GAS PRESSURE	0	0	$54.50
20260192	2/23/2026	E - Electrical	10 W MAIN ST	EROPKIN AUDIO LLC	NEW INSTALLATION	0	0	$54.50
20260191	2/23/2026	P - Plumbing	1900 W MACARTHUR ST	GLENN SEIDL PLUMBING	REMODEL	0	0	$54.50
20260190	2/23/2026	P - Plumbing	201 E 45TH ST	PIPED OUT PLUMBING	NEW INSTALLATION	0	0	$54.50
20260189	2/23/2026	B - Accessory Structure	1420 MADISON AVE	JZ INSTALLATIONS LLC	NEW INSTALL	3,650	21	$29.50
20260188	2/20/2026	O - Demolition and Moving	324 N CHAPMAN AVE	WADES SERVICES	ABATEMENT	0	0	
20260186	2/20/2026	P - Plumbing	1028 N HOBSON AVE	VETERAN PLUMBING SERVICES LLC	REPAIR EXISTING	0	0	$54.50
20260185	2/20/2026	M - Mechanical	1415 E MACARTHUR	PIGG HEATING & AIR CONDITIONING INC	NEW INSTALLATION	0	0	$104.50

20260184	2/20/2026	E - Electrical	700 E 45TH ST	ABOVE ALL ELCTRICAL SOLUTIONS LLC	ADDITION INSTAL	0	0	$54.50
20260183	2/19/2026	B - Accessory Structure	41401 WOLVERINE RD	GEORG FISCHER	NEW CONSTRUCTIO N	36,000	1,200	$304.50
20260182	2/19/2026	P - Plumbing	321 W FARRALL	AIR COMFORT SOLUTIONS	REPAIR EXISTING	0	0	$54.50
20260181	2/19/2026	B - Residential Remodel	1426 N PARK AVE	KAYE STEELE	REMODEL	6,700	0	$29.50
20260180	2/19/2026	M - Mechanical	1701 N BRYAN	AIR FORCE 1 A/C & HTG	CHANGE OUT	0	0	$64.50
20260179	2/19/2026	P - Plumbing	1212 N UNION	ERIC PLUMBING LLC	MISCELLANEO US	0	0	$54.50
20260178	2/18/2026	B - Storm Shelter	331 N TUCKER AVE	FIRESTORM SEPTICS AND SHELTERS	NEW INSTALLATIO N	63	0	$29.50
20260177	2/18/2026	O - Chicken Permit	2500 N BEARD AVE	RONALD DILLMAN	CHICKEN PERMIT	0	0	$15.00
20260176	2/18/2026	F - Fire Alarm / Smoke Control System	1001 N KENNEDY SUITE 315 STUCKER	PINNACLE FIRE & SECURITY	NEW INSTALL	37,330	24,905	$602.60
20260175	2/18/2026	PC - Zoning Variance	196 SHAWNEE MALL DR	CYNTERGY, Mary Carwile, Jennifer Cobbs, Ashley Darby	Variance to Sec. 22-216.M	0	0	$250.00
20260174	2/18/2026	M - Mechanical	611 N POTTENGER	AIR FORCE 1	NEW INSTALL	0	0	$74.50
20260173	2/18/2026	M - Mechanical	625 N LOUISA AVE	AIR FORCE 1	NEW INSTALL	0	0	$104.50

20260172	2/18/2026	M - Mechanical	102 ST JOHN RD	MILLER MECHANICAL LLC	NEW SYSTEM	0	0	$74.50
20260171	2/18/2026	P - Plumbing	1311 RICKEY	DALE'S PLUMBING	REPLACE EXISTING	0	0	$54.50
20260170	2/17/2026	E - Water Modification / Extension	700 SARATOGA ST	AC OWEN CONSTRUCTION	WATER EXTENSION	0	0	
20260169	2/17/2026	E - Land Disturbance	700 SARATOGA ST	AC OWEN CONSTRUCTION	LAND DISTURBANCE	0	0	
20260168	2/17/2026	E - Electrical	501 N BROADWAY	CASEY ELECTRIC	MISCELLANEOUS	0	0	$54.50
20260167	2/17/2026	P - Plumbing	4106 N POTTENGER AVE	CRAP HAPPENS PLUMBING LLC	NEW INSTALLATION	0	0	$54.50
20260166	2/17/2026	P - Plumbing	611 N POTTENGER	QUALITY PLUMBING	CHANGE OUT	0	0	$54.50
20260165	2/17/2026	P - Plumbing	3200 N HARRISON AVE	FRONTIER PLUMBING	WATER LINE	0	0	$54.50
20260164	2/17/2026	B - Residential Remodel	615 N PARK	KODY FISHER	REMODEL	40,000	2,246	$481.78
20260163	2/17/2026	O - Paving Cut and Boring	1010 BURNING WOOD DR	B & H CONSTRUCTION	CUT, BORE SIDEWALK	0	0	
20260162	2/17/2026	E - Electrical	11 W 45TH ST UNIT 100	OMEGA POWER COMPANY	NEW BUILD	0	0	$54.50
20260161	2/17/2026	P - Plumbing	919 JEFFERSON PL	AIRCO SERVICE	CHANGE OUT	0	0	$79.50
20260160	2/17/2026	E - Electrical	1221 CAROL DR	CORWINE ELETRIC & SECURITY LLC	REMODEL	0	0	$104.50

20260159	2/17/2026	P - Plumbing	1532 N BEARD AVE	STANFIELD PLUMBING	MISC	0	0	$54.50
20260158	2/13/2026	P - Plumbing	810 N KICKAPOO AVE	VETERAN PLUMBING SERVICES LLC	MISC PLUMBING	0	0	$54.50
20260157	2/12/2026	P - Plumbing	1242 AUGUSTA COURT	WEST SHORE HOME, LLC	REMODEL	0	0	$54.50
20260156	2/12/2026	M - Mechanical	620 W DILL ST	AIRCO SERVICE	CHANGE OUT	0	0	$54.50
20260155	2/12/2026	B - Residential New	4600 RED BIRD LANE	RICK LANDES	NEW CONSTRUCTION	205,000	1,700	$1,435.75
20260154	2/11/2026	P - Plumbing	1650 N PENNSYLVANIA AVE	LINN'S PLUMBING, LLC	REPAIR	0	0	$54.50
20260153	2/11/2026	E - Electrical	418 W RIDGEWOOD ST	BEACON ELECTRIC LLC	NEW SERVICE	0	0	$54.50
20260152	2/11/2026	E - Land Disturbance	4640 MARKETPLACE BLVD	SANTE FE PROPERTIES LLC	LAND DISTURBANCE	0	0	$50.00
20260151	2/10/2026	P - Plumbing	20 ARAPAHO	CHAMPION PLUMBING	REPAIR	0	0	$54.50
20260150	2/10/2026	B - Accessory Structure	29 E MIDLAND	DWIGHT THOMPSON	NEW INSTALLATION	4,000	160	
20260149	2/10/2026	O - Sign	4901 N KICKAPOO AVE #1414	HIGHWAY MAN SIGNS LLC	NEW INSTALLATION - #C	75,000	41	$50.00
20260148	2/10/2026	O - Sign	4901 N KICKAPOO AVE #1414	HIGHWAY MAN SIGNS LLC	REPLACE EXISTING #B	75,000	177	$50.00
20260147	2/10/2026	O - Sign	4901 N KICKAPOO AVE #1414	HIGHWAY MAN SIGNS LLC	REPLACE EXISTING #A	75,000	334	$50.00

20260146	2/10/2026	E - Electrical	1900 W MACARTHUR ST	WILSON ELECTRICAL	REPLACE EXISTING	0	0	$54.50
20260145	2/10/2026	P - Plumbing	625 N LOUISA AVE	COLE PLUMBING CO	REPLACE EXISTING	0	0	$54.50
20260144	2/10/2026	E - Electrical	5401 ENTERPRISE CT	CONCEPT ELECTRICAL	NEW SERVICE/SIGN METERBASE	0	0	$54.50
20260143	2/9/2026	F - Fire Alarm / Smoke Control	1001 N KENNEDY SUITE 315	PINNACLE FIRE & SECURITY	NEW INSTALL	0	24,905	$602.60
20260142	2/9/2026	E - Electrical	1204 WINDSOR PL	PINNACLE HOME SERVICES	ELECTRICAL	0	0	$54.50
20260141	2/9/2026	E - Electrical	1301 E MAIN	TIMOTHY ROBERTS ELEC / HVAC	NEW SERVICE	0	0	$54.50
20260140	2/9/2026	P - Septic	147 N RICH	SUPERIOR EXCAVATION SOLUTIONS	NEW INSTALLATIO N	0	0	$25.00
20260139	2/6/2026	PC - Minor Subdivision	833 N HOBSON	David Peck, DAP Enterprises	Lot Split	0	0	$200.00
20260138	2/6/2026	PC - Zoning Change	541 W POPLAR	Joseph Marshall	Rezone from R1 to MU	0	0	$350.00
20260137	2/6/2026	O - Curb Cut, Driveway and Sidewalk	10 OAK HOLLOW RD Unit A	DOUBLE K CONCRETE CONSTRUCTIO N	APPROACH	0	0	$29.50
20260136	2/6/2026	O - Paving Cut and Boring	2814 N KICKAPOO	DOBSON FIBER	ROAD BORE	0	0	
20260135	2/5/2026	P - Plumbing	11 W 45TH ST UNIT 200	IN AND OUT PLUMBING	NEW INSTALLATIO N	0	0	$54.50

20260134	2/5/2026	F - Operational Permit	1700 W INDEPENDENCE ST	G & S PROMOTIONS	OPERATION PERMIT AT EXPO	0	0	$54.50
20260133	2/5/2026	PC - Lot Split	302 S PENNSYLVANIA	Kyler Lee / Simon Lee Properties	lot split	0	0	
20260132	2/5/2026	E - Electrical	13 W 45TH ST SUITE 400	JK MORGAN	NEW SERVICE	0	0	$104.50
20260131	2/5/2026	E - Electrical	13 W 45TH ST SUITE 300	JK MORGAN	NEW SERVICE	0	0	$104.50
20260130	2/5/2026	E - Electrical	13 W 45TH ST SUITE 200	JK MORGAN	NEW SERVICE	0	0	$104.50
20260129	2/5/2026	E - Electrical	13 W 45TH ST SUITE 100	JK MORGAN	NEW SERVICE	0	0	$104.50
20260128	2/5/2026	O - Paving Cut and Boring	130 E 45TH ST	DOBSON FIBER	BORE	0	0	
20260127	2/5/2026	B - Residential - New	335 S DIXON	SMITH CONSTRUCTION SERVICES	NEW CONSTRUCTION	148,500	1,100	$1,198.25
20260126	2/5/2026	P - Plumbing	42 NORTHRIDGE	AMPED HOME SERVICES	REPLACE EXISTING	0	0	$54.50
20260125	2/4/2026	O - Paving Cut and Boring	3223 N KICKAPOO	ARIAS UTILITY LLC	BORE	0	0	
20260124	2/4/2026	O - Paving Cut and Boring	2510 E INDEPENDENCE	ARIAS UTILITY LLC	BORE	0	0	
20260123	2/4/2026	B - Commercial -	3331 N HARRISON	RYAN ALDRICH	REMODEL	120,000	247	$66.25
20260122	2/4/2026	M - Mechanical	1302 N TUCKER AVE	BIGHEAD MECHANICAL	REMODEL	0	0	$54.50

20260121	2/3/2026	M - Mechanical	2316 AIRPORT DR	WATKINS HEATING & AIR CONDITIONING	NEW INSTALLATIO	0	0	$54.50
20260120	2/3/2026	E - Electrical	527 E MAIN	ABOVE ALL ELECTRICAL SOLUTIONS, LLC	MISCELLANEOUS	0	0	$54.50
20260119	2/3/2026	B - Commercial - Remodel	4409 N KICKAPOO SUITE 125	MICHAEL TODD	REMODEL	250,000	1,826	$461.00
20260118	2/3/2026	O - Sign	11 W 45TH ST UNIT 200	SIGN FACTORY	NEW INSTALLATION	500	18	$50.00
20260117	2/3/2026	E - Electrical	11 W RIDGEWOOD	WILSON ELECTRIC	REMODEL	0	0	$54.50
20260116	2/3/2026	F - Burn	2302 N LEO	MARGUERITE BARBERE	BURN PERMIT	0	0	$29.50
20260115	2/3/2026	B - Residential - Remodel	611 N HOBSON	JERILYNN VAN HOOVE	REMODEL	60,000	932	$202.55
20260114	2/3/2026	P - Plumbing	2501 RALEY DR	JKB MECHANICAL	WATER TAP	0	0	$454.50
20260113	2/3/2026	O - Sign	331 N BROADWAY	YEARWOOD DESIGN WORKS	SIGN	4,500	18	
20260111	2/3/2026	O - Sign	2510 E INDEPENDENCE SUITE 600	SIGN FACTORY	NEW INSTALL	2,384	8	$54.50
20260110	2/2/2026	E - Land Disturbance	4510 MARKETPLACE BLVD	CONNOR LEMMERHIRT	LAND DISTURBANCE	0	0	$50.00

20260108	2/2/2026	B - Storm Shelter	2416 N ELLIS	FIRESTORM SEPTICS AND SHELTERS	NEW INSTALLATIO N	5,900	63	$29.50
20260105	2/2/2026	F - Fire Suppression	2501 RALEY DR	CONTROLFIRE SYSTEMS CO	NEW INSTALL	288,112	25,573	$615.96
20260104	2/2/2026	M - Mechanical	11 W 45TH ST UNIT 200	NAUTICAL MECHANICAL	NEW INSTAL	0	0	$154.50
20260103	2/2/2026	B - Residential - New	210 SHAVANO ST	GREG BROWN HOMES	NEW BUILD	380,000	3,356	$1,697.65
20260102	2/2/2026	P - Plumbing	1308 N MARKET AVE	AFFORDABLE LEAK DETECTION	GAS METER RESET	0	0	$54.50
20260101	2/2/2026	P - Plumbing	203 E CHICAGO	L&W PLUMBING SERVICES	CHANGE OUT	0	0	$104.50
20260100	2/2/2026	E - Electrical	611 N HOBSON	YARDY ELECTRIC	REMODEL	0	0	$54.50
20260099	2/2/2026	E - Electrical	611 N POTTENGER	YARDY ELECTRIC	REMODEL	0	0	$54.50
20260097	2/2/2026	P - Plumbing	7 GILPIN ST	WEST SHORE HOME LLC	MISC PLUMBING	0	0	$54.50
								$21,849.89

Total Records: 126

3/2/2026

Finance Department
16 W. 9th St.
Shawnee, OK 74801
ShawneeOK.org

Date: March 16, 2026

To: Board of City Commissioners

From: Kimberly Hoover, Finance Director

Subject: Budget amendments for Fiscal Year 2025 – 2026:

Background: A total budget amendment in the amount of $239,640.00 should be considered:

E-911 Fund — The Police Department receives money every year for the E-911 Dispatch. City Staff is requesting an increase of the revenue to match what the State will send. The amount of the appropriation is as follows:

- $160,227.71 — E-911 Tax

Insurance Recovery — The North Treatment Plan received money from OMAG for damage to the light poles. City Staff is requesting to transfer the funds to Repair & Maintenance. The amount of the appropriation is as follows:

- $79,412.29 — Repair & Maintenance — Other

Financial Impact: See budget amendments.

Attachments:

Staff Recommendation: Approval of budget amendments.

CITY OF SHAWNEE
2025-2026 BUDGET AMENDMENT
E-911 FUND

Estimated Revenue, Fund Balance, or Transfers IN

Fund Number	Account Number	Project Code	Line Item	Description	Balance Before Amendment	Amount of Amendment Increase (Decrease)	Balance After Amendment
102	40120			E-911 TAX	88,754.88	160,227.71	248,982.59
				Total	88,754.88	160,227.71	248,982.59

Appropriations

Fund Number	Account Number	Project Code	Line Item	Description	Balance Before Amendment	Amount of Amendment Increase (Decrease)	Balance After Amendment
					-		-
							-
					-	-	-
					-	-	-
					-	-	-

Approved by the City Commission this

Explanation of Budget Amendment:

To increase revenue from the State for E-911 funds.

Approved:

Mayor _____

Attest:

Posted By _____ Date _____ BA# _____ Pkt.# _____

City Clerk _____

CITY OF SHAWNEE
2025-2026 BUDGET AMENDMENT
INSURANCE RECOVERY

Estimated Revenue, Fund Balance, or Transfers IN

Fund Number	Account Number	Project Code	Line Item	Description	Balance Before Amendment	Amount of Amendment Increase (Decrease)	Balance After Amendment
603	48040			INSURANCE RECOVERY	103,210.70	(79,412.29)	23,798.41
				Total	103,210.70	(79,412.29)	23,798.41

Appropriations

Fund Number	Account Number	Project Code	Line Item	Description	Balance Before Amendment	Amount of Amendment Increase (Decrease)	Balance After Amendment
603	5-1050-53090			REPAIR & MAINTENANCE - OTHER	-	79,412.29	79,412.29
							-
					-	-	-
					-	-	-
					-	79,412.29	79,412.29

Approved by the City Commission this

Explanation of Budget Amendment:

To appropriate monies recieved from OMAG for light pole damage to transfer to Repair & Maintenance-Other for the North Treatment Plant expenditures FY26.

Approved:

Mayor _____

Attest:

Posted By _____ Date _____ BA# _____ Pkt.# _____

City Clerk _____

Community
Development
Department

City of Shawnee
OKLAHOMA

222 N Broadway
Shawnee, OK 74801
405-878-1666
cosinspections@shawneeok.org

Shawnee Twin Lakes Cabin Site Leases
Summary Report – For Renewals & Transfers

Date: 2/19/2026	**License No.:** 7053
Type:	☐ Renewal ■ Transfer
Commission Meeting Date:	03/16/2026
Property Address	33600 S Post Office Neck
Lake Site Location	Seck Tract Lot 8
Lease Dates	03/16/2026 - 03/15/2056
Lease Fee	$824.00
Inspection Fee	**$75.00 Applicable:** ■ Yes ☐ No
Lessee (Transfer To)	
Name(s)	Richard & Brittney Taylor
Address	6103 S Gardner Dr, Oklahoma City, OK 73150
Email	richard.d.taylor3@gmail.com; brittney2652@gmail.com
Phone	405.596.2342 / 405.905.9678
Current Lessee (Transfer From)	
Name(s)	Kenneth West (Deceased) & Lora Davis
Address	44309 Benson Park Rd, Shawnee, OK 74801
Email	lorajodavis@gmail.com
Phone	940.867.2462
Inspection Information	
Inspection Required	■ Yes ☐ No
DEQ Report on File	■ Yes ☐ No
Type of Septic	■ Conventional ☐ Aerobic
Last Inspected / Pumped	2/08/2018
Miscellaneous Comments	Transfer fee - $1000.00 Inspection fee - $75.00 Lake Lease - $824.99
Fees Collected	Rec 5018 Check 4516 - $1899.00

Cabin Site Lease

PLEASE READ CAREFULLY

THIS LEASE IS NOT TRANSFERABLE AND IS SUBJECT TO CANCELLATION BY THE CITY FOR ANY VIOLATIONS OF THE TERMS THEREOF AS MORE SPECIFICALLY SET FORTH IN SECTION 16-326 OF THE SHAWNEE MUNICIPAL CODE:

LEASE # 7053 **TRACT NAME** Seck **LOT #** 8

STATE OF OKLAHOMA, POTTAWATOMIE COUNTY, SS:

This Lease was made and entered into in duplicate this date of 03/16/2026 by and between the CITY OF SHAWNEE, a municipal Corporation, PARTY OF THE FIRST PART, and

RICHARD & BRITTNEY TAYLOR,
6103 S GARDNER DR
OKLAHOMA CITY, OK 73150

PARTY OF THE SECOND PART.

WITNESSETH: That the first party in consideration of the sum of **$824.00** dollars for **2026**, does hereby acknowledge receipt of the applicable rental fee, and other good and valuable considerations, does by these presents demise, lease and let unto the second party the following described real estate situated on, and part of the site, owned by the first party as a City Reservoir and known as Shawnee Twin lake No. 1, in the County of Pottawatomie State of Oklahoma, to-wit:

33600 POST OFFICE NECK

TO HAVE AND TO HOLD SAME UNTO the second party for a term of thirty (30) years from the date hereof.

IT IS FURTHER mutually understood and agreed by and between the parties hereto as follows:

The said party of the second part shall and will and does hereby agree to pay to the first party annual lease payments as set forth in "Exhibit A", payable yearly in advance. The City shall retain the right to adjust the lease rate schedule at the termination of the original 30-year lease or at such time that a transfer is approved in accordance with Section 16-321 of the Shawnee Municipal Code (hereafter "SMC").

That at the expiration of the primary term hereof, the lessee shall have the right and option to renew said lease for an additional period of thirty (30) years under the terms and conditions set forth in Section 16-321 SMC. There is no limit to the number of times a lease can be renewed.

The premises of all lots leased by the City shall at all times be kept clean and maintained in a sanitary condition by the lessee. There is a 25-foot lakeshore buffer that extends landward of the ordinary high water mark on all leased lots for the purpose of watershed protection. This area shall not be used by the general public, except during an emergency situation. Within this buffer, leaseholders are encouraged to preserve existing native vegetation. Docks and other approved structures may be located within the buffer area. Fertilizers and other chemicals shall not be used within the buffer area. All other applicable City regulations and rules apply.

That in addition to the possession of the property so leased, the lessee shall have the right and privilege of a site for a boat house and boat dock on the land owned by the City adjoining and immediately in front of a lot leased, which said boat house shall be erected and maintained by and at the cost of the lessee on ground not to exceed

an area of thirty (30) feet by thirty (30) feet, which said boat house shall never be used as a place of human habitation, and which said boat house or boat dock shall conform to the provisions of Section 16-325 SMC, and that said boat dock or boat house shall be the private property of the lessee, who shall have the right of ingress and egress to and from the same, subject to the rights of the public as set forth herein. The lessee shall agree to keep said lot and boat house and dock in a clean and sanitary condition, and to maintain the same in a safe condition, and the City as lessor shall in no manner be liable to lessee for any damages suffered by lessee to said lot or boat house or dock, or the improvements thereon on account of the rise and fall of the water line of said lake, or for the enlargement or decrease by the City of the size of said lake, or on account of any rules or regulation that may hereafter be adopted by lessor, governing the regulations of said lake, and lessee agrees to hold the lessor free and harmless from all damages suffered by him or by any other person, on account of personal injuries or loss of property that may incur upon said lot, boat house, or boat dock.

That the lessee agrees to lease the premises **AS IS** from the lessor with the knowledge and understanding that the lessor does not guarantee access to lots. Should the Lessee determine that an access road is necessary to reach his/her lot from a road already in existence, lessee agrees to use his/her own funds to create said access road. Lessee further agrees that upon access road completion it shall not be a private road, but rather, will be available for public use, including, but not limited to, allowing neighbor lots to connect to it to improve access to their lots or to allow joint access to bordering lots upon the one access road. The location of any access road to be constructed by the lessee must be approved by the City Engineer of the City of Shawnee prior to the beginning of construction.

That should the lessee construct any building or other structure, said construction will be in accordance with City of Shawnee development regulations. Lessee agrees that prior to commencing construction on any structure on the leased premises he/she will obtain an approved building permit from the City.

That lessee is solely responsible for determining the flood elevation on the leased premises and is required to satisfy lessor that prior to any construction on the leased premises the determination of the flood elevation has been done correctly and that any structure or building to be constructed on the leased premises be above the flood elevation. **LESSOR EXPRESSLY MAKES NO WARRANTIES OR REPRESENTATIONS AS TO SAFETY FROM FLOODING ON THE LEASED PREMISES AND LESSEE EXPRESSLY RELEASES THE LESSOR FROM ANY LIABILITY DUE TO FLOOD DAMAGE, BOTH PERSONAL AND PROPERTY, OCCURRING ON THE LEASED PREMISES FROM ANY CAUSE OR CONDITION.**

That all sanitary facilities to be constructed on the premises shall be wholly contained on the leased premises. Sanitary facilities, include, but are not limited to, septic tanks and lateral lines.

All septic systems and waste disposal systems on leased lake lots shall be inspected and subject to the standards set forth in Chapter 16 SMC. The leaseholder shall have sixty (60) days to correct any defects found in the system. Corrections not made within the allotted time shall be grounds for the City to cancel the lease of the leaseholder.

That no lease shall be assigned or sublet, but lessee may at any time during the term of his/her lease, sell and transfer to other parties the improvements on the lot leased by him/her.

That in the event of the sale of the improvements by the lessee, the transfer shall not become effective until approved by the Board of Commissioners of the City of Shawnee at a regular or adjourned meeting held for that purpose and the City as lessor reserves the right to reject and disapprove any transfer when in its opinion it would be to the best interests of the City and its inhabitants to do so. If the transfer is approved, a new lease shall be entered into between the purchaser and the City, and a transfer charge is hereby fixed and established in the sum of one-thousand dollars ($1000.00) to be paid to the City prior to said transfer in accordance with Section 16-322 SMC.

That the lessee shall be the owner of all improvements which may be placed by him or her, said improvements including cabins or other buildings and boat houses constitute personal property and lessee shall have the right to remove same from the lot at the termination of the lease, subject to the following: whenever a lease has been cancelled by the City as provided herein or by ordinance, the lessee or owner of said improvements shall remove the same within sixty (60) days of the date of the said cancellation of the lease and upon failure to do so, said improvements shall revert to and become the property of the City of Shawnee. And it shall have the right, without further notice or demand to take immediate possession of all said improvements and these will belong to the first party or its assigns, as liquidated damages for the non-fulfillment of the lease by the lessee and for the use and rental thereof.

That the said second party does hereby release the City of Shawnee of any claim or claims for damages by reason of the cancellation of the said lease aforesaid.

That the second party shall at all times during the term of this lease be subject to and does hereby agree to abide by and conform to any rules, regulations or ordinances now in force, or that may hereafter be adopted by the City of Shawnee, governing the regulation of said lake and within the described premises, as to fishing, hunting, boating and other recreational activities upon and around said water reservoir, and to conform to and abide by all further rules, regulations and ordinances now in force, or that hereafter may be adopted by the City of Shawnee, Oklahoma, governing the regulations of said premises and lake.

The City Commission may upon a showing of intentional disregard for the terms of the lease and this division of other city ordinance pertaining to the lake, cancel the city lease upon 30 days notice to the lessee by mailing a copy of such notice to the lessee at his/her last known address. If a lease is cancelled either by the city or the lessee of a city-owned lot prior to the expiration of the lease term, the lessee shall pay the city an early termination fee of $1,000 in exchange for a release of liability from the remaining term.

That this lease shall be binding upon the representatives, heirs, and assigns and successors in interest of the parties hereto.

It is understood by the parties hereto that a failure to comply with the terms of said Cabin Site Lease shall constitute a misdemeanor and any person, firm, or corporation convicted of such violation shall be punished by a fine not exceeding five hundred dollars ($500.00) plus costs, or imprisonment for a term not exceeding thirty (30) days, or by such fine and imprisonment.

IN WITNESS WHEREOF, party of the first part has caused its name to be affixed hereto by the Mayor of the City of Shawnee, Oklahoma, and attested by the City Clerk, and the party of the second part hereunto affixed his/her name the day and year first above written.

CITY OF SHAWNEE, OKLAHOMA
A Municipal Corporation,

BY: _____
MAYOR
PARTY OF THE FIRST PART

ATTEST:

_____
CITY CLERK

_____
PARTY OF THE SECOND PART

_____
PARTY OF THE SECOND PART

Lisa Lasyone

From: Kevin Hall <kevinhall8384@gmail.com>
Sent: Monday, January 12, 2026 9:28 AM
To: Lisa Lasyone
Cc: charles@shawneeha.org
Subject: [EXTERNAL EMAIL]Housing Authority Board Appointment Renewal

"CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe."
Good morning Lisa,
This is Kevin Hall and I am currently serving on the Shawnee Housing Authority Board of Directors as the Vice Chair. I am in my first term which expires January 20, 2026. This email is to let you know that I am willing to serve a second term.

Sincerely,
Kevin Hall
405-788-9649
2 Dustin Circle
Shawnee, OK 74804

APPLICATION TO SERVE
Boards, Committees and Commissions

☐ Appointment
☐ Reappointment – Partial/First/Second Term

Name: Kevin Hall
Application Date: 1-27-2023
Address: 2 Dustin Circle
Date of Birth: 3-7-55
Mailing Address: 2 Dustin Circle, Shawnee, OK 74804
Daytime Phone: 405-788-9649 Fax: _____ Email: Kevinhall8384@gmail.com
Profession: College Professor (retired)
Business Name: N/A
Business Address: _____
Business Phone: _____ Fax: _____ Email: _____

Do you live within the City Limits of the City of Shawnee? Yes ☑ No ☐

Do you currently serve on a City board, committee, or commission? Yes ☐ No ☑

If so, please list the board/committee: _____

How many years have you lived in Shawnee? 28 years

Select the Board/Committee/Commission you are interested in serving on: (please check)

- ☐ Airport Advisory Board
- ☐ Arts and Culture Commission
- ☐ Beautification, Parks, and Recreation Committee
- ☐ Board of Adjustment (Zoning)
- ☐ Civic and Cultural Development Authority
- ☐ Community Service Contract Review Committee
- ☑ Housing Authority
- ☐ Library Board
- ☐ Oklahoma Baptist University Trust Authority
- ☐ Planning Commission
- ☐ Senior Citizens of Shawnee Board
- ☐ Shawnee Hospital Authority
- ☐ Shawnee Urban Renewal Authority
- ☐ Other _____

Revised April 25, 2022

Why are you interested in serving on the Board/Committee/Commission selected above?

Mayor Ed Bolt asked if I would serve and I said "yes." I wasn't seeking to serve, but I am proud of Shawnee and believe public service is an important aspect of being a citizen.

What will make you a good board member and what skills or knowledge do you have that would be relevant to this board/committee/commission?

During my tenure at Oklahoma Baptist University (1994-2020), I was elected three times by the faculty to serve as chair of the Faculty Council. I learned how to pull faculty and admistration together to seek common goals.

What civic or volunteer activities (if any) are you currently involved in?

I am the host for the Songwriters Night @ Music Unlimited. The event is the first Friday of each month. As host, I recruit featured artists from central Oklahoma to play alongside Shawnee area songwriters. It is a free event, open to the public.

List education, including degree(s) earned:

BA, Psychology, Baylor University. Masters and PhD, Southwestern Baptist Theological Seminary.

Have you ever served on a City-appointed board/committee/commission before? If so, which ones and for how long did you serve?

No

Have you ever been charged and/or convicted of a felony? No

If so, please explain the circumstances and the current status of the charge(s) and/or conviction(s):

Have you ever declared personal or business bankruptcy? No

If so, please explain:

Please include up to three personal or professional references:

Name	Relationship	Telephone Number
Ed Bolt	Friend	405-878-1601
Bobby Kelly	Friend, former colleague at OBU	405-623-3514

PLEASE READ CAREFULLY:

Appointment by the Commission is for one term and individuals may not serve more than two consecutive full terms. Appointment to a second term remains at the discretion of the City Commission.

My signature affirms that all information contained herein is true to the best of my knowledge, and that I understand that any misstatement of fact or misrepresentation of credentials may result in disqualification from further consideration.

Signature Kevin Hall Date 1-27-2023

Revised April 25, 2022

Applications are retained on file for one (1) year. Applicants are encouraged to include a letter of interest with this application. Thank you for your interest in serving Shawnee.

Send completed application to:

Shawnee City Clerk
PO Box 1448
Shawnee OK 74802
Phone 405-878-1605
Fax 405-878-1581
CityClerk@shawneeok.org

Revised April 25, 2022

Lisa Lasyone

From: Thomas Hibben <hibbtd@gmail.com>
Sent: Monday, January 12, 2026 10:45 AM
To: COS City Clerk
Subject: [EXTERNAL EMAIL]Shawnee Housing Authority

"CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe."

Halito

My name is Thomas Hibben, I am on the board for the Shawnee Housing Authority and have been for one term. My term ends February 1 and Charles, the executive Director, asked if I would be interested in serving another term. When I accepted, He asked that I reach out to you to see about getting with the mayor for a reappointment.

Thank you in advance for any information you might be able to provide

Thomas Hibben
405-915-9360

APPLICATION TO SERVE
Boards, Committees and Commissions

☐ Appointment
☐ Reappointment – Partial/First/Second Term

Name: Thomas Hibben
Application Date: 01/30/23
Address: 1421 Rickey Rd Shawnee, OK 74801
Date of Birth: 04/16/1982
Mailing Address: 1421 Rickey Rd Shawnee, OK 74801
Daytime Phone: 405-915-9360 Fax: _____ Email: hibbtd@gmail.com
Profession: SEO Stratagist
Business Name: Anoli Media
Business Address: 130 N Park Ave Shawnee, OK 74801
Business Phone: 405-432-2795 Fax: _____ Email: thomas@anolimedia.com

Do you live within the City Limits of the City of Shawnee? Yes ☑ No ☐

Do you currently serve on a City board, committee, or commission? Yes ☐ No ☑

If so, please list the board/committee: N/A

How many years have you lived in Shawnee? 40

Select the Board/Committee/Commission you are interested in serving on: (please check)

- ☐ Airport Advisory Board
- ☐ Arts and Culture Commission
- ☐ Beautification, Parks, and Recreation Committee
- ☐ Board of Adjustment (Zoning)
- ☐ Civic and Cultural Development Authority
- ☐ Community Service Contract Review Committee
- ☑ Housing Authority
- ☐ Library Board
- ☐ Oklahoma Baptist University Trust Authority
- ☐ Planning Commission
- ☐ Senior Citizens of Shawnee Board
- ☐ Shawnee Hospital Authority
- ☐ Shawnee Urban Renewal Authority
- ☐ Other _____

Revised April 25, 2022

Why are you interested in serving on the Board/Committee/Commission selected above?
I am open to any way to serve my community. The open position with the housing authority is of interest to me because housing security, availabilty, & resources are important for the growth of our community.

What will make you a good board member and what skills or knowledge do you have that would be relevant to this board/committee/commission?
From my work in emergency serivces as well as in the emergency room I was trained & developed many skills as I worked to help not just my patients helth but their situations, many of whom needed housing resources.

What civic or volunteer activities (if any) are you currently involved in?
While I served multiple years on the board of the American Red Cross of Pott. County, I currently have no afiliations.

List education, including degree(s) earned:
I hold certificates in Emergency Mediacine, Emergency Mental Health Care, & infectious disease control. I also hold certifications in SEO, Web Development, Digital Marketing, as well as a BA in Marketing, & I'm a licensed EMT.

Have you ever served on a City-appointed board/committee/commission before? If so, which ones and for how long did you serve?
I have never been appointed to a city board/committee/commision before.

Have you ever been charged and/or convicted of a felony? No
If so, please explain the circumstances and the current status of the charge(s) and/or conviction(s):
I have never been convicted of a felony.

Have you ever declared personal or business bankruptcy? Yes
If so, please explain:
I have decaled person bankruptcy 1 time in 2019 after a mass was found in my sinus cavity & the debit incured was insumountable.

Please include up to three personal or professional references:

Name	Relationship	Telephone Number
Michael Johnson	Friend/Business Associate	405-761-2291
Eren Pierce	Friend	405-204-4431
Kim Johnson	Friend/Business Associate	405-432-5343

PLEASE READ CAREFULLY:

Appointment by the Commission is for one term and individuals may not serve more than two consecutive full terms. Appointment to a second term remains at the discretion of the City Commission.

My signature affirms that all information contained herein is true to the best of my knowledge, and that I understand that any misstatement of fact or misrepresentation of credentials may result in disqualification from further consideration.

Signature Thomas Hibben Date 1/30/2023

Revised April 25, 2022

Applications are retained on file for one (1) year. Applicants are encouraged to include a letter of interest with this application. Thank you for your interest in serving Shawnee.

Send completed application to:

Shawnee City Clerk
PO Box 1448
Shawnee OK 74802
Phone 405-878-1605
Fax 405-878-1581
CityClerk@shawneeok.org

Revised April 25, 2022

CITY OF SHAWNEE

APPLICATION TO SERVE

Boards, Committees, and Commissions

Name: Lance Worthem Application Date: Feb. 5, 2016
Address: 1309 Medinah Dr.
Mailing Address: same
Daytime Phone: 273-6023 Fax: 878-0351 Email: lance@shawneeoffice systems.com
Profession: Equipment Sales
Business Name: Shawnee Office Systems
Business Address: 324 W. MacArthur
Business Phone: 273-6023 Fax: 878-0351 Email:

Do you live within the City Limits of the City of Shawnee? (Yes) or No (please circle)

Do you currently serve on a City board or committee? Yes or (No) (please circle)

How many years have you lived in Shawnee? 49

Select the Board/Committee/Commission you are interested in serving on: (please check)

o Airport Advisory Board	o Library Board
o Beautification Committee	o Oklahoma Baptist University Trust Authority
o Board of Adjustment (Zoning)	o Planning Commission
o Cable TV Advisory Committee	o Regional Park Oversight Committee
● Civic and Cultural Development Authority	o Shawnee Hospital Authority
o Community Service Contracts Review Committee	o Shawnee Urban Renewal Authority
o Economic Development Foundation, Inc. Board of Trustees	o Tourism Advisory Committee
o Housing Authority	o Traffic Commission
	o Building Code Board of Appeals
	o Other:

Why are you interested in serving on the Board/Committee/Commission selected above?

With Jimmy Gibson now as director, I know that the expo can become that major focal point of Shawnee + bring extra revenue.

What will make you a good board member and what skills or knowledge do you have that would be relevant to this board/committee/commission?

I have served on this board before + have a good knowledge of how it works. I believe that I can help with the general business procedure + marketing.

What civic or volunteer activities (if any) are you currently involved in?
Kiwanis Club board member - NJCAA Basketball tourny committee - Vice Chair of Seminole State College Foundation

List education, including degree(s) earned:
Graduated from Shawnee High
2 years of college

Have you ever served on a City-appointed board/committee/commission before? If so, which ones and for how long did you serve?
Planning Commission - 6 years
Expo Board - 6 years mayor advisory committee

Please include up to three personal or professional references:

Name	Relationship	Phone Number
Ron Henderson / Demco	Father-In-law	273-8888
Carl Packwood / Vision Bank	FT und	395-9455
Mike Clover	Friend	273-7000

PLEASE READ CAREFULLY:

Appointment by the Commission is for one term and individuals may not serve more than two consecutive full terms. Appointment to a second term remains at the discretion of the City Commission.

My signature affirms that all information contained herein is true to the best of my knowledge, and that I understand that any misstatement of fact or misrepresentation of credentials may result in disqualification from further consideration.

Signature _____ **Date** Feb. 5, 2016

Applications are retained on file for one (1) year. Applicants are encouraged to include a letter of interest with this application. Thank you for your interest in serving Shawnee.

Send application form to:

Shawnee City Clerk
PO Box 1448
Shawnee, OK 74802
878-1605 (phone)
878-1581 (fax)
dmayo@ShawneeOK.org

APPLICATION TO SERVE
Boards, Committees and Commissions

☐ Appointment
☐ Reappointment – Partial/First/Second Term

Name: Tim Berwick Application Date: _____

Address: 2518 Winged Foot Way Date of Birth: 2-21-61

Mailing Address: _____

Daytime Phone: 405-740-2898 Fax: 405 273-8849 Email: srprx@sbcglobal.net

Profession: Pharmacist

Business Name: The Clinic Pharmacy

Business Address: 3210 Kettley Rd Shawnee OK 74804

Business Phone: 405 273-9417 Fax: 405-273-8849 Email: srprx@sbcglobal.net

Do you live within the City Limits of the City of Shawnee? Yes ☑ No ○

Do you currently serve on a City board, committee, or commission? Yes ☑ No ○

If so, please list the board/committee: SCCDA

How many years have you lived in Shawnee? 40 + years

Select the Board/Committee/Commission you are interested in serving on: (please check)

- ○ Airport Advisory Board
- ○ Arts and Culture Commission
- ○ Beautification Committee
- ○ Board of Adjustment (Zoning)
- ☑ Civic and Cultural Development Authority
- ○ Community Service Contract Review Committee
- ○ Housing Authority
- ○ Library Board
- ○ Oklahoma Baptist University Trust Authority
- ○ Parks and Recreation Committee
- ○ Planning Commission
- ○ Senior Citizens of Shawnee Board
- ○ Shawnee Hospital Authority
- ○ Shawnee Urban Renewal Authority
- ○ Traffic Commission
- ○ Other _____

Revised March 2, 2021

Why are you interested in serving on the Board/Committee/Commission selected above?
To be a team player - on a group that oversees a really big event.

What will make you a good board member and what skills or knowledge do you have that would be relevant to this board/committee/commission?
I'm a good listener and feel like I'm fair-minded.

What civic or volunteer activities (if any) are you currently involved in?
Rotary

List education, including degree(s) earned:
OU College of Pharmacy, St Greg's

Have you ever served on a City-appointed board/committee/commission before? If so, which ones and for how long did you serve?
Not that I can think of.

Have you ever been charged and/or convicted of a felony? NO
If so, please explain the circumstances and the current status of the charge(s) and/or conviction(s):

Have you ever declared personal or business bankruptcy? NO
If so, please explain:

Please include up to three personal or professional references:

Name	Relationship	Telephone Number
Bill Osborn	Partner	1 918 542 0197
Gordon Richards	Partner	405 200 9020
Patrick Hall	Friend	405 650 2034

PLEASE READ CAREFULLY:

Appointment by the Commission is for one term and individuals may not serve more than two consecutive full terms. Appointment to a second term remains at the discretion of the City Commission.

My signature affirms that all information contained herein is true to the best of my knowledge, and that I understand that any misstatement of fact or misrepresentation of credentials may result in disqualification from further consideration.

Signature [signature] Date 12-16-21

Revised March 2, 2021

Applications are retained on file for one (1) year. Applicants are encouraged to include a letter of interest with this application. Thank you for your interest in serving Shawnee.

Send completed application to:

Shawnee City Clerk
PO Box 1448
Shawnee OK 74802
Phone 405-878-1605
Fax 405-878-1581
CityClerk@shawneeok.org

Revised March 2, 2021

Arledge
certified public accountants

FY-2025 AUDIT ENGAGEMENT LETTER

February 2, 2026

To the Honorable Mayor and Members of the City Council

We are pleased to confirm our understanding of the services we are to provide for City of Shawnee, Oklahoma (the "City") for the year ended June 30, 2025.

Audit Scope and Objectives

We will audit the financial statements of the governmental activities, the business-type activities, the discretely presented component unit, each major fund, and the aggregate remaining fund information, including the disclosures, which collectively comprise the basic financial statements, of the City as of and for the year ended June 30, 2025. Accounting standards generally accepted in the United States of America (GAAP) provide for certain required supplementary information (RSI), such as management's discussion and analysis (MD&A), to supplement the City's basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. As part of our engagement, we will apply certain limited procedures to the City's RSI in accordance with auditing standards generally accepted in the United States of America (GAAS). These limited procedures will consist of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We will not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient appropriate evidence to express an opinion or provide any assurance. The following RSI is required by GAAS and will be subjected to certain limited procedures, but will not be audited:

1) Management's Discussion and Analysis
2) Budgetary Comparison Schedule – General Fund
3) Pension Plan Funding Schedules; and
4) OPEB Plan Schedules

We have also been engaged to report on supplementary information other than RSI that accompanies the City's financial statements. We will subject the following supplementary information to the auditing procedures applied in our audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with GAAP, and we will provide an opinion on it in relation to the financial statements as a whole in a report combined with our auditor's report on the financial statements:

1) Combining Schedules
2) Budgetary Comparison Schedule – General Fund Accounts, Nonmajor Governmental Fund and Major Capital Project Fund
3) Schedule of Expenditures of Federal Awards

In connection with our audit of the basic financial statements, we will read the following other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

1) Statistical Section

The objectives of our audit are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and issue an auditor's report that includes our opinions about whether your financial statements are fairly presented, in all material respects, in conformity with GAAP, and report on the fairness of the supplementary information referred to in the second paragraph when considered in relation to the financial statements as a whole. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. Misstatements, including omissions, can arise from fraud or error and are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment of a reasonable user made based on the financial statements. The objectives also include reporting on:

- Internal control over financial reporting and compliance with provisions of laws, regulations, contracts, and award agreements, noncompliance with which could have a material effect on the financial statements in accordance with *Government Auditing Standards*.
- Internal control over compliance related to major programs and an opinion (or disclaimer of opinion) on compliance with federal statutes, regulations, and the terms and conditions of federal awards that could have a direct and material effect on each major program in accordance with the Single Audit Act Amendments of 1996 and Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance).

Auditor's Responsibilities for the Audit of the Financial Statements and Single Audit

We will conduct our audit in accordance with GAAS; the standards for financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; the Single Audit Act Amendments of 1996; and the provisions of the Uniform Guidance, and will include tests of accounting records, a determination of major program(s) in accordance with Uniform Guidance, and other procedures we consider necessary to enable us to express such opinions. As part of an audit in accordance with GAAS and *Government Auditing Standards*, we exercise professional judgment and maintain professional skepticism throughout the audit.

We will evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management. We will also evaluate the overall presentation of the financial statements, including the disclosures, and determine whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation. We will plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement, whether from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the government or to acts by management or employees acting on behalf of the government. Because the determination of waste and abuse is subjective, *Government Auditing Standards* do not expect auditors to perform specific procedures to detect waste or abuse in financial audits nor do they expect auditors to provide reasonable assurance of detecting waste or abuse.

Because of the inherent limitations of an audit, combined with the inherent limitations of internal control, and because we will not perform a detailed examination of all transactions, there is an unavoidable risk that some material misstatements or noncompliance may not be detected by us, even though the audit is properly planned and performed in accordance with GAAS and *Government Auditing Standards*. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements or on major programs. However, we will inform the appropriate level of management of any material errors, any fraudulent financial reporting, or misappropriation of assets that come to our attention. We will also inform the appropriate level of management of any violations of laws or governmental regulations that come to our attention, unless clearly inconsequential. We will include such matters in the reports required for a Single Audit. Our responsibility as auditors is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

We will also conclude, based on the audit evidence obtained, whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the government's ability to continue as a going concern for a reasonable period of time.

In connection with this engagement, we may communicate with you or others via email transmission. As emails can be intercepted and read, disclosed, or otherwise used or communicated by an unintended third party, or may not be delivered to each of the parties to whom they are directed and only to such parties, we cannot guarantee or warrant that emails from us will be properly delivered and read only by the addressee. Therefore, we specifically disclaim and waive any liability or responsibility whatsoever for interception or unintentional disclosure of emails transmitted by us in connection with the performance of this engagement. In that regard, you agree that we shall have no liability for any loss or damage to any person or entity resulting from the use of email transmissions, including any consequential, incidental, direct, indirect, or special damages, such as loss of revenues or anticipated profits, or disclosure or communication of confidential or proprietary information.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, tests of the physical existence of inventories, and direct confirmation of receivables and certain assets and liabilities by correspondence with selected individuals, funding sources, creditors, and financial institutions. We will also request written representations from your attorneys as part of the engagement.

We have identified the following significant risk(s) of material misstatement as part of our audit planning:

According to GAAS, significant risks include management override of controls, and GAAS presumes that revenue recognition is a significant risk. Accordingly, we have considered these as significant risks.

We may, from time to time and depending on the circumstances, use third-party service providers in serving your account. We may share confidential information about you with these service providers but remain committed to maintaining the confidentiality and security of your information. Accordingly, we maintain internal policies, procedures, and safeguards to protect the confidentiality of your personal information. In addition, we will secure confidentiality agreements with all service providers to maintain the confidentiality of your information and we will take reasonable precautions to determine that they have appropriate procedures in place to prevent the unauthorized release of your confidential information to others. In the event that we are unable to secure an appropriate confidentiality agreement, you will be asked to provide your consent prior to the sharing of your confidential information with the third-party service provider. Furthermore, we will remain responsible for the work provided by any such third-party service providers

Our audit of financial statements does not relieve you of your responsibilities.

Audit Procedures—Internal Control

We will obtain an understanding of the government and its environment, including they system of internal control, sufficient to identify and assess the risks of material misstatement of the financial statements, whether due to error or fraud, and to design and perform audit procedures responsive to those risks and obtain evidence that is sufficient and appropriate to provide a basis for our opinions. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentation, or the override of internal control. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and material effect on the financial statements. Our tests, if performed, will be less in scope than would be necessary to render an opinion on internal control and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards*.

As required by the Uniform Guidance, we will perform tests of controls over compliance to evaluate the effectiveness of the design and operation of controls that we consider relevant to preventing or detecting material noncompliance with compliance requirements applicable to each major federal award program. However, our tests will be less in scope than would be necessary to render an opinion on those controls and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to the Uniform Guidance.

An audit is not designed to provide assurance on internal control or to identify significant deficiencies or material weaknesses. Accordingly, we will express no such opinion. However, during the audit, we will communicate to management and those charged with governance internal control related matters that are required to be communicated under AICPA professional standards, *Government Auditing Standards*, and the Uniform Guidance.

Audit Procedures—Compliance

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform tests of the City's compliance with provisions of applicable laws, regulations, contracts, and agreements, including grant agreements. However, the objective of those procedures will not be to provide an opinion on overall compliance, and we will not express such an opinion in our report on compliance issued pursuant to *Government Auditing Standards*.

The Uniform Guidance requires that we also plan and perform the audit to obtain reasonable assurance about whether the auditee has complied with federal statutes, regulations, and the terms and conditions of federal awards applicable to major programs. Our procedures will consist of tests of transactions and other applicable procedures described in the *OMB Compliance Supplement* for the types of compliance requirements that could have a direct and material effect on each of the City's major programs. For federal programs that are included in the Compliance Supplement, our compliance and internal control procedures will relate to the compliance requirements that the Compliance Supplement identifies as being subject to audit. The purpose of these procedures will be to express an opinion on the City's compliance with requirements applicable to each of its major programs in our report on compliance issued pursuant to the Uniform Guidance.

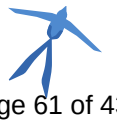
Responsibilities of Management for the Financial Statements and Single Audit

Our audit will be conducted on the basis that you acknowledge and understand your responsibility for (1) designing, implementing, establishing, and maintaining effective internal controls relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error, including internal controls over federal awards, and for evaluating and monitoring ongoing activities to help ensure that appropriate goals and objectives are met; (2) following laws and regulations; (3) ensuring that there is reasonable assurance that government programs are administered in compliance with compliance requirements; and (4) ensuring that management and financial information is reliable and properly reported. Management is also responsible for implementing systems designed to achieve compliance with applicable laws, regulations, contracts, and grant agreements. You are also responsible for the selection and application of accounting principles; for the preparation and fair presentation of the financial statements, schedule of expenditures of federal awards, and all accompanying information in conformity with accounting principles generally accepted in the United States of America; and for compliance with applicable laws and regulations (including federal statutes), rules, and the provisions of contracts and grant agreements (including award agreements). Your responsibilities also include identifying significant contractor relationships in which the contractor has responsibility for program compliance and for the accuracy and completeness of that information.

You are also responsible for making drafts of financial statements, schedule of expenditures of federal awards, all financial records, and related information available to us, for the accuracy and completeness of that information (including information from outside of the general and subsidiary ledgers), and for the evaluation of whether there are any conditions or events, considered in the aggregate, that raise substantial doubt about the government's ability to continue as a going concern for the 12 months after the financial statements date or shortly thereafter (for example, within an additional three months if currently known). You are also responsible for providing us with (1) access to all information of which you are aware that is relevant to the preparation and fair presentation of the financial statements, such as records, documentation, identification of all related parties and all related-party relationships and transactions, and other matters; (2) access to personnel, accounts, books, records, supporting documentation, and other information as needed to perform an audit under the Uniform Guidance; (3) additional information that we may request for the purpose of the audit; and (4) unrestricted access to persons within the government from whom we determine it necessary to obtain audit evidence. At the conclusion of our audit, we will require certain written representations from you about the financial statements; schedule of expenditures of federal awards; federal award programs; compliance with laws, regulations, contracts, and grant agreements; and related matters.

Your responsibilities include adjusting the financial statements to correct material misstatements and confirming to us in the management representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements of each opinion unit taken as a whole.

You are responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting the government involving (1) management, (2) employees who have significant roles in internal control, and (3) others where the fraud could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the government received in communications from employees, former employees, grantors, regulators, or others. In addition, you are responsible for identifying and ensuring that the government complies with applicable laws, regulations,



contracts, agreements, and grants. You are also responsible for taking timely and appropriate steps to remedy fraud and noncompliance with provisions of laws, regulations, contracts, and grant agreements that we report. Additionally, as required by the Uniform Guidance, it is management's responsibility to evaluate and monitor noncompliance with federal statutes, regulations, and the terms and conditions of federal awards; take prompt action when instances of noncompliance are identified including noncompliance identified in audit findings; promptly follow up and take corrective action on reported audit findings; and prepare a summary schedule of prior audit findings and a separate corrective action plan.

You are responsible for identifying all federal awards received and understanding and complying with the compliance requirements and for the preparation of the schedule of expenditures of federal awards (including notes and noncash assistance received, and COVID-19-related concepts, such as lost revenues, if applicable) in conformity with the Uniform Guidance. You agree to include our report on the schedule of expenditures of federal awards in any document that contains, and indicates that we have reported on, the schedule of expenditures of federal awards. You also agree to make the audited financial statements readily available to intended users of the schedule of expenditures of federal awards no later than the date the schedule of expenditures of federal awards is issued with our report thereon. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the schedule of expenditures of federal awards in accordance with the Uniform Guidance; (2) you believe the schedule of expenditures of federal awards, including its form and content, is stated fairly in accordance with the Uniform Guidance; (3) the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the schedule of expenditures of federal awards.

You are also responsible for the preparation of the other supplementary information, which we have been engaged to report on, in conformity with U.S. generally accepted accounting principles (GAAP). You agree to include our report on the supplementary information in any document that contains, and indicates that we have reported on, the supplementary information. You also agree to include the audited financial statements with any presentation of the supplementary information that includes our report thereon. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the supplementary information in accordance with GAAP; (2) you believe the supplementary information, including its form and content, is fairly presented in accordance with GAAP; (3) the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the supplementary information.

With regard to publishing the financial statements on your website, you understand that websites are a means of distributing information and, therefore, we are not required to read the information contained in those sites or to consider the consistency of other information on the website with the original document.

Management is responsible for establishing and maintaining a process for tracking the status of audit findings and recommendations. Management is also responsible for identifying and providing report copies of previous financial audits, attestation engagements, performance audits, or other studies related to the objectives discussed in the Audit Scope and Objectives section of this letter. This responsibility includes relaying to us corrective actions taken to address significant findings and recommendations resulting from those audits, attestation engagements, performance audits, or studies. You are also responsible for providing management's views on our current findings, conclusions, and recommendations, as well as your planned corrective actions for the report, and for the timing and format for providing that information.

Engagement Administration, Fees, and Other

We understand that your employees will prepare all cash, accounts receivable, or other confirmations we request and will locate any documents selected by us for testing.

At the conclusion of the engagement, we will complete the appropriate sections of the Data Collection Form that summarizes our audit findings. It is management's responsibility to electronically submit the reporting package (including financial statements, schedule of expenditures of federal awards, summary schedule of prior audit findings, auditor's reports, and corrective action plan) along with the Data Collection Form to the federal audit clearinghouse. We will coordinate with you the electronic submission and certification. The Data Collection Form and the reporting package must be submitted within the earlier of 30 calendar days after receipt of the auditor's reports or nine months after the end of the audit period.

We will provide copies of our reports to the Mayor and City Council of the City; however, management is responsible for distribution of the reports and the financial statements. Unless restricted by law or regulation, or containing privileged and confidential information, copies of our reports are to be made available for public inspection.

The audit documentation for this engagement is the property of Arledge & Associates, P.C. and constitutes confidential information. However, subject to applicable laws and regulations, audit documentation and appropriate individuals will be made available upon request and in a timely manner to oversight agent or its designee, a federal agency providing direct or indirect funding, or the U.S. Government Accountability Office for purposes of a quality review of the audit, to resolve audit findings, or to carry out oversight responsibilities. We will notify you of any such request. If requested, access to such audit documentation will be provided under the supervision of Arledge & Associates, P.C. personnel. Furthermore, upon request, we may provide copies of selected audit documentation to the aforementioned parties. These parties may intend, or decide, to distribute the copies or information contained therein to others, including other governmental agencies.

The audit documentation for this engagement will be retained for a minimum of five years after the report release date or for any additional period requested by the State Auditor and Inspector. If we are aware that a federal awarding agency, pass-through entity, or auditee is contesting an audit finding, we will contact the party(ies) contesting the audit finding for guidance prior to destroying the audit documentation.

Kency Duarte, CPA is the engagement partner and is responsible for supervising the engagement and signing the reports or authorizing another individual to sign them.

Our fee for the audit will be $37,000. If a single audit is needed, our fee will be $7,000 for the first major program plus $5,000 for each additional major program. This fixed price includes an electronic pdf copy of the report for distribution to your board members and others and 1 bound copy. Additional bound copies are available for $.50 per page. This fee includes our miscellaneous charges, such as travel and meals. Our invoices for these fees will be rendered each month as work progresses and are payable on presentation. In accordance with our firm policies, work may be suspended if your account becomes 30 days or more overdue and may not be resumed until your account is paid in full. If we elect to terminate our services for nonpayment, our engagement will be deemed to have been completed upon written notification of termination, even if we have not completed our report(s). You will be obligated to compensate us for all time expended and to reimburse us for all out-of-pocket costs through the date of termination. The above fee is based on anticipated cooperation from your personnel and the assumption that unexpected circumstances will not be encountered during the audit. The fee is also based on the assistance of Crawford & Associates, P.C. in preparing the City's financial statements. If significant additional time is necessary, we will discuss it with you and arrive at a new fee estimate before we incur the additional costs.

Because our Engagement Letter provides ongoing access to the accounting and business advice you need on a fixed-price basis, you are not inhibited from seeking timely advice from us. While the fixed price entitles you to unlimited consultation with us, if your questions or issues require additional research and analysis beyond consultation, that work will be subject to an additional price negotiation before the service is to be performed, an Addendum to the Engagement Letter will be issued before delivery of the additional service is to be performed, with payment terms agreed to in advance. By virtue of signing this document, you have indicated that your reporting entity has been appropriately defined, all trial balances will be reasonably adjusted, your key accounts will be reconciled, unusual transactions, significant financial estimates and disclosures have been communicated to us prior to the date at the top of this letter. Also, you have indicated that the entity has competent personnel in key financial positions and there has been no turnover in the accounting/finance department. If we find that the facts are different for any of the preceding assumptions, we will negotiate an Addendum to the Engagement Letter and negotiate a new engagement fee before we issue our final report.

Reporting

We will issue written reports upon completion of our Single Audit. Our reports will be addressed to the Mayor and City Council of the City. Circumstances may arise in which our report may differ from its expected form and content based on the results of our audit. Depending on the nature of these circumstances, it may be necessary for us to modify our opinions, add a separate section, or add an emphasis-of-matter or other-matter paragraph to our auditor's report, or if necessary, withdraw from this engagement. If our opinions are other than unmodified, we will discuss the reasons with you in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed opinions, we may decline to express opinions or issue reports, or we may withdraw from this engagement.

The *Government Auditing Standards* report on internal control over financial reporting and on compliance and other matters will state that (1) the purpose of the report is solely to describe the scope of testing of internal control and compliance and

the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance, and (2) the report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. The Uniform Guidance report on internal control over compliance will state that the purpose of the report on internal control over compliance is solely to describe the scope of testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Both reports will state that the report is not suitable for any other purpose.

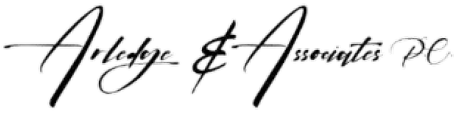
Cost of Consequential Damages

Any liability of Arledge & Associates, P.C. and its personnel to the City is limited to the amount of the annual fee the City paid for this audit engagement as liquidated damages.

The City agrees that any dispute regarding this engagement will, prior to resorting to litigation, be submitted to mediation upon request by either party. Both parties agree to try in good faith to settle the dispute in mediation. The American Arbitration Association will administer any such mediation in accordance with its Commercial Mediation Rules. The results of the mediation proceeding shall be binding only if both Arledge & Associates, P.C. and the City agree to be bound. Arledge & Associates, P.C. and the City will share any cost of mediation equally.

We appreciate the opportunity to be of service to you and believe this letter accurately summarizes the significant terms of our engagement. If you have any questions, please let us know. If you agree with the terms of our engagement as described in this letter, please sign the attached copy and return it to us.

Sincerely,



Arledge & Associates, P.C.

RESPONSE:

This letter correctly sets forth the understanding of the City of Shawnee, Oklahoma.

Management signature: _____

Title: _____

Governance signature: _____

Title: _____

Engineering Department
222 N. Broadway Ave.
Shawnee, OK 74801
ShawneeOK.org

Date: March 16, 2026

To: Board of City Commissioners

From: Kevin Moore, Director of Building & Engineering services

Subject: Acceptance of Oklahoma Baptist University infrastructure and placing the maintenance bonds into effect.

Background: The public improvements associated with the Oklahoma Baptist University Development have been completed and are ready to be accepted by the city. The Water improvements are located around Raley Chapel and MacArthur St required, the developer paid 100% of the construction costs. The improvements were installed to the City of Shawnee Specifications. The water and sewer mains passed all required testing and is now ready for acceptance. The acceptance of the improvements by the City Commission will place the maintenance bonds into effect

Financial Impact: N/A

Attachments: Maintenance bonds (1)

Staff Recommendation: Approval of the item

Cimarron Construction Company
3501 NE 63rd Street
Oklahoma City, OK 73121
(405)728-1555 Fax (405)728-5026

November 19, 2025

Lingo Construction Services
1135 N Robinson Ave.
Oklahoma City, Oklahoma 73103

Re: OBU Raley Chapel Renovation
Public Water Line
Contract

Public Water

Item	Description	Quantity	Unit	Unit Price	Total Price
1	8" DR 11 HDPE	1,043.0	LF	$ 55.00	$ 57,365.00
2	6" DR 11 HDPE	3.0	LF	$ 240.00	$ 720.00
3	8" DR 11 Bore	864.0	LF	$ 155.00	$ 133,920.00
4	3" DR 11 HDPE	32.0	LF	$ 73.00	$ 2,336.00
5	3" Dom Meter	2.0	EA	$ 63,000.00	$ 126,000.00
6	8" Gate Valve	2.0	EA	$ 5,000.00	$ 10,000.00
7	6" Gate valve	1.0	EA	$ 2,000.00	$ 2,000.00
8	8" x 6" Reducer	1.0	EA	$ 1,200.00	$ 1,200.00
9	8" x 45	8.0	EA	$ 1,400.00	$ 11,200.00
10	8" x 6" HDPE Reducer	1.0	EA	$ 1,700.00	$ 1,700.00
11	12" 8" Tapping Sleeve	1.0	EA	$ 4,500.00	$ 4,500.00
12	6" x 6' Tapping Sleeve	1.0	EA	$ 4,000.00	$ 4,000.00
13	8" x 8" Tee	1.0	EA	$ 1,200.00	$ 1,200.00
14	8" x 6" Tee	1.0	EA	$ 1,500.00	$ 1,500.00
15	8" x 2' Tee	2.0	EA	$ 11,000.00	$ 22,000.00
16	8" HDPE Wall Sleeve	8.0	EA	$ 3,600.00	$ 28,800.00
17	Fire Hydrant Assembly	1.0	EA	$ 8,600.00	$ 8,600.00
18	Testing	1.0	LS	$ 1,000.00	$ 1,000.00
19	Pressure Testing	1.0	LS	$ 1,000.00	$ 1,000.00
20	20" Steel Casing	67.0	LF	$ 180.00	$ 12,060.00
	Total - Public Water				**$ 431,101.00**

Kelcy Hunter
Lingo Construction

Chris McMurtrey
Cimarron Construction Company

MAINTENANCE BOND

Bond Number 9489544

KNOW ALL MEN BY THESE PRESENTS, That we Cimarron Construction Company

as Principal, and Fidelity and Deposit Company of Maryland as Surety, are held and firmly bound unto City of Shawnee
as Obligee, in the penal sum of Four Hundred Thirty-one Thousand One Hundred One & 00/100 ($431,101.00)**See Below**
to which payment well and truly to be made we do bind ourselves, our and each of our heirs, executors, administrators, successors and assign jointly and severally, firmly by these presents.

WHEREAS, the said Principal entered into a contract with the Obligee dated November 19, 2025 for Public Water Line to Serve OBU Raley Chapel Renovation

WHEREAS, said contract provides that the Principal will furnish a bond conditioned to guarantee for the period of 2 year(s) after approval of the final estimate on said job, by the owner, against all defects in workmanship and materials which may become apparent during said period, and

WHEREAS, the said contract has been completed, and was approved on tbd

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH that, if the Principal shall indemnify the Obligee for all loss that the Obligee may sustain by reason of any defective materials or workmanship which become apparent during the period of 2 year(s) from and after completion of contract then this obligation shall be void, otherwise to remain in full force and effect.

SIGNED, SEALED AND DATED THIS 20th **DAY OF** November , 2025

** 2nd Year Maintenance ($43,110.10)

Principal: Cimarron Construction Company

(seal)

CIMARRON CONSTRUCTION CO CORPORATE SEAL

By: Chris M'Guntery Sec.
Title

Surety: Fidelity and Deposit Company of Maryland

(seal)

Fidelity and Deposit Company of Maryland SEAL A7709 Incorporated 1890

By: Deborah L Raper
Deborah L Raper Attorney-in-Fact

ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Illinois, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Illinois (herein collectively called the "Companies"), by Christopher Nolan, Vice President, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint **Clayton HOWELL, Callie WOODARD, Austin K. GREENHAW, J. Kelly DEER, Shelli R. SAMSEL, Travis E. BROWN, Jamie BURRIS, Vaughn P. GRAHAM, Vaughn P. GRAHAM, JR, Stephen M. POLEMAN, Deborah L. RAPER, Dwight A. PILGRIM, Gary LILES, Randy D. WEBB, Bobby Joe YOUNG, Aaron WOOLSEY, Carey L. KENNEMER, Kristin LEWIS, Joshua BRYAN, Becky KILLMAN, Michael L. SWIFT of Tulsa, Oklahoma,** its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: any and all bonds and undertakings, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 18th day of August, A.D. 2025.

ATTEST:
ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND

By: Christopher Nolan
Vice President

By: Dawn E. Brown
Secretary

State of Maryland
County of Baltimore

On this 18th day of August, A.D. 2025, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **Christopher Nolan, Vice President and Dawn E. Brown, Secretary** of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposeth and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.

Genevieve M. Maison
Notary Public
My Commission Expire January 27, 2029

Authenticity of this bond can be confirmed at bondvalidator.zurichna.com or 410-559-8790

EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify of revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Vice President of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 20th day of November, 2025.

MJ Pethick

Mary Jean Pethick
Vice President

TO REPORT A CLAIM WITH REGARD TO A SURETY BOND, PLEASE SUBMIT A COMPLETE DESCRIPTION OF THE CLAIM INCLUDING THE PRINCIPAL ON THE BOND, THE BOND NUMBER, AND YOUR CONTACT INFORMATION TO:

Zurich Surety Claims
1299 Zurich Way
Schaumburg, IL 60196-1056
reportsfclaims@zurichna.com
800-626-4577

Authenticity of this bond can be confirmed at bondvalidator.zurichna.com or 410-559-8790

CIMACON-01 AFRIZZELL

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 11/19/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME:	
Rich & Cartmill, Inc. 9401 Cedar Lake Avenue Oklahoma City, OK 73114	PHONE (A/C, No, Ext): (405) 418-8600	FAX (A/C, No): (405) 418-8641
	E-MAIL ADDRESS: richcartmill@rcins.com	

INSURED	INSURER(S) AFFORDING COVERAGE	NAIC #
Cimarron Construction Company, LLC 3501 NE 63rd Street Oklahoma City, OK 73121	INSURER A : ZURICH AMERICAN INS CO	16535
	INSURER B : Evanston Insurance Company	35378
	INSURER C :	
	INSURER D :	
	INSURER E :	
	INSURER F :	

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY							
	CLAIMS-MADE X OCCUR	X		GLO545008600	7/1/2025	7/1/2026	EACH OCCURRENCE	$ 2,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 100,000
							MED EXP (Any one person)	$ 10,000
							PERSONAL & ADV INJURY	$ 2,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ 4,000,000
	POLICY X PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$ 4,000,000
	OTHER:							$
A	AUTOMOBILE LIABILITY							
	X ANY AUTO						COMBINED SINGLE LIMIT (Ea accident)	$ 2,000,000
	OWNED AUTOS ONLY / SCHEDULED AUTOS	X		BAP545008700	7/1/2025	7/1/2026	BODILY INJURY (Per person)	$
	X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY						BODILY INJURY (Per accident)	$
							PROPERTY DAMAGE (Per accident)	$
								$
B	UMBRELLA LIAB X OCCUR							
	X EXCESS LIAB CLAIMS-MADE			MCGX10239200	7/1/2025	7/1/2026	EACH OCCURRENCE	$ 5,000,000
	DED RETENTION $						AGGREGATE	$ 5,000,000
								$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N						X PER STATUTE OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)	N/A		WC545008500	7/1/2025	7/1/2026	E.L. EACH ACCIDENT	$ 1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	$ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Project: OBU Raley Chapel Renovation, Public Water Line

CERTIFICATE HOLDER

City of Shawnee
P.O. Box 1448
Shawnee, OK 74802

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Travis E. Brown

ACORD 25 (2016/03)

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NOTARY STATEMENT

STATE OF Oklahoma)
) §
COUNTY OF Oklahoma)

I, Deborah L. Raper, a Notary Public in and for said County and State, do hereby certify that on this 19th day of November, 20 25, Travis E. Brown personally known to me to be the same person and official who executed the above foregoing instrument as Agent, appeared before me in person and acknowledged that, as such official, he/she executed the above instrument as his/her free and voluntary act on behalf of Rich & Cartmill, Inc. pursuant to authority conferred and for the uses and purposes therein set forth.

IN WITNESS WHEREOF, I have hereunto set my hand and seal the day and year last above written.

DEBORAH L. RAPER NOTARY PUBLIC # 11006695 EXP. 07/22/27 STATE OF OKLAHOMA

Deborah L Raper
Notary Public

11006695
Notary Commission Number

My Commission Expires:

7/22/2027
(Seal)

Fire Department
16 W 9th
Shawnee, OK 74801
Fire Station 1

Date: March 16, 2026

To: Board of City Commissioners

From: James Kriwanek, Fire Chief

Subject: Approval of the purchase of a SCBA Cascade System using the State of Oklahoma Contract SW241.

Background: In alignment with the City of Shawnee's Fiscal Year 2026 through 2030 Capital Improvement Plan (CIP), the Suppression Division of the Shawnee Fire Department is scheduled to receive a replacement for the SCBA Cascade System. The purchase is intended to retire the aging 2008 model Cascade System that is currently in use at Station One.

Financial Impact: $97,821.00, from 301-5-0720-54500; Project No. 24-0720-07

Attachments: Compressor Unicus 4S, Bauer Compressor, Compressor Unicus 4S Quote

Staff Recommendation: Staff recommends approval of the purchase

UNICUS® 4S

4- AND 5-STAGE ALL-IN-ONE HIGH-PRESSURE BREATHING AIR COMPRESSORS

A modern upgrade with the simplicity of analog controls; Aesthetically pleasing yet robust design found only in the UNICUS® 4S All-In-One platform. The system is available in either 5000 or 6000 PSIG with discharge capacities ranging from 13 SCFM charge rate to 26 SCFM charge rate. Unsurpassed maintenance accessibility abounds as we have provided all access doors with snap pin technology – pull the pin and lift the door; no hand tools are required. Should you require access to the back of the operations panel, no problem; we have your back, the panel tilts forward. All requisite panels are equipped with sound attenuated material. An integral rack built to accommodate four (4) storage cylinders is standard, along with the piping. Additionally, we provide two (2) ASME-coded air storage cylinders as a part of the standard scope of supply. If you want to dress your unit up in concert with the Fire Department theme, ask about our Fire Edition package. When your department needs the best All-In-One compressor system on the market today and backed by our global network of service partners, look to BAUER.

FIRE

- **PRESSURE:** Up to 6000 PSIG (414 BAR)
- **CHARGING RATE:** 13 to 26.4 SCFM (368 to 748 L/MIN)
- **POWER:** 10 to 20 HP (7.5 to 15 kW)

OPTIONAL

UNICUS® 4S
FIRE EDITION
OPTIONAL FIRE EDITION PAINT SCHEME (SHOWN HERE)

STANDARD SCOPE OF SUPPLY

- BAUER breathing air purification system with B-SECURUS
- BAUER PLC based controller with 7" color HMI touchscreen display
- NEMA 4 rated electrical enclosure with UL® listed control panel
- Compressor low oil pressure and high temperature safety shutdowns
- Emergency stop push button
- Hinged cascade fill control panel with Lexan laminate air flow/fill schematic
- Audible alarm on safety shutdowns
- Inlet filter maintenance indicator
- Automatic condensate drain system with non-corrosive condensate reservoir and integrated float sensor and automatic "Full" indication and compressor shutdown
- Two (2) ASME code stamped air cylinders installed in an integral rack designed to hold four cylinders
- Sound attenuating enclosure with 1/4" turn latches and lift-off type hinges
- NFPA 1901 2016 edition compliant 3 position containment fill station accommodates SCBA or SCUBA cylinders up to 31" overall length

SYSTEM FOOTPRINT

UN 4S/13H-E1/E3 - UN 4S/26-E3:

DIMENSIONS L X W X H inches (mm)

- 101" x 38" x 80" (2565mm x 965mm x 2032mm)

WEIGHT pounds (kg)

- 4350 - 4550 lb (1973 - 2064 kg)

AVAILABLE ACCESSORIES (FACTORY INSTALLED)

- BAUER Gas-Tek™ CO monitoring system
- 100 ft high pressure cabinet enclosed hose reel
- Panel mounted remote fill hose connection
- Dual Fill/3 position
- Tri Fill/3 position

FIRE

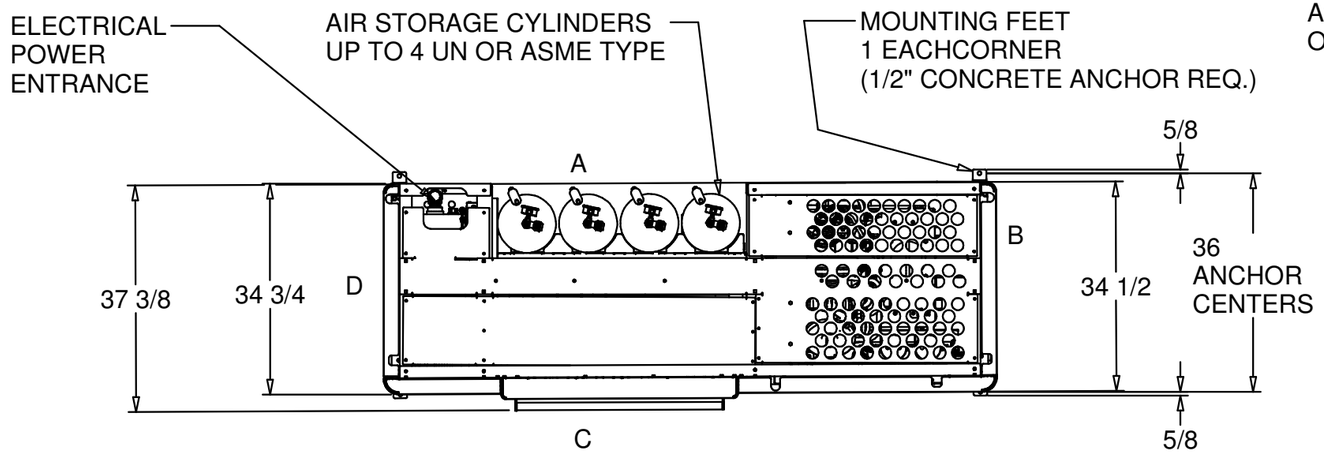
TECHNICAL DATA

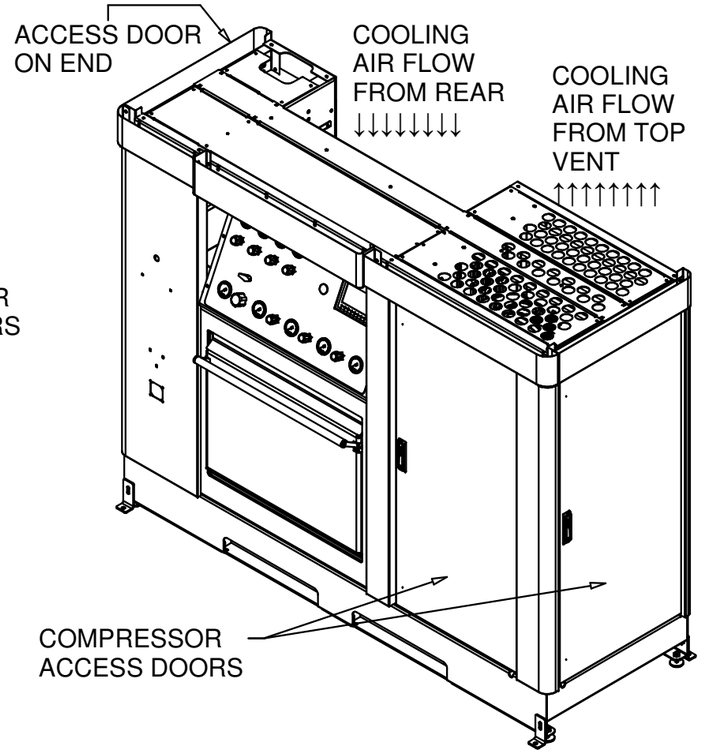
Model	Charging Rate[1]		Number of Stages	Motor		FAD[2]	RPM	Purification System
	SCFM	L/MIN		HP	kW			
5000 PSIG (345 BAR)								
UN 4S/20-E3	21	595	4	15	11	17.5	1300	P5 B-SECURUS
UN 4S/26-E3	26.4	748	4	20	15	22	1350	P5 B-SECURUS
6000 PSIG (414 BAR)								
UN 4S/13H-E1/E3	13	368	4	10	7.5	10.8	1420	P2 B-SECURUS
UN 4S/18H-E3	18	510	4	15	11	15	1325	P5 B-SECURUS
UN 4S/25H-E3	25.2	714	5	20	15	21	1300	P5 B-SECURUS

1) Based on recharging an 80 cubic foot tank from 500 to 3000 psig.
2) Compressor capacity referenced to standard inlet conditions.
E1=Single phase electric, 230 VAC/60 Hz. E3=Three phase electric, 208/230/460 VAC/60 Hz. Other voltages available on request. Dimensions and weight are approximate and are subject to change.

OPTIONAL ACCESSORIES

Item	Description	Part Number
0001	BAUER Gas-Tek™ Electronic carbon monoxide monitor complete with calibration kit wired for alarm and shutdown. (calibration gas included)	GT/CO/III
0002	Each additional ASME 5000 PSIG cylinder with relief valve and mounting clamps	/CYL-9/5K
0003	Each additional ASME 6000 PSIG cylinder with relief valve and mounting clamps	/CYL-9/6K
0003	Panel mounted remote fill hose connection. Includes bulkhead fitting, adjustable regulator for up to 6000 PSIG service, gauge, isolation valve and quick connect/disconnect fitting (hose no included)	/RF/REG
0004	UN4 remote fill hose connection including adjustable regulator for up to 6000 PSIG service, gauge and isolation valve connected to a cabinet enclosed hose reel with 100 feet of hose rated for 6000 PSIG service	UN4/RF/REL-12
0005	DUAL-FILL, high/low, quick connect fill system (specify fill presures)	DUAL-FILL/3 position
0006	TRI-FILL, high/low/SCUBA, quick connect fill system (specify fill pressures)	TRI-FILL/3 position
0007	Fire Edition paint scheme	

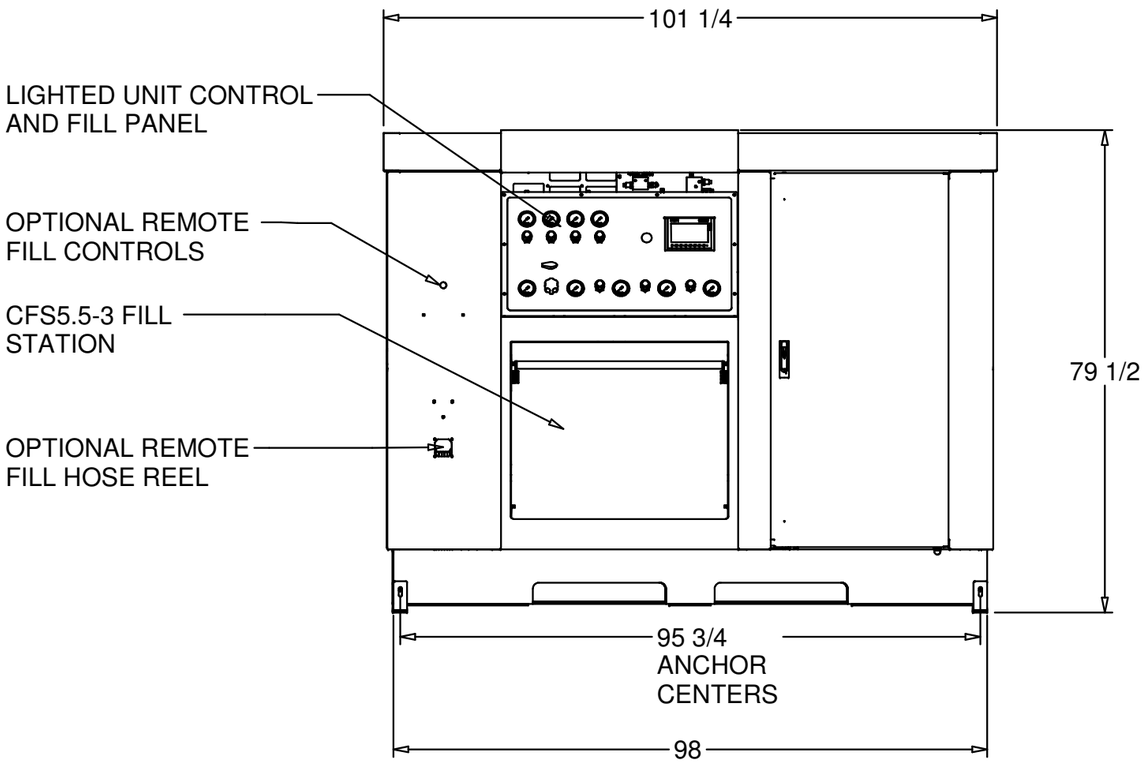


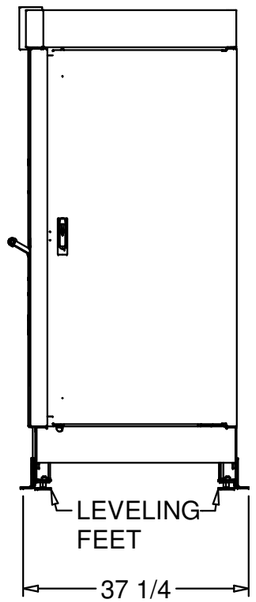


MINIMUM DISTANCE REQUIRED FOR OPERATION:
SIDE: A = 0"
SIDE: B = 36"
SIDE: C = 36"
SIDE: D = 36"

MINIMUM DISTANCE REQUIRED FOR COMPRESSOR MAINTENANCE
SIDE: A = 30"
SIDE: B = 36"
SIDE: C = 36"

UNIT WEIGHTS (WITH 4 ASME STORAGE)
UN4S/10H = 4350 LBS
UN4S/13H = 4400 LBS
UN4S/19H = 4500 LBS
UN4S/25H = 4550 LBS
UN4S/20 = 4500 LBS
UN4S/26 = 4550 LBS





APPROXIMATE WEIGHT N/A

ALL DIMENSIONS ARE APPROXIMATE AND ARE SUBJECT TO CHANGE BASED ON UNIT OPTIONS AND CONFIGURATION

THIS DRAWING REFLECTS CURRENT DESIGN AND IS SUBJECT TO CHANGE WITHOUT PRIOR NOTICE

PRELIMINARY

COMPANY CONFIDENTIAL
THIS DRAWING AND ALL INFORMATION THEREIN IS PROPERTY OF BAUER COMPRESSORS, INC. IT IS CONFIDENTIAL AND MUST NOT BE MADE PUBLIC OR COPIED . IT IS LOANED SUBJECT TO RETURN UPON DEMAND. IT IS NOT TO BE USED DIRECTLY OR IN DIRECTLY IN ANY WAY DETRIMENTAL TO THE INTERESTS OF BAUER COMPRESSORS, INC.

DRAWN BY: JG	BAUER COMPRESSORS, INC. NORFOLK, VIRGINIA
DATE: 5/11/2018	
APVD. BY: J B	
DATE: 5/14/2018	TITLE: OUTLINE DIMENSIONS
SCALE: NA	
PAINT SPEC	
PREP: NA / PRIME: NA / FINISH: NA	USAGE: UNICUS 4S
CAGE NUMBER: 57328	
CONTROLLED DOCUMENT: X	DRAWING #: ASY-2151 / REV: - / ISSUE DATE: 5/11/2018 / SHT 1 OF 1

607 W. 62nd Street (318) 865-5107 P.O. Box 8007

Casco INDUSTRIES, INC.

HEADQUARTERS: SHREVEPORT, LA 71148-8007 *SERVING OKLAHOMA AND KANSAS*

SOLD TO: SHAWNEE FIRE DEPT. 16 W. 9TH SHAWNEE, OK 74802	ACCT# 23529
ATTN: PHONE: EMAIL:	
SHIP TO: SHAWNEE FIRE DEPT. 16 W. 9TH SHAWNEE, OK 74802	
ATTN: PHONE: EMAIL:	

CREDIT CARD:		DIST	CUST PO NUMBER		SALES REP	SALES REP REF #
NAME/EXP DATE					174	
NUMBER/CODE/ZIP			TERMS	FREIGHT	DATE	FORM TYPE
TRANSACTION ID#			30	ADD	2/17/2026	QUOTE

ITEM	LOC	DESCRIPTION		QTY	SHIPPED	PRICE	AMOUNT
		BAUER, UNICUS 4S/13-E3 BREATHING COMPRESOR	$ -	1		$ 92,621.00	$ 92,621.00
		W/ CO MONITOR, REMOTE FILL, (4) ASME BOTTLE	$ -			$ -	$ -
			$ -			$ -	$ -
			$ -			$ -	$ -
			$ -			$ -	$ -
		MOVE OLD COMPRESSOR AND INSTALL NEW	$ -	1		$ 2,700.00	$ 2,700.00
			$ -			$ -	$ -
			$ -			$ -	$ -
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			$ -			$ -	$ -
			$ -			$ -	$ -
		STATE OF OKLAHOMA CONTRACT SW241	$ -			$ -	$ -
		CATEGORY 2	$ -			$ -	$ -
		LINE ,12	$ -			$ -	$ -
		ITEM ID#, 1000031878	$ -			$ -	$ -
		CATEGORY CODE, 46191607	$ -			$ -	$ -
		DESCRIPTION, FIRE BREATHING APPARATUS	$ -			$ -	$ -
			$ -			$ -	$ -
			$ -			$ -	$ -
			$ -			$ -	$ -

ADDITIONAL COMMENTS BELOW	DIST TOTAL: $ 97,821.00	Subtotal	$ 95,321.00
		Tax	$ -
	ADD	Freight	$ 2,500.00
		TOTAL	$ 97,821.00

"PROVIDING PROTECTION FOR THOSE WHO PROTECT US"

Fire Department
16 W 9th
Shawnee, OK 74801
Fire Station 1

Date: March 16, 2026

To: Board of City Commissioners

From: James Kriwanek, Fire Chief

Subject: Approval of the purchase and installation of a Fire Station Alerting System for Fire Station No. 1.

Background: In alignment with the City of Shawnee's Fiscal Year 2026–2030 Capital Improvement Plan (CIP), the Shawnee Fire Department is scheduled to install a Fire Station Alerting System at Fire Station No. 1. This system is currently utilized at Fire Stations 2 and 3. Standardizing the alerting system across all three stations will improve operational consistency and ensure seamless emergency notifications department-wide.

Financial Impact: $64,885.62 from 301-5-0720-54500; Project No. 25-0720-01

Attachments: Shawnee, OK FS01 Quote

Staff Recommendation: Staff recommends approval of the item.

City of Shawnee, OK

Shawnee Fire Department

FS01 - One (1) G2 Fire Station Alerting System

Quote Date:

8th-March-2026

Quote Expires:

8th-June-2026

By:

Jarrod Linthicum - Fire Department Alerting Solutions

In Collaboration with US Digital Designs by Honeywell

Proposal # 2026-SFD-FS01

Revision #2

Pricing pursuant to the Master Price Agreement entered into between League of Oregon Cities (LOC) and USDD, and made available to members of the National Purchasing Partners, LLC dba Public Safety GPO, dba Law Enforcement GPO, and dba NPPgov -Contract #ps20350. More Information available at https://nppgov.com/contract/honeywell

Fire Department Alerting Solutions

700 N Woodchuck Ln
Skiatook, OK 74070-4372
(918) 640-3571
jarrod@fdalertingsolutions.com

Bid Proposal

ADDRESS
Shawnee Fire Department
16 W 9th St.
Shawnee, Oklahoma 74801
Attn: Deputy Chief Mark Mclain

BID PROPOSAL 1046
DATE 03/08/2026
EXPIRATION DATE 06/08/2026

DATE	ACTIVITY	DESCRIPTION	AMOUNT
	G2 ATX Station Controller	Power/Signal/Control up to 8 Peripheral Remote Options. 4 Unique Amps/Zones Available.	21,783.06
	ATX Rack Mount Ears	Hardware for ATX Rack Enclosure Installation	70.65
	ATX UPS	Battery Backup for ATX Station Controller	943.35
	G2 Message Remote	G2 Message Remote 2 (MR2) Module (2)	3,314.58
	G2 Room Remote 2	Room Remote - Zoning Module	2,200.90
	G2 Speaker - LED Flush Mount	G2 Illuminated flush mount speaker, 70V (10)	3,534.30
	G2 Speaker - OmniAlertStrobe	G2 Omnidirectional Strobe Alert Speaker - Optimized for vocal intelligibility in large open areas. Includes High visibility Strobe light. (2)	2,976.74
	G2 Speaker - Outdoor	Weatherized Surface Mount 70V Speaker for Outdoor Applications (2)	706.38
	Doorbell	Push Button Black Kit	119.54
	Shipping	Shipping Freight Charge	658.00
			Station System Equipment : 36,307.50
	Installation	Turnkey System Installation by Fire Department Alerting Solutions. Includes all Materials and Workmanship For Turnkey Rack Installation.	22,273.70
	Project Management	Station Project Management	1,485.00
	System Startup	Final Station Certification, Configuration, Testing, and Startup	2,722.50
	Engineering/Design Services	System Engineering and Deisgn Services	742.50
	G2 VoiceAlert - Single Station License	VoiceAlert Dispatch Annunciation	1,354.42

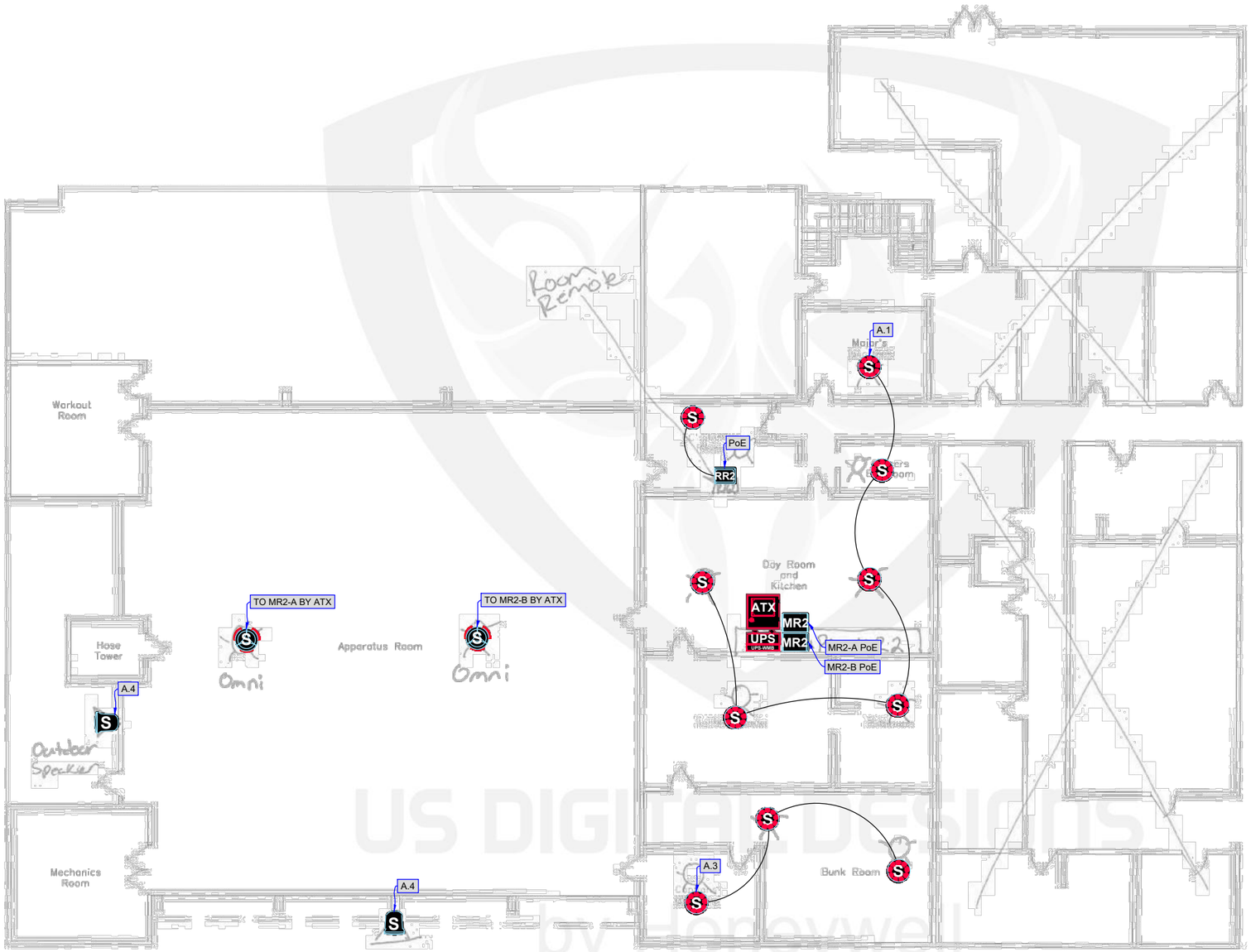
G2 FSAS App	Annual Subscription FSAS App (24)	0.00
Station System Warranty	1st Year Warranty & Support Included With Initial Purchase. Terms and Conditions Apply.	0.00

Station System Services: 28,578.12

TOTAL **$64,885.62**

Accepted By

Accepted Date



US DIGITAL DESIGNS by Honeywell

US DIGITAL DESIGNS	
Count	Name
1	G2 ATX STATION CONTROLLER (ATX)
1	UPS (UPS-STD)
1	UPS SHELF-BRACKET WALL-MOUNT (UPS-WMB)
2	G2 MESSAGE REMOTE 2 (MR-2)
1	G2 ROOM REMOTE 2 (RR-2)
10	G2 LED SPEAKER (SPK-LED-FM)
2	G2 OMNISTROBE SPEAKER (SPK-OAS)
2	SPEAKER WEATHER-PROOF (SPK-W-SM)

US DIGITAL DESIGNS	
Count	Name
3	G2 PoE PORT REQUIRED

SYMBOL	DESCRIPTION
ATX	G2 ATX STATION CONTROLLER
EXP	G2 EXPANSION MODULE
ATX LT	G2 ATX LITE STATION CONTROLLER
UPS	G2 UNINTERUPTIBLE POWER SUPPLY
AMP	EXTERNAL AMPLIFIER
I/O	G2 I/O REMOTE
MR2	G2 MESSAGE REMOTE 2
RR2	G2 ROOM REMOTE 2
RUI	G2 REMOTE USER INTERFACE MODULE
LAR	G2 LOCAL ALERTING REMOTE MODULE
	G2 ROOM REMOTE SURFACE MOUNT BOX
LVR	G2 HDTV REMOTE
CIR	G2 COLOR INDICATOR REMOTE
	G2 COLOR INDICATOR REMOTE BACK BOX
PB	PUSH BUTTON - RED
PB BLACK	PUSH BUTTON - BLACK
VDS	G2 VIDEO DOOR STATION
STR	G2 STROBE LIGHT
T	OEM TRANSFORMER
	G2 OMNIALERT STROBE SPEAKER
	G2 LED SPEAKER, FLUSH MOUNT
	G2 LED SPEAKER, METAL BOX
	SPEAKER, WEATHER-PROOF
	SPEAKER, FLUSH MOUNT
	SPEAKER, METAL BOX
MSM	G2 MESSAGE SIGN (MINI 12")
MSS	G2 MESSAGE SIGN (STANDARD 24")
MSE	G2 MESSAGE SIGN (EXTENDED 36")
MS-LCD	G2 LCD MESSAGE SIGN
FPM - XX"	OEM FLAT PANEL MONITOR, XX", WITH MOUNT
VC	VOLUME CONTROL (CUSTOMER SUPPLIED)
UPS-WMB	SHELF/BRACKET, WALL-MOUNT FOR UPS
AMP-S	SHELF, UNDER TABLE OR WALL MOUNT
	ADAPTER PLATE SINGLE
	ADAPTER PLATE DOUBLE
	RACK MOUNT EARS FOR G2 ATX OR G2 EXP
	ARTICULATING ARM MOUNT - LONG

INSTALLER NOTES:
1. INSTALLER TO VERIFY WALL AND CEILING TYPE TO DETERMINE EQUIPMENT MOUNTING TYPE (FLUSH OR SURFACE).
2. INSTALLER TO COORDINATE CONNECTION BETWEEN ATX STATION CONTROLLER'S LINE-LEVEL AUDIO OUTPUT AND (EXISTING) OWNER-FURNISHED HOUSE AUDIO SYSTEM (AMP). (IF APPLICABLE)
3. INSTALLER TO PROVIDE CAT6 & 16/4 CABLES FROM ATX CONTROLLER TO CUSTOMER'S STATION RADIO FOR BACKUP.
4. INSTALLER TO COORDINATE CONNECTION BETWEEN EXISTING STATION LIGHTING CONTROL SYSTEM AND RELAY OUTPUT FROM ATX STATION CONTROLLER OR I/O REMOTE WITH OWNER. (IF APPLICABLE)
5. VOLUME CONTROL PROVIDED BY OWNER OR INSTALLER IF SHOWN ON DRAWING.
6. INSTALLER TO VERIFY AND CONSIDER LOCATION(S) OF NETWORK AND RADIO CONNECTIONS.
7. INSTALLER MUST RUN A GROUNDING WIRE (PER CODE) FROM ATX TO STATION GROUND.

PoE = G2 ATX Power-over-Ethernet (PoE) ports 1...8 and G2 Expansion Module ports 1...12

A.n = G2 ATX Amplifier 1...4 | **EA.n** = G2 External Amplifier 1...n | **CH.n** = G2 Message Remote 2 Channel 1 or 2

NOTES:
1. SEE ARCHITECTURAL SPECIFICATIONS FOR ALL ROUGH-IN AND INSTALLATION DETAILS.
2. US DIGITAL DESIGNS DOES NOT SUPPLY CABLE,WIRE, BACK BOXES, CONDUITS, OR MOUNTING FASTENERS.
3. US DIGITAL DESIGNS FIRE STATION ALERTING PLANS ARE DIAGRAMMATIC AND FOR QUOTING PURPOSES ONLY. DRAWING IS NOT TO SCALE.
4. PHOENIX G2 SYSTEM IS ABLE TO SIGNAL OWNER-FURNISHED SYSTEMS, (EXHAUST, LIGHT, GAS SHUT OFF, ETC.). USDD DOES NOT SUPPLY THESE SYSTEMS AND CANNOT WARRANT OR SUPPORT ANY OF THEIR PERFORMANCE BEYOND THE TRANSMISSION OF RELAY SIGNAL TO THEM.

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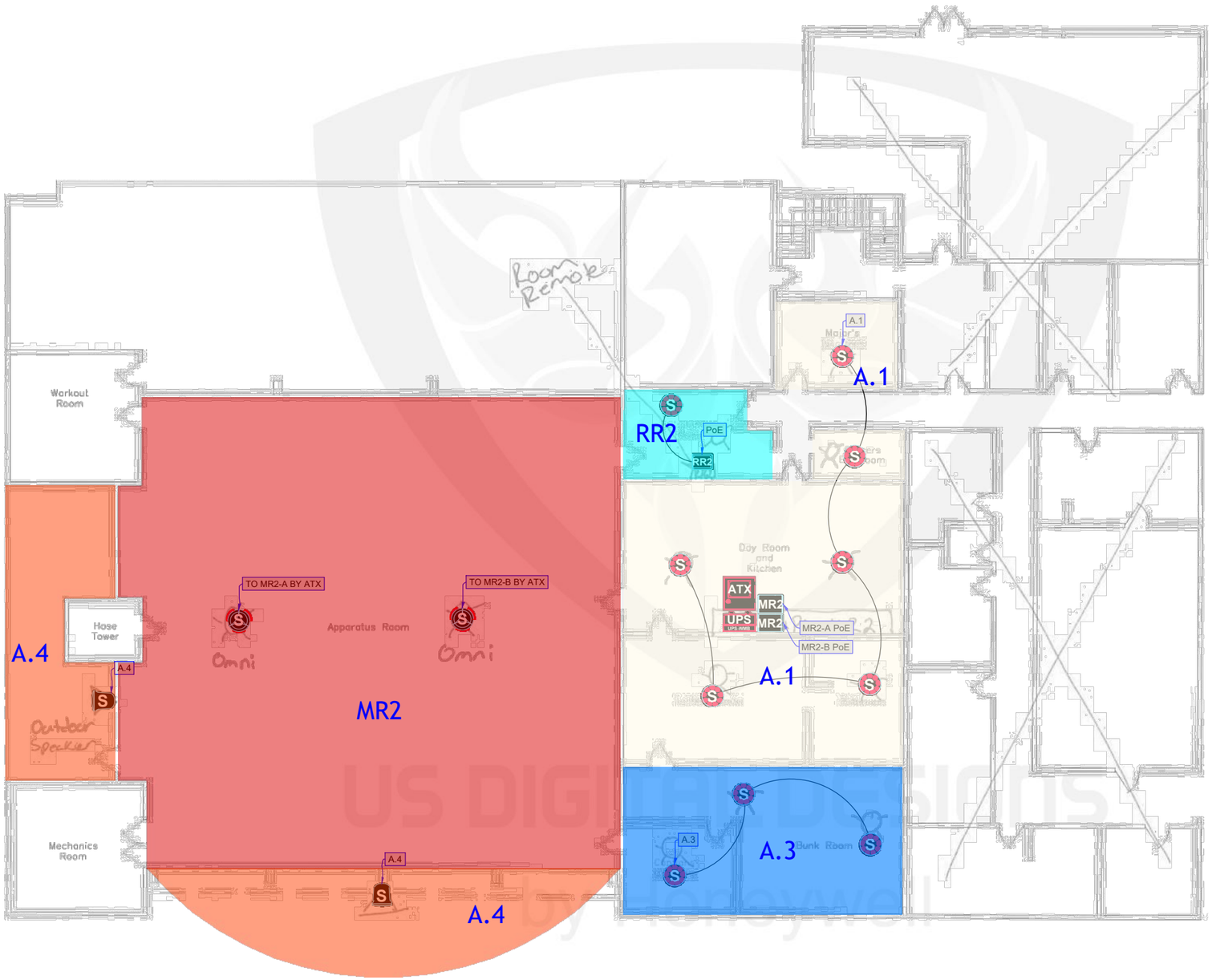
US DIGITAL DESIGNS by Honeywell

project	SHAWNEE FIRE DEPARTMENT, OK
building	FIRE STATION 1
address	16TH WEST 9TH ST, SHAWNEE, OK 74801
filename	USDD.OK_SHAW.FS01.FSA.DWG
date	3/04/2026 - 9:25AM
design by	DMG



SYSTEM ZONING LEGEND

ZONE	Name
A.1	COMMON AREA
A.3	BUNK/CAPTAIN'S QUARTERS
A.4	EXTERIOR
RR2	BC OFFICE
MR2	APPARTATUS BAY

SYMBOL	DESCRIPTION
ATX	G2 ATX STATION CONTROLLER
EXP	G2 EXPANSION MODULE
ATX LT	G2 ATX LITE STATION CONTROLLER
UPS	G2 UNINTERUPTIBLE POWER SUPPLY
AMP	EXTERNAL AMPLIFIER
I/O	G2 I/O REMOTE
MR2	G2 MESSAGE REMOTE 2
RR2	G2 ROOM REMOTE 2
RUI	G2 REMOTE USER INTERFACE MODULE
LAR	G2 LOCAL ALERTING REMOTE MODULE
	G2 ROOM REMOTE SURFACE MOUNT BOX
LVR	G2 HDTV REMOTE
CIR	G2 COLOR INDICATOR REMOTE
	G2 COLOR INDICATOR REMOTE BACK BOX
PB	PUSH BUTTON - RED
PB BLACK	PUSH BUTTON - BLACK
VDS	G2 VIDEO DOOR STATION
STR	G2 STROBE LIGHT
T	OEM TRANSFORMER
	G2 OMNIALERT STROBE SPEAKER
	G2 LED SPEAKER, FLUSH MOUNT
	G2 LED SPEAKER, METAL BOX
	SPEAKER, WEATHER-PROOF
	SPEAKER, FLUSH MOUNT
	SPEAKER, METAL BOX
MSMI	G2 MESSAGE SIGN (MINI 12")
MSS	G2 MESSAGE SIGN (STANDARD 24")
MSE	G2 MESSAGE SIGN (EXTENDED 36")
MS-LCD	G2 LCD MESSAGE SIGN
FPM - XX"	OEM FLAT PANEL MONITOR, XX", WITH MOUNT
VC O	VOLUME CONTROL (CUSTOMER SUPPLIED)
UPS-WMB	SHELF/BRACKET, WALL-MOUNT FOR UPS
AMP-S	SHELF, UNDER TABLE OR WALL MOUNT
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US DIGITAL DESIGNS by Honeywell

project	SHAWNEE FIRE DEPARTMENT, OK
building	FIRE STATION 1
address	16TH WEST 9TH ST, SHAWNEE, OK 74801
filename	USDD.OK_SHAW.FS01.FSA.DWG
date	3/04/2026 - 9:25AM
design by	DMG

City Clerk Department
16 W. 9th St.
Shawnee, OK 74801
ShawneeOK.org

Date: March 16, 2026

To: Board of City Commissioners

From: Kacie Eck, Sr. Deputy City Clerk | Director of Utility Billing and Court Administration

Subject: Consideration of a resolution updating the City Fee Schedule by: (1) setting the water rates for residential and commercial use, both inside and outside the city limits, pursuant to Subsections (a) and (b), Section 26-26, Article II, Chapter 26 of the City Code; and (2) setting the sanitary sewer rates for residential and commercial use, both inside and outside the city limits, pursuant to Subsections (b) and (c), Section 26-27, Article II, Chapter 26 of the Code of the City of Shawnee.

Background: By Resolution, the City conducts an annual review of its water and sewer rates and consider adjustments per the Consumer Price Index (CPI) for both residential and commercial accounts. City staff have reviewed the U.S. Bureau of Labor Statistics CPI for the following categories:

- Water & Sewer Maintenance: 4.6%
- Motor Fuel: -0.4%
- New Trucks: 0.2%
- Motor Vehicle Parts & Equipment: 3.5%
  (*including Tires: 3.7% and Motor Oil, Coolant, and Fluids: 0.6%*)
- Motor Vehicle Maintenance & Repair: 5.4%

The overall CPI from January 1, 2025, through December 31, 2026, was 2.7%.

Due to the costs incurred for all items that support related maintenance activities, Staff is requesting the consideration of a 2.7% increase for water and sewer rates, effective July 1, 2026.

Financial Impact: Estimated water revenue of $221,581.09 to Shawnee Municipal Authority Fund, Water Sales, 501-45010; estimated sewer revenue of $126,256.21 to Shawnee Municipal Authority Fund, Sewer Service, 501-45020

Attachments: Consumer Price Index News Release - 2025, Water Rates Resolution 2026, Chapter 26 - Exhibit A

Staff Recommendation: Approval of this item.

U.S. BUREAU OF LABOR STATISTICS

Bureau of Labor Statistics > Economic News Release

Economic News Release

Consumer Price Index News Release

Transmission of material in this release is embargoed until
8:30 a.m. (ET) Tuesday, January 13, 2026 USDL-26-0042

Technical information: (202) 691-7000 * cpi_info@bls.gov * www.bls.gov/cpi
Media contact: (202) 691-5902 * PressOffice@bls.gov

CONSUMER PRICE INDEX - DECEMBER 2025

The Consumer Price Index for All Urban Consumers (CPI-U) increased 0.3 percent on a seasonally adjusted basis in December, the U.S. Bureau of Labor Statistics reported today. Over the last 12 months, the all items index increased 2.7 percent before seasonal adjustment.

The index for shelter rose 0.4 percent in December and was the largest factor in the all items monthly increase. The food index increased 0.7 percent over the month as did the food at home index and the food away from home index. The index for energy rose 0.3 percent in December.

The index for all items less food and energy rose 0.2 percent in December. Indexes that increased over the month include recreation, airline fares, medical care, apparel, personal care, and education. The indexes for communication, used cars and trucks, and household furnishings and operations were among the major indexes that decreased in December.

The all items index rose 2.7 percent for the 12 months ending December, the same increase as over the 12 months ending November. The all items less food and energy index rose 2.6 percent over the last 12 months. The energy index increased 2.3 percent for the 12 months ending December. The food index increased 3.1 percent over the last year.

Table A. Percent changes in CPI for All Urban Consumers (CPI-U): U.S. city average

	Seasonally adjusted changes from preceding month							Un-adjusted 12-mos. ended Dec. 2025
	Jun. 2025	Jul. 2025	Aug. 2025	Sep. 2025	Oct. 2025	Nov. 2025	Dec. 2025	
All items	0.3	0.2	0.4	0.3	-	-	0.3	2.7
Food	0.3	0.0	0.5	0.2	-	-	0.7	3.1
Food at home	0.3	-0.1	0.6	0.3	-	-	0.7	2.4
Food away from home(1)	0.4	0.3	0.3	0.1	-	-	0.7	4.1
Energy	0.9	-1.1	0.7	1.5	-	-	0.3	2.3
Energy commodities	1.0	-1.9	1.7	3.8	-	-	-0.4	-3.0
Gasoline (all types)	1.0	-2.2	1.9	4.1	-2.1	3.0	-0.5	-3.4
Fuel oil	1.3	1.8	-0.3	0.6	-	-	-1.5	7.4
Energy services	0.9	-0.3	-0.2	-0.7	-	-	1.0	7.7
Electricity	1.0	-0.1	0.2	-0.5	-	-	-0.1	6.7
Utility (piped) gas service	0.5	-0.9	-1.6	-1.2	-	-	4.4	10.8
All items less food and energy	0.2	0.3	0.3	0.2	-	-	0.2	2.6
Commodities less food and energy commodities	0.2	0.2	0.3	0.2	-	-	0.0	1.4
New vehicles	-0.3	0.0	0.3	0.2	0.1	0.2	0.0	0.3
Used cars and trucks	-0.7	0.5	1.0	-0.4	0.7	0.3	-1.1	1.6
Apparel	0.4	0.1	0.5	0.7	-	-	0.6	0.6
Medical care commodities(1)	0.1	0.1	-0.3	-0.1	-	-	0.3	1.5
Services less energy services	0.3	0.4	0.3	0.2	-	-	0.3	3.0
Shelter	0.2	0.2	0.4	0.2	-	-	0.4	3.2
Transportation services	0.2	0.8	1.0	0.3	-	-	0.5	1.5
Medical care services	0.6	0.8	-0.1	0.3	-	-	0.4	3.5

Footnotes
(1) Not seasonally adjusted.

NOTE: The Oct and Nov 2025 data values are not available due to the 2025 lapse in appropriations.

Food

The index for food rose 0.7 percent in December as did the index for food at home. Five of the six major grocery store food group indexes increased in December. The index for other food at home rose 1.6 percent over the month. The cereals and bakery products index increased 0.6 percent in December. The index for fruits and vegetables increased 0.5 percent

and the index for nonalcoholic beverages increased 0.4 percent. The dairy and related products index rose 0.9 percent in December. In contrast, the index for meats, poultry, fish, and eggs decreased 0.2 percent in December, as the index for eggs fell 8.2 percent.

The food away from home index also rose 0.7 percent in December. The index for full service meals rose 0.8 percent over the month and the index for limited service meals increased 0.6 percent.

The index for food at home rose 2.4 percent over the 12 months ending in December. The meats, poultry, fish, and eggs index rose 3.9 percent over the last 12 months. The index for other food at home increased 2.7 percent over the same period and the index for nonalcoholic beverages rose 5.1 percent. The cereals and bakery products index increased 1.5 percent over the 12 months ending in December. The index for fruits and vegetables rose 0.5 percent over the year. In contrast, the dairy and related products index decreased 0.9 percent over the same period.

The food away from home index rose 4.1 percent over the last year. The index for full service meals rose 4.9 percent and the index for limited service meals rose 3.3 percent over the same period.

Energy

The index for energy increased 0.3 percent in December. The natural gas index increased 4.4 percent over the same period. The index for gasoline decreased 0.5 percent over the month. (Before seasonal adjustment, gasoline prices decreased 5.3 percent in December.) The electricity index declined 0.1 percent in December.

The index for energy increased 2.3 percent over the past 12 months. The electricity index increased 6.7 percent over the last 12 months and the natural gas index rose 10.8 percent. In contrast, the index for gasoline fell 3.4 percent over this 12-month span.

All items less food and energy

The index for all items less food and energy rose 0.2 percent in December. The shelter index increased 0.4 percent over the month. The index for owners' equivalent rent rose 0.3 percent in December as did the index for rent. The lodging away from home index rose 2.9 percent over the month.

The index for recreation increased 1.2 percent over the month, the largest 1-month increase ever reported for that index, which was first published in 1993. The airline fares index rose 5.2 percent in December and the apparel index rose 0.6 percent. The index for personal care rose 0.4 percent over the month and the index for education increased 0.2 percent.

The medical care index increased 0.4 percent in December. The index for hospital services increased 1.0 percent over the month, while the index for physicians' services rose 0.3 percent. The prescription drugs index increased 0.1 percent in December.

The communication index declined 1.9 percent in December, and the used cars and trucks index fell 1.1 percent. The index for household furnishings and operations decreased 0.5 percent over the month, while the index for new vehicles was unchanged in December.

The index for all items less food and energy rose 2.6 percent over the past 12 months. The shelter index increased 3.2 percent over the last year. Other indexes with notable increases over the last year include medical care (+3.2 percent), household furnishings and operations (+4.0 percent), recreation (+3.0 percent), and personal care (+3.7 percent).

Not seasonally adjusted CPI measures

The Consumer Price Index for All Urban Consumers (CPI-U) increased 2.7 percent over the last 12 months to an index level of 324.054 (1982-84=100). For the month, the index was unchanged prior to seasonal adjustment.

The Consumer Price Index for Urban Wage Earners and Clerical Workers (CPI-W) increased 2.6 percent over the last 12 months to an index level of 317.014 (1982-84=100). For the month, the index decreased 0.1 percent prior to seasonal adjustment.

The Chained Consumer Price Index for All Urban Consumers (C-CPI-U) increased 2.5 percent over the last 12 months. For the month, the index decreased 0.1 percent on a not seasonally adjusted basis. Please note that the indexes for the past 10 to 12 months are subject to revision.

_____

The Consumer Price Index for January 2026 is scheduled to be released on Wednesday, February 11, 2026, at 8:30 a.m. (ET).

Upcoming CPI publication changes

With the publication of January 2026 CPI data on February 11, 2026, several index titles will change.

The following CPI indexes will have title changes:

* Care of invalids and elderly at home will be changed to home health care
* Technical and business school tuition and fees will be changed to technical and vocational school tuition and fixed fees
* Housing at school, excluding board will be changed to lodging while at school

More information is available in the series title change table at: www.bls.gov/cpi/additional-resources/series-title-changes.htm

Following publication of December 2025 data in January 2026, the Consumer Price Index (CPI) compressed tape format files (download.bls.gov/pub/time.series/compressed/tape.format/) will be discontinued. Revised historical unadjusted and seasonally adjusted indexes are available in a similar format through BLS time series downloads for the following CPI surveys:

CU: Consumer Price Index, all urban consumers
CW: Consumer Price Index, all urban wage earners and clerical workers
AP: Average Price Data
SU: Chained Consumer Price Index, all urban consumers

Technical Note

Brief Explanation of the CPI

The Consumer Price Index (CPI) measures the change in prices paid by consumers for goods and services. The CPI reflects spending patterns for each of two population groups: all urban consumers and urban wage earners and clerical workers. The all urban consumer group represents over 90 percent of the total U.S. population. It is based on the expenditures of almost all residents of urban or metropolitan areas, including professionals, the self-employed, the poor, the unemployed, and retired people, as well as urban wage earners and clerical workers. Not included in the CPI are the spending patterns of people living in rural nonmetropolitan areas, farming families, people in the Armed Forces, and those in institutions, such as prisons and mental hospitals. Consumer inflation for all urban consumers is measured by two indexes, namely, the Consumer Price Index for All Urban Consumers (CPI-U) and the Chained Consumer Price Index for All Urban Consumers (C-CPI-U). The Consumer Price Index for Urban Wage Earners and Clerical Workers (CPI-W) is based on the expenditures of households included in the CPI-U definition that meet two requirements: more than one-half of the household's income must come from clerical or wage occupations, and at least one of the household's earners must have been employed for at least 37 weeks during the previous 12 months. The CPI-W population represents approximately 30 percent of the total U.S. population and is a subset of the CPI-U population.

The CPIs are based on prices of food, clothing, shelter, fuels, transportation, doctors' and dentists' services, drugs, and other goods and services that people buy for day-to-day living. Prices are collected each month in 75 urban areas across the country from about 6,000 housing units and approximately 22,000 retail establishments (department stores, supermarkets, hospitals, filling stations, and other types of stores and service establishments). All taxes directly associated with the purchase and use of items are included in the index. Prices of fuels and a few other items are obtained every month in all 75 locations. Prices of most other commodities and services are collected every month in the three largest geographic areas and every other month in other areas. Prices of most goods and services are obtained by personal visit, telephone call, web, or app collection by the Bureau's trained representatives.

In calculating the index, price changes for the various items in each location are aggregated using weights, which represent their importance in the spending of the appropriate population group. Local data are then combined to obtain a U.S. city average. For the CPI-U and CPI-W, separate indexes are also published by size of city, by region of the country, for cross-classifications of regions and population-size classes, and for 23 selected local areas. Area indexes do not measure differences in the level of prices among cities; they only measure the average change in prices for each area since the base period. For the C-CPI-U, data are issued only at the national level. The CPI-U and CPI-W are considered final when released, but the C-CPI-U is issued in preliminary form and subject to three subsequent quarterly revisions.

The index measures price change from a designed reference date. For most of the CPI-U and the CPI-W, the reference base is 1982-84 equals 100. The reference base for the C-CPI-U is December 1999 equals 100. An increase of 7 percent from the reference base, for example, is shown as 107.000. Alternatively, that relationship can also be expressed as the price of a base period market basket of goods and services rising from $100 to $107.

Sampling Error in the CPI

The CPI is a statistical estimate that is subject to sampling error because it is based upon a sample of retail prices and not the complete universe of all prices. BLS calculates and publishes estimates of the 1-month, 2-month, 6-month, and 12-month percent change standard errors annually for the CPI-U. These standard error estimates can be used to construct confidence intervals for hypothesis testing. For example, the estimated standard error of the 1-month percent change is 0.03 percent for the U.S. all items CPI. This means that if we repeatedly sample from the universe of all retail prices using the same methodology, and estimate a percentage change for each sample, then 95 percent of these estimates will be within 0.06 percent of the 1-month percentage change based on all retail prices. For example, for a 1-month change of 0.2 percent in the all items CPI-U, we are 95 percent confident that the actual percent change based on all retail prices would fall between 0.14 and 0.26 percent. For the latest data, including information on how to use the estimates of standard error, see www.bls.gov/cpi/tables/variance-estimates/home.htm.

Calculating Index Changes

Movements of the indexes from 1 month to another are usually expressed as percent changes rather than changes in index points, because index point changes are affected by the level of the index in relation to its base period, while percent changes are not. The following table shows an example of using index values to calculate percent changes:

	Item A	Item B	Item C
Year I	112.500	225.000	110.000
Year II	121.500	243.000	128.000
Change in index points	9.000	18.000	18.000
Percent change	9.0/112.500 x 100 = 8.0	18.0/225.000 x 100 = 8.0	18.0/110.000 x 100 = 16.4

Use of Seasonally Adjusted and Unadjusted Data

The Consumer Price Index (CPI) program produces both unadjusted and seasonally adjusted data. Seasonally adjusted data are computed using seasonal factors derived by the X-13ARIMA-SEATS seasonal adjustment method. These factors are updated each February, and the new factors are used to revise the previous 5 years of seasonally adjusted data. The factors are available at www.bls.gov/cpi/tables/seasonal-adjustment/seasonal-factors-2025.xlsx. For more information on data revision scheduling, please see the Factsheet on Seasonal Adjustment at www.bls.gov/cpi/seasonal-adjustment/questions-and-answers.htm and the Timeline of Seasonal Adjustment Methodological Changes at www.bls.gov/cpi/seasonal-adjustment/timeline-seasonal-adjustment-methodology-changes.htm.

How to Use Seasonally Adjusted and Unadjusted Data

For analyzing short-term price trends in the economy, seasonally adjusted changes are usually preferred since they eliminate the effect of changes that normally occur at the same time and in about the same magnitude every year-such as price movements resulting from weather events, production cycles, model changeovers, holidays, and sales. This allows data users to focus on changes that are not typical for the time of year.

The unadjusted data are of primary interest to consumers concerned about the prices they actually pay. Unadjusted data are also used extensively for escalation purposes. Many collective bargaining contract agreements and pension plans, for example, tie compensation changes to the Consumer Price Index before adjustment for seasonal variation. BLS advises against the use of seasonally adjusted data in escalation agreements because seasonally adjusted series are revised annually for five years.

Intervention Analysis

The Bureau of Labor Statistics uses intervention analysis seasonal adjustment (IASA) for some CPI series. Sometimes extreme values or sharp movements can distort the underlying seasonal pattern of price change. Intervention analysis seasonal adjustment is a process by which the distortions caused by such unusual events are estimated and removed from the data prior to calculation of seasonal factors. The resulting seasonal factors, which more accurately represent the seasonal pattern, are then applied to the unadjusted data.

For example, this procedure was used for the motor fuel series to offset the effects of the 2009 return to normal pricing after the worldwide economic downturn in 2008. Retaining this outlier data during seasonal factor calculation would distort the computation of the seasonal portion of the time series data for motor fuel, so it was estimated and removed from the data prior to seasonal adjustment. Following that, seasonal factors were calculated based on this "prior adjusted" data. These seasonal factors represent a clearer picture of the seasonal pattern in the data. The last step is for motor fuel seasonal factors to be applied to the unadjusted data.

For the seasonal factors introduced for January 2025, BLS adjusted 63 series using intervention analysis seasonal adjustment, including selected food and beverage items, motor fuels and vehicles.

Revision of Seasonally Adjusted Indexes

Seasonally adjusted data, including the U.S. city average all items index levels, are subject to revision for up to 5 years after their original release. Every year, economists in the CPI calculate new seasonal factors for seasonally adjusted series and apply them to the last 5 years of data. Seasonally adjusted indexes beyond the last 5 years of data are considered to be final and not subject to revision. For January 2025, revised seasonal factors and seasonally adjusted indexes for 2020 to 2024 were calculated and published. For series which are directly adjusted using the Census X-13ARIMA-SEATS seasonal adjustment software, the seasonal factors for 2024 will be applied to data for 2025 to produce the seasonally adjusted 2025 indexes. Series which are indirectly seasonally adjusted by summing seasonally adjusted component series have seasonal factors which are derived and are therefore not available in advance.

Determining Seasonal Status

Each year the seasonal status of every series is reevaluated based upon certain statistical criteria. Using these criteria, BLS economists determine whether a series should change its status from "not seasonally adjusted" to "seasonally adjusted", or vice versa. If any of the 81 components of the U.S. city average all items index change their seasonal adjustment status from seasonally adjusted to not seasonally adjusted, not seasonally adjusted data will be used in the aggregation of the dependent series for the last 5 years, but the seasonally adjusted indexes before that period will not be changed. For 2025, 34 of the 81 components of the U.S. city average all items index are not seasonally adjusted.

Contact Information

For additional information about the CPI visit www.bls.gov/cpi or contact the CPI Information and Analysis Section at 202-691-7000 or cpi_info@bls.gov.

For additional information on seasonal adjustment in the CPI visit www.bls.gov/cpi/seasonal-adjustment/home.htm

If you are deaf, hard of hearing, or have a speech disability, please dial 7-1-1 to access telecommunications relay services.

Table 1. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, December 2025
[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Nov. 2025	Unadjusted indexes			Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024	Nov. 2025	Dec. 2025	Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
All items	100.000	315.605	324.122	324.054	2.7	0.0	-	-	0.3
Food	13.657	333.566	341.721	343.795	3.1	0.6	-	-	0.7
Food at home	7.973	308.380	313.954	315.664	2.4	0.5	-	-	0.7
Cereals and bakery products	1.095	356.574	361.255	361.984	1.5	0.2	-	-	0.6
Meats, poultry, fish, and eggs	1.644	333.659	347.565	346.815	3.9	-0.2	-	-	-0.2
Dairy and related products(1)	0.709	271.358	266.491	268.951	-0.9	0.9	-	-	0.9
Fruits and vegetables	1.307	353.630	355.125	355.246	0.5	0.0	-	-	0.5

Footnotes
(1) Not seasonally adjusted.
(2) Indexes on a December 1982=100 base.
(3) Indexes on a December 1996=100 base.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Expenditure category	Relative importance Nov. 2025	Unadjusted indexes			Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024	Nov. 2025	Dec. 2025	Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
Nonalcoholic beverages and beverage materials	0.915	220.762	231.235	232.021	5.1	0.3	-	-	0.4
Other food at home	2.304	272.362	275.668	279.814	2.7	1.5	-	-	1.6
Food away from home(1)	5.684	374.644	387.202	389.889	4.1	0.7	-	-	0.7
Energy	6.315	267.963	279.588	274.131	2.3	-2.0	-	-	0.3
Energy commodities	3.105	277.772	283.746	269.403	-3.0	-5.1	-	-	-0.4
Fuel oil	0.079	341.794	373.093	367.209	7.4	-1.6	-	-	-1.5
Motor fuel	2.968	271.629	277.520	262.906	-3.2	-5.3	-	-	-0.4
Gasoline (all types)	2.883	270.667	276.152	261.466	-3.4	-5.3	-2.1	3.0	-0.5
Energy services	3.210	269.388	287.021	290.037	7.7	1.1	-	-	1.0
Electricity	2.432	276.700	294.939	295.121	6.7	0.1	-	-	-0.1
Utility (piped) gas service	0.777	242.224	257.731	268.415	10.8	4.1	-	-	4.4
All items less food and energy	80.028	322.007	330.425	330.506	2.6	0.0	-	-	0.2
Commodities less food and energy commodities	19.223	163.712	166.693	166.037	1.4	-0.4	-	-	0.0
Apparel	2.461	127.354	129.763	128.122	0.6	-1.3	-	-	0.6
New vehicles	4.302	177.552	178.575	178.034	0.3	-0.3	0.1	0.2	0.0
Used cars and trucks	2.406	180.317	186.367	183.265	1.6	-1.7	0.7	0.3	-1.1
Medical care commodities(1)	1.504	412.381	417.161	418.532	1.5	0.3	-	-	0.3
Alcoholic beverages(1)	0.831	291.832	298.310	298.085	2.1	-0.1	-	-	-0.1
Tobacco and smoking products(1)	0.502	1,585.901	1,696.091	1,693.007	6.8	-0.2	-	-	-0.2
Services less energy services	60.805	423.207	435.344	436.025	3.0	0.2	-	-	0.3
Shelter	35.514	407.242	418.593	420.134	3.2	0.4	-	-	0.4
Rent of primary residence	7.491	428.151	439.275	440.667	2.9	0.3	-	-	0.3
Owners' equivalent rent of residences(2)	26.362	420.077	432.724	434.166	3.4	0.3	-	-	0.3
Medical care services	6.779	619.686	639.455	641.566	3.5	0.3	-	-	0.4
Physicians' services(1)	1.804	423.860	430.623	431.766	1.9	0.3	-	-	0.3
Hospital services(1)(3)	1.985	418.467	441.457	446.056	6.6	1.0	-	-	1.0
Transportation services	6.265	439.523	448.507	446.138	1.5	-0.5	-	-	0.5
Motor vehicle maintenance and repair(1)	1.059	417.312	445.325	439.752	5.4	-1.3	-	-	-1.3
Motor vehicle insurance	2.816	868.417	-	892.879	2.8	-	-	-	-
Airline fares	0.868	262.556	254.924	253.714	-3.4	-0.5	-	-	5.2

Footnotes

(1) Not seasonally adjusted.

(2) Indexes on a December 1982=100 base.

(3) Indexes on a December 1996=100 base.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Table 2. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by detailed expenditure category, December 2025

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Nov. 2025	Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025

Expenditure category	Relative importance Nov. 2025	Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
All items	100.000	2.7	0.0	-	-	0.3
Food	13.657	3.1	0.6	-	-	0.7
Food at home	7.973	2.4	0.5	-	-	0.7
Cereals and bakery products	1.095	1.5	0.2	-	-	0.6
Cereals and cereal products	0.332	-0.4	-0.3	-	-	-0.3
Flour and prepared flour mixes	0.029	2.4	0.8	-	-	1.1
Breakfast cereal(1)	0.146	0.6	-1.0	-	-	-1.0
Rice, pasta, cornmeal	0.157	-1.7	0.0	-	-	0.1
Rice(1)(2)(3)	-	0.8	1.0	-	-	1.0
Bakery products(1)	0.763	2.3	0.4	-	-	0.4
Bread(1)(2)	0.140	2.2	1.1	-	-	1.1
White bread(1)(3)	-	2.1	2.0	-	-	2.0
Bread other than white(1)(3)	-	2.2	0.1	-	-	0.1
Fresh biscuits, rolls, muffins(2)	0.134	3.6	1.4	-	-	2.0
Cakes, cupcakes, and cookies(1)	0.216	3.3	-0.7	-	-	-0.7
Cookies(1)(3)	-	3.7	-2.2	-	-	-2.2
Fresh cakes and cupcakes(1)(3)	-	2.3	0.4	-	-	0.4
Other bakery products	0.273	1.1	0.5	-	-	0.6
Fresh sweetrolls, coffeecakes, doughnuts(1)(3)	-	1.7	0.0	-	-	0.0
Crackers, bread, and cracker products(3)	-	2.7	0.9	-	-	0.8
Frozen and refrigerated bakery products, pies, tarts, turnovers(3)	-	-2.6	0.0	-	-	1.0
Meats, poultry, fish, and eggs	1.644	3.9	-0.2	-	-	-0.2
Meats, poultry, and fish	1.510	6.9	-0.1	-	-	0.5
Meats	0.979	9.2	-0.1	-	-	0.6
Beef and veal	0.502	16.4	0.4	-	-	1.0
Uncooked ground beef(1)	0.225	15.5	0.2	-	-	0.2
Uncooked beef roasts(2)	0.066	17.5	-2.3	-	-	-1.6
Uncooked beef steaks(2)	0.144	17.8	2.2	-	-	3.1
Uncooked other beef and veal(1)(2)	0.068	15.3	-0.2	-	-	-0.2
Pork	0.287	0.8	-1.4	-	-	0.3
Bacon, breakfast sausage, and related products(2)	0.101	-0.2	-1.9	-	-	-0.8
Bacon and related products(3)	-	0.7	-2.3	-	-	-1.0
Breakfast sausage and related products(2)(3)	-	-0.8	-0.9	-	-	-1.4
Ham	0.044	0.6	-2.5	-	-	1.8
Ham, excluding canned(3)	-	0.5	-2.8	-	-	1.6
Pork chops(1)	0.047	1.2	5.0	-	-	5.0
Other pork including roasts, steaks, and ribs(2)	0.095	1.9	-3.4	-	-	-1.6
Other meats	0.190	5.1	0.2	-	-	0.0
Frankfurters(3)	-	6.6	2.3	-	-	2.6
Lunchmeats(1)(2)(3)	-	3.1	-0.7	-	-	-0.7
Poultry	0.284	1.4	0.3	-	-	0.8
Chicken(2)	0.213	1.2	0.1	-	-	0.4
Fresh whole chicken(3)	-	-1.2	-0.7	-	-	-0.2
Fresh and frozen chicken parts(3)	-	2.0	0.2	-	-	0.3
Other uncooked poultry including turkey(2)	0.071	2.2	0.7	-	-	2.2
Fish and seafood	0.248	4.4	-0.6	-	-	-0.2
Fresh fish and seafood(1)(2)	0.143	3.6	-1.2	-	-	-1.2
Processed fish and seafood(2)	0.104	5.5	0.2	-	-	0.7
Shelf stable fish and seafood(3)	-	3.4	1.4	-	-	0.8
Frozen fish and seafood(3)	-	8.6	-0.9	-	-	0.3

Expenditure category	Relative importance Nov. 2025	Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
Eggs	0.134	-20.9	-1.2	-	-	-8.2
Dairy and related products(1)	0.709	-0.9	0.9	-	-	0.9
Milk(1)(2)	0.193	-1.0	0.1	-	-	0.1
Fresh whole milk(1)(3)	-	-1.0	0.5	-	-	0.5
Fresh milk other than whole(1)(2)(3)	-	-1.1	-0.2	-	-	-0.2
Cheese and related products(1)	0.241	-1.6	1.4	-	-	1.4
Ice cream and related products	0.127	0.8	1.7	-	-	2.2
Other dairy and related products(2)	0.147	-1.1	0.6	-	-	0.9
Fruits and vegetables	1.307	0.5	0.0	-	-	0.5
Fresh fruits and vegetables	1.092	0.3	-0.2	-	-	0.4
Fresh fruits	0.555	0.7	-0.8	-	-	1.0
Apples	0.078	1.3	0.7	-	-	0.3
Bananas(1)	0.114	5.9	-1.6	-	-	-1.6
Citrus fruits(2)	0.062	0.8	-0.6	-	-	5.5
Oranges, including tangerines(3)	-	2.1	-2.5	-	-	5.3
Other fresh fruits(2)	0.301	-1.2	-0.9	-	-	-1.1
Fresh vegetables	0.538	-0.2	0.3	-	-	-0.2
Potatoes	0.076	-3.4	1.1	-	-	0.8
Lettuce	0.073	7.3	1.1	-	-	1.7
Tomatoes	0.089	-3.0	-0.1	-	-	-0.6
Other fresh vegetables	0.299	-0.3	0.1	-	-	-0.3
Processed fruits and vegetables(2)	0.214	1.5	1.3	-	-	0.6
Canned fruits and vegetables(2)	0.086	1.6	1.1	-	-	0.1
Canned fruits(2)(3)	-	3.4	1.5	-	-	0.5
Canned vegetables(2)(3)	-	0.5	0.8	-	-	0.0
Frozen fruits and vegetables(2)	0.064	0.0	2.3	-	-	2.4
Frozen vegetables(3)	-	-1.6	2.5	-	-	2.8
Other processed fruits and vegetables including dried(2)	0.065	2.9	0.7	-	-	-0.6
Dried beans, peas, and lentils(1)(2)(3)	-	2.1	0.7	-	-	0.7
Nonalcoholic beverages and beverage materials	0.915	5.1	0.3	-	-	0.4
Juices and nonalcoholic drinks(2)	0.626	2.3	0.4	-	-	0.5
Carbonated drinks	0.341	3.0	0.3	-	-	0.7
Frozen noncarbonated juices and drinks(1)(2)	0.004	5.5	-0.3	-	-	-0.3
Nonfrozen noncarbonated juices and drinks(2)	0.281	1.3	0.6	-	-	0.4
Beverage materials including coffee and tea(2)	0.288	11.8	0.2	-	-	0.5
Coffee	0.154	19.8	1.2	-	-	1.9
Roasted coffee(3)	-	18.7	1.3	-	-	1.5
Instant coffee(1)(3)	-	28.0	1.0	-	-	1.0
Other beverage materials including tea(1)(2)	0.134	3.8	-1.0	-	-	-1.0
Other food at home	2.304	2.7	1.5	-	-	1.6
Sugar and sweets	0.342	6.9	0.9	-	-	0.8
Sugar and sugar substitutes	0.027	0.6	0.0	-	-	0.4
Candy and chewing gum(2)	0.246	10.0	0.7	-	-	0.5
Other sweets(2)	0.070	-0.4	1.9	-	-	2.2
Fats and oils	0.241	0.8	1.8	-	-	1.8
Butter and margarine(2)	0.052	-2.2	0.5	-	-	0.5
Butter(3)	-	-3.4	0.1	-	-	0.2
Margarine(3)	-	5.0	0.7	-	-	0.3
Salad dressing(1)(2)	0.066	5.6	3.0	-	-	3.0
Other fats and oils including peanut butter(2)	0.123	-0.4	1.8	-	-	1.9
Peanut butter(1)(2)(3)	-	1.4	4.3	-	-	4.3

Expenditure category	Relative importance Nov. 2025	Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
Other foods	1.721	2.2	1.6	-	-	1.8
Soups	0.103	2.3	1.8	-	-	1.8
Frozen and freeze dried prepared foods	0.270	0.3	1.1	-	-	0.8
Snacks	0.361	2.2	0.4	-	-	1.1
Spices, seasonings, condiments, sauces	0.374	1.7	1.5	-	-	1.9
Salt and other seasonings and spices(2)(3)	-	2.1	0.3	-	-	1.0
Olives, pickles, relishes(2)(3)	-	2.2	0.4	-	-	0.9
Sauces and gravies(2)(3)	-	1.7	1.9	-	-	2.2
Other condiments(3)	-	5.2	1.4	-	-	2.4
Baby food and formula(1)(2)	0.059	0.8	0.2	-	-	0.2
Other miscellaneous foods(2)	0.554	3.6	2.7	-	-	2.9
Prepared salads(3)(4)	-	2.9	0.3	-	-	0.1
Food away from home(1)	5.684	4.1	0.7	-	-	0.7
Full service meals and snacks(1)(2)	2.465	4.9	0.8	-	-	0.8
Limited service meals and snacks(1)(2)	2.843	3.3	0.6	-	-	0.6
Food at employee sites and schools(1)(2)	0.073	3.8	0.3	-	-	0.3
Food at elementary and secondary schools(1)(3)(5)	-	1.2	0.1	-	-	0.1
Food from vending machines and mobile vendors(1)(2)	0.057	6.0	0.5	-	-	0.5
Other food away from home(1)(2)	0.246	5.0	0.2	-	-	0.2
Energy	6.315	2.3	-2.0	-	-	0.3
Energy commodities	3.105	-3.0	-5.1	-	-	-0.4
Fuel oil and other fuels	0.138	1.2	-0.5	-	-	0.6
Fuel oil	0.079	7.4	-1.6	-	-	-1.5
Propane, kerosene, and firewood(6)	0.059	-5.9	0.9	-	-	0.0
Motor fuel	2.968	-3.2	-5.3	-	-	-0.4
Gasoline (all types)	2.883	-3.4	-5.3	-2.1	3.0	-0.5
Gasoline, unleaded regular(3)	-	-3.8	-5.5	-2.4	3.0	-0.5
Gasoline, unleaded midgrade(3)(7)	-	-2.2	-4.6	-1.4	2.6	-0.3
Gasoline, unleaded premium(3)	-	-1.3	-4.3	-1.0	2.7	-0.1
Other motor fuels(1)(2)	0.084	3.5	-3.5	-	-	-3.5
Energy services	3.210	7.7	1.1	-	-	1.0
Electricity	2.432	6.7	0.1	-	-	-0.1
Utility (piped) gas service	0.777	10.8	4.1	-	-	4.4
All items less food and energy	80.028	2.6	0.0	-	-	0.2
Commodities less food and energy commodities	19.223	1.4	-0.4	-	-	0.0
Household furnishings and supplies(8)	3.387	3.4	0.4	-	-	0.5
Window and floor coverings and other linens(2)	0.238	2.7	0.8	-	-	0.6
Floor coverings(1)(2)	0.059	3.1	0.3	-	-	0.3
Window coverings(1)(2)	0.056	8.9	3.6	-	-	3.6
Other linens(2)	0.124	-0.1	-0.2	-	-	-0.4
Furniture and bedding(1)	0.798	3.6	-0.4	-	-	-0.4
Bedroom furniture(1)	0.252	3.3	1.4	-	-	1.4
Living room, kitchen, and dining room furniture(1)(2)	0.391	4.0	-1.3	-	-	-1.3
Other furniture(2)	0.145	2.9	-0.8	-	-	-0.9
Appliances(2)	0.215	-1.7	-5.1	-	-	-4.3
Major appliances(2)	0.068	1.9	-2.0	-	-	-2.2
Laundry equipment(1)(3)	-	-1.2	-4.1	-	-	-4.1
Other appliances(2)	0.144	-3.5	-6.5	-	-	-5.2
Other household equipment and furnishings(2)	0.490	5.2	2.6	-	-	3.0
Clocks, lamps, and decorator items(1)	0.283	3.9	2.2	-	-	2.2

Expenditure category	Relative importance Nov. 2025	Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
Indoor plants and flowers(9)	0.115	7.2	2.4	-	-	1.8
Dishes and flatware(1)(2)	0.035	1.0	5.8	-	-	5.8
Nonelectric cookware and tableware(2)	0.057	10.4	3.5	-	-	3.5
Tools, hardware, outdoor equipment and supplies(1)(2)	0.849	5.4	1.3	-	-	1.3
Tools, hardware and supplies(2)	0.246	5.2	0.1	-	-	0.0
Outdoor equipment and supplies(1)(2)	0.364	5.7	2.3	-	-	2.3
Housekeeping supplies(1)	0.797	1.7	0.2	-	-	0.2
Household cleaning products(1)(2)	0.294	1.7	0.9	-	-	0.9
Household paper products(1)(2)	0.178	1.2	-1.6	-	-	-1.6
Miscellaneous household products(1)(2)	0.325	2.1	0.7	-	-	0.7
Apparel	2.461	0.6	-1.3	-	-	0.6
Men's and boys' apparel	0.646	-0.1	-1.5	-	-	0.1
Men's apparel	0.522	0.5	-1.5	-	-	0.4
Men's suits, sport coats, and outerwear	0.086	-1.8	-2.9	-	-	0.6
Men's underwear, nightwear, swimwear, and accessories	0.139	3.2	1.1	-	-	3.4
Men's shirts and sweaters(2)	0.149	0.1	-2.4	-	-	-0.5
Men's pants and shorts	0.132	-0.2	-2.1	-	-	-1.0
Boys' apparel	0.124	-2.3	-1.5	-	-	-0.2
Women's and girls' apparel	0.954	-0.3	-1.6	-	-	1.0
Women's apparel	0.847	-0.7	-1.8	-	-	0.7
Women's outerwear	0.078	3.3	-2.6	-	-	-1.4
Women's dresses	0.131	-0.9	-7.8	-	-	-2.7
Women's suits and separates(2)	0.342	-0.3	-1.3	-	-	1.2
Women's underwear, nightwear, swimwear, and accessories(2)	0.286	-2.0	0.5	-	-	3.5
Girls' apparel	0.107	2.4	-0.2	-	-	3.0
Footwear	0.572	1.1	-0.7	-	-	1.1
Men's footwear	0.195	1.7	-0.3	-	-	1.7
Boys' and girls' footwear(1)	0.109	-1.9	-0.8	-	-	-0.8
Women's footwear	0.268	1.9	-0.9	-	-	0.5
Infants' and toddlers' apparel	0.102	3.9	1.0	-	-	2.3
Jewelry and watches(6)	0.186	4.7	-1.5	-	-	-2.2
Watches(1)(6)	0.042	3.9	0.9	-	-	0.9
Jewelry(6)	0.143	4.9	-2.2	-	-	-3.1
Transportation commodities less motor fuel(8)	7.205	0.9	-0.7	-	-	-0.3
New vehicles	4.302	0.3	-0.3	0.1	0.2	0.0
New cars(3)	-	0.5	-0.4	0.1	0.4	-0.1
New trucks(3)(10)	-	0.2	-0.3	0.1	0.2	0.0
Used cars and trucks	2.406	1.6	-1.7	0.7	0.3	-1.1
Motor vehicle parts and equipment(1)	0.362	3.5	1.0	-	-	1.0
Tires(1)	0.297	3.7	1.2	-	-	1.2
Vehicle accessories other than tires(1)(2)	0.065	2.3	-0.2	-	-	-0.2
Vehicle parts and equipment other than tires(1)(3)	-	3.4	-0.9	-	-	-0.9
Motor oil, coolant, and fluids(1)(3)	-	0.6	1.6	-	-	1.6
Medical care commodities(1)	1.504	1.5	0.3	-	-	0.3
Medicinal drugs(1)(8)	1.324	1.5	0.5	-	-	0.5
Prescription drugs(1)	0.917	2.0	0.1	-	-	0.1
Nonprescription drugs(8)	0.407	0.5	1.4	-	-	1.8
Medical equipment and supplies(1)(8)	0.180	1.5	-1.2	-	-	-1.2
Recreation commodities(8)	1.821	1.2	-0.1	-	-	0.1
Video and audio products(8)	0.250	1.2	-0.8	-	-	-0.4
Televisions	0.083	-7.2	-1.5	-	-	-0.6

Expenditure category	Relative importance Nov. 2025	Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
Other video equipment(2)	0.028	-0.2	-3.0	-	-	-2.3
Audio equipment(1)	0.059	13.3	-1.1	-	-	-1.1
Recorded music and music subscriptions(1)(2)	0.075	3.2	1.1	-	-	1.1
Pets and pet products(1)	0.621	1.3	0.5	-	-	0.5
Pet food and treats(1)(2)(3)	-	1.2	0.2	-	-	0.2
Purchase of pets, pet supplies, accessories(1)(2)(3)	-	1.0	0.9	-	-	0.9
Sporting goods(1)	0.469	0.3	0.1	-	-	0.1
Sports vehicles including bicycles(1)	0.235	0.9	0.5	-	-	0.5
Sports equipment(1)	0.218	-0.3	-0.4	-	-	-0.4
Photographic equipment and supplies	0.021	9.8	-0.8	-	-	1.2
Photographic equipment(1)(2)(3)	-	9.2	-1.3	-	-	-1.3
Recreational reading materials(1)	0.099	3.8	-0.4	-	-	-0.4
Newspapers and magazines(1)(2)	0.054	6.4	1.9	-	-	1.9
Recreational books(1)(2)	0.045	0.8	-3.1	-	-	-3.1
Other recreational goods(2)	0.362	1.0	-0.5	-	-	-0.2
Toys	0.283	0.8	-0.9	-	-	-0.5
Toys, games, hobbies and playground equipment(2)(3)	-	1.3	-0.8	-	-	-0.9
Sewing machines, fabric and supplies(1)(2)	0.021	-2.7	1.8	-	-	1.8
Music instruments and accessories(1)(2)	0.044	4.2	0.7	-	-	0.7
Education and communication commodities(8)	0.716	-3.8	-1.6	-	-	-2.0
Educational books and supplies(1)	0.041	0.8	-0.2	-	-	-0.2
College textbooks(1)(3)(11)	-	1.1	0.1	-	-	0.1
Information technology commodities(8)	0.675	-4.1	-1.7	-	-	-2.2
Computers, peripherals, and smart home assistants(1)(4)	0.257	-0.6	-1.3	-	-	-1.3
Computer software and accessories(1)(2)	0.025	4.4	7.0	-	-	7.0
Telephone hardware, calculators, and other consumer information items(2)	0.392	-6.8	-2.5	-	-	-3.3
Smartphones(1)(3)(12)	-	-9.8	-2.2	-	-	-2.2
Alcoholic beverages(1)	0.831	2.1	-0.1	-	-	-0.1
Alcoholic beverages at home	0.443	1.0	-0.5	-	-	0.0
Beer, ale, and other malt beverages at home(1)	0.152	1.3	-0.4	-	-	-0.4
Distilled spirits at home(1)	0.102	1.8	-0.7	-	-	-0.7
Whiskey at home(1)(3)	-	2.0	-	-	-	-
Distilled spirits, excluding whiskey, at home(1)(3)	-	2.5	-0.6	-	-	-0.6
Wine at home	0.188	0.3	-0.4	-	-	0.1
Alcoholic beverages away from home(1)	0.388	3.5	0.4	-	-	0.4
Beer, ale, and other malt beverages away from home(1)(2)(3)	-	2.6	0.2	-	-	0.2
Wine away from home(1)(2)(3)	-	2.5	0.0	-	-	0.0
Distilled spirits away from home(1)(2)(3)	-	3.8	0.2	-	-	0.2
Other goods(8)	1.299	3.6	0.1	-	-	0.1
Tobacco and smoking products(1)	0.502	6.8	-0.2	-	-	-0.2
Cigarettes(1)(2)	0.380	8.5	0.4	-	-	0.4
Tobacco products other than cigarettes(1)(2)	0.116	1.2	-2.1	-	-	-2.1
Personal care products(1)	0.644	1.5	-0.3	-	-	-0.3
Hair, dental, shaving, and miscellaneous personal care products(1)(2)	0.289	2.4	0.0	-	-	0.0
Cosmetics, perfume, bath, nail preparations and implements(1)	0.345	0.8	-0.5	-	-	-0.5
Miscellaneous personal goods(2)	0.154	2.5	2.4	-	-	2.6
Stationery, stationery supplies, gift wrap(3)	-	1.8	2.4	-	-	1.9
Services less energy services	60.805	3.0	0.2	-	-	0.3
Shelter	35.514	3.2	0.4	-	-	0.4

Expenditure category	Relative importance Nov. 2025	Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
Rent of shelter(13)	35.086	3.1	0.4	-	-	0.4
Rent of primary residence	7.491	2.9	0.3	-	-	0.3
Lodging away from home(2)	1.233	-0.8	1.2	-	-	2.9
Housing at school, excluding board(13)	0.244	3.2	0.1	-	-	0.2
Other lodging away from home including hotels and motels	0.989	-1.8	1.5	-	-	3.5
Owners' equivalent rent of residences(13)	26.362	3.4	0.3	-	-	0.3
Owners' equivalent rent of primary residence(13)	25.159	3.3	0.3	-	-	0.3
Tenants' and household insurance(1)(2)	0.428	8.2	1.0	-	-	1.0
Water and sewer and trash collection services(2)	1.096	4.7	0.4	-	-	0.4
Water and sewerage maintenance(1)	0.749	4.6	0.4	-	-	0.4
Garbage and trash collection(1)(10)	0.347	4.8	0.4	-	-	0.4
Household operations(1)(2)	-	-	-	-	-	-
Domestic services(1)(2)	-	-	-	-	-	-
Gardening and lawncare services(1)(2)	-	-	-	-	-	-
Moving, storage, freight expense(2)	0.121	-17.0	-15.4	-	-	-14.3
Repair of household items(1)(2)	-	-	-	-	-	-
Medical care services	6.779	3.5	0.3	-	-	0.4
Professional services	3.684	2.5	0.3	-	-	0.3
Physicians' services(1)	1.804	1.9	0.3	-	-	0.3
Dental services	0.949	3.8	0.5	-	-	0.7
Eyeglasses and eye care(1)(6)	0.337	3.1	-0.2	-	-	-0.2
Services by other medical professionals(1)(6)	-	-	-	-	-	-
Hospital and related services(1)	2.319	6.7	0.9	-	-	0.9
Hospital services(1)(14)	1.985	6.6	1.0	-	-	1.0
Inpatient hospital services(1)(3)(14)	-	-	-	-	-	-
Outpatient hospital services(1)(3)(6)	-	6.5	0.9	-	-	0.9
Nursing homes and adult day services(14)	0.167	4.3	0.1	-	-	0.3
Care of invalids and elderly at home(1)(5)	0.167	10.7	0.0	-	-	0.0
Health insurance(1)(5)	0.776	-0.5	-1.1	-	-	-1.1
Transportation services	6.265	1.5	-0.5	-	-	0.5
Leased cars and trucks(1)(11)	0.378	-	-0.6	-0.1	-0.3	-0.6
Car and truck rental(2)	0.127	-4.1	-4.3	-	-	-1.4
Motor vehicle maintenance and repair(1)	1.059	5.4	-1.3	-	-	-1.3
Motor vehicle body work(1)	-	-	-	-	-	-
Motor vehicle maintenance and servicing(1)	0.516	4.9	0.5	-	-	0.5
Motor vehicle repair(1)(2)	0.425	6.2	-3.7	-	-	-3.7
Motor vehicle insurance	2.816	2.8	-	-	-	-
Motor vehicle fees(1)(2)	0.492	1.3	-0.7	-	-	-0.7
State motor vehicle registration and license fees(1)(2)	0.283	1.8	-0.5	-	-	-0.5
Parking and other fees(1)(2)	0.196	0.6	-1.0	-	-	-1.0
Parking fees and tolls(2)(3)	-	3.7	0.0	-	-	0.0
Public transportation	1.392	-2.0	0.7	-	-	4.5
Airline fares	0.868	-3.4	-0.5	-	-	5.2
Other intercity transportation	0.207	-2.6	2.3	-	-	2.7
Ship fare(1)(2)(3)	-	-4.8	0.2	-	-	0.2
Intracity transportation(1)	0.313	2.5	2.7	-	-	2.7
Intracity mass transit(1)(3)(8)	-	0.9	-0.7	-	-	-0.7
Recreation services(8)	3.425	4.0	1.9	-	-	1.8
Video and audio services(8)	0.806	4.9	2.4	-	-	2.3
Cable, satellite, and live streaming television service(10)	0.651	3.7	1.2	-	-	1.1
Purchase, subscription, and rental of video(1)(2)	0.155	10.0	7.6	-	-	7.6

Expenditure category	Relative importance Nov. 2025	Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
Video discs and other media(1)(2)(3)	-	6.0	3.2	-	-	3.2
Subscription and rental of video and video games(1)(2)(3)	-	29.0	19.5	-	-	19.5
Pet services including veterinary(2)	0.543	6.2	1.1	-	-	1.1
Pet services(2)(3)	-	5.0	0.2	-	-	0.7
Veterinarian services(1)(2)(3)	-	7.1	2.0	-	-	2.0
Photographers and photo processing(1)(2)	0.053	1.5	-	-	-	-
Other recreation services(2)	2.022	3.1	1.9	-	-	1.7
Club membership for shopping clubs, fraternal, or other organizations, or participant sports fees(2)	0.795	0.4	0.5	-	-	0.1
Admissions(1)	0.733	5.7	3.6	-	-	3.6
Admission to movies, theaters, and concerts(1)(2)(3)	-	6.7	2.4	-	-	2.4
Admission to sporting events(1)(2)(3)	-	-7.3	-	-	-	-
Fees for lessons or instructions(1)(6)	0.167	2.9	-	-	-	-
Education and communication services(8)	4.951	1.1	-1.0	-	-	-0.8
Tuition, other school fees, and childcare	2.548	2.9	-0.1	-	-	0.2
College tuition and fees	1.311	1.5	-0.2	-	-	0.0
Elementary and high school tuition and fees	0.393	4.1	0.0	-	-	0.4
Day care and preschool(1)(9)	0.739	4.8	0.0	-	-	0.0
Technical and business school tuition and fees(2)	0.039	2.1	0.0	-	-	0.1
Postage and delivery services(2)	0.056	4.8	0.1	-	-	0.6
Postage	0.053	4.6	0.0	3.3	0.3	0.5
Delivery services(2)	0.002	9.7	2.2	-	-	2.4
Telephone services(1)(2)	1.406	-3.2	-2.8	-	-	-2.8
Wireless telephone services(1)(2)	1.238	-4.1	-3.3	0.0	1.1	-3.3
Residential telephone services(1)(8)	0.168	3.7	1.4	-	-	1.4
Internet services and electronic information providers(1)(2)	0.932	2.8	-0.7	-	-	-0.7
Other personal services(1)(8)	1.672	4.7	-0.2	-	-	-0.2
Personal care services(1)	0.668	4.8	0.7	-	-	0.7
Haircuts and other personal care services(1)(2)	0.668	4.8	0.7	-	-	0.7
Miscellaneous personal services(1)	1.004	4.6	-0.8	-	-	-0.8
Legal services(1)(6)	-	-	-	-	-	-
Funeral expenses(1)(6)	0.139	2.6	0.6	-	-	0.6
Laundry and dry cleaning services(1)(2)	0.167	4.6	0.3	-	-	0.3
Apparel services other than laundry and dry cleaning(1)(2)	0.028	7.0	0.5	-	-	0.5
Financial services(1)(6)	0.257	4.2	-3.5	-	-	-3.5
Checking account and other bank services(1)(2)(3)	-	0.4	0.3	-	-	0.3
Tax return preparation and other accounting fees(1)(2)(3)	-	-	-4.5	-	-	-4.5

Footnotes

(1) Not seasonally adjusted.
(2) Indexes on a December 1997=100 base.
(3) Special index based on a substantially smaller sample.
(4) Indexes on a December 2007=100 base.
(5) Indexes on a December 2005=100 base.
(6) Indexes on a December 1986=100 base.
(7) Indexes on a December 1993=100 base.
(8) Indexes on a December 2009=100 base.
(9) Indexes on a December 1990=100 base.
(10) Indexes on a December 1983=100 base.
(11) Indexes on a December 2001=100 base.
(12) Indexes on a December 2019=100 base.
(13) Indexes on a December 1982=100 base.
(14) Indexes on a December 1996=100 base.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Table 3. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, special aggregate indexes, December 2025

[1982-84=100, unless otherwise noted]

Special aggregate indexes	Relative importance Nov. 2025	Unadjusted indexes			Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024	Nov. 2025	Dec. 2025	Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
All items less food	86.343	312.824	321.391	321.005	2.6	-0.1	-	-	0.2
All items less shelter	64.486	283.218	290.721	290.038	2.4	-0.2	-	-	0.3
All items less food and shelter	50.830	270.960	278.288	277.005	2.2	-0.5	-	-	0.1
All items less food, shelter, and energy	44.515	274.762	281.568	280.865	2.2	-0.2	-	-	0.1
All items less food, shelter, energy, and used cars and trucks	42.109	280.106	286.905	286.420	2.3	-0.2	-	-	0.2
All items less medical care	91.717	303.357	311.511	311.347	2.6	-0.1	-	-	0.3
All items less energy	93.685	322.828	331.188	331.550	2.7	0.1	-	-	0.3
Commodities	35.985	220.949	225.557	224.618	1.7	-0.4	-	-	0.2
Commodities less food, energy, and used cars and trucks	16.817	161.927	164.527	164.179	1.4	-0.2	-	-	0.2
Commodities less food	22.328	174.413	177.669	175.819	0.8	-1.0	-	-	-0.1
Commodities less food and beverages	21.497	170.521	173.681	171.807	0.8	-1.1	-	-	-0.1
Services	64.015	409.105	421.567	422.416	3.3	0.2	-	-	0.3
Services less rent of shelter(1)	28.929	421.204	435.623	435.662	3.4	0.0	-	-	0.2
Services less medical care services	57.236	392.933	404.836	405.589	3.2	0.2	-	-	0.3
Durables	10.870	121.747	123.844	123.216	1.2	-0.5	-	-	-0.4
Nondurables	25.115	274.260	280.413	279.357	1.9	-0.4	-	-	0.8
Nondurables less food	11.458	225.262	229.777	226.218	0.4	-1.5	-	-	0.6
Nondurables less food and beverages	10.627	221.206	225.602	221.848	0.3	-1.7	-	-	0.6
Nondurables less food, beverages, and apparel	8.166	284.370	290.105	284.928	0.2	-1.8	-	-	0.6
Nondurables less food and apparel	8.998	283.528	289.299	284.593	0.4	-1.6	-	-	0.6
Housing	44.448	338.883	349.973	351.072	3.6	0.3	-	-	0.4
Education and communication(2)	5.666	145.696	147.928	146.392	0.5	-1.0	-	-	-1.0
Education(2)	2.589	305.662	314.643	314.408	2.9	-0.1	-	-	0.2
Communication(2)	3.077	72.857	73.133	71.781	-1.5	-1.8	-	-	-1.9
Information and information processing(2)	3.022	68.451	68.657	67.364	-1.6	-1.9	-	-	-2.0
Information technology, hardware and services(3)	1.616	6.721	6.784	6.708	-0.2	-1.1	-	-	-1.3
Recreation(2)	5.246	138.343	140.821	142.505	3.0	1.2	-	-	1.2
Video and audio(2)	1.056	116.849	119.563	121.524	4.0	1.6	-	-	1.7
Pets, pet products and services(2)	1.163	223.988	230.172	231.923	3.5	0.8	-	-	0.8
Photography(2)	0.075	84.248	86.351	87.315	3.6	1.1	-	-	1.7
Food and beverages	14.488	330.812	338.857	340.780	3.0	0.6	-	-	0.7
Domestically produced farm food	6.697	319.443	323.321	325.422	1.9	0.6	-	-	0.6
Other services	10.047	419.092	429.789	430.349	2.7	0.1	-	-	0.2
Apparel less footwear	1.888	118.997	121.285	119.542	0.5	-1.4	-	-	0.4
Fuels and utilities	4.443	317.180	335.637	338.484	6.7	0.8	-	-	0.8
Household energy	3.347	264.502	281.272	284.047	7.4	1.0	-	-	1.0
Medical care	8.283	569.189	585.213	587.144	3.2	0.3	-	-	0.4
Transportation	16.437	267.606	272.615	268.630	0.4	-1.5	-	-	0.0
Private transportation	15.045	266.883	273.036	268.511	0.6	-1.7	-	-	-0.5
New and used motor vehicles(2)	7.348	124.324	125.978	124.913	0.5	-0.8	-	-	-0.4
Utilities and public transportation	7.755	260.830	268.264	268.823	3.1	0.2	-	-	0.6
Household furnishings and operations	4.492	147.559	154.477	153.484	4.0	-0.6	-	-	-0.5

Footnotes

(1) Indexes on a December 1982=100 base.
(2) Indexes on a December 1997=100 base.
(3) Indexes on a December 1988=100 base.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Special aggregate indexes	Relative importance Nov. 2025	Unadjusted indexes			Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024	Nov. 2025	Dec. 2025	Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
Other goods and services	2.971	564.600	588.935	588.451	4.2	-0.1	-	-	0.3
Personal care	2.469	283.952	294.713	294.531	3.7	-0.1	-	-	0.4

Footnotes
(1) Indexes on a December 1982=100 base.
(2) Indexes on a December 1997=100 base.
(3) Indexes on a December 1988=100 base.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Table 4. Consumer Price Index for All Urban Consumers (CPI-U): Selected areas, all items index, December 2025

[1982-84=100, unless otherwise noted]

Area	Pricing Schedule(1)	Percent change to Dec. 2025 from:			Percent change to Nov. 2025 from:		
		Dec. 2024	Oct. 2025	Nov. 2025	Nov. 2024	Sep. 2025	Oct. 2025
U.S. city average	M	2.7	-	0.0	2.7	-0.2	-
Region and area size(2)							
Northeast	M	3.3	-	0.2	3.1	0.0	-
Northeast - Size Class A	M	3.3	-	0.3	3.1	0.1	-
Northeast - Size Class B/C(3)	M	3.2	-	0.1	3.0	-0.1	-
New England(4)	M	2.5	-	-0.1	2.7	-0.4	-
Middle Atlantic(4)	M	3.6	-	0.3	3.2	0.2	-
Midwest	M	2.7	-	-0.1	3.0	-0.3	-
Midwest - Size Class A	M	2.1	-	-0.4	2.6	-0.7	-
Midwest - Size Class B/C(3)	M	3.0	-	0.0	3.2	0.0	-
East North Central(4)	M	2.8	-	-0.1	3.1	-0.2	-
West North Central(4)	M	2.4	-	-0.2	2.7	-0.3	-
South	M	2.2	-	0.0	2.2	-0.2	-
South - Size Class A	M	1.8	-	-0.1	1.8	-0.3	-
South - Size Class B/C(3)	M	2.4	-	0.1	2.4	-0.2	-
South Atlantic(4)	M	2.3	-	0.1	2.4	-0.1	-
East South Central(4)	M	2.9	-	0.3	2.4	-0.2	-
West South Central(4)	M	1.5	-	-0.3	1.7	-0.5	-
West	M	2.9	-	-0.2	3.0	-0.3	-
West - Size Class A	M	3.0	-	0.0	3.0	-0.2	-
West - Size Class B/C(3)	M	2.8	-	-0.3	3.0	-0.4	-
Mountain(4)	M	2.4	-	-0.3	2.6	-0.5	-
Pacific(4)	M	3.1	-	-0.1	3.2	-0.2	-
Size classes							
Size Class A(5)	M	2.6	-	0.0	2.6	-0.2	-

Footnotes
(1) Foods, fuels, and several other items are priced every month in all areas. Most other goods and services are priced as indicated: M - Every month. 1 - January, March, May, July, September, and November. 2 - February, April, June, August, October, and December.
(2) Regions defined as the four Census regions.
(3) Indexes on a December 1996=100 base.
(4) Indexes on a December 2017=100 base.
(5) Indexes on a December 1986=100 base.
(6) 1998 - 2017 indexes based on substantially smaller sample.
(7) Indexes on a December 2001=100 base.
(8) Indexes on a 1987=100 base.

NOTE: Local area indexes are byproducts of the national CPI program. Each local index has a smaller sample size than the national index and is, therefore, subject to substantially more sampling and other measurement error. As a result, local area indexes show greater volatility than the national index, although their long-term trends are similar. Therefore, the Bureau of Labor Statistics strongly urges users to consider adopting the national average CPI for use in their escalator clauses.
NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Area	Pricing Schedule(1)	Percent change to Dec. 2025 from:			Percent change to Nov. 2025 from:		
		Dec. 2024	Oct. 2025	Nov. 2025	Nov. 2024	Sep. 2025	Oct. 2025
Size Class B/C(3)	M	2.8	-	0.0	2.8	-0.2	-
Selected local areas							
Chicago-Naperville-Elgin, IL-IN-WI	M	2.2	-	-0.2	2.5	-0.9	-
Los Angeles-Long Beach-Anaheim, CA	M	3.0	-	-0.3	3.6	-0.1	-
New York-Newark-Jersey City, NY-NJ-PA	M	3.4	-	0.4	3.0	0.2	-
Atlanta-Sandy Springs-Roswell, GA	2	0.9	-	-	-	-	-
Baltimore-Columbia-Towson, MD(6)	2	3.4	-	-	-	-	-
Detroit-Warren-Dearborn, MI	2	2.1	-	-	-	-	-
Houston-The Woodlands-Sugar Land, TX	2	1.6	-	-	-	-	-
Miami-Fort Lauderdale-West Palm Beach, FL	2	2.6	-	-	-	-	-
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	2	3.9	-	-	-	-	-
Phoenix-Mesa-Scottsdale, AZ(7)	2	2.2	-	-	-	-	-
San Francisco-Oakland-Hayward, CA	2	3.0	-	-	-	-	-
Seattle-Tacoma-Bellevue, WA	2	3.1	-	-	-	-	-
St. Louis, MO-IL	2	2.0	-	-	-	-	-
Urban Alaska	2	1.9	-	-	-	-	-
Boston-Cambridge-Newton, MA-NH	1	-	-	-	2.8	-0.4	-
Dallas-Fort Worth-Arlington, TX	1	-	-	-	1.1	-0.6	-
Denver-Aurora-Lakewood, CO	1	-	-	-	2.2	-0.6	-
Minneapolis-St.Paul-Bloomington, MN-WI	1	-	-	-	2.5	-0.7	-
Riverside-San Bernardino-Ontario, CA(4)	1	-	-	-	4.5	0.6	-
San Diego-Carlsbad, CA	1	-	-	-	4.0	0.1	-
Tampa-St. Petersburg-Clearwater, FL(8)	1	-	-	-	3.0	-0.3	-
Urban Hawaii	1	-	-	-	2.4	0.3	-
Washington-Arlington-Alexandria, DC-VA-MD-WV(6)	1	-	-	-	2.4	-0.3	-

Footnotes

(1) Foods, fuels, and several other items are priced every month in all areas. Most other goods and services are priced as indicated: M - Every month. 1 - January, March, May, July, September, and November. 2 - February, April, June, August, October, and December.

(2) Regions defined as the four Census regions.

(3) Indexes on a December 1996=100 base.

(4) Indexes on a December 2017=100 base.

(5) Indexes on a December 1986=100 base.

(6) 1998 - 2017 indexes based on substantially smaller sample.

(7) Indexes on a December 2001=100 base.

(8) Indexes on a 1987=100 base.

NOTE: Local area indexes are byproducts of the national CPI program. Each local index has a smaller sample size than the national index and is, therefore, subject to substantially more sampling and other measurement error. As a result, local area indexes show greater volatility than the national index, although their long-term trends are similar. Therefore, the Bureau of Labor Statistics strongly urges users to consider adopting the national average CPI for use in their escalator clauses.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Table 5. Chained Consumer Price Index for All Urban Consumers (C-CPI-U) and the Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, all items index, December 2025

[Percent changes]

Month Year	Unadjusted 1-month percent change		Unadjusted 12-month percent change	
	C-CPI-U(1)	CPI-U	C-CPI-U(1)	CPI-U

Footnotes

(1) The C-CPI-U is designed to be a closer approximation to a cost-of-living index in that it, in its final form, accounts for any substitution that consumers make across item categories in response to changes in relative prices. Since the expenditure data required for the calculation of the C-CPI-U are available only with a time lag, the C-CPI-U is issued first in preliminary form using the latest available expenditure data at that time and is subject to four revisions.

Indexes are issued as initial estimates. Indexes are revised each quarter with the publication of January, April, July, and October data as updated expenditure estimates become available. The C-CPI-U indexes are updated quarterly until they become final. January-March indexes are final in January of the following year; April-June indexes are final in April of the following year; July-September indexes are final in July of the following year; October-December indexes are final in October of the following year.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Month Year	Unadjusted 1-month percent change		Unadjusted 12-month percent change	
	C-CPI-U(1)	CPI-U	C-CPI-U(1)	CPI-U
December 2012			1.5	1.7
December 2013			1.3	1.5
December 2014			0.5	0.8
December 2015			0.4	0.7
December 2016			1.8	2.1
December 2017			1.7	2.1
December 2018			1.5	1.9
December 2019			1.8	2.3
December 2020			1.5	1.4
December 2021			6.5	7.0
December 2022			6.4	6.5
January 2023	0.8	0.8	6.4	6.4
February 2023	0.5	0.6	6.0	6.0
March 2023	0.3	0.3	4.8	5.0
April 2023	0.5	0.5	4.7	4.9
May 2023	0.2	0.3	3.8	4.0
June 2023	0.3	0.3	2.9	3.0
July 2023	0.1	0.2	3.0	3.2
August 2023	0.4	0.4	3.5	3.7
September 2023	0.2	0.2	3.4	3.7
October 2023	0.0	0.0	2.9	3.2
November 2023	-0.3	-0.2	2.7	3.1
December 2023	-0.1	-0.1	2.9	3.4
January 2024	0.5	0.5	2.6	3.1
February 2024	0.6	0.6	2.8	3.2
March 2024	0.6	0.6	3.1	3.5
April 2024	0.4	0.4	3.0	3.4
May 2024	0.1	0.2	2.9	3.3
June 2024	0.0	0.0	2.6	3.0
July 2024	0.0	0.1	2.5	2.9
August 2024	0.0	0.1	2.2	2.5
September 2024	0.1	0.2	2.1	2.4
October 2024	0.1	0.1	2.3	2.6
November 2024	-0.1	-0.1	2.5	2.7
December 2024	0.0	0.0	2.6	2.9
January 2025	0.6	0.7	2.7	3.0
February 2025	0.4	0.4	2.6	2.8
March 2025	0.2	0.2	2.1	2.4
April 2025	0.3	0.3	2.1	2.3
May 2025	0.2	0.2	2.1	2.4
June 2025	0.3	0.3	2.4	2.7
July 2025	0.1	0.2	2.5	2.7
August 2025	0.3	0.3	2.8	2.9
September 2025	0.3	0.3	2.9	3.0
November 2025	-	-	2.6	2.7

Footnotes

(1) The C-CPI-U is designed to be a closer approximation to a cost-of-living index in that it, in its final form, accounts for any substitution that consumers make across item categories in response to changes in relative prices. Since the expenditure data required for the calculation of the C-CPI-U are available only with a time lag, the C-CPI-U is issued first in preliminary form using the latest available expenditure data at that time and is subject to four revisions.

Indexes are issued as initial estimates. Indexes are revised each quarter with the publication of January, April, July, and October data as updated expenditure estimates become available. The C-CPI-U indexes are updated quarterly until they become final. January-March indexes are final in January of the following year; April-June indexes are final in April of the following year; July-September indexes are final in July of the following year; October-December indexes are final in October of the following year.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Month Year	Unadjusted 1-month percent change		Unadjusted 12-month percent change	
	C-CPI-U(1)	CPI-U	C-CPI-U(1)	CPI-U
December 2025	-0.1	0.0	2.5	2.7

Footnotes

(1) The C-CPI-U is designed to be a closer approximation to a cost-of-living index in that it, in its final form, accounts for any substitution that consumers make across item categories in response to changes in relative prices. Since the expenditure data required for the calculation of the C-CPI-U are available only with a time lag, the C-CPI-U is issued first in preliminary form using the latest available expenditure data at that time and is subject to four revisions.

Indexes are issued as initial estimates. Indexes are revised each quarter with the publication of January, April, July, and October data as updated expenditure estimates become available. The C-CPI-U indexes are updated quarterly until they become final. January-March indexes are final in January of the following year; April-June indexes are final in April of the following year; July-September indexes are final in July of the following year; October-December indexes are final in October of the following year.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Table 6. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, December 2025, 1-month analysis table

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Nov. 2025	One Month				
		Seasonally adjusted percent change Nov. 2025-Dec. 2025	Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) seasonally adjusted change since:(3)	
					Date	Percent change
All items	100.000	0.3	-	0.05	-	-
Food	13.657	0.7	0.097	0.07	L-Oct. 2022	0.7
Food at home	7.973	0.7	0.058	0.12	L-Aug. 2022	0.9
Cereals and bakery products	1.095	0.6	0.007	0.30	S-Aug. 2025	0.1
Cereals and cereal products	0.332	-0.3	-0.001	0.50	S-Jul. 2025	-0.9
Flour and prepared flour mixes	0.029	1.1	0.000	0.75	L-May 2025	1.1
Breakfast cereal(4)	0.146	-1.0	-0.001	0.93	S-Apr. 2025	-2.5
Rice, pasta, cornmeal	0.157	0.1	0.000	0.63	S-Jul. 2025	-0.6
Rice(4)(5)(6)	-	1.0	-	0.73	L-Aug. 2025	1.5
Bakery products(4)	0.763	0.4	0.003	0.38	S-Aug. 2025	0.0
Bread(4)(5)	0.140	1.1	0.002	0.61	L-Apr. 2025	1.6
White bread(4)(6)	-	2.0	-	0.64	L-Aug. 2022	2.6
Bread other than white(4)(6)	-	0.1	-	1.08	S-Aug. 2025	-0.9
Fresh biscuits, rolls, muffins(5)	0.134	2.0	0.003	1.02	L-Oct. 2024	2.9
Cakes, cupcakes, and cookies(4)	0.216	-0.7	-0.002	0.59	S-Oct. 2024	-0.9
Cookies(4)(6)	-	-2.2	-	0.80	S-Feb. 2025	-2.4
Fresh cakes and cupcakes(4)(6)	-	0.4	-	0.69	S-Aug. 2025	-0.1
Other bakery products	0.273	0.6	0.002	0.64	S-Aug. 2025	0.4
Fresh sweetrolls, coffeecakes, doughnuts(4)(6)	-	0.0	-	0.84	S-Aug. 2025	-2.3
Crackers, bread, and cracker products(6)	-	0.8	-	1.02	S-Jul. 2025	-1.2
Frozen and refrigerated bakery products, pies, tarts, turnovers(6)	-	1.0	-	1.14	L-Jun. 2025	1.8
Meats, poultry, fish, and eggs	1.644	-0.2	-0.003	0.24	S-May 2025	-0.4
Meats, poultry, and fish	1.510	0.5	0.008	0.25	S-May 2025	-0.1
Meats	0.979	0.6	0.006	0.31	S-May 2025	-0.1
Beef and veal	0.502	1.0	0.005	0.46	S-May 2025	-0.1
Uncooked ground beef(4)	0.225	0.2	0.001	0.69	S-Apr. 2025	0.0
Uncooked beef roasts(5)	0.066	-1.6	-0.001	1.10	S-May 2025	-1.8
Uncooked beef steaks(5)	0.144	3.1	0.004	0.81	L-Aug. 2025	4.1
Uncooked other beef and veal(4)(5)	0.068	-0.2	0.000	0.88	S-Mar. 2025	-0.7
Pork	0.287	0.3	0.001	0.55	S-Aug. 2025	0.2
Bacon, breakfast sausage, and related products(5)	0.101	-0.8	-0.001	0.89	L-Aug. 2025	1.2

Expenditure category	Relative importance Nov. 2025	One Month				
		Seasonally adjusted percent change Nov. 2025-Dec. 2025	Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) seasonally adjusted change since:(3)	
					Date	Percent change
Bacon and related products(6)	-	-1.0	-	1.07	S-Apr. 2025	-1.0
Breakfast sausage and related products(5)(6)	-	-1.4	-	1.18	L-Aug. 2025	2.5
Ham	0.044	1.8	0.001	1.06	L-Jul. 2025	3.7
Ham, excluding canned(6)	-	1.6	-	1.11	L-Jul. 2025	3.9
Pork chops(4)	0.047	5.0	0.002	1.29	L-Oct. 2021	5.0
Other pork including roasts, steaks, and ribs(5)	0.095	-1.6	-0.001	1.20	S-Apr. 2025	-2.5
Other meats	0.190	0.0	0.000	0.58	S-May 2025	-0.4
Frankfurters(6)	-	2.6	-	1.36	L-Jun. 2025	9.0
Lunchmeats(4)(5)(6)	-	-0.7	-	0.76	S-Jun. 2025	-2.1
Poultry	0.284	0.8	0.002	0.50	L-Mar. 2025	0.9
Chicken(5)	0.213	0.4	0.001	0.53	L-Jun. 2025	1.1
Fresh whole chicken(6)	-	-0.2	-	0.99	S-Aug. 2025	-0.5
Fresh and frozen chicken parts(6)	-	0.3	-	0.69	L-Aug. 2025	0.3
Other uncooked poultry including turkey(5)	0.071	2.2	0.002	1.20	L-Jul. 2023	2.3
Fish and seafood	0.248	-0.2	0.000	0.60	L-Aug. 2025	0.6
Fresh fish and seafood(4)(5)	0.143	-1.2	-0.002	0.83	S-Jul. 2024	-2.4
Processed fish and seafood(5)	0.104	0.7	0.001	0.96	L-Aug. 2025	0.8
Shelf stable fish and seafood(6)	-	0.8	-	1.43	L-Jun. 2025	1.3
Frozen fish and seafood(6)	-	0.3	-	1.19	L-Aug. 2025	1.7
Eggs	0.134	-8.2	-0.011	1.00	S-Apr. 2025	-12.7
Dairy and related products(4)	0.709	0.9	0.007	0.29	L-Mar. 2025	1.0
Milk(4)(5)	0.193	0.1	0.000	0.39	L-Jul. 2025	1.9
Fresh whole milk(4)(6)	-	0.5	-	0.49	L-Jul. 2025	2.5
Fresh milk other than whole(4)(5)(6)	-	-0.2	-	0.55	L-Jul. 2025	1.5
Cheese and related products(4)	0.241	1.4	0.003	0.69	L-Mar. 2025	1.9
Ice cream and related products	0.127	2.2	0.003	1.04	L-May 2025	2.4
Other dairy and related products(5)	0.147	0.9	0.001	0.54	L-Jul. 2025	1.3
Fruits and vegetables	1.307	0.5	0.006	0.32	L-Aug. 2025	1.6
Fresh fruits and vegetables	1.092	0.4	0.005	0.41	L-Aug. 2025	2.0
Fresh fruits	0.555	1.0	0.006	0.58	L-Aug. 2025	1.0
Apples	0.078	0.3	0.000	0.95	L-Aug. 2025	3.5
Bananas(4)	0.114	-1.6	-0.002	0.65	S-Jul. 2024	-1.7
Citrus fruits(5)	0.062	5.5	0.003	0.88	L-Feb. 2022	5.5
Oranges, including tangerines(6)	-	5.3	-	1.44	L-Dec. 2021	8.7
Other fresh fruits(5)	0.301	-1.1	-0.003	1.11	S-Jul. 2025	-2.6
Fresh vegetables	0.538	-0.2	-0.001	0.58	S-Mar. 2025	-1.0
Potatoes	0.076	0.8	0.001	0.97	S-Jul. 2025	-2.3
Lettuce	0.073	1.7	0.001	1.17	L-Aug. 2025	3.5
Tomatoes	0.089	-0.6	0.000	1.22	S-Jun. 2025	-1.5
Other fresh vegetables	0.299	-0.3	-0.001	0.79	L-Aug. 2025	2.9
Processed fruits and vegetables(5)	0.214	0.6	0.001	0.47	S-Aug. 2025	-0.5
Canned fruits and vegetables(5)	0.086	0.1	0.000	0.60	S-Jul. 2025	0.0
Canned fruits(5)(6)	-	0.5	-	0.94	L-Aug. 2025	0.5
Canned vegetables(5)(6)	-	0.0	-	0.90	S-Jul. 2025	-0.3

Expenditure category	Relative importance Nov. 2025	One Month				
		Seasonally adjusted percent change Nov. 2025-Dec. 2025	Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) seasonally adjusted change since:(3)	
					Date	Percent change
Frozen fruits and vegetables(5)	0.064	2.4	0.002	0.89	L-Feb. 2023	4.2
Frozen vegetables(6)	-	2.8	-	1.08	L-Feb. 2023	4.2
Other processed fruits and vegetables including dried(5)	0.065	-0.6	0.000	0.66	S-Aug. 2025	-1.8
Dried beans, peas, and lentils(4)(5)(6)	-	0.7	-	0.76	L-Jul. 2025	0.7
Nonalcoholic beverages and beverage materials	0.915	0.4	0.004	0.40	S-Jul. 2025	-0.5
Juices and nonalcoholic drinks(5)	0.626	0.5	0.003	0.48	S-Aug. 2025	-0.3
Carbonated drinks	0.341	0.7	0.002	0.93	S-Aug. 2025	-0.3
Frozen noncarbonated juices and drinks(4)(5)	0.004	-0.3	0.000	0.81	S-May 2025	-4.6
Nonfrozen noncarbonated juices and drinks(5)	0.281	0.4	0.001	0.49	S-Aug. 2025	-0.7
Beverage materials including coffee and tea(5)	0.288	0.5	0.002	0.68	L-Aug. 2025	2.8
Coffee	0.154	1.9	0.003	0.97	L-Aug. 2025	3.6
Roasted coffee(6)	-	1.5	-	1.25	L-Aug. 2025	4.1
Instant coffee(4)(6)	-	1.0	-	1.07	L-Aug. 2025	4.9
Other beverage materials including tea(4)(5)	0.134	-1.0	-0.001	1.06	L-Aug. 2025	1.5
Other food at home	2.304	1.6	0.038	0.24	L-Jul. 2022	1.9
Sugar and sweets	0.342	0.8	0.003	0.44	L-Jun. 2025	0.9
Sugar and sugar substitutes	0.027	0.4	0.000	0.62	L-Aug. 2025	0.6
Candy and chewing gum(5)	0.246	0.5	0.001	0.60	-	-
Other sweets(5)	0.070	2.2	0.002	0.82	L-Nov. 2021	3.6
Fats and oils	0.241	1.8	0.004	0.53	L-Aug. 2022	1.8
Butter and margarine(5)	0.052	0.5	0.000	0.99	L-Feb. 2025	0.8
Butter(6)	-	0.2	-	1.11	L-Aug. 2025	1.3
Margarine(6)	-	0.3	-	1.56	L-Apr. 2025	1.2
Salad dressing(4)(5)	0.066	3.0	0.002	1.52	L-Sep. 2024	3.3
Other fats and oils including peanut butter(5)	0.123	1.9	0.002	0.68	L-May 2025	2.2
Peanut butter(4)(5)(6)	-	4.3	-	0.76	L-Jan. 2012	6.9
Other foods	1.721	1.8	0.031	0.30	L-Jul. 2022	1.8
Soups	0.103	1.8	0.002	0.97	L-Aug. 2025	1.8
Frozen and freeze dried prepared foods	0.270	0.8	0.002	0.69	S-Aug. 2025	-1.2
Snacks	0.361	1.1	0.004	0.78	S-Aug. 2025	1.0
Spices, seasonings, condiments, sauces	0.374	1.9	0.007	0.50	L-Jul. 2022	2.2
Salt and other seasonings and spices(5)(6)	-	1.0	-	0.91	-	-
Olives, pickles, relishes(5)(6)	-	0.9	-	0.90	L-Jun. 2025	4.9
Sauces and gravies(5)(6)	-	2.2	-	0.70	L-Jul. 2022	3.2
Other condiments(6)	-	2.4	-	1.10	L-Apr. 2025	8.0
Baby food and formula(4)(5)	0.059	0.2	0.000	0.57	S-Aug. 2025	-0.9
Other miscellaneous foods(5)	0.554	2.9	0.016	0.54	L-EVER	-
Prepared salads(6)(7)	-	0.1	-	0.98	L-Aug. 2025	1.7
Food away from home(4)	5.684	0.7	0.039	0.06	L-Oct. 2022	0.9
Full service meals and snacks(4)(5)	2.465	0.8	0.020	0.07	L-Oct. 2022	1.1
Limited service meals and snacks(4)(5)	2.843	0.6	0.018	0.09	L-Jan. 2024	0.6

Expenditure category	Relative importance Nov. 2025	One Month				
		Seasonally adjusted percent change Nov. 2025-Dec. 2025	Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) seasonally adjusted change since:(3)	
					Date	Percent change
Food at employee sites and schools(4)(5)	0.073	0.3	0.000	0.29	L-Jul. 2025	0.8
Food at elementary and secondary schools(4)(6)(8)	-	0.1	-	0.10	-	-
Food from vending machines and mobile vendors(4)(5)	0.057	0.5	0.000	0.25	S-Aug. 2025	0.1
Other food away from home(4)(5)	0.246	0.2	0.000	0.10	S-Jul. 2025	0.0
Energy	6.315	0.3	0.019	0.15	S-Jul. 2025	-1.1
Energy commodities	3.105	-0.4	-0.012	0.18	S-Jul. 2025	-1.9
Fuel oil and other fuels	0.138	0.6	0.001	0.34	L-Jul. 2025	1.0
Fuel oil	0.079	-1.5	-0.001	0.47	S-Mar. 2025	-4.2
Propane, kerosene, and firewood(9)	0.059	0.0	0.000	0.42	L-Jun. 2025	1.1
Motor fuel	2.968	-0.4	-0.013	0.19	S-Jul. 2025	-2.0
Gasoline (all types)	2.883	-0.5	-0.013	0.19	S-Oct. 2025	-2.1
Gasoline, unleaded regular(6)	-	-0.5	-	0.46	S-Oct. 2025	-2.4
Gasoline, unleaded midgrade(6)(10)	-	-0.3	-	0.43	S-Oct. 2025	-1.4
Gasoline, unleaded premium(6)	-	-0.1	-	0.50	S-Oct. 2025	-1.0
Other motor fuels(4)(5)	0.084	-3.5	-0.003	0.28	S-Jan. 2024	-3.9
Energy services	3.210	1.0	0.032	0.26	L-Apr. 2025	1.5
Electricity	2.432	-0.1	-0.002	0.30	L-Aug. 2025	0.2
Utility (piped) gas service	0.777	4.4	0.033	0.44	L-Jan. 2023	6.9
All items less food and energy	80.028	0.2	0.191	0.05	-	-
Commodities less food and energy commodities	19.223	0.0	0.000	0.09	S-May 2025	0.0
Household furnishings and supplies(11)	3.387	0.5	0.019	0.21	L-Jul. 2025	0.7
Window and floor coverings and other linens(5)	0.238	0.6	0.001	0.90	L-Jul. 2025	1.2
Floor coverings(4)(5)	0.059	0.3	0.000	0.74	S-Aug. 2025	-1.2
Window coverings(4)(5)	0.056	3.6	0.002	1.68	L-Aug. 2024	4.3
Other linens(5)	0.124	-0.4	0.000	1.18	L-Jul. 2025	1.4
Furniture and bedding(4)	0.798	-0.4	-0.003	0.41	S-May 2025	-0.8
Bedroom furniture(4)	0.252	1.4	0.003	0.62	L-Jul. 2025	1.5
Living room, kitchen, and dining room furniture(4)(5)	0.391	-1.3	-0.005	0.60	S-Jul. 2024	-1.3
Other furniture(5)	0.145	-0.9	-0.001	0.94	S-Apr. 2025	-0.9
Appliances(5)	0.215	-4.3	-0.009	0.68	S-EVER	-
Major appliances(5)	0.068	-2.2	-0.002	1.04	S-Jul. 2025	-2.2
Laundry equipment(4)(6)	-	-4.1	-	0.76	S-Oct. 2023	-5.0
Other appliances(5)	0.144	-5.2	-0.008	0.87	S-EVER	-
Other household equipment and furnishings(5)	0.490	3.0	0.015	0.53	L-Oct. 2004	4.5
Clocks, lamps, and decorator items(4)	0.283	2.2	0.006	0.60	L-Jan. 2025	2.2
Indoor plants and flowers(12)	0.115	1.8	0.002	0.89	L-Aug. 2025	2.8
Dishes and flatware(4)(5)	0.035	5.8	0.002	1.59	L-Jun. 2019	6.1
Nonelectric cookware and tableware(5)	0.057	3.5	0.002	1.38	L-Jun. 2025	3.7
Tools, hardware, outdoor equipment and supplies(4)(5)	0.849	1.3	0.011	0.38	L-Jul. 2025	1.6
Tools, hardware and supplies(5)	0.246	0.0	0.000	0.59	L-Aug. 2025	0.4
Outdoor equipment and supplies(4)(5)	0.364	2.3	0.009	0.53	L-Feb. 2023	4.0
Housekeeping supplies(4)	0.797	0.2	0.002	0.26	S-Jul. 2025	0.0

Expenditure category	Relative importance Nov. 2025	One Month				
		Seasonally adjusted percent change Nov. 2025-Dec. 2025	Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) seasonally adjusted change since:(3)	
					Date	Percent change
Household cleaning products(4)(5)	0.294	0.9	0.003	0.42	L-Aug. 2024	1.8
Household paper products(4)(5)	0.178	-1.6	-0.003	0.34	S-Sep. 2020	-3.6
Miscellaneous household products(4)(5)	0.325	0.7	0.002	0.39	S-Aug. 2025	0.0
Apparel	2.461	0.6	0.015	0.34	S-Aug. 2025	0.5
Men's and boys' apparel	0.646	0.1	0.001	0.50	S-Jul. 2025	-1.3
Men's apparel	0.522	0.4	0.002	0.61	S-Jul. 2025	-1.6
Men's suits, sport coats, and outerwear	0.086	0.6	0.001	1.98	L-Feb. 2025	5.5
Men's underwear, nightwear, swimwear, and accessories	0.139	3.4	0.005	0.78	L-Jan. 2017	4.0
Men's shirts and sweaters(5)	0.149	-0.5	-0.001	1.04	S-Jul. 2025	-2.6
Men's pants and shorts	0.132	-1.0	-0.001	1.12	S-Jul. 2025	-2.0
Boys' apparel	0.124	-0.2	0.000	0.96	S-Aug. 2025	-1.9
Women's and girls' apparel	0.954	1.0	0.010	0.61	L-Apr. 2024	1.2
Women's apparel	0.847	0.7	0.006	0.66	L-Jun. 2025	0.7
Women's outerwear	0.078	-1.4	-0.001	2.56	S-Jun. 2025	-3.3
Women's dresses	0.131	-2.7	-0.004	1.89	L-Aug. 2025	1.7
Women's suits and separates(5)	0.342	1.2	0.004	0.86	L-Apr. 2025	1.2
Women's underwear, nightwear, swimwear, and accessories(5)	0.286	3.5	0.010	0.89	L-Mar. 2019	3.5
Girls' apparel	0.107	3.0	0.003	1.29	L-Feb. 2025	3.6
Footwear	0.572	1.1	0.006	0.48	L-Jul. 2025	1.4
Men's footwear	0.195	1.7	0.003	0.82	L-Jun. 2025	2.6
Boys' and girls' footwear(4)	0.109	-0.8	-0.001	0.86	S-Jun. 2025	-1.7
Women's footwear	0.268	0.5	0.001	0.74	S-Aug. 2025	0.2
Infants' and toddlers' apparel	0.102	2.3	0.002	0.97	L-Jul. 2025	3.3
Jewelry and watches(9)	0.186	-2.2	-0.004	1.56	S-Jan. 2025	-3.9
Watches(4)(9)	0.042	0.9	0.000	1.47	S-Jul. 2025	-0.8
Jewelry(9)	0.143	-3.1	-0.005	2.00	S-Jan. 2025	-4.2
Transportation commodities less motor fuel(11)	7.205	-0.3	-0.024	0.03	S-Jun. 2025	-0.4
New vehicles	4.302	0.0	0.001	0.01	S-Jul. 2025	0.0
New cars(6)	-	-0.1	-	0.06	S-Jun. 2025	-0.4
New trucks(6)(13)	-	0.0	-	0.03	S-Jul. 2025	0.0
Used cars and trucks	2.406	-1.1	-0.027	0.03	S-Jul. 2024	-1.4
Motor vehicle parts and equipment(4)	0.362	1.0	0.003	0.36	L-Aug. 2022	1.1
Tires(4)	0.297	1.2	0.004	0.40	L-Dec. 2023	1.2
Vehicle accessories other than tires(4)(5)	0.065	-0.2	0.000	0.62	-	-
Vehicle parts and equipment other than tires(4)(6)	-	-0.9	-	0.78	S-Mar. 2025	-2.6
Motor oil, coolant, and fluids(4)(6)	-	1.6	-	0.63	L-May 2025	1.7
Medical care commodities(4)	1.504	0.3	0.005	0.28	L-May 2025	0.6
Medicinal drugs(4)(11)	1.324	0.5	0.007	0.30	L-May 2025	0.5
Prescription drugs(4)	0.917	0.1	0.001	0.26	S-Aug. 2025	-0.2
Nonprescription drugs(11)	0.407	1.8	0.007	0.63	L-EVER	-
Medical equipment and supplies(4)(11)	0.180	-1.2	-0.002	0.53	S-Jan. 2024	-1.4
Recreation commodities(11)	1.821	0.1	0.002	0.24	S-Aug. 2025	0.0
Video and audio products(11)	0.250	-0.4	-0.001	0.36	S-Feb. 2025	-0.6

Expenditure category	Relative importance Nov. 2025	One Month				
		Seasonally adjusted percent change Nov. 2025-Dec. 2025	Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) seasonally adjusted change since:(3)	
					Date	Percent change
Televisions	0.083	-0.6	-0.001	0.61	L-Aug. 2025	2.5
Other video equipment(5)	0.028	-2.3	-0.001	1.17	S-Aug. 2025	-2.5
Audio equipment(4)	0.059	-1.1	-0.001	0.87	S-Mar. 2025	-1.2
Recorded music and music subscriptions(4)(5)	0.075	1.1	0.001	0.66	L-Mar. 2025	1.7
Pets and pet products(4)	0.621	0.5	0.003	0.34	L-Jul. 2025	0.5
Pet food and treats(4)(5)(6)	-	0.2	-	0.37	L-Jul. 2025	0.5
Purchase of pets, pet supplies, accessories(4)(5)(6)	-	0.9	-	0.75	S-Aug. 2025	-0.6
Sporting goods(4)	0.469	0.1	0.000	0.50	S-Aug. 2025	0.1
Sports vehicles including bicycles(4)	0.235	0.5	0.001	0.74	S-May 2025	0.5
Sports equipment(4)	0.218	-0.4	-0.001	0.52	S-Aug. 2025	-0.6
Photographic equipment and supplies	0.021	1.2	0.000	0.68	L-Jul. 2025	1.2
Photographic equipment(4)(5)(6)	-	-1.3	-	1.03	S-Dec. 2024	-2.8
Recreational reading materials(4)	0.099	-0.4	0.000	1.41	-	-
Newspapers and magazines(4)(5)	0.054	1.9	0.001	1.46	L-May 2025	5.2
Recreational books(4)(5)	0.045	-3.1	-0.001	2.14	S-May 2025	-4.1
Other recreational goods(5)	0.362	-0.2	-0.001	0.53	S-Mar. 2025	-0.7
Toys	0.283	-0.5	-0.001	0.65	S-Aug. 2025	-0.8
Toys, games, hobbies and playground equipment(5)(6)	-	-0.9	-	0.90	S-Aug. 2025	-1.1
Sewing machines, fabric and supplies(4)(5)	0.021	1.8	0.000	1.12	L-Aug. 2025	9.1
Music instruments and accessories(4)(5)	0.044	0.7	0.000	0.71	S-Jul. 2025	0.0
Education and communication commodities(11)	0.716	-2.0	-0.015	0.64	S-Nov. 2023	-2.3
Educational books and supplies(4)	0.041	-0.2	0.000	0.88	L-Jul. 2025	0.1
College textbooks(4)(6)(14)	-	0.1	-	1.17	L-Jul. 2025	0.4
Information technology commodities(11)	0.675	-2.2	-0.015	0.70	S-Nov. 2023	-2.4
Computers, peripherals, and smart home assistants(4)(7)	0.257	-1.3	-0.003	0.83	S-Nov. 2024	-1.7
Computer software and accessories(4)(5)	0.025	7.0	0.002	1.62	L-EVER	-
Telephone hardware, calculators, and other consumer information items(5)	0.392	-3.3	-0.013	0.88	S-Nov. 2023	-3.3
Smartphones(4)(6)(15)	-	-2.2	-	0.93	-	-
Alcoholic beverages(4)	0.831	-0.1	-0.001	0.14	S-May 2025	-0.1
Alcoholic beverages at home	0.443	0.0	0.000	0.18	-	-
Beer, ale, and other malt beverages at home(4)	0.152	-0.4	-0.001	0.24	S-May 2025	-0.4
Distilled spirits at home(4)	0.102	-0.7	-0.001	0.36	S-Apr. 2024	-1.0
Whiskey at home(4)(6)	-	-	-	0.66	-	-
Distilled spirits, excluding whiskey, at home(4)(6)	-	-0.6	-	0.50	S-May 2025	-0.9
Wine at home	0.188	0.1	0.000	0.29	L-Aug. 2025	0.2
Alcoholic beverages away from home(4)	0.388	0.4	0.001	0.20	L-Aug. 2025	0.6
Beer, ale, and other malt beverages away from home(4)(5)(6)	-	0.2	-	0.21	S-Jun. 2025	0.2
Wine away from home(4)(5)(6)	-	0.0	-	0.20	S-Aug. 2025	-0.1

Expenditure category	Relative importance Nov. 2025	One Month				
		Seasonally adjusted percent change Nov. 2025-Dec. 2025	Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) seasonally adjusted change since:(3)	
					Date	Percent change
Distilled spirits away from home(4)(5)(6)	-	0.2	-	0.25	L-Jun. 2025	0.7
Other goods(11)	1.299	0.1	0.001	0.24	S-Dec. 2024	-0.4
Tobacco and smoking products(4)	0.502	-0.2	-0.001	0.22	S-May 2020	-0.3
Cigarettes(4)(5)	0.380	0.4	0.002	0.25	-	-
Tobacco products other than cigarettes(4)(5)	0.116	-2.1	-0.002	0.70	S-EVER	-
Personal care products(4)	0.644	-0.3	-0.002	0.37	S-Dec. 2024	-1.1
Hair, dental, shaving, and miscellaneous personal care products(4)(5)	0.289	0.0	0.000	0.43	S-Jun. 2025	-0.9
Cosmetics, perfume, bath, nail preparations and implements(4)	0.345	-0.5	-0.002	0.58	S-May 2025	-0.6
Miscellaneous personal goods(5)	0.154	2.6	0.004	0.76	L-Feb. 2019	3.4
Stationery, stationery supplies, gift wrap(6)	-	1.9	-	0.74	S-Aug. 2025	-0.8
Services less energy services	60.805	0.3	0.178	0.07	L-Aug. 2025	0.3
Shelter	35.514	0.4	0.144	0.09	L-Aug. 2025	0.4
Rent of shelter(16)	35.086	0.4	0.135	0.09	L-Aug. 2025	0.4
Rent of primary residence	7.491	0.3	0.020	0.04	L-Aug. 2025	0.3
Lodging away from home(5)	1.233	2.9	0.038	1.69	L-Sep. 2023	3.6
Housing at school, excluding board(16)	0.244	0.2	0.000	0.07	L-Aug. 2025	0.8
Other lodging away from home including hotels and motels	0.989	3.5	0.038	2.00	L-Sep. 2023	4.1
Owners' equivalent rent of residences(16)	26.362	0.3	0.081	0.05	L-Aug. 2025	0.4
Owners' equivalent rent of primary residence(16)	25.159	0.3	0.077	0.05	L-Aug. 2025	0.4
Tenants' and household insurance(4)(5)	0.428	1.0	0.004	0.23	S-Aug. 2025	0.6
Water and sewer and trash collection services(5)	1.096	0.4	0.005	0.11	L-Aug. 2025	0.4
Water and sewerage maintenance(4)	0.749	0.4	0.003	0.13	-	-
Garbage and trash collection(4)(13)	0.347	0.4	0.001	0.15	L-Aug. 2025	0.5
Household operations(4)(5)	-	-	-	-	-	-
Domestic services(4)(5)	-	-	-	-	-	-
Gardening and lawncare services(4)(5)	-	-	-	-	-	-
Moving, storage, freight expense(5)	0.121	-14.3	-0.017	0.61	S-EVER	-
Repair of household items(4)(5)	-	-	-	-	-	-
Medical care services	6.779	0.4	0.027	0.17	L-Jul. 2025	0.8
Professional services	3.684	0.3	0.012	0.21	L-Jul. 2025	0.7
Physicians' services(4)	1.804	0.3	0.005	0.36	L-Aug. 2025	0.3
Dental services	0.949	0.7	0.007	0.24	L-Jul. 2025	2.6
Eyeglasses and eye care(4)(9)	0.337	-0.2	-0.001	0.28	S-Apr. 2025	-0.4
Services by other medical professionals(4)(9)	-	-	-	-	-	-
Hospital and related services(4)	2.319	0.9	0.021	0.25	L-Mar. 2025	1.3
Hospital services(4)(17)	1.985	1.0	0.021	0.26	L-Mar. 2025	1.1
Inpatient hospital services(4)(6)(17)	-	-	-	-	-	-

Expenditure category	Relative importance Nov. 2025	One Month				
		Seasonally adjusted percent change Nov. 2025-Dec. 2025	Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) seasonally adjusted change since:(3)	
					Date	Percent change
Outpatient hospital services(4)(6)(9)	-	0.9	-	0.26	L-Mar. 2024	1.3
Nursing homes and adult day services(17)	0.167	0.3	0.000	0.19	-	-
Care of invalids and elderly at home(4)(8)	0.167	0.0	0.000	0.53	S-Aug. 2025	-0.2
Health insurance(4)(8)	0.776	-1.1	-0.008	0.19	S-Sep. 2023	-3.5
Transportation services	6.265	0.5	0.030	0.21	L-Aug. 2025	1.0
Leased cars and trucks(4)(14)	0.378	-0.6	-0.002	0.63	S-Sep. 2025	-0.6
Car and truck rental(5)	0.127	-1.4	-0.002	1.18	S-Aug. 2025	-6.9
Motor vehicle maintenance and repair(4)	1.059	-1.3	-0.013	0.26	S-EVER	-
Motor vehicle body work(4)	-	-	-	-	-	-
Motor vehicle maintenance and servicing(4)	0.516	0.5	0.003	0.30	S-Aug. 2025	0.4
Motor vehicle repair(4)(5)	0.425	-3.7	-0.016	0.48	S-EVER	-
Motor vehicle insurance	2.816	-	-0.012	0.31	-	-
Motor vehicle fees(4)(5)	0.492	-0.7	-0.004	0.24	S-Dec. 2024	-0.9
State motor vehicle registration and license fees(4)(5)	0.283	-0.5	-0.001	0.09	S-Aug. 2025	-0.5
Parking and other fees(4)(5)	0.196	-1.0	-0.002	0.53	S-Jun. 2025	-1.5
Parking fees and tolls(5)(6)	-	0.0	-	0.34	L-Jul. 2025	0.4
Public transportation	1.392	4.5	0.063	0.55	L-May 2022	7.4
Airline fares	0.868	5.2	0.044	0.77	L-Aug. 2025	5.9
Other intercity transportation	0.207	2.7	0.006	1.03	L-Dec. 2024	4.2
Ship fare(4)(5)(6)	-	0.2	-	1.04	L-Aug. 2025	0.6
Intracity transportation(4)	0.313	2.7	0.008	0.62	L-Feb. 2021	2.7
Intracity mass transit(4)(6)(11)	-	-0.7	-	0.09	S-Oct. 2020	-9.3
Recreation services(11)	3.425	1.8	0.060	0.22	L-EVER	-
Video and audio services(11)	0.806	2.3	0.019	0.24	L-EVER	-
Cable, satellite, and live streaming television service(13)	0.651	1.1	0.007	0.20	L-Jan. 2025	1.8
Purchase, subscription, and rental of video(4)(5)	0.155	7.6	0.012	0.99	L-EVER	-
Video discs and other media(4)(5)(6)	-	3.2	-	1.92	L-Jan. 2025	7.1
Subscription and rental of video and video games(4)(5)(6)	-	19.5	-	0.47	L-EVER	-
Pet services including veterinary(5)	0.543	1.1	0.006	0.32	S-Aug. 2025	0.6
Pet services(5)(6)	-	0.7	-	0.50	L-Jul. 2025	1.1
Veterinarian services(4)(5)(6)	-	2.0	-	0.63	L-Feb. 2025	2.3
Photographers and photo processing(4)(5)	0.053	-	0.001	0.41	-	-
Other recreation services(5)	2.022	1.7	0.034	0.38	L-May 2020	2.3
Club membership for shopping clubs, fraternal, or other organizations, or participant sports fees(5)	0.795	0.1	0.001	0.17	S-Jul. 2025	-0.3
Admissions(4)	0.733	3.6	0.027	0.71	L-EVER	-
Admission to movies, theaters, and concerts(4)(5)(6)	-	2.4	-	0.55	L-Jun. 2012	2.4
Admission to sporting events(4)(5)(6)	-	-	-	1.75	-	-
Fees for lessons or instructions(4)(9)	0.167	-	0.001	0.34	-	-

Expenditure category	Relative importance Nov. 2025	One Month				
		Seasonally adjusted percent change Nov. 2025-Dec. 2025	Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) seasonally adjusted change since:(3)	
					Date	Percent change
Education and communication services(11)	4.951	-0.8	-0.041	0.08	S-Mar. 2017	-1.8
Tuition, other school fees, and childcare	2.548	0.2	0.004	0.06	-	-
College tuition and fees	1.311	0.0	0.000	0.08	L-Jul. 2025	0.3
Elementary and high school tuition and fees	0.393	0.4	0.002	0.09	S-Jul. 2025	0.0
Day care and preschool(4)(12)	0.739	0.0	0.000	0.14	S-Jun. 2025	0.0
Technical and business school tuition and fees(5)	0.039	0.1	0.000	0.07	L-Aug. 2025	0.9
Postage and delivery services(5)	0.056	0.6	0.000	0.07	L-Aug. 2025	1.4
Postage	0.053	0.5	0.000	0.00	L-Oct. 2025	3.3
Delivery services(5)	0.002	2.4	0.000	0.33	L-Aug. 2023	2.4
Telephone services(4)(5)	1.406	-2.8	-0.039	0.06	S-Mar. 2017	-5.0
Wireless telephone services(4)(5)	1.238	-3.3	-0.041	0.06	S-Mar. 2017	-7.0
Residential telephone services(4)(11)	0.168	1.4	0.002	0.30	L-Feb. 2025	1.6
Internet services and electronic information providers(4)(5)	0.932	-0.7	-0.006	0.23	S-Apr. 2025	-1.5
Other personal services(4)(11)	1.672	-0.2	-0.003	0.16	S-Jan. 2025	-0.5
Personal care services(4)	0.668	0.7	0.005	0.24	S-Aug. 2025	0.5
Haircuts and other personal care services(4)(5)	0.668	0.7	0.005	0.24	S-Aug. 2025	0.5
Miscellaneous personal services(4)	1.004	-0.8	-0.008	0.15	S-Jan. 2025	-1.2
Legal services(4)(9)	-	-	-	-	-	-
Funeral expenses(4)(9)	0.139	0.6	0.001	0.24	L-Mar. 2025	0.7
Laundry and dry cleaning services(4)(5)	0.167	0.3	0.001	0.27	-	-
Apparel services other than laundry and dry cleaning(4)(5)	0.028	0.5	0.000	0.68	S-Apr. 2025	-2.6
Financial services(4)(9)	0.257	-3.5	-0.009	0.42	S-Jan. 2025	-4.7
Checking account and other bank services(4)(5)(6)	-	0.3	-	0.00	L-Jul. 2025	0.4
Tax return preparation and other accounting fees(4)(5)(6)	-	-4.5	-	0.96	S-Jul. 2023	-4.6
Special aggregate indexes						
All items less food	86.343	0.2	0.211	0.05	S-Jul. 2025	0.2
All items less shelter	64.486	0.3	0.164	0.05	S-Jul. 2025	0.2
All items less food and shelter	50.830	0.1	0.067	0.05	S-May 2025	-0.1
All items less food, shelter, and energy	44.515	0.1	0.048	0.06	S-May 2025	0.0
All items less food, shelter, energy, and used cars and trucks	42.109	0.2	0.075	0.06	S-Aug. 2025	0.2
All items less medical care	91.717	0.3	0.275	0.05	-	-
All items less energy	93.685	0.3	0.288	0.05	L-Aug. 2025	0.4
Commodities	35.985	0.2	0.084	0.05	S-Jul. 2025	0.0
Commodities less food, energy, and used cars and trucks	16.817	0.2	0.026	0.10	S-Aug. 2025	0.2
Commodities less food	22.328	-0.1	-0.013	0.07	S-Jul. 2025	-0.1
Commodities less food and beverages	21.497	-0.1	-0.012	0.07	S-Jul. 2025	-0.1
Services	64.015	0.3	0.210	0.07	L-Aug. 2025	0.3
Services less rent of shelter(16)	28.929	0.2	0.066	0.07	-	-
Services less medical care services	57.236	0.3	0.174	0.07	L-Aug. 2025	0.4
Durables	10.870	-0.4	-0.042	0.09	S-Jun. 2024	-0.5

Expenditure category	Relative importance Nov. 2025	One Month				
		Seasonally adjusted percent change Nov. 2025-Dec. 2025	Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) seasonally adjusted change since:(3)	
					Date	Percent change
Nondurables	25.115	0.8	0.195	0.07	S-Aug. 2025	0.6
Nondurables less food	11.458	0.6	0.067	0.11	S-Aug. 2025	0.5
Nondurables less food and beverages	10.627	0.6	0.065	0.12	S-Aug. 2025	0.4
Nondurables less food, beverages, and apparel	8.166	0.6	0.050	0.11	S-Aug. 2025	0.3
Nondurables less food and apparel	8.998	0.6	0.053	0.10	S-Aug. 2025	0.3
Housing	44.448	0.4	0.158	0.08	L-Aug. 2025	0.4
Education and communication(5)	5.666	-1.0	-0.056	0.12	S-Mar. 2017	-1.7
Education(5)	2.589	0.2	0.004	0.06	-	-
Communication(5)	3.077	-1.9	-0.059	0.17	S-Mar. 2017	-3.3
Information and information processing(5)	3.022	-2.0	-0.060	0.18	S-Mar. 2017	-3.4
Information technology, hardware and services(18)	1.616	-1.3	-0.021	0.33	S-Nov. 2024	-1.6
Recreation(5)	5.246	1.2	0.062	0.19	L-EVER	-
Video and audio(5)	1.056	1.7	0.018	0.21	L-EVER	-
Pets, pet products and services(5)	1.163	0.8	0.009	0.25	-	-
Photography(5)	0.075	1.7	0.001	0.53	L-Oct. 2023	2.1
Food and beverages	14.488	0.7	0.096	0.07	L-Oct. 2022	0.7
Domestically produced farm food(4)	6.697	0.6	0.043	0.14	L-Jan. 2025	0.7
Other services	10.047	0.2	0.016	0.10	-	-
Apparel less footwear	1.888	0.4	0.009	0.41	S-Jul. 2025	-0.3
Fuels and utilities	4.443	0.8	0.037	0.19	L-Jun. 2025	0.8
Household energy	3.347	1.0	0.032	0.25	L-Apr. 2025	1.4
Medical care	8.283	0.4	0.032	0.14	L-Jul. 2025	0.7
Transportation	16.437	0.0	-0.007	0.10	S-Jul. 2025	0.0
Private transportation	15.045	-0.5	-0.070	0.10	S-May 2025	-0.5
New and used motor vehicles(5)	7.348	-0.4	-0.031	0.06	S-Jun. 2025	-0.4
Utilities and public transportation	7.755	0.6	0.046	0.15	L-Dec. 2024	0.6
Household furnishings and operations	4.492	-0.5	-0.023	0.17	S-May 2023	-0.5
Other goods and services	2.971	0.3	0.008	0.15	S-Aug. 2025	0.2
Personal care	2.469	0.4	0.009	0.15	-	-

Expenditure category	Relative importance Nov. 2025	One Month: Seasonally adjusted percent change Nov. 2025-Dec. 2025	One Month: Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	One Month: Standard error, median price change(2)	One Month: Largest (L) or Smallest (S) seasonally adjusted change since:(3) Date	One Month: Largest (L) or Smallest (S) seasonally adjusted change since:(3) Percent change

Footnotes

(1) The 'effect' of an item category is a measure of that item's contribution to the All items price change. For example, if the Food index had an effect of 0.40, and the All items index rose 1.2 percent, then the increase in food prices contributed 0.40 / 1.2, or 33.3 percent, to that All items increase. Said another way, had food prices been unchanged for that month the change in the All items index would have been 1.2 percent minus 0.40, or 0.8 percent. Effects can be negative as well. For example, if the effect of food was a negative 0.1, and the All items index rose 0.5 percent, the All items index actually would have been 0.1 percent higher (or 0.6 percent) had food prices been unchanged. Since food prices fell while prices overall were rising, the contribution of food to the All items price change was negative (in this case, -0.1 / 0.5, or minus 20 percent).

(2) A statistic's margin of error is often expressed as its point estimate plus or minus two standard errors. For example, if a CPI category rose 0.6 percent, and its standard error was 0.15 percent, the margin of error on this item's 1-month percent change would be 0.6 percent, plus or minus 0.3 percent.

(3) If the current seasonally adjusted 1-month percent change is greater than the previous published 1-month percent change, then this column identifies the closest prior month with a 1-month percent change as (L)arge as or (L)arger than the current 1-month change. If the current 1-month percent change is smaller than the previous published 1-month percent change, the most recent month with a change as (S)mall or (S)maller than the current month change is identified. If the current and previous published 1-month percent changes are equal, a dash will appear. Standard numerical comparisons are used. For example, 0.8% is greater than 0.6%, -0.4% is less than -0.2%, and -0.2% is less than 0.0%. Note that a (L)arger change can be a smaller decline, for example, a -0.2% change is larger than a -0.4% change, but still represents a decline in the price index. Likewise, (S)maller changes can be increases, for example, a 0.6% change is smaller than 0.8%, but still represents an increase in the price index. In this context, a -0.2% change is considered to be smaller than a 0.0% change.

(4) Not seasonally adjusted.

(5) Indexes on a December 1997=100 base.

(6) Special indexes based on a substantially smaller sample. These series do not contribute to the all items index aggregation and therefore do not have a relative importance or effect.

(7) Indexes on a December 2007=100 base.

(8) Indexes on a December 2005=100 base.

(9) Indexes on a December 1986=100 base.

(10) Indexes on a December 1993=100 base.

(11) Indexes on a December 2009=100 base.

(12) Indexes on a December 1990=100 base.

(13) Indexes on a December 1983=100 base.

(14) Indexes on a December 2001=100 base.

(15) Indexes on a December 2019=100 base.

(16) Indexes on a December 1982=100 base.

(17) Indexes on a December 1996=100 base.

(18) Indexes on a December 1988=100 base.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Table 7. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, December 2025, 12-month analysis table

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Nov. 2025	Twelve Month: Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3) Date	Largest (L) or Smallest (S) unadjusted change since: (3) Percent change
All items	100.000	2.7	-	0.11	-	-
Food	13.657	3.1	0.420	0.13	L-Sep. 2025	3.1
Food at home	7.973	2.4	0.190	0.18	L-Sep. 2025	2.7
Cereals and bakery products	1.095	1.5	0.017	0.43	S-Aug. 2025	1.1
Cereals and cereal products	0.332	-0.4	-0.001	0.77	S-Sep. 2025	-0.8
Flour and prepared flour mixes	0.029	2.4	0.001	1.21	L-May 2025	3.3
Breakfast cereal	0.146	0.6	0.001	1.66	S-Sep. 2025	0.4
Rice, pasta, cornmeal	0.157	-1.7	-0.003	0.82	S-Apr. 2025	-2.6
Rice(4)(5)	-	0.8	-	1.28	S-Sep. 2025	-1.7
Bakery products	0.763	2.3	0.018	0.48	S-Aug. 2025	2.2
Bread(4)	0.140	2.2	0.003	0.75	L-Jan. 2024	3.2
White bread(5)	-	2.1	-	1.19	L-Jan. 2024	3.3
Bread other than white(5)	-	2.2	-	1.00	S-Jun. 2025	-0.2
Fresh biscuits, rolls, muffins(4)	0.134	3.6	0.005	1.27	L-Sep. 2025	3.9
Cakes, cupcakes, and cookies	0.216	3.3	0.007	0.86	S-Sep. 2025	2.2
Cookies(5)	-	3.7	-	1.10	S-Sep. 2025	1.7

Expenditure category	Relative importance Nov. 2025	Twelve Month				
		Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3)	
					Date	Percent change
Fresh cakes and cupcakes(5)	-	2.3	-	1.16	L-Sep. 2025	3.7
Other bakery products	0.273	1.1	0.003	0.94	S-Jul. 2025	0.7
Fresh sweetrolls, coffeecakes, doughnuts(5)	-	1.7	-	1.74	S-Aug. 2025	0.3
Crackers, bread, and cracker products(5)	-	2.7	-	1.63	S-Sep. 2025	2.1
Frozen and refrigerated bakery products, pies, tarts, turnovers(5)	-	-2.6	-	1.11	S-Apr. 2025	-3.2
Meats, poultry, fish, and eggs	1.644	3.9	0.064	0.38	S-Nov. 2024	3.8
Meats, poultry, and fish	1.510	6.9	0.100	0.37	L-Sep. 2022	7.7
Meats	0.979	9.2	0.085	0.47	L-May 2022	12.3
Beef and veal	0.502	16.4	0.073	0.69	L-Dec. 2021	18.6
Uncooked ground beef	0.225	15.5	0.031	1.04	L-Jun. 2020	26.4
Uncooked beef roasts(4)	0.066	17.5	0.010	1.53	S-Aug. 2025	13.6
Uncooked beef steaks(4)	0.144	17.8	0.023	1.11	L-Dec. 2021	21.4
Uncooked other beef and veal(4)	0.068	15.3	0.009	1.34	S-Sep. 2025	12.4
Pork	0.287	0.8	0.002	0.95	S-Jun. 2025	0.5
Bacon, breakfast sausage, and related products(4)	0.101	-0.2	0.000	1.41	S-Nov. 2024	-0.4
Bacon and related products(5)	-	0.7	-	1.89	S-Nov. 2024	-0.8
Breakfast sausage and related products(4)(5)	-	-0.8	-	1.76	S-Apr. 2025	-1.1
Ham	0.044	0.6	0.000	1.90	-	-
Ham, excluding canned(5)	-	0.5	-	1.97	S-Sep. 2025	-0.2
Pork chops	0.047	1.2	0.001	2.08	L-Mar. 2025	1.9
Other pork including roasts, steaks, and ribs(4)	0.095	1.9	0.002	2.05	S-Sep. 2025	0.5
Other meats	0.190	5.1	0.010	0.88	S-Sep. 2025	4.6
Frankfurters(5)	-	6.6	-	2.78	L-Aug. 2024	11.0
Lunchmeats(4)(5)	-	3.1	-	1.11	S-Aug. 2025	-0.6
Poultry	0.284	1.4	0.004	0.80	L-Sep. 2025	1.4
Chicken(4)	0.213	1.2	0.003	0.85	S-Jan. 2025	0.9
Fresh whole chicken(5)	-	-1.2	-	1.48	S-May 2021	-1.5
Fresh and frozen chicken parts(5)	-	2.0	-	1.08	S-Mar. 2025	1.4
Other uncooked poultry including turkey(4)	0.071	2.2	0.002	1.96	L-May 2025	2.7
Fish and seafood	0.248	4.4	0.011	0.81	S-Sep. 2025	2.1
Fresh fish and seafood(4)	0.143	3.6	0.005	1.17	S-Sep. 2025	3.0
Processed fish and seafood(4)	0.104	5.5	0.006	1.10	S-Sep. 2025	1.0
Shelf stable fish and seafood(5)	-	3.4	-	1.78	L-May 2024	4.4
Frozen fish and seafood(5)	-	8.6	-	1.93	S-Sep. 2025	6.6
Eggs	0.134	-20.9	-0.036	1.83	S-Jan. 2024	-28.6
Dairy and related products	0.709	-0.9	-0.007	0.45	L-Sep. 2025	0.7
Milk(4)	0.193	-1.0	-0.002	0.70	S-Jun. 2024	-1.0
Fresh whole milk(5)	-	-1.0	-	0.75	L-Sep. 2025	1.1
Fresh milk other than whole(4)(5)	-	-1.1	-	0.86	S-Jun. 2024	-1.3
Cheese and related products	0.241	-1.6	-0.004	0.86	L-Sep. 2025	1.1
Ice cream and related products	0.127	0.8	0.001	1.19	L-Jul. 2025	1.0
Other dairy and related products(4)	0.147	-1.1	-0.002	0.80	L-Sep. 2025	0.2
Fruits and vegetables	1.307	0.5	0.006	0.48	L-Sep. 2025	1.3

Expenditure category	Relative importance Nov. 2025	Twelve Month				
		Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3)	
					Date	Percent change
Fresh fruits and vegetables	1.092	0.3	0.003	0.60	L-Sep. 2025	1.2
Fresh fruits	0.555	0.7	0.004	0.84	L-Aug. 2025	1.7
Apples	0.078	1.3	0.001	1.37	S-Dec. 2024	0.8
Bananas	0.114	5.9	0.006	1.14	S-Jul. 2025	4.3
Citrus fruits(4)	0.062	0.8	0.000	1.56	L-Sep. 2025	0.8
Oranges, including tangerines(5)	-	2.1	-	2.38	L-Sep. 2025	3.0
Other fresh fruits(4)	0.301	-1.2	-0.004	1.75	L-Aug. 2025	-0.2
Fresh vegetables	0.538	-0.2	-0.001	0.83	S-Jul. 2025	-0.8
Potatoes	0.076	-3.4	-0.003	1.54	L-Sep. 2025	3.7
Lettuce	0.073	7.3	0.005	2.36	L-May 2023	9.4
Tomatoes	0.089	-3.0	-0.003	1.81	S-Jul. 2025	-5.2
Other fresh vegetables	0.299	-0.3	-0.001	1.17	S-Jun. 2025	-0.3
Processed fruits and vegetables(4)	0.214	1.5	0.003	0.63	L-Sep. 2025	2.5
Canned fruits and vegetables(4)	0.086	1.6	0.001	0.81	S-Apr. 2025	0.2
Canned fruits(4)(5)	-	3.4	-	1.45	L-Sep. 2025	4.8
Canned vegetables(4)(5)	-	0.5	-	0.87	S-Apr. 2025	-0.2
Frozen fruits and vegetables(4)	0.064	0.0	0.000	1.54	L-Sep. 2025	0.8
Frozen vegetables(5)	-	-1.6	-	1.67	L-Sep. 2025	-0.7
Other processed fruits and vegetables including dried(4)	0.065	2.9	0.002	1.26	S-Sep. 2025	1.3
Dried beans, peas, and lentils(4)(5)	-	2.1	-	2.29	L-Jul. 2025	3.7
Nonalcoholic beverages and beverage materials	0.915	5.1	0.046	0.62	L-Sep. 2025	5.3
Juices and nonalcoholic drinks(4)	0.626	2.3	0.014	0.83	L-Sep. 2025	3.1
Carbonated drinks	0.341	3.0	0.010	1.28	L-Sep. 2025	3.6
Frozen noncarbonated juices and drinks(4)	0.004	5.5	0.000	3.05	L-Sep. 2025	9.6
Nonfrozen noncarbonated juices and drinks(4)	0.281	1.3	0.004	0.98	L-Sep. 2025	1.8
Beverage materials including coffee and tea(4)	0.288	11.8	0.031	0.99	S-Sep. 2025	10.6
Coffee	0.154	19.8	0.026	1.16	L-Aug. 2025	20.9
Roasted coffee(5)	-	18.7	-	1.42	L-Sep. 2025	18.9
Instant coffee(5)	-	28.0	-	1.82	L-Jun. 1995	28.9
Other beverage materials including tea(4)	0.134	3.8	0.005	1.58	S-Sep. 2025	1.7
Other food at home	2.304	2.7	0.064	0.34	L-Dec. 2023	2.8
Sugar and sweets	0.342	6.9	0.023	0.77	L-Aug. 2023	8.0
Sugar and sugar substitutes	0.027	0.6	0.000	1.19	L-Sep. 2025	2.9
Candy and chewing gum(4)	0.246	10.0	0.023	1.11	S-Sep. 2025	9.8
Other sweets(4)	0.070	-0.4	0.000	1.18	L-Sep. 2025	0.4
Fats and oils	0.241	0.8	0.002	0.86	L-Mar. 2025	1.1
Butter and margarine(4)	0.052	-2.2	-0.001	1.15	L-Sep. 2025	-2.0
Butter(5)	-	-3.4	-	1.57	L-Sep. 2025	-1.8
Margarine(5)	-	5.0	-	1.72	L-Jul. 2023	11.3
Salad dressing(4)	0.066	5.6	0.004	1.73	L-Sep. 2023	6.3
Other fats and oils including peanut butter(4)	0.123	-0.4	-0.001	1.46	L-Mar. 2025	0.3
Peanut butter(4)(5)	-	1.4	-	1.63	L-Jun. 2025	1.9
Other foods	1.721	2.2	0.039	0.40	L-Jan. 2024	2.4
Soups	0.103	2.3	0.002	1.56	L-Aug. 2025	3.4

Expenditure category	Relative importance Nov. 2025	Twelve Month				
		Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3)	
					Date	Percent change
Frozen and freeze dried prepared foods	0.270	0.3	0.001	0.92	L-Sep. 2025	1.1
Snacks	0.361	2.2	0.008	1.04	L-Nov. 2023	2.2
Spices, seasonings, condiments, sauces	0.374	1.7	0.007	0.76	L-Aug. 2025	1.7
Salt and other seasonings and spices(4)(5)	-	2.1	-	1.23	S-Sep. 2025	0.8
Olives, pickles, relishes(4)(5)	-	2.2	-	1.79	L-Jul. 2025	4.1
Sauces and gravies(4)(5)	-	1.7	-	1.26	L-Mar. 2025	2.9
Other condiments(5)	-	5.2	-	2.48	L-Sep. 2025	7.8
Baby food and formula(4)	0.059	0.8	0.001	1.47	S-Sep. 2025	0.6
Other miscellaneous foods(4)	0.554	3.6	0.020	0.80	L-Oct. 2023	3.6
Prepared salads(5)(6)	-	2.9	-	1.20	L-Sep. 2025	3.3
Food away from home	5.684	4.1	0.230	0.17	L-Jul. 2024	4.1
Full service meals and snacks(4)	2.465	4.9	0.119	0.27	L-Sep. 2023	5.1
Limited service meals and snacks(4)	2.843	3.3	0.093	0.24	L-Jul. 2025	3.3
Food at employee sites and schools(4)	0.073	3.8	0.003	1.01	L-Sep. 2025	3.8
Food at elementary and secondary schools(5)(7)	-	1.2	-	0.76	L-Sep. 2025	1.4
Food from vending machines and mobile vendors(4)	0.057	6.0	0.003	1.42	L-Sep. 2025	6.3
Other food away from home(4)	0.246	5.0	0.012	0.55	L-Sep. 2025	5.3
Energy	6.315	2.3	0.143	0.46	S-Aug. 2025	0.2
Energy commodities	3.105	-3.0	-0.094	0.39	S-Aug. 2025	-6.2
Fuel oil and other fuels	0.138	1.2	0.002	1.05	S-Sep. 2025	0.5
Fuel oil	0.079	7.4	0.006	1.00	S-Sep. 2025	4.1
Propane, kerosene, and firewood(8)	0.059	-5.9	-0.004	1.38	-	-
Motor fuel	2.968	-3.2	-0.096	0.40	S-Aug. 2025	-6.5
Gasoline (all types)	2.883	-3.4	-0.099	0.41	S-Aug. 2025	-6.6
Gasoline, unleaded regular(5)	-	-3.8	-	0.86	S-Aug. 2025	-7.1
Gasoline, unleaded midgrade(5)(9)	-	-2.2	-	0.91	S-Aug. 2025	-5.4
Gasoline, unleaded premium(5)	-	-1.3	-	0.97	S-Aug. 2025	-4.2
Other motor fuels(4)	0.084	3.5	0.003	0.56	S-Sep. 2025	3.3
Energy services	3.210	7.7	0.237	0.88	L-Aug. 2025	7.7
Electricity	2.432	6.7	0.156	1.10	S-Sep. 2025	5.1
Utility (piped) gas service	0.777	10.8	0.081	0.75	L-Sep. 2025	11.7
All items less food and energy	80.028	2.6	2.114	0.14	-	-
Commodities less food and energy commodities	19.223	1.4	0.275	0.18	-	-
Household furnishings and supplies(10)	3.387	3.4	0.116	0.54	L-May 2023	4.1
Window and floor coverings and other linens(4)	0.238	2.7	0.007	1.92	S-Sep. 2025	1.7
Floor coverings(4)	0.059	3.1	0.002	3.63	S-Sep. 2025	2.5
Window coverings(4)	0.056	8.9	0.005	3.66	L-Jun. 2024	8.9
Other linens(4)	0.124	-0.1	0.000	2.65	S-May 2025	-0.3
Furniture and bedding	0.798	3.6	0.028	1.14	L-Sep. 2025	3.8
Bedroom furniture	0.252	3.3	0.008	1.50	L-Oct. 2022	3.3
Living room, kitchen, and dining room furniture(4)	0.391	4.0	0.015	1.50	S-May 2025	3.3
Other furniture(4)	0.145	2.9	0.004	2.57	S-Sep. 2025	2.4
Appliances(4)	0.215	-1.7	-0.004	1.45	S-Mar. 2025	-2.5
Major appliances(4)	0.068	1.9	0.001	1.76	L-Jun. 2025	2.4

Expenditure category	Relative importance Nov. 2025	Twelve Month				
		Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3)	
					Date	Percent change
Laundry equipment(5)	-	-1.2	-	2.51	S-Aug. 2024	-3.1
Other appliances(4)	0.144	-3.5	-0.005	1.95	S-Jul. 2024	-3.5
Other household equipment and furnishings(4)	0.490	5.2	0.025	1.14	L-Nov. 2022	5.5
Clocks, lamps, and decorator items	0.283	3.9	0.011	1.73	L-Jun. 2025	4.8
Indoor plants and flowers(11)	0.115	7.2	0.008	2.36	L-Jul. 2024	10.6
Dishes and flatware(4)	0.035	1.0	0.000	3.61	L-Mar. 2023	1.4
Nonelectric cookware and tableware(4)	0.057	10.4	0.006	2.83	L-EVER	-
Tools, hardware, outdoor equipment and supplies(4)	0.849	5.4	0.045	1.50	L-Sep. 2023	6.3
Tools, hardware and supplies(4)	0.246	5.2	0.013	1.24	S-Jul. 2025	4.7
Outdoor equipment and supplies(4)	0.364	5.7	0.021	2.29	L-Oct. 2023	6.0
Housekeeping supplies	0.797	1.7	0.014	0.58	S-Aug. 2025	1.0
Household cleaning products(4)	0.294	1.7	0.005	0.97	L-May 2025	2.0
Household paper products(4)	0.178	1.2	0.002	0.92	S-Apr. 2025	0.0
Miscellaneous household products(4)	0.325	2.1	0.007	0.95	L-Sep. 2025	2.2
Apparel	2.461	0.6	0.015	0.72	L-Feb. 2025	0.6
Men's and boys' apparel	0.646	-0.1	0.000	1.19	-	-
Men's apparel	0.522	0.5	0.002	1.35	L-Sep. 2025	2.5
Men's suits, sport coats, and outerwear	0.086	-1.8	-0.002	4.19	S-Jan. 2025	-2.2
Men's underwear, nightwear, swimwear, and accessories	0.139	3.2	0.004	1.47	L-May 2024	3.2
Men's shirts and sweaters(4)	0.149	0.1	0.000	2.59	L-Sep. 2025	2.6
Men's pants and shorts	0.132	-0.2	0.000	2.45	S-Jul. 2025	-0.5
Boys' apparel	0.124	-2.3	-0.003	2.44	-	-
Women's and girls' apparel	0.954	-0.3	-0.003	1.27	L-Feb. 2025	0.2
Women's apparel	0.847	-0.7	-0.006	1.16	L-Jul. 2025	-0.6
Women's outerwear	0.078	3.3	0.002	4.43	S-Jul. 2025	0.0
Women's dresses	0.131	-0.9	-0.001	3.60	S-May 2025	-3.8
Women's suits and separates(4)	0.342	-0.3	-0.001	1.71	L-Sep. 2024	1.7
Women's underwear, nightwear, swimwear, and accessories(4)	0.286	-2.0	-0.006	1.78	L-Jul. 2025	1.0
Girls' apparel	0.107	2.4	0.003	3.41	L-Feb. 2025	4.6
Footwear	0.572	1.1	0.006	1.01	L-Sep. 2025	1.3
Men's footwear	0.195	1.7	0.003	1.51	L-Oct. 2024	2.8
Boys' and girls' footwear	0.109	-1.9	-0.002	2.10	L-Sep. 2025	-1.0
Women's footwear	0.268	1.9	0.005	1.58	S-Jul. 2025	0.9
Infants' and toddlers' apparel	0.102	3.9	0.004	2.49	L-Oct. 2023	4.4
Jewelry and watches(8)	0.186	4.7	0.008	3.57	S-Sep. 2025	2.0
Watches(8)	0.042	3.9	0.002	2.95	L-Sep. 2025	6.6
Jewelry(8)	0.143	4.9	0.007	4.04	S-Sep. 2025	1.7
Transportation commodities less motor fuel(10)	7.205	0.9	0.064	0.13	S-Apr. 2025	0.8
New vehicles	4.302	0.3	0.012	0.19	S-Jun. 2025	0.2
New cars(5)	-	0.5	-	0.20	S-Mar. 2025	0.1
New trucks(5)(12)	-	0.2	-	0.18	S-Jun. 2025	0.2
Used cars and trucks	2.406	1.6	0.039	0.11	S-Apr. 2025	1.5
Motor vehicle parts and equipment	0.362	3.5	0.013	0.73	L-Jun. 2023	3.6
Tires	0.297	3.7	0.011	0.86	L-Aug. 2025	3.9

Expenditure category	Relative importance Nov. 2025	Twelve Month				
		Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3)	
					Date	Percent change
Vehicle accessories other than tires(4)	0.065	2.3	0.001	1.48	L-May 2025	2.4
Vehicle parts and equipment other than tires(5)	-	3.4	-	1.81	S-Sep. 2025	2.5
Motor oil, coolant, and fluids(5)	-	0.6	-	1.00	L-May 2025	2.7
Medical care commodities	1.504	1.5	0.023	1.10	L-Feb. 2025	2.3
Medicinal drugs(10)	1.324	1.5	0.020	1.18	L-Feb. 2025	2.7
Prescription drugs	0.917	2.0	0.018	1.56	L-Apr. 2025	2.3
Nonprescription drugs(10)	0.407	0.5	0.002	1.54	L-Sep. 2024	0.7
Medical equipment and supplies(10)	0.180	1.5	0.003	1.09	S-Sep. 2025	0.8
Recreation commodities(10)	1.821	1.2	0.022	0.45	L-Jun. 2023	2.0
Video and audio products(10)	0.250	1.2	0.003	1.01	L-Sep. 2025	1.6
Televisions	0.083	-7.2	-0.007	1.17	L-Sep. 2025	-6.0
Other video equipment(4)	0.028	-0.2	0.000	2.42	S-Aug. 2025	-0.3
Audio equipment	0.059	13.3	0.007	2.33	L-Sep. 2025	13.6
Recorded music and music subscriptions(4)	0.075	3.2	0.002	2.30	L-Aug. 2025	3.8
Pets and pet products	0.621	1.3	0.008	1.10	L-Mar. 2024	1.3
Pet food and treats(4)(5)	-	1.2	-	1.31	L-Mar. 2024	1.8
Purchase of pets, pet supplies, accessories(4)(5)	-	1.0	-	1.90	L-Sep. 2025	1.5
Sporting goods	0.469	0.3	0.002	1.02	L-Mar. 2023	1.1
Sports vehicles including bicycles	0.235	0.9	0.002	1.55	L-Sep. 2023	1.7
Sports equipment	0.218	-0.3	-0.001	1.17	S-Aug. 2025	-0.8
Photographic equipment and supplies	0.021	9.8	0.002	3.36	L-Sep. 2024	10.7
Photographic equipment(4)(5)	-	9.2	-	4.99	L-Sep. 2024	9.9
Recreational reading materials	0.099	3.8	0.004	2.37	S-Sep. 2025	2.1
Newspapers and magazines(4)	0.054	6.4	0.003	2.97	L-May 2025	9.2
Recreational books(4)	0.045	0.8	0.000	2.63	S-Sep. 2025	-1.7
Other recreational goods(4)	0.362	1.0	0.004	1.02	L-Jun. 2023	1.7
Toys	0.283	0.8	0.002	1.32	L-Jul. 2025	0.9
Toys, games, hobbies and playground equipment(4)(5)	-	1.3	-	1.90	S-Aug. 2025	0.6
Sewing machines, fabric and supplies(4)	0.021	-2.7	-0.001	3.34	L-Apr. 2025	-2.6
Music instruments and accessories(4)	0.044	4.2	0.002	2.10	S-Jul. 2025	3.4
Education and communication commodities(10)	0.716	-3.8	-0.029	1.43	S-Sep. 2025	-4.0
Educational books and supplies	0.041	0.8	0.000	2.44	L-May 2025	9.4
College textbooks(5)(13)	-	1.1	-	3.00	L-Sep. 2025	6.8
Information technology commodities(10)	0.675	-4.1	-0.029	1.58	S-Sep. 2025	-5.1
Computers, peripherals, and smart home assistants(6)	0.257	-0.6	-0.002	1.68	S-Sep. 2025	-0.7
Computer software and accessories(4)	0.025	4.4	0.001	3.81	L-Jun. 2025	4.7
Telephone hardware, calculators, and other consumer information items(4)	0.392	-6.8	-0.028	2.32	S-Sep. 2025	-7.7
Smartphones(5)(14)	-	-9.8	-	2.26	S-Sep. 2025	-14.9
Alcoholic beverages	0.831	2.1	0.018	0.45	L-Mar. 2024	2.4
Alcoholic beverages at home	0.443	1.0	0.004	0.50	S-Sep. 2025	0.3

Expenditure category	Relative importance Nov. 2025	Twelve Month				
		Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3)	
					Date	Percent change
Beer, ale, and other malt beverages at home	0.152	1.3	0.002	0.61	S-Sep. 2025	1.0
Distilled spirits at home	0.102	1.8	0.002	0.81	S-Sep. 2025	1.8
Whiskey at home(5)	-	2.0	-	1.40	L-Jun. 2024	2.1
Distilled spirits, excluding whiskey, at home(5)	-	2.5	-	1.10	S-Sep. 2025	2.3
Wine at home	0.188	0.3	0.001	0.81	-	-
Alcoholic beverages away from home	0.388	3.5	0.014	0.84	L-Sep. 2025	4.1
Beer, ale, and other malt beverages away from home(4)(5)	-	2.6	-	1.12	L-Sep. 2025	3.6
Wine away from home(4)(5)	-	2.5	-	0.62	S-May 2025	2.3
Distilled spirits away from home(4)(5)	-	3.8	-	1.37	L-Sep. 2025	4.1
Other goods(10)	1.299	3.6	0.046	0.44	L-Sep. 2025	3.7
Tobacco and smoking products	0.502	6.8	0.033	0.64	S-Aug. 2025	6.3
Cigarettes(4)	0.380	8.5	0.031	0.64	L-Apr. 2025	8.5
Tobacco products other than cigarettes(4)	0.116	1.2	0.001	1.69	S-Jul. 2025	0.8
Personal care products	0.644	1.5	0.010	0.70	L-Sep. 2025	1.5
Hair, dental, shaving, and miscellaneous personal care products(4)	0.289	2.4	0.007	0.94	L-Apr. 2024	4.1
Cosmetics, perfume, bath, nail preparations and implements	0.345	0.8	0.003	1.19	L-Apr. 2024	0.9
Miscellaneous personal goods(4)	0.154	2.5	0.004	1.47	L-Sep. 2025	2.5
Stationery, stationery supplies, gift wrap(5)	-	1.8	-	1.65	L-Sep. 2025	3.1
Services less energy services	60.805	3.0	1.839	0.17	-	-
Shelter	35.514	3.2	1.123	0.19	L-Sep. 2025	3.6
Rent of shelter(15)	35.086	3.1	1.090	0.19	L-Sep. 2025	3.5
Rent of primary residence	7.491	2.9	0.219	0.19	S-Oct. 2021	2.7
Lodging away from home(4)	1.233	-0.8	-0.011	2.02	L-Sep. 2025	-0.1
Housing at school, excluding board(15)	0.244	3.2	0.008	0.32	S-Jul. 2023	3.2
Other lodging away from home including hotels and motels	0.989	-1.8	-0.019	2.40	L-Sep. 2025	-0.8
Owners' equivalent rent of residences(15)	26.362	3.4	0.881	0.18	-	-
Owners' equivalent rent of primary residence(15)	25.159	3.3	0.840	0.18	S-Oct. 2021	3.1
Tenants' and household insurance(4)	0.428	8.2	0.033	0.78	L-EVER	-
Water and sewer and trash collection services(4)	1.096	4.7	0.051	0.35	L-Sep. 2025	4.8
Water and sewerage maintenance	0.749	4.6	0.034	0.37	L-Sep. 2025	4.6
Garbage and trash collection(12)	0.347	4.8	0.017	0.69	L-Sep. 2025	5.4
Household operations(4)	-	-	-	-	-	-
Domestic services(4)	-	-	-	-	-	-
Gardening and lawncare services(4)	-	-	-	-	-	-
Moving, storage, freight expense(4)	0.121	-17.0	-0.022	4.88	S-EVER	-
Repair of household items(4)	-	-	-	-	-	-
Medical care services	6.779	3.5	0.238	0.63	L-Sep. 2025	3.9
Professional services	3.684	2.5	0.091	0.85	L-Sep. 2025	2.6
Physicians' services	1.804	1.9	0.034	1.42	L-Sep. 2025	2.4

Expenditure category	Relative importance Nov. 2025	Twelve Month				
		Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3)	
					Date	Percent change
Dental services	0.949	3.8	0.035	1.58	L-Aug. 2025	4.2
Eyeglasses and eye care(8)	0.337	3.1	0.011	0.96	S-Jul. 2025	2.4
Services by other medical professionals(8)	-	-	-	-	-	-
Hospital and related services	2.319	6.7	0.151	0.73	L-Jun. 2024	7.1
Hospital services(16)	1.985	6.6	0.127	0.85	L-Jun. 2024	6.9
Inpatient hospital services(5)(16)	-	-	-	-	-	-
Outpatient hospital services(5)(8)	-	6.5	-	1.87	L-Jun. 2024	7.0
Nursing homes and adult day services(16)	0.167	4.3	0.007	0.75	S-Sep. 2025	4.1
Care of invalids and elderly at home(7)	0.167	10.7	0.017	2.37	S-Aug. 2025	5.6
Health insurance(7)	0.776	-0.5	-0.004	0.62	S-Jul. 2024	-0.6
Transportation services	6.265	1.5	0.095	0.67	S-Mar. 2021	-1.6
Leased cars and trucks(13)	0.378	-	-0.011	1.84	-	-
Car and truck rental(4)	0.127	-4.1	-0.005	1.58	S-Sep. 2025	-5.0
Motor vehicle maintenance and repair	1.059	5.4	0.055	1.82	S-Jun. 2025	5.2
Motor vehicle body work	-	-	-	-	-	-
Motor vehicle maintenance and servicing	0.516	4.9	0.025	0.76	S-Aug. 2025	3.6
Motor vehicle repair(4)	0.425	6.2	0.025	3.85	S-Sep. 2024	6.0
Motor vehicle insurance	2.816	2.8	0.079	1.06	S-Aug. 2021	1.0
Motor vehicle fees(4)	0.492	1.3	0.006	0.55	L-Jun. 2025	1.3
State motor vehicle registration and license fees(4)	0.283	1.8	0.005	0.28	S-Sep. 2025	0.7
Parking and other fees(4)	0.196	0.6	0.001	1.22	L-Sep. 2025	1.7
Parking fees and tolls(4)(5)	-	3.7	-	1.12	L-Feb. 2025	4.5
Public transportation	1.392	-2.0	-0.029	0.92	L-Sep. 2025	1.8
Airline fares	0.868	-3.4	-0.031	1.21	L-Sep. 2025	3.2
Other intercity transportation	0.207	-2.6	-0.006	2.10	S-Sep. 2025	-2.6
Ship fare(4)(5)	-	-4.8	-	2.52	L-May 2025	-1.8
Intracity transportation	0.313	2.5	0.008	1.02	L-Feb. 2025	2.6
Intracity mass transit(5)(10)	-	0.9	-	2.29	S-Jan. 2025	0.9
Recreation services(10)	3.425	4.0	0.137	0.52	L-Sep. 2025	4.4
Video and audio services(10)	0.806	4.9	0.039	0.72	L-Jan. 2024	5.3
Cable, satellite, and live streaming television service(12)	0.651	3.7	0.024	0.50	L-Apr. 2024	3.8
Purchase, subscription, and rental of video(4)	0.155	10.0	0.016	3.19	L-EVER	-
Video discs and other media(4)(5)	-	6.0	-	3.73	L-Feb. 2025	20.8
Subscription and rental of video and video games(4)(5)	-	29.0	-	2.16	L-EVER	-
Pet services including veterinary(4)	0.543	6.2	0.033	1.07	L-Sep. 2025	6.9
Pet services(4)(5)	-	5.0	-	2.58	L-Sep. 2025	5.1
Veterinarian services(4)(5)	-	7.1	-	1.88	L-Sep. 2025	7.8
Photographers and photo processing(4)	0.053	1.5	0.001	2.15	L-Jan. 2024	4.1
Other recreation services(4)	2.022	3.1	0.064	0.62	L-Sep. 2025	5.1
Club membership for shopping clubs, fraternal, or other	0.795	0.4	0.003	0.50	L-Sep. 2025	6.2

Expenditure category	Relative importance Nov. 2025	Twelve Month				
		Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3)	
					Date	Percent change
organizations, or participant sports fees(4)						
Admissions	0.733	5.7	0.042	1.52	L-Apr. 2025	5.9
Admission to movies, theaters, and concerts(4)(5)	-	6.7	-	1.66	L-Apr. 2023	6.9
Admission to sporting events(4)(5)	-	-7.3	-	6.37	S-Oct. 2022	-17.7
Fees for lessons or instructions(8)	0.167	2.9	0.005	1.18	S-May 2025	2.7
Education and communication services(10)	4.951	1.1	0.056	0.24	S-Sep. 2025	1.1
Tuition, other school fees, and childcare	2.548	2.9	0.074	0.43	-	-
College tuition and fees	1.311	1.5	0.020	0.68	S-Sep. 2025	1.4
Elementary and high school tuition and fees	0.393	4.1	0.016	0.37	L-May 2025	4.2
Day care and preschool(11)	0.739	4.8	0.035	0.51	L-Sep. 2025	5.2
Technical and business school tuition and fees(4)	0.039	2.1	0.001	0.92	-	-
Postage and delivery services(4)	0.056	4.8	0.003	0.47	S-Sep. 2025	4.7
Postage	0.053	4.6	0.002	0.54	-	-
Delivery services(4)	0.002	9.7	0.000	0.88	L-Mar. 2023	10.5
Telephone services(4)	1.406	-3.2	-0.046	0.16	S-Feb. 2018	-6.3
Wireless telephone services(4)	1.238	-4.1	-0.052	0.20	S-Feb. 2018	-9.4
Residential telephone services(10)	0.168	3.7	0.006	0.63	L-Mar. 2025	3.7
Internet services and electronic information providers(4)	0.932	2.8	0.026	0.54	S-Sep. 2025	0.4
Other personal services(10)	1.672	4.7	0.077	0.51	L-Mar. 2025	4.7
Personal care services	0.668	4.8	0.032	0.73	L-Dec. 2024	4.8
Haircuts and other personal care services(4)	0.668	4.8	0.032	0.73	L-Dec. 2024	4.8
Miscellaneous personal services	1.004	4.6	0.045	0.57	S-Sep. 2025	4.4
Legal services(8)	-	-	-	-	-	-
Funeral expenses(8)	0.139	2.6	0.004	0.81	L-Sep. 2025	2.9
Laundry and dry cleaning services(4)	0.167	4.6	0.008	0.82	L-Sep. 2025	4.9
Apparel services other than laundry and dry cleaning(4)	0.028	7.0	0.002	2.34	L-Feb. 2025	7.5
Financial services(8)	0.257	4.2	0.010	1.41	S-Sep. 2025	2.7
Checking account and other bank services(4)(5)	-	0.4	-	3.33	L-Sep. 2025	0.7
Tax return preparation and other accounting fees(4)(5)	-	-	-	2.69	-	-
Special aggregate indexes						
All items less food	86.343	2.6	2.257	0.13	S-Jun. 2025	2.6
All items less shelter	64.486	2.4	1.554	0.14	S-Jul. 2025	2.1
All items less food and shelter	50.830	2.2	1.134	0.17	S-Jul. 2025	2.0
All items less food, shelter, and energy	44.515	2.2	0.991	0.19	S-Jun. 2025	2.2
All items less food, shelter, energy, and used cars and trucks	42.109	2.3	0.952	0.19	L-Sep. 2025	2.4
All items less medical care	91.717	2.6	2.416	0.10	S-Jul. 2025	2.6
All items less energy	93.685	2.7	2.534	0.12	L-Sep. 2025	3.0
Commodities	35.985	1.7	0.601	0.12	S-Aug. 2025	1.3
Commodities less food, energy, and used cars and trucks	16.817	1.4	0.236	0.20	L-Oct. 2023	1.4

Expenditure category	Relative importance Nov. 2025	Twelve Month				
		Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3)	
					Date	Percent change
Commodities less food	22.328	0.8	0.181	0.16	S-Aug. 2025	0.2
Commodities less food and beverages	21.497	0.8	0.163	0.16	S-Aug. 2025	0.2
Services	64.015	3.3	2.076	0.17	L-Sep. 2025	3.6
Services less rent of shelter(15)	28.929	3.4	0.986	0.26	S-Apr. 2025	3.3
Services less medical care services	57.236	3.2	1.838	0.16	-	-
Durables	10.870	1.2	0.132	0.21	S-Jul. 2025	1.2
Nondurables	25.115	1.9	0.469	0.14	S-Aug. 2025	1.1
Nondurables less food	11.458	0.4	0.049	0.24	S-Aug. 2025	-1.1
Nondurables less food and beverages	10.627	0.3	0.031	0.25	S-Aug. 2025	-1.4
Nondurables less food, beverages, and apparel	8.166	0.2	0.016	0.26	S-Aug. 2025	-1.8
Nondurables less food and apparel	8.998	0.4	0.034	0.25	S-Aug. 2025	-1.5
Housing	44.448	3.6	1.590	0.18	L-Sep. 2025	3.9
Education and communication(4)	5.666	0.5	0.027	0.26	S-Sep. 2025	0.4
Education(4)	2.589	2.9	0.074	0.41	-	-
Communication(4)	3.077	-1.5	-0.047	0.43	S-Sep. 2025	-1.7
Information and information processing(4)	3.022	-1.6	-0.049	0.44	S-Sep. 2025	-1.9
Information technology, hardware and services(17)	1.616	-0.2	-0.003	0.81	S-Sep. 2025	-2.0
Recreation(4)	5.246	3.0	0.159	0.36	L-Sep. 2025	3.0
Video and audio(4)	1.056	4.0	0.042	0.64	L-Sep. 2023	4.0
Pets, pet products and services(4)	1.163	3.5	0.041	0.90	L-Sep. 2025	3.5
Photography(4)	0.075	3.6	0.003	1.86	L-Apr. 2024	3.6
Food and beverages	14.488	3.0	0.438	0.13	L-Sep. 2025	3.0
Domestically produced farm food	6.697	1.9	0.127	0.19	L-Sep. 2025	2.3
Other services	10.047	2.7	0.270	0.24	-	-
Apparel less footwear	1.888	0.5	0.009	0.85	L-Mar. 2025	0.7
Fuels and utilities	4.443	6.7	0.290	0.66	L-Aug. 2025	6.9
Household energy	3.347	7.4	0.239	0.84	L-Aug. 2025	7.4
Medical care	8.283	3.2	0.261	0.60	L-Sep. 2025	3.3
Transportation	16.437	0.4	0.063	0.31	S-Jul. 2025	0.0
Private transportation	15.045	0.6	0.092	0.32	S-Jul. 2025	0.1
New and used motor vehicles(4)	7.348	0.5	0.035	0.19	S-May 2025	0.5
Utilities and public transportation	7.755	3.1	0.237	0.42	-	-
Household furnishings and operations	4.492	4.0	0.177	0.50	S-Aug. 2025	3.9
Other goods and services	2.971	4.2	0.124	0.39	L-Jul. 2024	4.2
Personal care	2.469	3.7	0.091	0.44	L-Apr. 2024	3.7

Expenditure category	Relative importance Nov. 2025	Twelve Month				
		Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3)	
					Date	Percent change

Footnotes

(1) The 'effect' of an item category is a measure of that item's contribution to the All items price change. For example, if the Food index had an effect of 0.40, and the All items index rose 1.2 percent, then the increase in food prices contributed 0.40 / 1.2, or 33.3 percent, to that All items increase. Said another way, had food prices been unchanged for that year the change in the All items index would have been 1.2 percent minus 0.40, or 0.8 percent. Effects can be negative as well. For example, if the effect of food was a negative 0.1, and the All items index rose 0.5 percent, the All items index actually would have been 0.1 percent higher (or 0.6 percent) had food prices been unchanged. Since food prices fell while prices overall were rising, the contribution of food to the All items price change was negative (in this case, -0.1 / 0.5, or minus 20 percent).
(2) A statistic's margin of error is often expressed as its point estimate plus or minus two standard errors. For example, if a CPI category rose 2.6 percent, and its standard error was 0.25 percent, the margin of error on this item's 12-month percent change would be 2.6 percent, plus or minus 0.5 percent.
(3) If the current 12-month percent change is greater than the previous published 12-month percent change, then this column identifies the closest prior month with a 12-month percent change as (L)arge as or (L)arger than the current 12-month change. If the current 12-month percent change is smaller than the previous published 12-month percent change, the most recent month with a change as (S)mall or (S)maller than the current month change is identified. If the current and previous published 12-month percent changes are equal, a dash will appear. Standard numerical comparison is used. For example, 2.0% is greater than 0.6%, -4.4% is less than -2.0%, and -2.0% is less than 0.0%. Note that a (L)arger change can be a smaller decline, for example, a -0.2% change is larger than a -0.4% change, but still represents a decline in the price index. Likewise, (S)maller changes can be increases, for example, a 0.6% change is smaller than 0.8%, but still represents an increase in the price index. In this context, a -0.2% change is considered to be smaller than a 0.0% change.
(4) Indexes on a December 1997=100 base.
(5) Special indexes based on a substantially smaller sample. These series do not contribute to the all items index aggregation and therefore do not have a relative importance or effect.
(6) Indexes on a December 2007=100 base.
(7) Indexes on a December 2005=100 base.
(8) Indexes on a December 1986=100 base.
(9) Indexes on a December 1993=100 base.
(10) Indexes on a December 2009=100 base.
(11) Indexes on a December 1990=100 base.
(12) Indexes on a December 1983=100 base.
(13) Indexes on a December 2001=100 base.
(14) Indexes on a December 2019=100 base.
(15) Indexes on a December 1982=100 base.
(16) Indexes on a December 1996=100 base.
(17) Indexes on a December 1988=100 base.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Last Modified Date: January 13, 2026

U.S. BUREAU OF LABOR STATISTICS Consumer Price Index Office of Prices and Living Conditions Suitland Federal Center Floor 7 4600 Silver Hill Road Washington, DC 20212-0002

Telephone: 202-691-7000 www.bls.gov/CPI Contact CPI

RESOLUTION NO. _____

A RESOLUTION UPDATING THE CITY FEE SCHEDULE BY: (1) SETTING THE WATER RATES FOR RESIDENTIAL AND COMMERCIAL USE, BOTH INSIDE AND OUTSIDE THE CITY LIMITS, PURSUANT TO SUBSECTIONS (a) AND (b), SECTION 26-26, ARTICLE II, CHAPTER 26 OF THE CITY CODE; AND (2) SETTING THE SANITARY SEWER RATES FOR RESIDENTIAL AND COMMERCIAL USE, BOTH INSIDE AND OUTSIDE THE CITY LIMITS, PURSUANT TO SUB-SECTIONS (b) AND (c), SECTION 26-27, ARTICLE II, CHAPTER 26 OF THE CODE OF THE CITY OF SHAWNEE.

WHEREAS, The City, through the passage of Ordinance No. 2599NS, has adopted a City Fee Schedule as a part of the Code of the City of Shawnee, Oklahoma that contains the description of various fees administered by the City;

WHEREAS, pursuant to Ordinance No. 2599NS, Subsequent versions, adoptions, and updates of the City Fee Schedule shall be accomplished by resolution of the City Commission;

WHEREAS, Part II, Chapter 26, Article II, Sections 26-26 provides for the setting, and updating, of municipal water rates from time to time by resolution of the City Commission, and that such rates shall be described in the City Fee Schedule;

WHEREAS, Part II, Chapter 26, Article II, Section 26-27 provides for the setting, and updating, of municipal sewer rates from time to time by resolution of the City Commission, and that such rates shall be described in the City Fee Schedule;

WHEREAS, the City Commission wishes to update the City Fee Schedule in a manner described below so as to set the municipal water rates pursuant to Section 26-26, and to set the municipal sewer rates pursuant to Section 26-27.

NOW THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COMMISSIONERS OF THE CITY OF SHAWNEE, OKLAHOMA:

Section 1. Sub-Section (a), Section 26-26, Article II, Chapter 26 of the Code of the City of Shawnee provides that: The minimum charge for water used by consumers inside the city limits shall be in amount described in the City Fee Schedule adopted and updated from time to time by resolution of the City Commission.

Accordingly, the water rates listed in the City Fee Schedule, pursuant to, and associated with, Sub-Section (a), Section 26-26, Article II, Chapter 26 of the Code of the City of Shawnee, are hereby updated to read as follows:

(a) Water Rates: The minimum charge for water used by consumers inside the city limits:

RESIDENTIAL

Number of Gallons	Monthly Rate Per Thousand Gallons
0—1,000	$27.26
1,001—4,000	$5.12
4,001—1,000,000	$5.24
1,000,001—2,000,000	$5.40
More than 2,000,000	$5.51

COMMERCIAL

Number of Gallons	Monthly Rate Per Thousand Gallons
0—1,000	$34.07
1,001—4,000	$5.12
4,001—1,000,000	$5.24
1,000,001—2,000,000	$5.40
More than 2,000,000	$5.51

COMMERCIAL – INSIDE COMPOUND METER

Number of Gallons	Monthly Rate Per Thousand Gallons
0—1,000	$34.07
1,001—4,000	$5.12
4,001—1,000,000	$5.24
1,000,001—2,000,000	$5.40
More than 2,000,000	$5.51

Section 2. That Sub-Section (b), Section 26-26, Article II, Chapter 26 of the Code of the City of Shawnee provides that: The rate to be charged for furnishing water for consumption outside the city limits shall be in amount as described in the city fee schedule adopted and updated from time to time by resolution by commission.

Accordingly, the water rates listed in the City Fee Schedule, pursuant to, and associated with, Sub-Section (b), Section 26-26, Article II, Chapter 26 of the Code of the City of Shawnee, are hereby updated to read as follows:

(b) Water Rates: The rate to be charged for furnishing water for consumption outside the city limits:

RESIDENTIAL

Number of Gallons	Monthly Rate Per Thousand Gallons
0—1,000	$31.68
1,001—4,000	$7.69
4,001—1,000,000	$7.90
1,000,001—2,000,000	$8.08
More than 2,000,000	$8.29

COMMERCIAL

Number of Gallons	Monthly Rate Per Thousand Gallons
0—1,000	$39.61
1,001—4,000	$7.69
4,001—1,000,000	$7.90
1,000,001—2,000,000	$8.08
More than 2,000,000	$8.29

Section 3. That Sub-Section (b), Section 26-27, Article II, Chapter 26 of the Code of the City of Shawnee provides that: The charge for sanitary sewer use by consumers inside the city limits shall be in an amount as described in the City Fee Schedule adopted and updated from time to time by resolution of the City Commission.

Accordingly, the sewer rates listed in the City Fee Schedule, pursuant to, and associated with, Sub-Section (b), Section 26-27, Article II, Chapter 26 of the Code of the City of Shawnee, are hereby updated to read as follows:

(b) Sewer Rates: The charge for sanitary sewer use by consumers inside the city limits:

RESIDENTIAL

Number of Gallons	Monthly Rate Per Thousand Gallons
0—1,000	$17.77
Over 1,000	$3.93

COMMERCIAL

Number of Gallons	Monthly Rate Per Thousand Gallons
0—1,000	$22.23
Over 1,000	$3.82

Section 4. That Sub-Section (c), Section 26-27, Article II, Chapter 26 of the Code of the City of Shawnee provides that: The charge for sanitary sewer use by consumers outside the city limits shall be in an amount as described in the city fee schedule and updated from time to time by resolution of the city commission.

Accordingly, the rates listed in the City Fee Schedule, pursuant to, and associated with, Sub-Section (c), Section 26-27, Article II, Chapter 26 of the Code are hereby updated to read as follows:

(c) The rate to be charged for furnishing water for consumption outside the city limits:

RESIDENTIAL

Number of Gallons	Monthly Rate Per Thousand Gallons
0—1,000	$26.67
Over 1,000	$5.73

COMMERCIAL

Number of Gallons	Monthly Rate Per Thousand Gallons
0—1,000	$33.33
Over 1,000	$5.73

Section 5. **Annual review of rates and possible increases.** City Staff shall annually, no later than December 31 of each calendar year, review the Consumer Price Index (CPI) through the United States Bureau of Labor Statistics, to measure the average change over time in the prices paid by consumers for utility services. Increases of the above listed rates for both residential and commercial accounts may be amended per CPI as of December 31 of the calendar year. Said rate increases will take effect on July 1 of the following calendar year. A Resolution will be presented to the Commission to update the City Fee Schedule of any rate changes.

Section 6. **Adoption and Update of City Fee Schedule.** That attached hereto is the updated portion of the City Fee Schedule as created above (Exhibit "A"). This Resolution updates and changes City Fee Schedule only to the extent as described above. All other existing fees, fines, bonds, and insurance amounts described in the City Fee Schedule, not expressly updated herein, shall remain the same, and are otherwise re-adopted, for full force and effect, in the Code of the City of Shawnee.

Section 7. **Effective Date.** The effective date of the fee changes in this Resolution is July 1, 2025.

PASSED AND APPROVED this 16th day of March, 2026.

ERIC STEPHENS, MAYOR

ATTEST:
(SEAL)

LISA LASYONE, MMC, CITY CLERK

DRAFT

Shawnee, OK Code of Ordinances - Fee, Fine, Bond, And Insurance Dollar Amount

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
CHAPTER 26: UTILITIES						
Part II Chapter 26 Art I Sec 26-1 (c) and (d)	Utilities	Investor Owned Utilities	Franchise Tax + Current Sales Tax			
Part II Chapter 26 Art II Sec 26-26 (a)	Utilities	Water Rates: The minimum charge for water used by consumers inside the city limits: RESIDENTIAL:				
		Number of Gallons	**Monthly Rate Per Thousand Gallons**			
		0—1,000	$27.26			
		1,001—4,000	$5.12			
		4,001—1,000,000	$5.24			
		1,000,001—2,000,000	$5.40			
		More than 2,000,000	$5.51			
	Utilities	Water Rates: The minimum charge for water used by consumers inside city limits: COMMERCIAL:				
		Number of Gallons	**Monthly Rate Per Thousand Gallons**			
		0—1,000	$34.07			
		1,001—4,000	$5.12			
		4,001—1,000,000	$5.24			
		1,000,001—2,000,000	$5.40			
		More than 2,000,000	$5.51			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
		Water Rates: The minimum charge for water used by consumers inside city limits: INSIDE COMPOUND METER:				
		Number of Gallons	**Monthly Rate Per Thousand Gallons**			
		0—1,000	$34.07			
		1,001—4,000	$5.12			
		4,001—1,000,000	$5.24			
		1,000,001—2,000,000	$5.40			
		More than 2,000,000	$5.51			
Part II Chapter 26 Art II Sec 26-26 (b)	Utilities	Water Rates: The rate to be charged for furnishing water for consumption outside the city limits: RESIDENTIAL				
		Number of Gallons	**Monthly Rate Per Thousand Gallons**			
		0—1,000	$31.68			
		1,001—4,000	$7.69			
		4,001—1,000,000	$7.90			
		1,000,001—2,000,000	$8.08			
		More than 2,000,000	$8.29			
		Water Rates: The rate to be charged for furnishing water for consumption outside the limits: COMMERCIAL				
		Number of Gallons	**Monthly Rate Per Thousand Gallons**			
		0—1,000	$39.61			
		1,001—4,000	$7.69			
		4,001—1,000,000	$7.90			
		1,000,001—2,000,000	$8.08			
		More than 2,000,000	$8.29			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 26 Art II Sec 26-27 (b)	Utilities	Sewer Rates: The charge for sanitary sewer use by consumers inside the city limits: RESIDENTIAL				
		Number of Gallons	**Monthly Rate Per Thousand Gallons**			
		0—1,000	$17.77			
		Over 1,000	$3.82			
		Sewer Rates: The charge for sanitary sewer use by consumers inside the city limits: COMMERCIAL				
		Number of Gallons	**Monthly Rate Per Thousand Gallons**			
		0—1,000	$22.23			
		Over 1,000	$3.82			
Part II Chapter 26 Art II Sec 26-27 (c)	Utilities	The rate for furnishing water for consumption outside the city limits: RESIDENTIAL				
		Number of Gallons	**Monthly Rate Per Thousand Gallons**			
		0—1,000	$26.67			
		Over 1,000	$5.73			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
		The rate for furnishing water for consumption outside the city limits: COMMERCIAL				
		Number of Gallons	**Monthly Rate Per Thousand Gallons**			
		0—1,000	$33.33			
		Over 1,000	$5.73			
Part II Chapter 26 Art II Sec 26-27 (c)	Utilities	Septic Hauler Permit Fee	$100/Truck			
Part II Chapter 26 Art II Sec 26-28 (a), (b) 1	Utilities	Industrial Pretreatment Fees	RESERVED			
Part II Chapter 26 Art II Sec 26-28 (a), (b) 2	Utilities	Industrial Pretreatment Fees	RESERVED			
Part II Chapter 26 Art II Sec 26-28 (a), (b) 3	Utilities	Industrial Pretreatment Fees	RESERVED			
Part II Chapter 26 Art II Sec 26-28 (a), (b) 4	Utilities	Industrial Pretreatment Fees	RESERVED			
Part II Chapter 26 Art II Sec 26-28 (a), (b) 5	Utilities	Industrial Pretreatment Fees	RESERVED			
Part II Chapter 26 Art II Sec 26-28 (a), (b) 6	Utilities	Industrial Pretreatment Fees	RESERVED			
Part II Chapter 26 Art II Sec 26-28 (a), (b) 7	Utilities	Industrial Pretreatment Fees	RESERVED			
Part II Chapter 26 Art II Sec 26-29 (a)(b)	Utilities	(Metered Users) User Charge - Treatment of Domestic Wastewater	Refer to Code			
Part II Chapter 26 Art II Sec 26-29 (a)(b)	Utilities	(Non-Metered Users) User Charge - Treatment of Domestic Wastewater	Refer to Code			
Part II Chapter 26 Art II Sec 26-29 (c)	Utilities	Excessive Strength Charges	Refer to Code			
Part II Chapter 26 Art II Sec 26-29 (e)	Utilities	Toxic Pollutant Charges	Refer to Code			
Part II Chapter 26 Art II Sec 26-29 (g)	Utilities	Charges for Extraneous Flows	Refer to Code			
Part II Chapter 26 Art III Div 1 Sec 26-59	Utilities	Furnishing to other premises: Resetting the Meter Fee	$25			
Part II Chapter 26 Art III Div 1 Sec 26-67 (d)(1)	Utilities	Water--Drought Management Plans: Fines: 1st Violation;		Warning		
Part II Chapter 26 Art III Div 1 Sec 26-67 (d)(2)	Utilities	Water--Drought Management Plans: Fines: 2nd Violation;		$150 plus costs		

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 26 Art III Div 1 Sec 26-67 (d)(3)	Utilities	Water--Drought Management Plans: Fines: 3rd Violation;		$250 plus costs		
Part II Chapter 26 Art III Div 1 Sec 26-67 (d)(4)	Utilities	Water--Drought Management Plans: Fines: 4th and Subsequent Violations		$500 plus costs		
Part II Chapter 26 Art III Div 1 Sec 26-70	Utilities	Failure to Repair Water Leak: Maximum Fine		$150		
Part II Chapter 26 Art III Div 1 Sec 26-70	Utilities	Failure to Repair Water Leak: Subsequent Fine for each day		$25		
Part II Chapter 26 Art III Div 1 Sec 26-71 (a)(2)	Utilities	Individual Water Well: Permit Fee	$100			
Part II Chapter 26 Art III Div 1 Sec 26-72	Utilities	Fire hydrant meter for bulk water purchase: Refundable Deposit	$1,100			
Part II Chapter 26 Art III Div 2 Sec 26-97	Utilities	Water Service Tapping Fee: Meter Size of 5/8" or 3/4"	$300			
Part II Chapter 26 Art III Div 2 Sec 26-97	Utilities	Water Service Tapping Fee: Meter Size of 1/2" or 3/4"	$350			
Part II Chapter 26 Art III Div 2 Sec 26-97	Utilities	Water Service Tapping Fee: Meter Size of 1.0" and over	$450			
Part II Chapter 26 Art III Div 2 Sec 26-101(c)	Utilities	Transfer of Service Fee	$25			
Part II Chapter 26 Art III Div 2 Sec 26-104	Utilities	Filling Swimming Pools	Refer to Code			
Part II Chapter 26 Art III Div 2 Sec 26-132 (a)	Utilities	Water Service Cash Deposit - Residential	$75			
Part II Chapter 26 Art III Div 2 Sec 26-132 (c)	Utilities	Processing Fee	$25			
Part II Chapter 26 Art III Div 2 Sec 26-133	Utilities	Water Service Cash Deposit - Commercial	Refer to Code			
Part II Chapter 26 Art III Div 2 Sec 26-134	Utilities	Water Meter Deposit	$200			
Part II Chapter 26 Art III Div 2 Sec 26-135 (b)	Utilities	Temporary Service Charge	$25			
Part II Chapter 26 Art III Div 2 Sec 26-137	Utilities	Utility Deposit Amount Increase	Refer to Code			
Part II Chapter 26 Art III Div 2 Sec 26-171	Utilities	Water Meter Testing	Refer to Code			
Part II Chapter 26 Art III Div 2 Sec 26-173	Utilities	Meter Maintenance Fees:				
		Residential	$6 per month			
		Commercial				

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
		Meter Size	**Rate Per Month**			
		3/4” Meter	$6			
		5/8” Meter	$6			
		1” Meter	$6			
		1-1/2” Meter	$7			
		2” Meter	$9			
		3” Meter	$13			
		4” Meter	$17			
		5” Meter	$21			
		6” Meter	$25			
		8" Meter	$34			
Part II Chapter 26 Art III Div 2 Sec 26-174	Utilities	Public Safety Fee	$1.65			
Part II Chapter 26 Art III Div 3 Sec 26-202	Utilities	Late Payment Penalty	10 % of bill, minimum $1.25			
Part II Chapter 26 Art III Div 4 Sec 26-231 (c)	Utilities	Removal, Plugging, Locking, and Resetting of City Water Meters: Fee	$75			
Part II Chapter 26 Art III Div 4 Sec 26-231 (d)	Utilities	Administration Fee for Process of Disconnecting	$50			
Part II Chapter 26 Art III Div 4 Sec 26-231(e)	Utilities	Rescheduling Fee	$25			
Part II Chapter 26 Art III Div 4 Sec 26-231(f)	Utilities	Cutoff Notice Fee	$5			
Part II Chapter 26 Art III Div 4 Sec 26-231(g)	Utilities	After-Hours Connection Service Fee	$50			
Part II Chapter 26 Art III Div 4 Sec 26-233	Utilities	Dishonored Check Fee	$35			
Part II Chapter 26 Art IV Div 1 Sec 26-264	Utilities	Sewers: Maximum Fine		$1,000		
Part II Chapter 26 Art IV Div 1 Sec 26-265	Utilities	Falsifying Information: Maximum Fine		$500		
Part II Chapter 26 Art IV Div 1 Sec 26-266 (h)	Utilities	Sewers: Citation: Maximum Fine		$1,000		
Part II Chapter 26 Art IV Div 1 Sec 26-271 (c)	Utilities	Fees for dumping Septage (Section 26-28)	RESERVED			
Part II Chapter 26 Art IV Div 1 Sec 26-272 (f)	Utilities	Sewer connection. Wastewater tap fee: 4 inch pipe	$375			
Part II Chapter 26 Art IV Div 1 Sec 26-272 (f)	Utilities	Sewer connection. Wastewater tap fee: 6 inch pipe	$500			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 26 Art IV Div 1 Sec 26-272 (f)	Utilities	Sewer connection. Wastewater tap fee: 8 inch pipe	$1,000			
Part II Chapter 26 Art V Sec 26-437 (3)	Utilities	Change of Existing Service Fee:	$20			
Part II Chapter 26 Art V Sec 26-437 (4)	Utilities	Reinspection Fee: First Occurrence	$25			
Part II Chapter 26 Art V Sec 26-437 (4)	Utilities	Reinspection Fee: Subsequent Occurrences	$50			

City Clerk Department
16 W. 9th St.
Shawnee, OK 74801
ShawneeOK.org

Date: March 16, 2026

To: Board of City Commissioners

From: Kacie Eck, Sr. Deputy City Clerk | Director of Utility Billing and Court Administration

Subject: Consideration of a resolution updating the City Fee Schedule by setting the monthly rates and fees for solid waste services pursuant to Subsections (a), Section 23-38, Article II, Chapter 23 of the City Code; and providing for the re-adoption of the City Fee Schedule in whole.

Background: The City entered into a contract with Central Disposal for solid waste collection, recycling, and disposal services on July 1, 2020. In the Request for Production, Section 9.6.1 of the *General and Special Provisions for Solid Waste Collection, Recycling and Disposal Services*, states:

> Fees which may be charged by the CONTRACTOR for the second and subsequent period of the contract will be adjusted upward or downward to reflect changes in the cost of operations, as reflected by fluctuations in the Consumer Price Index for All Urban Consumers: Water and Sewer and Trash Collection Services, as published by the U.S. Bureau of Labor Statistics. It is expressly understood and agreed that the maximum annual increase shall not exceed 3.5 percent (3.5%).

The Memorandum entered into between the City and Central Disposal on May 18, 2020, provides:

> Thereafter, the Contract Rate shall be increased, yearly, in accordance with the percentage increase in the CPI ("Consumer Price Index") over the previous twelve (12) month period from 2020 (i.e. the difference, expressed as a percentage, between the value of the CPI in June, 2021, and the value of the CPI published in June, 2020). The new adjusted Contract Rate shall begin on July 1, of each year. If in any year the CPI decreases, the Contract Rate for that year shall remain flat (and shall not increase or decrease).

The City received a letter from Central Disposal, dated February 25, 2026, advising that they would exercise the right of the CPI clause at the rate of 3.5%, effective July 1, 2026.

Financial Impact: Estimated revenue of $111,272.07 to Shawnee Municipal Authority Fund, Sanitation Service, 501-45030; estimated expense of $115,963.51 from Shawnee Municipal Authority Fund, Utility Administration, Other Contractual Services, 501-5-0310-53382

Attachments: Central Disposal CPI 02-25-2026, MOU Central Disposal 05-18-2020, Consumer Price Index News Release - 2025 M12 Results, Sanitation Fees Resolution 2026, Chapter 23 - Exhibit A, Whole City Fee Schedule - Exhibit B - Effective 07-01-2026

Staff Recommendation: Approval of this item

GFL GREEN FOR LIFE environmental

February 25, 2026

GFL Environmental / Central Disposal, LLC plans to exercise the right of the CPI clause as stated on Page 14, Section 9.6.1 of the current Solid Waste Collection, Recycling and Disposal Services Request for Proposal dated March 2, 2020.

The Consumer Price Index referenced is the Consumer Price Index for All Urban Consumers: Water and Sewer and Trash Collection Services as published by the U.S. Bureau of Labor Statistics.

Following is the link used to obtain data for the 2026 CPI increase:
https://www.bls.gov/news.release/cpi.t07.htm#cpipress7.f.4

We are requesting an annual increase of 3.5% effective July 1, 2026. If you need additional information, do not hesitate to contact me.

Sincerely,

Jon-Mark Adcock
Business Development Coordinator

MEMORANDUM OF UNDERSTANDING

WHEREAS, The Shawnee Municipal Authority, a public Trust for the benefit of the City of Shawnee, Oklahoma ("City"), and Central Disposal, LLC, an Oklahoma limited liability company ("Central Disposal") ("Parties") have engaged in negotiations regarding a contract for solid waste collection and disposal services; and,

WHEREAS, The City and Central Disposal have an existing contract for solid waste collection and disposal services that will expire on June 30, 2020; and,

WHEREAS, at April 20, 2020 City of Shawnee Board of Commissioners Meeting, The Board considered Bids for its Open Request for Proposal regarding Solid Waste Collection, and awarded the bid to Central Disposal, LLC; and,

WHEREAS, the City and Central Disposal are currently in on-going negotiations over the specific terms and conditions of their pending agreement; however, it is recognized by the Parties that such negotiations are being made during an unprecedented global pandemic, being the 2020 COVID-19 virus crisis, which has negatively impacted the public's health, and safety, as well as the national and local economy; and,

WHEREAS, following the National and State Declarations of Emergency, the City of Shawnee exercised its authority in declaring a State of Emergency within its municipal limits that is set to expire on May 24, 2020; and,

ACCORDINGLY, in consideration of the above-recited, the Parties herein desire to enter into a Memorandum of Understanding (MOU) setting forth certain general terms of the contemplated agreement and memorializing the same.

NOW, THEREFORE, it is hereby agreed by and between the Parties as follows:

1. The Parties will enter into a new Agreement with an Effective July 1, 2020, wherein Central Disposal, LLC will begin to perform services related to the collection and disposal of solid waste for the Shawnee Municipal Authority, a public Trust for the benefit of the City of Shawnee, Oklahoma, and the City will compensate Central Disposal for its services.

2. The Term of the Agreement shall be for a period of 10 years, ending on June 30, 2030.

3. In consideration and recognition of the current COVID-19 health crisis' negative effect on the national and local economy, Central Disposal agrees to perform services at temporary Rate for the first 90-day period of the Agreement, ending September 30, 2020, in which the City shall pay the same Rate paid by the City to Central Disposal during the last month of the Parties' prior and existing Contract ("Temporary Rate").

4. Upon the lapse of the 90-day Temporary Rate Period, and beginning October 1, 2020, the City will pay Central Disposal a rate in the amounts listed and specified in the

Central Disposal's proposed "Schedule of Quotes"—which were approved by the City in the above-recited Board Meeting ("Contract Rate").

5. Thereafter, the Contract Rate shall be increased, yearly, in accordance with the percentage increase in the CPI ("Consumer Price Index") over the previous twelve (12) month period from 2020 (i.e. the difference, expressed as a percentage, between the value of the CPI in June, 2021, and the value of the CPI published in June, 2020). The new adjusted Contract Rate shall begin on July 1, of each year. If in any year the CPI decreases, the Contract Rate for that year shall remain flat (and shall not increase or decrease).

WHEREFORE, we, the undersigned Parties, have read, understand and agree with this Memorandum of Understanding; The execution of this MOU may made in multiple counterparts, sent electronically to other party, and each of which shall be deemed an original and together shall constitute one and the same agreement, with one counterpart being delivered to each party thereto.

Executed this 18th day of May, 2020.

Central Disposal, LLC

By: _____

The City of Shawnee.

By: Chance Allison
Chance Allison
City Manager

Attest: _____

Attest: Lisa Lasyone
Lisa Lasyone, CMC
City Clerk

THE CITY OF SHAWNEE SEAL OKLAHOMA

U.S. BUREAU OF LABOR STATISTICS

Bureau of Labor Statistics > Economic News Release

Economic News Release

Consumer Price Index News Release

Transmission of material in this release is embargoed until
8:30 a.m. (ET) Tuesday, January 13, 2026 USDL-26-0042

Technical information: (202) 691-7000 * cpi_info@bls.gov * www.bls.gov/cpi
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CONSUMER PRICE INDEX - DECEMBER 2025

The Consumer Price Index for All Urban Consumers (CPI-U) increased 0.3 percent on a seasonally adjusted basis in December, the U.S. Bureau of Labor Statistics reported today. Over the last 12 months, the all items index increased 2.7 percent before seasonal adjustment.

The index for shelter rose 0.4 percent in December and was the largest factor in the all items monthly increase. The food index increased 0.7 percent over the month as did the food at home index and the food away from home index. The index for energy rose 0.3 percent in December.

The index for all items less food and energy rose 0.2 percent in December. Indexes that increased over the month include recreation, airline fares, medical care, apparel, personal care, and education. The indexes for communication, used cars and trucks, and household furnishings and operations were among the major indexes that decreased in December.

The all items index rose 2.7 percent for the 12 months ending December, the same increase as over the 12 months ending November. The all items less food and energy index rose 2.6 percent over the last 12 months. The energy index increased 2.3 percent for the 12 months ending December. The food index increased 3.1 percent over the last year.

Table A. Percent changes in CPI for All Urban Consumers (CPI-U): U.S. city average

	Seasonally adjusted changes from preceding month							Un-adjusted 12-mos. ended Dec. 2025
	Jun. 2025	Jul. 2025	Aug. 2025	Sep. 2025	Oct. 2025	Nov. 2025	Dec. 2025	
All items	0.3	0.2	0.4	0.3	-	-	0.3	2.7
Food	0.3	0.0	0.5	0.2	-	-	0.7	3.1
Food at home	0.3	-0.1	0.6	0.3	-	-	0.7	2.4
Food away from home(1)	0.4	0.3	0.3	0.1	-	-	0.7	4.1
Energy	0.9	-1.1	0.7	1.5	-	-	0.3	2.3
Energy commodities	1.0	-1.9	1.7	3.8	-	-	-0.4	-3.0
Gasoline (all types)	1.0	-2.2	1.9	4.1	-2.1	3.0	-0.5	-3.4
Fuel oil	1.3	1.8	-0.3	0.6	-	-	-1.5	7.4
Energy services	0.9	-0.3	-0.2	-0.7	-	-	1.0	7.7
Electricity	1.0	-0.1	0.2	-0.5	-	-	-0.1	6.7
Utility (piped) gas service	0.5	-0.9	-1.6	-1.2	-	-	4.4	10.8
All items less food and energy	0.2	0.3	0.3	0.2	-	-	0.2	2.6
Commodities less food and energy commodities	0.2	0.2	0.3	0.2	-	-	0.0	1.4
New vehicles	-0.3	0.0	0.3	0.2	0.1	0.2	0.0	0.3
Used cars and trucks	-0.7	0.5	1.0	-0.4	0.7	0.3	-1.1	1.6
Apparel	0.4	0.1	0.5	0.7	-	-	0.6	0.6
Medical care commodities(1)	0.1	0.1	-0.3	-0.1	-	-	0.3	1.5
Services less energy services	0.3	0.4	0.3	0.2	-	-	0.3	3.0
Shelter	0.2	0.2	0.4	0.2	-	-	0.4	3.2
Transportation services	0.2	0.8	1.0	0.3	-	-	0.5	1.5
Medical care services	0.6	0.8	-0.1	0.3	-	-	0.4	3.5

Footnotes
(1) Not seasonally adjusted.

NOTE: The Oct and Nov 2025 data values are not available due to the 2025 lapse in appropriations.

Food

The index for food rose 0.7 percent in December as did the index for food at home. Five of the six major grocery store food group indexes increased in December. The index for other food at home rose 1.6 percent over the month. The cereals and bakery products index increased 0.6 percent in December. The index for fruits and vegetables increased 0.5 percent

and the index for nonalcoholic beverages increased 0.4 percent. The dairy and related products index rose 0.9 percent in December. In contrast, the index for meats, poultry, fish, and eggs decreased 0.2 percent in December, as the index for eggs fell 8.2 percent.

The food away from home index also rose 0.7 percent in December. The index for full service meals rose 0.8 percent over the month and the index for limited service meals increased 0.6 percent.

The index for food at home rose 2.4 percent over the 12 months ending in December. The meats, poultry, fish, and eggs index rose 3.9 percent over the last 12 months. The index for other food at home increased 2.7 percent over the same period and the index for nonalcoholic beverages rose 5.1 percent. The cereals and bakery products index increased 1.5 percent over the 12 months ending in December. The index for fruits and vegetables rose 0.5 percent over the year. In contrast, the dairy and related products index decreased 0.9 percent over the same period.

The food away from home index rose 4.1 percent over the last year. The index for full service meals rose 4.9 percent and the index for limited service meals rose 3.3 percent over the same period.

Energy

The index for energy increased 0.3 percent in December. The natural gas index increased 4.4 percent over the same period. The index for gasoline decreased 0.5 percent over the month. (Before seasonal adjustment, gasoline prices decreased 5.3 percent in December.) The electricity index declined 0.1 percent in December.

The index for energy increased 2.3 percent over the past 12 months. The electricity index increased 6.7 percent over the last 12 months and the natural gas index rose 10.8 percent. In contrast, the index for gasoline fell 3.4 percent over this 12-month span.

All items less food and energy

The index for all items less food and energy rose 0.2 percent in December. The shelter index increased 0.4 percent over the month. The index for owners' equivalent rent rose 0.3 percent in December as did the index for rent. The lodging away from home index rose 2.9 percent over the month.

The index for recreation increased 1.2 percent over the month, the largest 1-month increase ever reported for that index, which was first published in 1993. The airline fares index rose 5.2 percent in December and the apparel index rose 0.6 percent. The index for personal care rose 0.4 percent over the month and the index for education increased 0.2 percent.

The medical care index increased 0.4 percent in December. The index for hospital services increased 1.0 percent over the month, while the index for physicians' services rose 0.3 percent. The prescription drugs index increased 0.1 percent in December.

The communication index declined 1.9 percent in December, and the used cars and trucks index fell 1.1 percent. The index for household furnishings and operations decreased 0.5 percent over the month, while the index for new vehicles was unchanged in December.

The index for all items less food and energy rose 2.6 percent over the past 12 months. The shelter index increased 3.2 percent over the last year. Other indexes with notable increases over the last year include medical care (+3.2 percent), household furnishings and operations (+4.0 percent), recreation (+3.0 percent), and personal care (+3.7 percent).

Not seasonally adjusted CPI measures

The Consumer Price Index for All Urban Consumers (CPI-U) increased 2.7 percent over the last 12 months to an index level of 324.054 (1982-84=100). For the month, the index was unchanged prior to seasonal adjustment.

The Consumer Price Index for Urban Wage Earners and Clerical Workers (CPI-W) increased 2.6 percent over the last 12 months to an index level of 317.014 (1982-84=100). For the month, the index decreased 0.1 percent prior to seasonal adjustment.

The Chained Consumer Price Index for All Urban Consumers (C-CPI-U) increased 2.5 percent over the last 12 months. For the month, the index decreased 0.1 percent on a not seasonally adjusted basis. Please note that the indexes for the past 10 to 12 months are subject to revision.

_____

The Consumer Price Index for January 2026 is scheduled to be released on Wednesday, February 11, 2026, at 8:30 a.m. (ET).

Upcoming CPI publication changes

With the publication of January 2026 CPI data on February 11, 2026, several index titles will change.

The following CPI indexes will have title changes:

* Care of invalids and elderly at home will be changed to home health care
* Technical and business school tuition and fees will be changed to technical and vocational school tuition and fixed fees
* Housing at school, excluding board will be changed to lodging while at school

More information is available in the series title change table at: www.bls.gov/cpi/additional-resources/series-title-changes.htm

Following publication of December 2025 data in January 2026, the Consumer Price Index (CPI) compressed tape format files (download.bls.gov/pub/time.series/compressed/tape.format/) will be discontinued. Revised historical unadjusted and seasonally adjusted indexes are available in a similar format through BLS time series downloads for the following CPI surveys:

CU: Consumer Price Index, all urban consumers
CW: Consumer Price Index, all urban wage earners and clerical workers
AP: Average Price Data
SU: Chained Consumer Price Index, all urban consumers

Technical Note

Brief Explanation of the CPI

The Consumer Price Index (CPI) measures the change in prices paid by consumers for goods and services. The CPI reflects spending patterns for each of two population groups: all urban consumers and urban wage earners and clerical workers. The all urban consumer group represents over 90 percent of the total U.S. population. It is based on the expenditures of almost all residents of urban or metropolitan areas, including professionals, the self-employed, the poor, the unemployed, and retired people, as well as urban wage earners and clerical workers. Not included in the CPI are the spending patterns of people living in rural nonmetropolitan areas, farming families, people in the Armed Forces, and those in institutions, such as prisons and mental hospitals. Consumer inflation for all urban consumers is measured by two indexes, namely, the Consumer Price Index for All Urban Consumers (CPI-U) and the Chained Consumer Price Index for All Urban Consumers (C-CPI-U). The Consumer Price Index for Urban Wage Earners and Clerical Workers (CPI-W) is based on the expenditures of households included in the CPI-U definition that meet two requirements: more than one-half of the household's income must come from clerical or wage occupations, and at least one of the household's earners must have been employed for at least 37 weeks during the previous 12 months. The CPI-W population represents approximately 30 percent of the total U.S. population and is a subset of the CPI-U population.

The CPIs are based on prices of food, clothing, shelter, fuels, transportation, doctors' and dentists' services, drugs, and other goods and services that people buy for day-to-day living. Prices are collected each month in 75 urban areas across the country from about 6,000 housing units and approximately 22,000 retail establishments (department stores, supermarkets, hospitals, filling stations, and other types of stores and service establishments). All taxes directly associated with the purchase and use of items are included in the index. Prices of fuels and a few other items are obtained every month in all 75 locations. Prices of most other commodities and services are collected every month in the three largest geographic areas and every other month in other areas. Prices of most goods and services are obtained by personal visit, telephone call, web, or app collection by the Bureau's trained representatives.

In calculating the index, price changes for the various items in each location are aggregated using weights, which represent their importance in the spending of the appropriate population group. Local data are then combined to obtain a U.S. city average. For the CPI-U and CPI-W, separate indexes are also published by size of city, by region of the country, for cross-classifications of regions and population-size classes, and for 23 selected local areas. Area indexes do not measure differences in the level of prices among cities; they only measure the average change in prices for each area since the base period. For the C-CPI-U, data are issued only at the national level. The CPI-U and CPI-W are considered final when released, but the C-CPI-U is issued in preliminary form and subject to three subsequent quarterly revisions.

The index measures price change from a designed reference date. For most of the CPI-U and the CPI-W, the reference base is 1982-84 equals 100. The reference base for the C-CPI-U is December 1999 equals 100. An increase of 7 percent from the reference base, for example, is shown as 107.000. Alternatively, that relationship can also be expressed as the price of a base period market basket of goods and services rising from $100 to $107.

Sampling Error in the CPI

The CPI is a statistical estimate that is subject to sampling error because it is based upon a sample of retail prices and not the complete universe of all prices. BLS calculates and publishes estimates of the 1-month, 2-month, 6-month, and 12-month percent change standard errors annually for the CPI-U. These standard error estimates can be used to construct confidence intervals for hypothesis testing. For example, the estimated standard error of the 1-month percent change is 0.03 percent for the U.S. all items CPI. This means that if we repeatedly sample from the universe of all retail prices using the same methodology, and estimate a percentage change for each sample, then 95 percent of these estimates will be within 0.06 percent of the 1-month percentage change based on all retail prices. For example, for a 1-month change of 0.2 percent in the all items CPI-U, we are 95 percent confident that the actual percent change based on all retail prices would fall between 0.14 and 0.26 percent. For the latest data, including information on how to use the estimates of standard error, see www.bls.gov/cpi/tables/variance-estimates/home.htm.

Calculating Index Changes

Movements of the indexes from 1 month to another are usually expressed as percent changes rather than changes in index points, because index point changes are affected by the level of the index in relation to its base period, while percent changes are not. The following table shows an example of using index values to calculate percent changes:

	Item A	Item B	Item C
Year I	112.500	225.000	110.000
Year II	121.500	243.000	128.000
Change in index points	9.000	18.000	18.000
Percent change	9.0/112.500 x 100 = 8.0	18.0/225.000 x 100 = 8.0	18.0/110.000 x 100 = 16.4

Use of Seasonally Adjusted and Unadjusted Data

The Consumer Price Index (CPI) program produces both unadjusted and seasonally adjusted data. Seasonally adjusted data are computed using seasonal factors derived by the X-13ARIMA-SEATS seasonal adjustment method. These factors are updated each February, and the new factors are used to revise the previous 5 years of seasonally adjusted data. The factors are available at www.bls.gov/cpi/tables/seasonal-adjustment/seasonal-factors-2025.xlsx. For more information on data revision scheduling, please see the Factsheet on Seasonal Adjustment at www.bls.gov/cpi/seasonal-adjustment/questions-and-answers.htm and the Timeline of Seasonal Adjustment Methodological Changes at www.bls.gov/cpi/seasonal-adjustment/timeline-seasonal-adjustment-methodology-changes.htm.

How to Use Seasonally Adjusted and Unadjusted Data

For analyzing short-term price trends in the economy, seasonally adjusted changes are usually preferred since they eliminate the effect of changes that normally occur at the same time and in about the same magnitude every year-such as price movements resulting from weather events, production cycles, model changeovers, holidays, and sales. This allows data users to focus on changes that are not typical for the time of year.

The unadjusted data are of primary interest to consumers concerned about the prices they actually pay. Unadjusted data are also used extensively for escalation purposes. Many collective bargaining contract agreements and pension plans, for example, tie compensation changes to the Consumer Price Index before adjustment for seasonal variation. BLS advises against the use of seasonally adjusted data in escalation agreements because seasonally adjusted series are revised annually for five years.

Intervention Analysis

The Bureau of Labor Statistics uses intervention analysis seasonal adjustment (IASA) for some CPI series. Sometimes extreme values or sharp movements can distort the underlying seasonal pattern of price change. Intervention analysis seasonal adjustment is a process by which the distortions caused by such unusual events are estimated and removed from the data prior to calculation of seasonal factors. The resulting seasonal factors, which more accurately represent the seasonal pattern, are then applied to the unadjusted data.

For example, this procedure was used for the motor fuel series to offset the effects of the 2009 return to normal pricing after the worldwide economic downturn in 2008. Retaining this outlier data during seasonal factor calculation would distort the computation of the seasonal portion of the time series data for motor fuel, so it was estimated and removed from the data prior to seasonal adjustment. Following that, seasonal factors were calculated based on this "prior adjusted" data. These seasonal factors represent a clearer picture of the seasonal pattern in the data. The last step is for motor fuel seasonal factors to be applied to the unadjusted data.

For the seasonal factors introduced for January 2025, BLS adjusted 63 series using intervention analysis seasonal adjustment, including selected food and beverage items, motor fuels and vehicles.

Revision of Seasonally Adjusted Indexes

Seasonally adjusted data, including the U.S. city average all items index levels, are subject to revision for up to 5 years after their original release. Every year, economists in the CPI calculate new seasonal factors for seasonally adjusted series and apply them to the last 5 years of data. Seasonally adjusted indexes beyond the last 5 years of data are considered to be final and not subject to revision. For January 2025, revised seasonal factors and seasonally adjusted indexes for 2020 to 2024 were calculated and published. For series which are directly adjusted using the Census X-13ARIMA-SEATS seasonal adjustment software, the seasonal factors for 2024 will be applied to data for 2025 to produce the seasonally adjusted 2025 indexes. Series which are indirectly seasonally adjusted by summing seasonally adjusted component series have seasonal factors which are derived and are therefore not available in advance.

Determining Seasonal Status

Each year the seasonal status of every series is reevaluated based upon certain statistical criteria. Using these criteria, BLS economists determine whether a series should change its status from "not seasonally adjusted" to "seasonally adjusted", or vice versa. If any of the 81 components of the U.S. city average all items index change their seasonal adjustment status from seasonally adjusted to not seasonally adjusted, not seasonally adjusted data will be used in the aggregation of the dependent series for the last 5 years, but the seasonally adjusted indexes before that period will not be changed. For 2025, 34 of the 81 components of the U.S. city average all items index are not seasonally adjusted.

Contact Information

For additional information about the CPI visit www.bls.gov/cpi or contact the CPI Information and Analysis Section at 202-691-7000 or cpi_info@bls.gov.

For additional information on seasonal adjustment in the CPI visit www.bls.gov/cpi/seasonal-adjustment/home.htm

If you are deaf, hard of hearing, or have a speech disability, please dial 7-1-1 to access telecommunications relay services.

Table 1. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, December 2025
[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Nov. 2025	Unadjusted indexes			Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024	Nov. 2025	Dec. 2025	Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
All items	100.000	315.605	324.122	324.054	2.7	0.0	-	-	0.3
Food	13.657	333.566	341.721	343.795	3.1	0.6	-	-	0.7
Food at home	7.973	308.380	313.954	315.664	2.4	0.5	-	-	0.7
Cereals and bakery products	1.095	356.574	361.255	361.984	1.5	0.2	-	-	0.6
Meats, poultry, fish, and eggs	1.644	333.659	347.565	346.815	3.9	-0.2	-	-	-0.2
Dairy and related products(1)	0.709	271.358	266.491	268.951	-0.9	0.9	-	-	0.9
Fruits and vegetables	1.307	353.630	355.125	355.246	0.5	0.0	-	-	0.5

Footnotes
(1) Not seasonally adjusted.
(2) Indexes on a December 1982=100 base.
(3) Indexes on a December 1996=100 base.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Expenditure category	Relative importance Nov. 2025	Unadjusted indexes			Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024	Nov. 2025	Dec. 2025	Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
Nonalcoholic beverages and beverage materials	0.915	220.762	231.235	232.021	5.1	0.3	-	-	0.4
Other food at home	2.304	272.362	275.668	279.814	2.7	1.5	-	-	1.6
Food away from home(1)	5.684	374.644	387.202	389.889	4.1	0.7	-	-	0.7
Energy	6.315	267.963	279.588	274.131	2.3	-2.0	-	-	0.3
Energy commodities	3.105	277.772	283.746	269.403	-3.0	-5.1	-	-	-0.4
Fuel oil	0.079	341.794	373.093	367.209	7.4	-1.6	-	-	-1.5
Motor fuel	2.968	271.629	277.520	262.906	-3.2	-5.3	-	-	-0.4
Gasoline (all types)	2.883	270.667	276.152	261.466	-3.4	-5.3	-2.1	3.0	-0.5
Energy services	3.210	269.388	287.021	290.037	7.7	1.1	-	-	1.0
Electricity	2.432	276.700	294.939	295.121	6.7	0.1	-	-	-0.1
Utility (piped) gas service	0.777	242.224	257.731	268.415	10.8	4.1	-	-	4.4
All items less food and energy	80.028	322.007	330.425	330.506	2.6	0.0	-	-	0.2
Commodities less food and energy commodities	19.223	163.712	166.693	166.037	1.4	-0.4	-	-	0.0
Apparel	2.461	127.354	129.763	128.122	0.6	-1.3	-	-	0.6
New vehicles	4.302	177.552	178.575	178.034	0.3	-0.3	0.1	0.2	0.0
Used cars and trucks	2.406	180.317	186.367	183.265	1.6	-1.7	0.7	0.3	-1.1
Medical care commodities(1)	1.504	412.381	417.161	418.532	1.5	0.3	-	-	0.3
Alcoholic beverages(1)	0.831	291.832	298.310	298.085	2.1	-0.1	-	-	-0.1
Tobacco and smoking products(1)	0.502	1,585.901	1,696.091	1,693.007	6.8	-0.2	-	-	-0.2
Services less energy services	60.805	423.207	435.344	436.025	3.0	0.2	-	-	0.3
Shelter	35.514	407.242	418.593	420.134	3.2	0.4	-	-	0.4
Rent of primary residence	7.491	428.151	439.275	440.667	2.9	0.3	-	-	0.3
Owners' equivalent rent of residences(2)	26.362	420.077	432.724	434.166	3.4	0.3	-	-	0.3
Medical care services	6.779	619.686	639.455	641.566	3.5	0.3	-	-	0.4
Physicians' services(1)	1.804	423.860	430.623	431.766	1.9	0.3	-	-	0.3
Hospital services(1)(3)	1.985	418.467	441.457	446.056	6.6	1.0	-	-	1.0
Transportation services	6.265	439.523	448.507	446.138	1.5	-0.5	-	-	0.5
Motor vehicle maintenance and repair(1)	1.059	417.312	445.325	439.752	5.4	-1.3	-	-	-1.3
Motor vehicle insurance	2.816	868.417	-	892.879	2.8	-	-	-	-
Airline fares	0.868	262.556	254.924	253.714	-3.4	-0.5	-	-	5.2

Footnotes

(1) Not seasonally adjusted.

(2) Indexes on a December 1982=100 base.

(3) Indexes on a December 1996=100 base.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Table 2. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by detailed expenditure category, December 2025

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Nov. 2025	Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025

Expenditure category	Relative importance Nov. 2025	Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
All items	100.000	2.7	0.0	-	-	0.3
Food	13.657	3.1	0.6	-	-	0.7
Food at home	7.973	2.4	0.5	-	-	0.7
Cereals and bakery products	1.095	1.5	0.2	-	-	0.6
Cereals and cereal products	0.332	-0.4	-0.3	-	-	-0.3
Flour and prepared flour mixes	0.029	2.4	0.8	-	-	1.1
Breakfast cereal(1)	0.146	0.6	-1.0	-	-	-1.0
Rice, pasta, cornmeal	0.157	-1.7	0.0	-	-	0.1
Rice(1)(2)(3)	-	0.8	1.0	-	-	1.0
Bakery products(1)	0.763	2.3	0.4	-	-	0.4
Bread(1)(2)	0.140	2.2	1.1	-	-	1.1
White bread(1)(3)	-	2.1	2.0	-	-	2.0
Bread other than white(1)(3)	-	2.2	0.1	-	-	0.1
Fresh biscuits, rolls, muffins(2)	0.134	3.6	1.4	-	-	2.0
Cakes, cupcakes, and cookies(1)	0.216	3.3	-0.7	-	-	-0.7
Cookies(1)(3)	-	3.7	-2.2	-	-	-2.2
Fresh cakes and cupcakes(1)(3)	-	2.3	0.4	-	-	0.4
Other bakery products	0.273	1.1	0.5	-	-	0.6
Fresh sweetrolls, coffeecakes, doughnuts(1)(3)	-	1.7	0.0	-	-	0.0
Crackers, bread, and cracker products(3)	-	2.7	0.9	-	-	0.8
Frozen and refrigerated bakery products, pies, tarts, turnovers(3)	-	-2.6	0.0	-	-	1.0
Meats, poultry, fish, and eggs	1.644	3.9	-0.2	-	-	-0.2
Meats, poultry, and fish	1.510	6.9	-0.1	-	-	0.5
Meats	0.979	9.2	-0.1	-	-	0.6
Beef and veal	0.502	16.4	0.4	-	-	1.0
Uncooked ground beef(1)	0.225	15.5	0.2	-	-	0.2
Uncooked beef roasts(2)	0.066	17.5	-2.3	-	-	-1.6
Uncooked beef steaks(2)	0.144	17.8	2.2	-	-	3.1
Uncooked other beef and veal(1)(2)	0.068	15.3	-0.2	-	-	-0.2
Pork	0.287	0.8	-1.4	-	-	0.3
Bacon, breakfast sausage, and related products(2)	0.101	-0.2	-1.9	-	-	-0.8
Bacon and related products(3)	-	0.7	-2.3	-	-	-1.0
Breakfast sausage and related products(2)(3)	-	-0.8	-0.9	-	-	-1.4
Ham	0.044	0.6	-2.5	-	-	1.8
Ham, excluding canned(3)	-	0.5	-2.8	-	-	1.6
Pork chops(1)	0.047	1.2	5.0	-	-	5.0
Other pork including roasts, steaks, and ribs(2)	0.095	1.9	-3.4	-	-	-1.6
Other meats	0.190	5.1	0.2	-	-	0.0
Frankfurters(3)	-	6.6	2.3	-	-	2.6
Lunchmeats(1)(2)(3)	-	3.1	-0.7	-	-	-0.7
Poultry	0.284	1.4	0.3	-	-	0.8
Chicken(2)	0.213	1.2	0.1	-	-	0.4
Fresh whole chicken(3)	-	-1.2	-0.7	-	-	-0.2
Fresh and frozen chicken parts(3)	-	2.0	0.2	-	-	0.3
Other uncooked poultry including turkey(2)	0.071	2.2	0.7	-	-	2.2
Fish and seafood	0.248	4.4	-0.6	-	-	-0.2
Fresh fish and seafood(1)(2)	0.143	3.6	-1.2	-	-	-1.2
Processed fish and seafood(2)	0.104	5.5	0.2	-	-	0.7
Shelf stable fish and seafood(3)	-	3.4	1.4	-	-	0.8
Frozen fish and seafood(3)	-	8.6	-0.9	-	-	0.3

Expenditure category	Relative importance Nov. 2025	Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
Eggs	0.134	-20.9	-1.2	-	-	-8.2
Dairy and related products(1)	0.709	-0.9	0.9	-	-	0.9
Milk(1)(2)	0.193	-1.0	0.1	-	-	0.1
Fresh whole milk(1)(3)	-	-1.0	0.5	-	-	0.5
Fresh milk other than whole(1)(2)(3)	-	-1.1	-0.2	-	-	-0.2
Cheese and related products(1)	0.241	-1.6	1.4	-	-	1.4
Ice cream and related products	0.127	0.8	1.7	-	-	2.2
Other dairy and related products(2)	0.147	-1.1	0.6	-	-	0.9
Fruits and vegetables	1.307	0.5	0.0	-	-	0.5
Fresh fruits and vegetables	1.092	0.3	-0.2	-	-	0.4
Fresh fruits	0.555	0.7	-0.8	-	-	1.0
Apples	0.078	1.3	0.7	-	-	0.3
Bananas(1)	0.114	5.9	-1.6	-	-	-1.6
Citrus fruits(2)	0.062	0.8	-0.6	-	-	5.5
Oranges, including tangerines(3)	-	2.1	-2.5	-	-	5.3
Other fresh fruits(2)	0.301	-1.2	-0.9	-	-	-1.1
Fresh vegetables	0.538	-0.2	0.3	-	-	-0.2
Potatoes	0.076	-3.4	1.1	-	-	0.8
Lettuce	0.073	7.3	1.1	-	-	1.7
Tomatoes	0.089	-3.0	-0.1	-	-	-0.6
Other fresh vegetables	0.299	-0.3	0.1	-	-	-0.3
Processed fruits and vegetables(2)	0.214	1.5	1.3	-	-	0.6
Canned fruits and vegetables(2)	0.086	1.6	1.1	-	-	0.1
Canned fruits(2)(3)	-	3.4	1.5	-	-	0.5
Canned vegetables(2)(3)	-	0.5	0.8	-	-	0.0
Frozen fruits and vegetables(2)	0.064	0.0	2.3	-	-	2.4
Frozen vegetables(3)	-	-1.6	2.5	-	-	2.8
Other processed fruits and vegetables including dried(2)	0.065	2.9	0.7	-	-	-0.6
Dried beans, peas, and lentils(1)(2)(3)	-	2.1	0.7	-	-	0.7
Nonalcoholic beverages and beverage materials	0.915	5.1	0.3	-	-	0.4
Juices and nonalcoholic drinks(2)	0.626	2.3	0.4	-	-	0.5
Carbonated drinks	0.341	3.0	0.3	-	-	0.7
Frozen noncarbonated juices and drinks(1)(2)	0.004	5.5	-0.3	-	-	-0.3
Nonfrozen noncarbonated juices and drinks(2)	0.281	1.3	0.6	-	-	0.4
Beverage materials including coffee and tea(2)	0.288	11.8	0.2	-	-	0.5
Coffee	0.154	19.8	1.2	-	-	1.9
Roasted coffee(3)	-	18.7	1.3	-	-	1.5
Instant coffee(1)(3)	-	28.0	1.0	-	-	1.0
Other beverage materials including tea(1)(2)	0.134	3.8	-1.0	-	-	-1.0
Other food at home	2.304	2.7	1.5	-	-	1.6
Sugar and sweets	0.342	6.9	0.9	-	-	0.8
Sugar and sugar substitutes	0.027	0.6	0.0	-	-	0.4
Candy and chewing gum(2)	0.246	10.0	0.7	-	-	0.5
Other sweets(2)	0.070	-0.4	1.9	-	-	2.2
Fats and oils	0.241	0.8	1.8	-	-	1.8
Butter and margarine(2)	0.052	-2.2	0.5	-	-	0.5
Butter(3)	-	-3.4	0.1	-	-	0.2
Margarine(3)	-	5.0	0.7	-	-	0.3
Salad dressing(1)(2)	0.066	5.6	3.0	-	-	3.0
Other fats and oils including peanut butter(2)	0.123	-0.4	1.8	-	-	1.9
Peanut butter(1)(2)(3)	-	1.4	4.3	-	-	4.3

Expenditure category	Relative importance Nov. 2025	Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
Other foods	1.721	2.2	1.6	-	-	1.8
Soups	0.103	2.3	1.8	-	-	1.8
Frozen and freeze dried prepared foods	0.270	0.3	1.1	-	-	0.8
Snacks	0.361	2.2	0.4	-	-	1.1
Spices, seasonings, condiments, sauces	0.374	1.7	1.5	-	-	1.9
Salt and other seasonings and spices(2)(3)	-	2.1	0.3	-	-	1.0
Olives, pickles, relishes(2)(3)	-	2.2	0.4	-	-	0.9
Sauces and gravies(2)(3)	-	1.7	1.9	-	-	2.2
Other condiments(3)	-	5.2	1.4	-	-	2.4
Baby food and formula(1)(2)	0.059	0.8	0.2	-	-	0.2
Other miscellaneous foods(2)	0.554	3.6	2.7	-	-	2.9
Prepared salads(3)(4)	-	2.9	0.3	-	-	0.1
Food away from home(1)	5.684	4.1	0.7	-	-	0.7
Full service meals and snacks(1)(2)	2.465	4.9	0.8	-	-	0.8
Limited service meals and snacks(1)(2)	2.843	3.3	0.6	-	-	0.6
Food at employee sites and schools(1)(2)	0.073	3.8	0.3	-	-	0.3
Food at elementary and secondary schools(1)(3)(5)	-	1.2	0.1	-	-	0.1
Food from vending machines and mobile vendors(1)(2)	0.057	6.0	0.5	-	-	0.5
Other food away from home(1)(2)	0.246	5.0	0.2	-	-	0.2
Energy	6.315	2.3	-2.0	-	-	0.3
Energy commodities	3.105	-3.0	-5.1	-	-	-0.4
Fuel oil and other fuels	0.138	1.2	-0.5	-	-	0.6
Fuel oil	0.079	7.4	-1.6	-	-	-1.5
Propane, kerosene, and firewood(6)	0.059	-5.9	0.9	-	-	0.0
Motor fuel	2.968	-3.2	-5.3	-	-	-0.4
Gasoline (all types)	2.883	-3.4	-5.3	-2.1	3.0	-0.5
Gasoline, unleaded regular(3)	-	-3.8	-5.5	-2.4	3.0	-0.5
Gasoline, unleaded midgrade(3)(7)	-	-2.2	-4.6	-1.4	2.6	-0.3
Gasoline, unleaded premium(3)	-	-1.3	-4.3	-1.0	2.7	-0.1
Other motor fuels(1)(2)	0.084	3.5	-3.5	-	-	-3.5
Energy services	3.210	7.7	1.1	-	-	1.0
Electricity	2.432	6.7	0.1	-	-	-0.1
Utility (piped) gas service	0.777	10.8	4.1	-	-	4.4
All items less food and energy	80.028	2.6	0.0	-	-	0.2
Commodities less food and energy commodities	19.223	1.4	-0.4	-	-	0.0
Household furnishings and supplies(8)	3.387	3.4	0.4	-	-	0.5
Window and floor coverings and other linens(2)	0.238	2.7	0.8	-	-	0.6
Floor coverings(1)(2)	0.059	3.1	0.3	-	-	0.3
Window coverings(1)(2)	0.056	8.9	3.6	-	-	3.6
Other linens(2)	0.124	-0.1	-0.2	-	-	-0.4
Furniture and bedding(1)	0.798	3.6	-0.4	-	-	-0.4
Bedroom furniture(1)	0.252	3.3	1.4	-	-	1.4
Living room, kitchen, and dining room furniture(1)(2)	0.391	4.0	-1.3	-	-	-1.3
Other furniture(2)	0.145	2.9	-0.8	-	-	-0.9
Appliances(2)	0.215	-1.7	-5.1	-	-	-4.3
Major appliances(2)	0.068	1.9	-2.0	-	-	-2.2
Laundry equipment(1)(3)	-	-1.2	-4.1	-	-	-4.1
Other appliances(2)	0.144	-3.5	-6.5	-	-	-5.2
Other household equipment and furnishings(2)	0.490	5.2	2.6	-	-	3.0
Clocks, lamps, and decorator items(1)	0.283	3.9	2.2	-	-	2.2

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		Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
Indoor plants and flowers(9)	0.115	7.2	2.4	-	-	1.8
Dishes and flatware(1)(2)	0.035	1.0	5.8	-	-	5.8
Nonelectric cookware and tableware(2)	0.057	10.4	3.5	-	-	3.5
Tools, hardware, outdoor equipment and supplies(1)(2)	0.849	5.4	1.3	-	-	1.3
Tools, hardware and supplies(2)	0.246	5.2	0.1	-	-	0.0
Outdoor equipment and supplies(1)(2)	0.364	5.7	2.3	-	-	2.3
Housekeeping supplies(1)	0.797	1.7	0.2	-	-	0.2
Household cleaning products(1)(2)	0.294	1.7	0.9	-	-	0.9
Household paper products(1)(2)	0.178	1.2	-1.6	-	-	-1.6
Miscellaneous household products(1)(2)	0.325	2.1	0.7	-	-	0.7
Apparel	2.461	0.6	-1.3	-	-	0.6
Men's and boys' apparel	0.646	-0.1	-1.5	-	-	0.1
Men's apparel	0.522	0.5	-1.5	-	-	0.4
Men's suits, sport coats, and outerwear	0.086	-1.8	-2.9	-	-	0.6
Men's underwear, nightwear, swimwear, and accessories	0.139	3.2	1.1	-	-	3.4
Men's shirts and sweaters(2)	0.149	0.1	-2.4	-	-	-0.5
Men's pants and shorts	0.132	-0.2	-2.1	-	-	-1.0
Boys' apparel	0.124	-2.3	-1.5	-	-	-0.2
Women's and girls' apparel	0.954	-0.3	-1.6	-	-	1.0
Women's apparel	0.847	-0.7	-1.8	-	-	0.7
Women's outerwear	0.078	3.3	-2.6	-	-	-1.4
Women's dresses	0.131	-0.9	-7.8	-	-	-2.7
Women's suits and separates(2)	0.342	-0.3	-1.3	-	-	1.2
Women's underwear, nightwear, swimwear, and accessories(2)	0.286	-2.0	0.5	-	-	3.5
Girls' apparel	0.107	2.4	-0.2	-	-	3.0
Footwear	0.572	1.1	-0.7	-	-	1.1
Men's footwear	0.195	1.7	-0.3	-	-	1.7
Boys' and girls' footwear(1)	0.109	-1.9	-0.8	-	-	-0.8
Women's footwear	0.268	1.9	-0.9	-	-	0.5
Infants' and toddlers' apparel	0.102	3.9	1.0	-	-	2.3
Jewelry and watches(6)	0.186	4.7	-1.5	-	-	-2.2
Watches(1)(6)	0.042	3.9	0.9	-	-	0.9
Jewelry(6)	0.143	4.9	-2.2	-	-	-3.1
Transportation commodities less motor fuel(8)	7.205	0.9	-0.7	-	-	-0.3
New vehicles	4.302	0.3	-0.3	0.1	0.2	0.0
New cars(3)	-	0.5	-0.4	0.1	0.4	-0.1
New trucks(3)(10)	-	0.2	-0.3	0.1	0.2	0.0
Used cars and trucks	2.406	1.6	-1.7	0.7	0.3	-1.1
Motor vehicle parts and equipment(1)	0.362	3.5	1.0	-	-	1.0
Tires(1)	0.297	3.7	1.2	-	-	1.2
Vehicle accessories other than tires(1)(2)	0.065	2.3	-0.2	-	-	-0.2
Vehicle parts and equipment other than tires(1)(3)	-	3.4	-0.9	-	-	-0.9
Motor oil, coolant, and fluids(1)(3)	-	0.6	1.6	-	-	1.6
Medical care commodities(1)	1.504	1.5	0.3	-	-	0.3
Medicinal drugs(1)(8)	1.324	1.5	0.5	-	-	0.5
Prescription drugs(1)	0.917	2.0	0.1	-	-	0.1
Nonprescription drugs(8)	0.407	0.5	1.4	-	-	1.8
Medical equipment and supplies(1)(8)	0.180	1.5	-1.2	-	-	-1.2
Recreation commodities(8)	1.821	1.2	-0.1	-	-	0.1
Video and audio products(8)	0.250	1.2	-0.8	-	-	-0.4
Televisions	0.083	-7.2	-1.5	-	-	-0.6

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Other video equipment(2)	0.028	-0.2	-3.0	-	-	-2.3
Audio equipment(1)	0.059	13.3	-1.1	-	-	-1.1
Recorded music and music subscriptions(1)(2)	0.075	3.2	1.1	-	-	1.1
Pets and pet products(1)	0.621	1.3	0.5	-	-	0.5
Pet food and treats(1)(2)(3)	-	1.2	0.2	-	-	0.2
Purchase of pets, pet supplies, accessories(1)(2)(3)	-	1.0	0.9	-	-	0.9
Sporting goods(1)	0.469	0.3	0.1	-	-	0.1
Sports vehicles including bicycles(1)	0.235	0.9	0.5	-	-	0.5
Sports equipment(1)	0.218	-0.3	-0.4	-	-	-0.4
Photographic equipment and supplies	0.021	9.8	-0.8	-	-	1.2
Photographic equipment(1)(2)(3)	-	9.2	-1.3	-	-	-1.3
Recreational reading materials(1)	0.099	3.8	-0.4	-	-	-0.4
Newspapers and magazines(1)(2)	0.054	6.4	1.9	-	-	1.9
Recreational books(1)(2)	0.045	0.8	-3.1	-	-	-3.1
Other recreational goods(2)	0.362	1.0	-0.5	-	-	-0.2
Toys	0.283	0.8	-0.9	-	-	-0.5
Toys, games, hobbies and playground equipment(2)(3)	-	1.3	-0.8	-	-	-0.9
Sewing machines, fabric and supplies(1)(2)	0.021	-2.7	1.8	-	-	1.8
Music instruments and accessories(1)(2)	0.044	4.2	0.7	-	-	0.7
Education and communication commodities(8)	0.716	-3.8	-1.6	-	-	-2.0
Educational books and supplies(1)	0.041	0.8	-0.2	-	-	-0.2
College textbooks(1)(3)(11)	-	1.1	0.1	-	-	0.1
Information technology commodities(8)	0.675	-4.1	-1.7	-	-	-2.2
Computers, peripherals, and smart home assistants(1)(4)	0.257	-0.6	-1.3	-	-	-1.3
Computer software and accessories(1)(2)	0.025	4.4	7.0	-	-	7.0
Telephone hardware, calculators, and other consumer information items(2)	0.392	-6.8	-2.5	-	-	-3.3
Smartphones(1)(3)(12)	-	-9.8	-2.2	-	-	-2.2
Alcoholic beverages(1)	0.831	2.1	-0.1	-	-	-0.1
Alcoholic beverages at home	0.443	1.0	-0.5	-	-	0.0
Beer, ale, and other malt beverages at home(1)	0.152	1.3	-0.4	-	-	-0.4
Distilled spirits at home(1)	0.102	1.8	-0.7	-	-	-0.7
Whiskey at home(1)(3)	-	2.0	-	-	-	-
Distilled spirits, excluding whiskey, at home(1)(3)	-	2.5	-0.6	-	-	-0.6
Wine at home	0.188	0.3	-0.4	-	-	0.1
Alcoholic beverages away from home(1)	0.388	3.5	0.4	-	-	0.4
Beer, ale, and other malt beverages away from home(1)(2)(3)	-	2.6	0.2	-	-	0.2
Wine away from home(1)(2)(3)	-	2.5	0.0	-	-	0.0
Distilled spirits away from home(1)(2)(3)	-	3.8	0.2	-	-	0.2
Other goods(8)	1.299	3.6	0.1	-	-	0.1
Tobacco and smoking products(1)	0.502	6.8	-0.2	-	-	-0.2
Cigarettes(1)(2)	0.380	8.5	0.4	-	-	0.4
Tobacco products other than cigarettes(1)(2)	0.116	1.2	-2.1	-	-	-2.1
Personal care products(1)	0.644	1.5	-0.3	-	-	-0.3
Hair, dental, shaving, and miscellaneous personal care products(1)(2)	0.289	2.4	0.0	-	-	0.0
Cosmetics, perfume, bath, nail preparations and implements(1)	0.345	0.8	-0.5	-	-	-0.5
Miscellaneous personal goods(2)	0.154	2.5	2.4	-	-	2.6
Stationery, stationery supplies, gift wrap(3)	-	1.8	2.4	-	-	1.9
Services less energy services	60.805	3.0	0.2	-	-	0.3
Shelter	35.514	3.2	0.4	-	-	0.4

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		Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
Rent of shelter(13)	35.086	3.1	0.4	-	-	0.4
Rent of primary residence	7.491	2.9	0.3	-	-	0.3
Lodging away from home(2)	1.233	-0.8	1.2	-	-	2.9
Housing at school, excluding board(13)	0.244	3.2	0.1	-	-	0.2
Other lodging away from home including hotels and motels	0.989	-1.8	1.5	-	-	3.5
Owners' equivalent rent of residences(13)	26.362	3.4	0.3	-	-	0.3
Owners' equivalent rent of primary residence(13)	25.159	3.3	0.3	-	-	0.3
Tenants' and household insurance(1)(2)	0.428	8.2	1.0	-	-	1.0
Water and sewer and trash collection services(2)	1.096	4.7	0.4	-	-	0.4
Water and sewerage maintenance(1)	0.749	4.6	0.4	-	-	0.4
Garbage and trash collection(1)(10)	0.347	4.8	0.4	-	-	0.4
Household operations(1)(2)	-	-	-	-	-	-
Domestic services(1)(2)	-	-	-	-	-	-
Gardening and lawncare services(1)(2)	-	-	-	-	-	-
Moving, storage, freight expense(2)	0.121	-17.0	-15.4	-	-	-14.3
Repair of household items(1)(2)	-	-	-	-	-	-
Medical care services	6.779	3.5	0.3	-	-	0.4
Professional services	3.684	2.5	0.3	-	-	0.3
Physicians' services(1)	1.804	1.9	0.3	-	-	0.3
Dental services	0.949	3.8	0.5	-	-	0.7
Eyeglasses and eye care(1)(6)	0.337	3.1	-0.2	-	-	-0.2
Services by other medical professionals(1)(6)	-	-	-	-	-	-
Hospital and related services(1)	2.319	6.7	0.9	-	-	0.9
Hospital services(1)(14)	1.985	6.6	1.0	-	-	1.0
Inpatient hospital services(1)(3)(14)	-	-	-	-	-	-
Outpatient hospital services(1)(3)(6)	-	6.5	0.9	-	-	0.9
Nursing homes and adult day services(14)	0.167	4.3	0.1	-	-	0.3
Care of invalids and elderly at home(1)(5)	0.167	10.7	0.0	-	-	0.0
Health insurance(1)(5)	0.776	-0.5	-1.1	-	-	-1.1
Transportation services	6.265	1.5	-0.5	-	-	0.5
Leased cars and trucks(1)(11)	0.378	-	-0.6	-0.1	-0.3	-0.6
Car and truck rental(2)	0.127	-4.1	-4.3	-	-	-1.4
Motor vehicle maintenance and repair(1)	1.059	5.4	-1.3	-	-	-1.3
Motor vehicle body work(1)	-	-	-	-	-	-
Motor vehicle maintenance and servicing(1)	0.516	4.9	0.5	-	-	0.5
Motor vehicle repair(1)(2)	0.425	6.2	-3.7	-	-	-3.7
Motor vehicle insurance	2.816	2.8	-	-	-	-
Motor vehicle fees(1)(2)	0.492	1.3	-0.7	-	-	-0.7
State motor vehicle registration and license fees(1)(2)	0.283	1.8	-0.5	-	-	-0.5
Parking and other fees(1)(2)	0.196	0.6	-1.0	-	-	-1.0
Parking fees and tolls(2)(3)	-	3.7	0.0	-	-	0.0
Public transportation	1.392	-2.0	0.7	-	-	4.5
Airline fares	0.868	-3.4	-0.5	-	-	5.2
Other intercity transportation	0.207	-2.6	2.3	-	-	2.7
Ship fare(1)(2)(3)	-	-4.8	0.2	-	-	0.2
Intracity transportation(1)	0.313	2.5	2.7	-	-	2.7
Intracity mass transit(1)(3)(8)	-	0.9	-0.7	-	-	-0.7
Recreation services(8)	3.425	4.0	1.9	-	-	1.8
Video and audio services(8)	0.806	4.9	2.4	-	-	2.3
Cable, satellite, and live streaming television service(10)	0.651	3.7	1.2	-	-	1.1
Purchase, subscription, and rental of video(1)(2)	0.155	10.0	7.6	-	-	7.6

Expenditure category	Relative importance Nov. 2025	Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
Video discs and other media(1)(2)(3)	-	6.0	3.2	-	-	3.2
Subscription and rental of video and video games(1)(2)(3)	-	29.0	19.5	-	-	19.5
Pet services including veterinary(2)	0.543	6.2	1.1	-	-	1.1
Pet services(2)(3)	-	5.0	0.2	-	-	0.7
Veterinarian services(1)(2)(3)	-	7.1	2.0	-	-	2.0
Photographers and photo processing(1)(2)	0.053	1.5	-	-	-	-
Other recreation services(2)	2.022	3.1	1.9	-	-	1.7
Club membership for shopping clubs, fraternal, or other organizations, or participant sports fees(2)	0.795	0.4	0.5	-	-	0.1
Admissions(1)	0.733	5.7	3.6	-	-	3.6
Admission to movies, theaters, and concerts(1)(2)(3)	-	6.7	2.4	-	-	2.4
Admission to sporting events(1)(2)(3)	-	-7.3	-	-	-	-
Fees for lessons or instructions(1)(6)	0.167	2.9	-	-	-	-
Education and communication services(8)	4.951	1.1	-1.0	-	-	-0.8
Tuition, other school fees, and childcare	2.548	2.9	-0.1	-	-	0.2
College tuition and fees	1.311	1.5	-0.2	-	-	0.0
Elementary and high school tuition and fees	0.393	4.1	0.0	-	-	0.4
Day care and preschool(1)(9)	0.739	4.8	0.0	-	-	0.0
Technical and business school tuition and fees(2)	0.039	2.1	0.0	-	-	0.1
Postage and delivery services(2)	0.056	4.8	0.1	-	-	0.6
Postage	0.053	4.6	0.0	3.3	0.3	0.5
Delivery services(2)	0.002	9.7	2.2	-	-	2.4
Telephone services(1)(2)	1.406	-3.2	-2.8	-	-	-2.8
Wireless telephone services(1)(2)	1.238	-4.1	-3.3	0.0	1.1	-3.3
Residential telephone services(1)(8)	0.168	3.7	1.4	-	-	1.4
Internet services and electronic information providers(1)(2)	0.932	2.8	-0.7	-	-	-0.7
Other personal services(1)(8)	1.672	4.7	-0.2	-	-	-0.2
Personal care services(1)	0.668	4.8	0.7	-	-	0.7
Haircuts and other personal care services(1)(2)	0.668	4.8	0.7	-	-	0.7
Miscellaneous personal services(1)	1.004	4.6	-0.8	-	-	-0.8
Legal services(1)(6)	-	-	-	-	-	-
Funeral expenses(1)(6)	0.139	2.6	0.6	-	-	0.6
Laundry and dry cleaning services(1)(2)	0.167	4.6	0.3	-	-	0.3
Apparel services other than laundry and dry cleaning(1)(2)	0.028	7.0	0.5	-	-	0.5
Financial services(1)(6)	0.257	4.2	-3.5	-	-	-3.5
Checking account and other bank services(1)(2)(3)	-	0.4	0.3	-	-	0.3
Tax return preparation and other accounting fees(1)(2)(3)	-	-	-4.5	-	-	-4.5

Footnotes

(1) Not seasonally adjusted.
(2) Indexes on a December 1997=100 base.
(3) Special index based on a substantially smaller sample.
(4) Indexes on a December 2007=100 base.
(5) Indexes on a December 2005=100 base.
(6) Indexes on a December 1986=100 base.
(7) Indexes on a December 1993=100 base.
(8) Indexes on a December 2009=100 base.
(9) Indexes on a December 1990=100 base.
(10) Indexes on a December 1983=100 base.
(11) Indexes on a December 2001=100 base.
(12) Indexes on a December 2019=100 base.
(13) Indexes on a December 1982=100 base.
(14) Indexes on a December 1996=100 base.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Table 3. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, special aggregate indexes, December 2025

[1982-84=100, unless otherwise noted]

Special aggregate indexes	Relative importance Nov. 2025	Unadjusted indexes			Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024	Nov. 2025	Dec. 2025	Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
All items less food	86.343	312.824	321.391	321.005	2.6	-0.1	-	-	0.2
All items less shelter	64.486	283.218	290.721	290.038	2.4	-0.2	-	-	0.3
All items less food and shelter	50.830	270.960	278.288	277.005	2.2	-0.5	-	-	0.1
All items less food, shelter, and energy	44.515	274.762	281.568	280.865	2.2	-0.2	-	-	0.1
All items less food, shelter, energy, and used cars and trucks	42.109	280.106	286.905	286.420	2.3	-0.2	-	-	0.2
All items less medical care	91.717	303.357	311.511	311.347	2.6	-0.1	-	-	0.3
All items less energy	93.685	322.828	331.188	331.550	2.7	0.1	-	-	0.3
Commodities	35.985	220.949	225.557	224.618	1.7	-0.4	-	-	0.2
Commodities less food, energy, and used cars and trucks	16.817	161.927	164.527	164.179	1.4	-0.2	-	-	0.2
Commodities less food	22.328	174.413	177.669	175.819	0.8	-1.0	-	-	-0.1
Commodities less food and beverages	21.497	170.521	173.681	171.807	0.8	-1.1	-	-	-0.1
Services	64.015	409.105	421.567	422.416	3.3	0.2	-	-	0.3
Services less rent of shelter(1)	28.929	421.204	435.623	435.662	3.4	0.0	-	-	0.2
Services less medical care services	57.236	392.933	404.836	405.589	3.2	0.2	-	-	0.3
Durables	10.870	121.747	123.844	123.216	1.2	-0.5	-	-	-0.4
Nondurables	25.115	274.260	280.413	279.357	1.9	-0.4	-	-	0.8
Nondurables less food	11.458	225.262	229.777	226.218	0.4	-1.5	-	-	0.6
Nondurables less food and beverages	10.627	221.206	225.602	221.848	0.3	-1.7	-	-	0.6
Nondurables less food, beverages, and apparel	8.166	284.370	290.105	284.928	0.2	-1.8	-	-	0.6
Nondurables less food and apparel	8.998	283.528	289.299	284.593	0.4	-1.6	-	-	0.6
Housing	44.448	338.883	349.973	351.072	3.6	0.3	-	-	0.4
Education and communication(2)	5.666	145.696	147.928	146.392	0.5	-1.0	-	-	-1.0
Education(2)	2.589	305.662	314.643	314.408	2.9	-0.1	-	-	0.2
Communication(2)	3.077	72.857	73.133	71.781	-1.5	-1.8	-	-	-1.9
Information and information processing(2)	3.022	68.451	68.657	67.364	-1.6	-1.9	-	-	-2.0
Information technology, hardware and services(3)	1.616	6.721	6.784	6.708	-0.2	-1.1	-	-	-1.3
Recreation(2)	5.246	138.343	140.821	142.505	3.0	1.2	-	-	1.2
Video and audio(2)	1.056	116.849	119.563	121.524	4.0	1.6	-	-	1.7
Pets, pet products and services(2)	1.163	223.988	230.172	231.923	3.5	0.8	-	-	0.8
Photography(2)	0.075	84.248	86.351	87.315	3.6	1.1	-	-	1.7
Food and beverages	14.488	330.812	338.857	340.780	3.0	0.6	-	-	0.7
Domestically produced farm food	6.697	319.443	323.321	325.422	1.9	0.6	-	-	0.6
Other services	10.047	419.092	429.789	430.349	2.7	0.1	-	-	0.2
Apparel less footwear	1.888	118.997	121.285	119.542	0.5	-1.4	-	-	0.4
Fuels and utilities	4.443	317.180	335.637	338.484	6.7	0.8	-	-	0.8
Household energy	3.347	264.502	281.272	284.047	7.4	1.0	-	-	1.0
Medical care	8.283	569.189	585.213	587.144	3.2	0.3	-	-	0.4
Transportation	16.437	267.606	272.615	268.630	0.4	-1.5	-	-	0.0
Private transportation	15.045	266.883	273.036	268.511	0.6	-1.7	-	-	-0.5
New and used motor vehicles(2)	7.348	124.324	125.978	124.913	0.5	-0.8	-	-	-0.4
Utilities and public transportation	7.755	260.830	268.264	268.823	3.1	0.2	-	-	0.6
Household furnishings and operations	4.492	147.559	154.477	153.484	4.0	-0.6	-	-	-0.5

Footnotes

(1) Indexes on a December 1982=100 base.
(2) Indexes on a December 1997=100 base.
(3) Indexes on a December 1988=100 base.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Special aggregate indexes	Relative importance Nov. 2025	Unadjusted indexes			Unadjusted percent change		Seasonally adjusted percent change		
		Dec. 2024	Nov. 2025	Dec. 2025	Dec. 2024-Dec. 2025	Nov. 2025-Dec. 2025	Sep. 2025-Oct. 2025	Oct. 2025-Nov. 2025	Nov. 2025-Dec. 2025
Other goods and services	2.971	564.600	588.935	588.451	4.2	-0.1	-	-	0.3
Personal care	2.469	283.952	294.713	294.531	3.7	-0.1	-	-	0.4

Footnotes
(1) Indexes on a December 1982=100 base.
(2) Indexes on a December 1997=100 base.
(3) Indexes on a December 1988=100 base.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Table 4. Consumer Price Index for All Urban Consumers (CPI-U): Selected areas, all items index, December 2025

[1982-84=100, unless otherwise noted]

Area	Pricing Schedule(1)	Percent change to Dec. 2025 from:			Percent change to Nov. 2025 from:		
		Dec. 2024	Oct. 2025	Nov. 2025	Nov. 2024	Sep. 2025	Oct. 2025
U.S. city average	M	2.7	-	0.0	2.7	-0.2	-
Region and area size(2)							
Northeast	M	3.3	-	0.2	3.1	0.0	-
Northeast - Size Class A	M	3.3	-	0.3	3.1	0.1	-
Northeast - Size Class B/C(3)	M	3.2	-	0.1	3.0	-0.1	-
New England(4)	M	2.5	-	-0.1	2.7	-0.4	-
Middle Atlantic(4)	M	3.6	-	0.3	3.2	0.2	-
Midwest	M	2.7	-	-0.1	3.0	-0.3	-
Midwest - Size Class A	M	2.1	-	-0.4	2.6	-0.7	-
Midwest - Size Class B/C(3)	M	3.0	-	0.0	3.2	0.0	-
East North Central(4)	M	2.8	-	-0.1	3.1	-0.2	-
West North Central(4)	M	2.4	-	-0.2	2.7	-0.3	-
South	M	2.2	-	0.0	2.2	-0.2	-
South - Size Class A	M	1.8	-	-0.1	1.8	-0.3	-
South - Size Class B/C(3)	M	2.4	-	0.1	2.4	-0.2	-
South Atlantic(4)	M	2.3	-	0.1	2.4	-0.1	-
East South Central(4)	M	2.9	-	0.3	2.4	-0.2	-
West South Central(4)	M	1.5	-	-0.3	1.7	-0.5	-
West	M	2.9	-	-0.2	3.0	-0.3	-
West - Size Class A	M	3.0	-	0.0	3.0	-0.2	-
West - Size Class B/C(3)	M	2.8	-	-0.3	3.0	-0.4	-
Mountain(4)	M	2.4	-	-0.3	2.6	-0.5	-
Pacific(4)	M	3.1	-	-0.1	3.2	-0.2	-
Size classes							
Size Class A(5)	M	2.6	-	0.0	2.6	-0.2	-

Footnotes
(1) Foods, fuels, and several other items are priced every month in all areas. Most other goods and services are priced as indicated: M - Every month. 1 - January, March, May, July, September, and November. 2 - February, April, June, August, October, and December.
(2) Regions defined as the four Census regions.
(3) Indexes on a December 1996=100 base.
(4) Indexes on a December 2017=100 base.
(5) Indexes on a December 1986=100 base.
(6) 1998 - 2017 indexes based on substantially smaller sample.
(7) Indexes on a December 2001=100 base.
(8) Indexes on a 1987=100 base.

NOTE: Local area indexes are byproducts of the national CPI program. Each local index has a smaller sample size than the national index and is, therefore, subject to substantially more sampling and other measurement error. As a result, local area indexes show greater volatility than the national index, although their long-term trends are similar. Therefore, the Bureau of Labor Statistics strongly urges users to consider adopting the national average CPI for use in their escalator clauses.
NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Area	Pricing Schedule(1)	Percent change to Dec. 2025 from:			Percent change to Nov. 2025 from:		
		Dec. 2024	Oct. 2025	Nov. 2025	Nov. 2024	Sep. 2025	Oct. 2025
Size Class B/C(3)	M	2.8	-	0.0	2.8	-0.2	-
Selected local areas							
Chicago-Naperville-Elgin, IL-IN-WI	M	2.2	-	-0.2	2.5	-0.9	-
Los Angeles-Long Beach-Anaheim, CA	M	3.0	-	-0.3	3.6	-0.1	-
New York-Newark-Jersey City, NY-NJ-PA	M	3.4	-	0.4	3.0	0.2	-
Atlanta-Sandy Springs-Roswell, GA	2	0.9	-	-	-	-	-
Baltimore-Columbia-Towson, MD(6)	2	3.4	-	-	-	-	-
Detroit-Warren-Dearborn, MI	2	2.1	-	-	-	-	-
Houston-The Woodlands-Sugar Land, TX	2	1.6	-	-	-	-	-
Miami-Fort Lauderdale-West Palm Beach, FL	2	2.6	-	-	-	-	-
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	2	3.9	-	-	-	-	-
Phoenix-Mesa-Scottsdale, AZ(7)	2	2.2	-	-	-	-	-
San Francisco-Oakland-Hayward, CA	2	3.0	-	-	-	-	-
Seattle-Tacoma-Bellevue, WA	2	3.1	-	-	-	-	-
St. Louis, MO-IL	2	2.0	-	-	-	-	-
Urban Alaska	2	1.9	-	-	-	-	-
Boston-Cambridge-Newton, MA-NH	1	-	-	-	2.8	-0.4	-
Dallas-Fort Worth-Arlington, TX	1	-	-	-	1.1	-0.6	-
Denver-Aurora-Lakewood, CO	1	-	-	-	2.2	-0.6	-
Minneapolis-St.Paul-Bloomington, MN-WI	1	-	-	-	2.5	-0.7	-
Riverside-San Bernardino-Ontario, CA(4)	1	-	-	-	4.5	0.6	-
San Diego-Carlsbad, CA	1	-	-	-	4.0	0.1	-
Tampa-St. Petersburg-Clearwater, FL(8)	1	-	-	-	3.0	-0.3	-
Urban Hawaii	1	-	-	-	2.4	0.3	-
Washington-Arlington-Alexandria, DC-VA-MD-WV(6)	1	-	-	-	2.4	-0.3	-

Footnotes

(1) Foods, fuels, and several other items are priced every month in all areas. Most other goods and services are priced as indicated: M - Every month. 1 - January, March, May, July, September, and November. 2 - February, April, June, August, October, and December.

(2) Regions defined as the four Census regions.

(3) Indexes on a December 1996=100 base.

(4) Indexes on a December 2017=100 base.

(5) Indexes on a December 1986=100 base.

(6) 1998 - 2017 indexes based on substantially smaller sample.

(7) Indexes on a December 2001=100 base.

(8) Indexes on a 1987=100 base.

NOTE: Local area indexes are byproducts of the national CPI program. Each local index has a smaller sample size than the national index and is, therefore, subject to substantially more sampling and other measurement error. As a result, local area indexes show greater volatility than the national index, although their long-term trends are similar. Therefore, the Bureau of Labor Statistics strongly urges users to consider adopting the national average CPI for use in their escalator clauses.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Table 5. Chained Consumer Price Index for All Urban Consumers (C-CPI-U) and the Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, all items index, December 2025

[Percent changes]

Month Year	Unadjusted 1-month percent change		Unadjusted 12-month percent change	
	C-CPI-U(1)	CPI-U	C-CPI-U(1)	CPI-U

Footnotes

(1) The C-CPI-U is designed to be a closer approximation to a cost-of-living index in that it, in its final form, accounts for any substitution that consumers make across item categories in response to changes in relative prices. Since the expenditure data required for the calculation of the C-CPI-U are available only with a time lag, the C-CPI-U is issued first in preliminary form using the latest available expenditure data at that time and is subject to four revisions.

Indexes are issued as initial estimates. Indexes are revised each quarter with the publication of January, April, July, and October data as updated expenditure estimates become available. The C-CPI-U indexes are updated quarterly until they become final. January-March indexes are final in January of the following year; April-June indexes are final in April of the following year; July-September indexes are final in July of the following year; October-December indexes are final in October of the following year.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Month Year	Unadjusted 1-month percent change		Unadjusted 12-month percent change	
	C-CPI-U(1)	CPI-U	C-CPI-U(1)	CPI-U
December 2012			1.5	1.7
December 2013			1.3	1.5
December 2014			0.5	0.8
December 2015			0.4	0.7
December 2016			1.8	2.1
December 2017			1.7	2.1
December 2018			1.5	1.9
December 2019			1.8	2.3
December 2020			1.5	1.4
December 2021			6.5	7.0
December 2022			6.4	6.5
January 2023	0.8	0.8	6.4	6.4
February 2023	0.5	0.6	6.0	6.0
March 2023	0.3	0.3	4.8	5.0
April 2023	0.5	0.5	4.7	4.9
May 2023	0.2	0.3	3.8	4.0
June 2023	0.3	0.3	2.9	3.0
July 2023	0.1	0.2	3.0	3.2
August 2023	0.4	0.4	3.5	3.7
September 2023	0.2	0.2	3.4	3.7
October 2023	0.0	0.0	2.9	3.2
November 2023	-0.3	-0.2	2.7	3.1
December 2023	-0.1	-0.1	2.9	3.4
January 2024	0.5	0.5	2.6	3.1
February 2024	0.6	0.6	2.8	3.2
March 2024	0.6	0.6	3.1	3.5
April 2024	0.4	0.4	3.0	3.4
May 2024	0.1	0.2	2.9	3.3
June 2024	0.0	0.0	2.6	3.0
July 2024	0.0	0.1	2.5	2.9
August 2024	0.0	0.1	2.2	2.5
September 2024	0.1	0.2	2.1	2.4
October 2024	0.1	0.1	2.3	2.6
November 2024	-0.1	-0.1	2.5	2.7
December 2024	0.0	0.0	2.6	2.9
January 2025	0.6	0.7	2.7	3.0
February 2025	0.4	0.4	2.6	2.8
March 2025	0.2	0.2	2.1	2.4
April 2025	0.3	0.3	2.1	2.3
May 2025	0.2	0.2	2.1	2.4
June 2025	0.3	0.3	2.4	2.7
July 2025	0.1	0.2	2.5	2.7
August 2025	0.3	0.3	2.8	2.9
September 2025	0.3	0.3	2.9	3.0
November 2025	-	-	2.6	2.7

Footnotes

(1) The C-CPI-U is designed to be a closer approximation to a cost-of-living index in that it, in its final form, accounts for any substitution that consumers make across item categories in response to changes in relative prices. Since the expenditure data required for the calculation of the C-CPI-U are available only with a time lag, the C-CPI-U is issued first in preliminary form using the latest available expenditure data at that time and is subject to four revisions.

Indexes are issued as initial estimates. Indexes are revised each quarter with the publication of January, April, July, and October data as updated expenditure estimates become available. The C-CPI-U indexes are updated quarterly until they become final. January-March indexes are final in January of the following year; April-June indexes are final in April of the following year; July-September indexes are final in July of the following year; October-December indexes are final in October of the following year.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Month Year	Unadjusted 1-month percent change		Unadjusted 12-month percent change	
	C-CPI-U(1)	CPI-U	C-CPI-U(1)	CPI-U
December 2025	-0.1	0.0	2.5	2.7

Footnotes

(1) The C-CPI-U is designed to be a closer approximation to a cost-of-living index in that it, in its final form, accounts for any substitution that consumers make across item categories in response to changes in relative prices. Since the expenditure data required for the calculation of the C-CPI-U are available only with a time lag, the C-CPI-U is issued first in preliminary form using the latest available expenditure data at that time and is subject to four revisions.

Indexes are issued as initial estimates. Indexes are revised each quarter with the publication of January, April, July, and October data as updated expenditure estimates become available. The C-CPI-U indexes are updated quarterly until they become final. January-March indexes are final in January of the following year; April-June indexes are final in April of the following year; July-September indexes are final in July of the following year; October-December indexes are final in October of the following year.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Table 6. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, December 2025, 1-month analysis table

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Nov. 2025	One Month				
		Seasonally adjusted percent change Nov. 2025-Dec. 2025	Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) seasonally adjusted change since:(3)	
					Date	Percent change
All items	100.000	0.3	-	0.05	-	-
Food	13.657	0.7	0.097	0.07	L-Oct. 2022	0.7
Food at home	7.973	0.7	0.058	0.12	L-Aug. 2022	0.9
Cereals and bakery products	1.095	0.6	0.007	0.30	S-Aug. 2025	0.1
Cereals and cereal products	0.332	-0.3	-0.001	0.50	S-Jul. 2025	-0.9
Flour and prepared flour mixes	0.029	1.1	0.000	0.75	L-May 2025	1.1
Breakfast cereal(4)	0.146	-1.0	-0.001	0.93	S-Apr. 2025	-2.5
Rice, pasta, cornmeal	0.157	0.1	0.000	0.63	S-Jul. 2025	-0.6
Rice(4)(5)(6)	-	1.0	-	0.73	L-Aug. 2025	1.5
Bakery products(4)	0.763	0.4	0.003	0.38	S-Aug. 2025	0.0
Bread(4)(5)	0.140	1.1	0.002	0.61	L-Apr. 2025	1.6
White bread(4)(6)	-	2.0	-	0.64	L-Aug. 2022	2.6
Bread other than white(4)(6)	-	0.1	-	1.08	S-Aug. 2025	-0.9
Fresh biscuits, rolls, muffins(5)	0.134	2.0	0.003	1.02	L-Oct. 2024	2.9
Cakes, cupcakes, and cookies(4)	0.216	-0.7	-0.002	0.59	S-Oct. 2024	-0.9
Cookies(4)(6)	-	-2.2	-	0.80	S-Feb. 2025	-2.4
Fresh cakes and cupcakes(4)(6)	-	0.4	-	0.69	S-Aug. 2025	-0.1
Other bakery products	0.273	0.6	0.002	0.64	S-Aug. 2025	0.4
Fresh sweetrolls, coffeecakes, doughnuts(4)(6)	-	0.0	-	0.84	S-Aug. 2025	-2.3
Crackers, bread, and cracker products(6)	-	0.8	-	1.02	S-Jul. 2025	-1.2
Frozen and refrigerated bakery products, pies, tarts, turnovers(6)	-	1.0	-	1.14	L-Jun. 2025	1.8
Meats, poultry, fish, and eggs	1.644	-0.2	-0.003	0.24	S-May 2025	-0.4
Meats, poultry, and fish	1.510	0.5	0.008	0.25	S-May 2025	-0.1
Meats	0.979	0.6	0.006	0.31	S-May 2025	-0.1
Beef and veal	0.502	1.0	0.005	0.46	S-May 2025	-0.1
Uncooked ground beef(4)	0.225	0.2	0.001	0.69	S-Apr. 2025	0.0
Uncooked beef roasts(5)	0.066	-1.6	-0.001	1.10	S-May 2025	-1.8
Uncooked beef steaks(5)	0.144	3.1	0.004	0.81	L-Aug. 2025	4.1
Uncooked other beef and veal(4)(5)	0.068	-0.2	0.000	0.88	S-Mar. 2025	-0.7
Pork	0.287	0.3	0.001	0.55	S-Aug. 2025	0.2
Bacon, breakfast sausage, and related products(5)	0.101	-0.8	-0.001	0.89	L-Aug. 2025	1.2

Expenditure category	Relative importance Nov. 2025	One Month				
		Seasonally adjusted percent change Nov. 2025-Dec. 2025	Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) seasonally adjusted change since:(3)	
					Date	Percent change
Bacon and related products(6)	-	-1.0	-	1.07	S-Apr. 2025	-1.0
Breakfast sausage and related products(5)(6)	-	-1.4	-	1.18	L-Aug. 2025	2.5
Ham	0.044	1.8	0.001	1.06	L-Jul. 2025	3.7
Ham, excluding canned(6)	-	1.6	-	1.11	L-Jul. 2025	3.9
Pork chops(4)	0.047	5.0	0.002	1.29	L-Oct. 2021	5.0
Other pork including roasts, steaks, and ribs(5)	0.095	-1.6	-0.001	1.20	S-Apr. 2025	-2.5
Other meats	0.190	0.0	0.000	0.58	S-May 2025	-0.4
Frankfurters(6)	-	2.6	-	1.36	L-Jun. 2025	9.0
Lunchmeats(4)(5)(6)	-	-0.7	-	0.76	S-Jun. 2025	-2.1
Poultry	0.284	0.8	0.002	0.50	L-Mar. 2025	0.9
Chicken(5)	0.213	0.4	0.001	0.53	L-Jun. 2025	1.1
Fresh whole chicken(6)	-	-0.2	-	0.99	S-Aug. 2025	-0.5
Fresh and frozen chicken parts(6)	-	0.3	-	0.69	L-Aug. 2025	0.3
Other uncooked poultry including turkey(5)	0.071	2.2	0.002	1.20	L-Jul. 2023	2.3
Fish and seafood	0.248	-0.2	0.000	0.60	L-Aug. 2025	0.6
Fresh fish and seafood(4)(5)	0.143	-1.2	-0.002	0.83	S-Jul. 2024	-2.4
Processed fish and seafood(5)	0.104	0.7	0.001	0.96	L-Aug. 2025	0.8
Shelf stable fish and seafood(6)	-	0.8	-	1.43	L-Jun. 2025	1.3
Frozen fish and seafood(6)	-	0.3	-	1.19	L-Aug. 2025	1.7
Eggs	0.134	-8.2	-0.011	1.00	S-Apr. 2025	-12.7
Dairy and related products(4)	0.709	0.9	0.007	0.29	L-Mar. 2025	1.0
Milk(4)(5)	0.193	0.1	0.000	0.39	L-Jul. 2025	1.9
Fresh whole milk(4)(6)	-	0.5	-	0.49	L-Jul. 2025	2.5
Fresh milk other than whole(4)(5)(6)	-	-0.2	-	0.55	L-Jul. 2025	1.5
Cheese and related products(4)	0.241	1.4	0.003	0.69	L-Mar. 2025	1.9
Ice cream and related products	0.127	2.2	0.003	1.04	L-May 2025	2.4
Other dairy and related products(5)	0.147	0.9	0.001	0.54	L-Jul. 2025	1.3
Fruits and vegetables	1.307	0.5	0.006	0.32	L-Aug. 2025	1.6
Fresh fruits and vegetables	1.092	0.4	0.005	0.41	L-Aug. 2025	2.0
Fresh fruits	0.555	1.0	0.006	0.58	L-Aug. 2025	1.0
Apples	0.078	0.3	0.000	0.95	L-Aug. 2025	3.5
Bananas(4)	0.114	-1.6	-0.002	0.65	S-Jul. 2024	-1.7
Citrus fruits(5)	0.062	5.5	0.003	0.88	L-Feb. 2022	5.5
Oranges, including tangerines(6)	-	5.3	-	1.44	L-Dec. 2021	8.7
Other fresh fruits(5)	0.301	-1.1	-0.003	1.11	S-Jul. 2025	-2.6
Fresh vegetables	0.538	-0.2	-0.001	0.58	S-Mar. 2025	-1.0
Potatoes	0.076	0.8	0.001	0.97	S-Jul. 2025	-2.3
Lettuce	0.073	1.7	0.001	1.17	L-Aug. 2025	3.5
Tomatoes	0.089	-0.6	0.000	1.22	S-Jun. 2025	-1.5
Other fresh vegetables	0.299	-0.3	-0.001	0.79	L-Aug. 2025	2.9
Processed fruits and vegetables(5)	0.214	0.6	0.001	0.47	S-Aug. 2025	-0.5
Canned fruits and vegetables(5)	0.086	0.1	0.000	0.60	S-Jul. 2025	0.0
Canned fruits(5)(6)	-	0.5	-	0.94	L-Aug. 2025	0.5
Canned vegetables(5)(6)	-	0.0	-	0.90	S-Jul. 2025	-0.3

Expenditure category	Relative importance Nov. 2025	One Month				
		Seasonally adjusted percent change Nov. 2025-Dec. 2025	Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) seasonally adjusted change since:(3)	
					Date	Percent change
Frozen fruits and vegetables(5)	0.064	2.4	0.002	0.89	L-Feb. 2023	4.2
Frozen vegetables(6)	-	2.8	-	1.08	L-Feb. 2023	4.2
Other processed fruits and vegetables including dried(5)	0.065	-0.6	0.000	0.66	S-Aug. 2025	-1.8
Dried beans, peas, and lentils(4)(5)(6)	-	0.7	-	0.76	L-Jul. 2025	0.7
Nonalcoholic beverages and beverage materials	0.915	0.4	0.004	0.40	S-Jul. 2025	-0.5
Juices and nonalcoholic drinks(5)	0.626	0.5	0.003	0.48	S-Aug. 2025	-0.3
Carbonated drinks	0.341	0.7	0.002	0.93	S-Aug. 2025	-0.3
Frozen noncarbonated juices and drinks(4)(5)	0.004	-0.3	0.000	0.81	S-May 2025	-4.6
Nonfrozen noncarbonated juices and drinks(5)	0.281	0.4	0.001	0.49	S-Aug. 2025	-0.7
Beverage materials including coffee and tea(5)	0.288	0.5	0.002	0.68	L-Aug. 2025	2.8
Coffee	0.154	1.9	0.003	0.97	L-Aug. 2025	3.6
Roasted coffee(6)	-	1.5	-	1.25	L-Aug. 2025	4.1
Instant coffee(4)(6)	-	1.0	-	1.07	L-Aug. 2025	4.9
Other beverage materials including tea(4)(5)	0.134	-1.0	-0.001	1.06	L-Aug. 2025	1.5
Other food at home	2.304	1.6	0.038	0.24	L-Jul. 2022	1.9
Sugar and sweets	0.342	0.8	0.003	0.44	L-Jun. 2025	0.9
Sugar and sugar substitutes	0.027	0.4	0.000	0.62	L-Aug. 2025	0.6
Candy and chewing gum(5)	0.246	0.5	0.001	0.60	-	-
Other sweets(5)	0.070	2.2	0.002	0.82	L-Nov. 2021	3.6
Fats and oils	0.241	1.8	0.004	0.53	L-Aug. 2022	1.8
Butter and margarine(5)	0.052	0.5	0.000	0.99	L-Feb. 2025	0.8
Butter(6)	-	0.2	-	1.11	L-Aug. 2025	1.3
Margarine(6)	-	0.3	-	1.56	L-Apr. 2025	1.2
Salad dressing(4)(5)	0.066	3.0	0.002	1.52	L-Sep. 2024	3.3
Other fats and oils including peanut butter(5)	0.123	1.9	0.002	0.68	L-May 2025	2.2
Peanut butter(4)(5)(6)	-	4.3	-	0.76	L-Jan. 2012	6.9
Other foods	1.721	1.8	0.031	0.30	L-Jul. 2022	1.8
Soups	0.103	1.8	0.002	0.97	L-Aug. 2025	1.8
Frozen and freeze dried prepared foods	0.270	0.8	0.002	0.69	S-Aug. 2025	-1.2
Snacks	0.361	1.1	0.004	0.78	S-Aug. 2025	1.0
Spices, seasonings, condiments, sauces	0.374	1.9	0.007	0.50	L-Jul. 2022	2.2
Salt and other seasonings and spices(5)(6)	-	1.0	-	0.91	-	-
Olives, pickles, relishes(5)(6)	-	0.9	-	0.90	L-Jun. 2025	4.9
Sauces and gravies(5)(6)	-	2.2	-	0.70	L-Jul. 2022	3.2
Other condiments(6)	-	2.4	-	1.10	L-Apr. 2025	8.0
Baby food and formula(4)(5)	0.059	0.2	0.000	0.57	S-Aug. 2025	-0.9
Other miscellaneous foods(5)	0.554	2.9	0.016	0.54	L-EVER	-
Prepared salads(6)(7)	-	0.1	-	0.98	L-Aug. 2025	1.7
Food away from home(4)	5.684	0.7	0.039	0.06	L-Oct. 2022	0.9
Full service meals and snacks(4)(5)	2.465	0.8	0.020	0.07	L-Oct. 2022	1.1
Limited service meals and snacks(4)(5)	2.843	0.6	0.018	0.09	L-Jan. 2024	0.6

Expenditure category	Relative importance Nov. 2025	One Month				
		Seasonally adjusted percent change Nov. 2025-Dec. 2025	Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) seasonally adjusted change since:(3)	
					Date	Percent change
Food at employee sites and schools(4)(5)	0.073	0.3	0.000	0.29	L-Jul. 2025	0.8
Food at elementary and secondary schools(4)(6)(8)	-	0.1	-	0.10	-	-
Food from vending machines and mobile vendors(4)(5)	0.057	0.5	0.000	0.25	S-Aug. 2025	0.1
Other food away from home(4)(5)	0.246	0.2	0.000	0.10	S-Jul. 2025	0.0
Energy	6.315	0.3	0.019	0.15	S-Jul. 2025	-1.1
Energy commodities	3.105	-0.4	-0.012	0.18	S-Jul. 2025	-1.9
Fuel oil and other fuels	0.138	0.6	0.001	0.34	L-Jul. 2025	1.0
Fuel oil	0.079	-1.5	-0.001	0.47	S-Mar. 2025	-4.2
Propane, kerosene, and firewood(9)	0.059	0.0	0.000	0.42	L-Jun. 2025	1.1
Motor fuel	2.968	-0.4	-0.013	0.19	S-Jul. 2025	-2.0
Gasoline (all types)	2.883	-0.5	-0.013	0.19	S-Oct. 2025	-2.1
Gasoline, unleaded regular(6)	-	-0.5	-	0.46	S-Oct. 2025	-2.4
Gasoline, unleaded midgrade(6)(10)	-	-0.3	-	0.43	S-Oct. 2025	-1.4
Gasoline, unleaded premium(6)	-	-0.1	-	0.50	S-Oct. 2025	-1.0
Other motor fuels(4)(5)	0.084	-3.5	-0.003	0.28	S-Jan. 2024	-3.9
Energy services	3.210	1.0	0.032	0.26	L-Apr. 2025	1.5
Electricity	2.432	-0.1	-0.002	0.30	L-Aug. 2025	0.2
Utility (piped) gas service	0.777	4.4	0.033	0.44	L-Jan. 2023	6.9
All items less food and energy	80.028	0.2	0.191	0.05	-	-
Commodities less food and energy commodities	19.223	0.0	0.000	0.09	S-May 2025	0.0
Household furnishings and supplies(11)	3.387	0.5	0.019	0.21	L-Jul. 2025	0.7
Window and floor coverings and other linens(5)	0.238	0.6	0.001	0.90	L-Jul. 2025	1.2
Floor coverings(4)(5)	0.059	0.3	0.000	0.74	S-Aug. 2025	-1.2
Window coverings(4)(5)	0.056	3.6	0.002	1.68	L-Aug. 2024	4.3
Other linens(5)	0.124	-0.4	0.000	1.18	L-Jul. 2025	1.4
Furniture and bedding(4)	0.798	-0.4	-0.003	0.41	S-May 2025	-0.8
Bedroom furniture(4)	0.252	1.4	0.003	0.62	L-Jul. 2025	1.5
Living room, kitchen, and dining room furniture(4)(5)	0.391	-1.3	-0.005	0.60	S-Jul. 2024	-1.3
Other furniture(5)	0.145	-0.9	-0.001	0.94	S-Apr. 2025	-0.9
Appliances(5)	0.215	-4.3	-0.009	0.68	S-EVER	-
Major appliances(5)	0.068	-2.2	-0.002	1.04	S-Jul. 2025	-2.2
Laundry equipment(4)(6)	-	-4.1	-	0.76	S-Oct. 2023	-5.0
Other appliances(5)	0.144	-5.2	-0.008	0.87	S-EVER	-
Other household equipment and furnishings(5)	0.490	3.0	0.015	0.53	L-Oct. 2004	4.5
Clocks, lamps, and decorator items(4)	0.283	2.2	0.006	0.60	L-Jan. 2025	2.2
Indoor plants and flowers(12)	0.115	1.8	0.002	0.89	L-Aug. 2025	2.8
Dishes and flatware(4)(5)	0.035	5.8	0.002	1.59	L-Jun. 2019	6.1
Nonelectric cookware and tableware(5)	0.057	3.5	0.002	1.38	L-Jun. 2025	3.7
Tools, hardware, outdoor equipment and supplies(4)(5)	0.849	1.3	0.011	0.38	L-Jul. 2025	1.6
Tools, hardware and supplies(5)	0.246	0.0	0.000	0.59	L-Aug. 2025	0.4
Outdoor equipment and supplies(4)(5)	0.364	2.3	0.009	0.53	L-Feb. 2023	4.0
Housekeeping supplies(4)	0.797	0.2	0.002	0.26	S-Jul. 2025	0.0

Expenditure category	Relative importance Nov. 2025	One Month				
		Seasonally adjusted percent change Nov. 2025-Dec. 2025	Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) seasonally adjusted change since:(3)	
					Date	Percent change
Household cleaning products(4)(5)	0.294	0.9	0.003	0.42	L-Aug. 2024	1.8
Household paper products(4)(5)	0.178	-1.6	-0.003	0.34	S-Sep. 2020	-3.6
Miscellaneous household products(4)(5)	0.325	0.7	0.002	0.39	S-Aug. 2025	0.0
Apparel	2.461	0.6	0.015	0.34	S-Aug. 2025	0.5
Men's and boys' apparel	0.646	0.1	0.001	0.50	S-Jul. 2025	-1.3
Men's apparel	0.522	0.4	0.002	0.61	S-Jul. 2025	-1.6
Men's suits, sport coats, and outerwear	0.086	0.6	0.001	1.98	L-Feb. 2025	5.5
Men's underwear, nightwear, swimwear, and accessories	0.139	3.4	0.005	0.78	L-Jan. 2017	4.0
Men's shirts and sweaters(5)	0.149	-0.5	-0.001	1.04	S-Jul. 2025	-2.6
Men's pants and shorts	0.132	-1.0	-0.001	1.12	S-Jul. 2025	-2.0
Boys' apparel	0.124	-0.2	0.000	0.96	S-Aug. 2025	-1.9
Women's and girls' apparel	0.954	1.0	0.010	0.61	L-Apr. 2024	1.2
Women's apparel	0.847	0.7	0.006	0.66	L-Jun. 2025	0.7
Women's outerwear	0.078	-1.4	-0.001	2.56	S-Jun. 2025	-3.3
Women's dresses	0.131	-2.7	-0.004	1.89	L-Aug. 2025	1.7
Women's suits and separates(5)	0.342	1.2	0.004	0.86	L-Apr. 2025	1.2
Women's underwear, nightwear, swimwear, and accessories(5)	0.286	3.5	0.010	0.89	L-Mar. 2019	3.5
Girls' apparel	0.107	3.0	0.003	1.29	L-Feb. 2025	3.6
Footwear	0.572	1.1	0.006	0.48	L-Jul. 2025	1.4
Men's footwear	0.195	1.7	0.003	0.82	L-Jun. 2025	2.6
Boys' and girls' footwear(4)	0.109	-0.8	-0.001	0.86	S-Jun. 2025	-1.7
Women's footwear	0.268	0.5	0.001	0.74	S-Aug. 2025	0.2
Infants' and toddlers' apparel	0.102	2.3	0.002	0.97	L-Jul. 2025	3.3
Jewelry and watches(9)	0.186	-2.2	-0.004	1.56	S-Jan. 2025	-3.9
Watches(4)(9)	0.042	0.9	0.000	1.47	S-Jul. 2025	-0.8
Jewelry(9)	0.143	-3.1	-0.005	2.00	S-Jan. 2025	-4.2
Transportation commodities less motor fuel(11)	7.205	-0.3	-0.024	0.03	S-Jun. 2025	-0.4
New vehicles	4.302	0.0	0.001	0.01	S-Jul. 2025	0.0
New cars(6)	-	-0.1	-	0.06	S-Jun. 2025	-0.4
New trucks(6)(13)	-	0.0	-	0.03	S-Jul. 2025	0.0
Used cars and trucks	2.406	-1.1	-0.027	0.03	S-Jul. 2024	-1.4
Motor vehicle parts and equipment(4)	0.362	1.0	0.003	0.36	L-Aug. 2022	1.1
Tires(4)	0.297	1.2	0.004	0.40	L-Dec. 2023	1.2
Vehicle accessories other than tires(4)(5)	0.065	-0.2	0.000	0.62	-	-
Vehicle parts and equipment other than tires(4)(6)	-	-0.9	-	0.78	S-Mar. 2025	-2.6
Motor oil, coolant, and fluids(4)(6)	-	1.6	-	0.63	L-May 2025	1.7
Medical care commodities(4)	1.504	0.3	0.005	0.28	L-May 2025	0.6
Medicinal drugs(4)(11)	1.324	0.5	0.007	0.30	L-May 2025	0.5
Prescription drugs(4)	0.917	0.1	0.001	0.26	S-Aug. 2025	-0.2
Nonprescription drugs(11)	0.407	1.8	0.007	0.63	L-EVER	-
Medical equipment and supplies(4)(11)	0.180	-1.2	-0.002	0.53	S-Jan. 2024	-1.4
Recreation commodities(11)	1.821	0.1	0.002	0.24	S-Aug. 2025	0.0
Video and audio products(11)	0.250	-0.4	-0.001	0.36	S-Feb. 2025	-0.6

Expenditure category	Relative importance Nov. 2025	One Month				
		Seasonally adjusted percent change Nov. 2025-Dec. 2025	Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) seasonally adjusted change since:(3)	
					Date	Percent change
Televisions	0.083	-0.6	-0.001	0.61	L-Aug. 2025	2.5
Other video equipment(5)	0.028	-2.3	-0.001	1.17	S-Aug. 2025	-2.5
Audio equipment(4)	0.059	-1.1	-0.001	0.87	S-Mar. 2025	-1.2
Recorded music and music subscriptions(4)(5)	0.075	1.1	0.001	0.66	L-Mar. 2025	1.7
Pets and pet products(4)	0.621	0.5	0.003	0.34	L-Jul. 2025	0.5
Pet food and treats(4)(5)(6)	-	0.2	-	0.37	L-Jul. 2025	0.5
Purchase of pets, pet supplies, accessories(4)(5)(6)	-	0.9	-	0.75	S-Aug. 2025	-0.6
Sporting goods(4)	0.469	0.1	0.000	0.50	S-Aug. 2025	0.1
Sports vehicles including bicycles(4)	0.235	0.5	0.001	0.74	S-May 2025	0.5
Sports equipment(4)	0.218	-0.4	-0.001	0.52	S-Aug. 2025	-0.6
Photographic equipment and supplies	0.021	1.2	0.000	0.68	L-Jul. 2025	1.2
Photographic equipment(4)(5)(6)	-	-1.3	-	1.03	S-Dec. 2024	-2.8
Recreational reading materials(4)	0.099	-0.4	0.000	1.41	-	-
Newspapers and magazines(4)(5)	0.054	1.9	0.001	1.46	L-May 2025	5.2
Recreational books(4)(5)	0.045	-3.1	-0.001	2.14	S-May 2025	-4.1
Other recreational goods(5)	0.362	-0.2	-0.001	0.53	S-Mar. 2025	-0.7
Toys	0.283	-0.5	-0.001	0.65	S-Aug. 2025	-0.8
Toys, games, hobbies and playground equipment(5)(6)	-	-0.9	-	0.90	S-Aug. 2025	-1.1
Sewing machines, fabric and supplies(4)(5)	0.021	1.8	0.000	1.12	L-Aug. 2025	9.1
Music instruments and accessories(4)(5)	0.044	0.7	0.000	0.71	S-Jul. 2025	0.0
Education and communication commodities(11)	0.716	-2.0	-0.015	0.64	S-Nov. 2023	-2.3
Educational books and supplies(4)	0.041	-0.2	0.000	0.88	L-Jul. 2025	0.1
College textbooks(4)(6)(14)	-	0.1	-	1.17	L-Jul. 2025	0.4
Information technology commodities(11)	0.675	-2.2	-0.015	0.70	S-Nov. 2023	-2.4
Computers, peripherals, and smart home assistants(4)(7)	0.257	-1.3	-0.003	0.83	S-Nov. 2024	-1.7
Computer software and accessories(4)(5)	0.025	7.0	0.002	1.62	L-EVER	-
Telephone hardware, calculators, and other consumer information items(5)	0.392	-3.3	-0.013	0.88	S-Nov. 2023	-3.3
Smartphones(4)(6)(15)	-	-2.2	-	0.93	-	-
Alcoholic beverages(4)	0.831	-0.1	-0.001	0.14	S-May 2025	-0.1
Alcoholic beverages at home	0.443	0.0	0.000	0.18	-	-
Beer, ale, and other malt beverages at home(4)	0.152	-0.4	-0.001	0.24	S-May 2025	-0.4
Distilled spirits at home(4)	0.102	-0.7	-0.001	0.36	S-Apr. 2024	-1.0
Whiskey at home(4)(6)	-	-	-	0.66	-	-
Distilled spirits, excluding whiskey, at home(4)(6)	-	-0.6	-	0.50	S-May 2025	-0.9
Wine at home	0.188	0.1	0.000	0.29	L-Aug. 2025	0.2
Alcoholic beverages away from home(4)	0.388	0.4	0.001	0.20	L-Aug. 2025	0.6
Beer, ale, and other malt beverages away from home(4)(5)(6)	-	0.2	-	0.21	S-Jun. 2025	0.2
Wine away from home(4)(5)(6)	-	0.0	-	0.20	S-Aug. 2025	-0.1

Expenditure category	Relative importance Nov. 2025	One Month				
		Seasonally adjusted percent change Nov. 2025-Dec. 2025	Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) seasonally adjusted change since:(3)	
					Date	Percent change
Distilled spirits away from home(4)(5)(6)	-	0.2	-	0.25	L-Jun. 2025	0.7
Other goods(11)	1.299	0.1	0.001	0.24	S-Dec. 2024	-0.4
Tobacco and smoking products(4)	0.502	-0.2	-0.001	0.22	S-May 2020	-0.3
Cigarettes(4)(5)	0.380	0.4	0.002	0.25	-	-
Tobacco products other than cigarettes(4)(5)	0.116	-2.1	-0.002	0.70	S-EVER	-
Personal care products(4)	0.644	-0.3	-0.002	0.37	S-Dec. 2024	-1.1
Hair, dental, shaving, and miscellaneous personal care products(4)(5)	0.289	0.0	0.000	0.43	S-Jun. 2025	-0.9
Cosmetics, perfume, bath, nail preparations and implements(4)	0.345	-0.5	-0.002	0.58	S-May 2025	-0.6
Miscellaneous personal goods(5)	0.154	2.6	0.004	0.76	L-Feb. 2019	3.4
Stationery, stationery supplies, gift wrap(6)	-	1.9	-	0.74	S-Aug. 2025	-0.8
Services less energy services	60.805	0.3	0.178	0.07	L-Aug. 2025	0.3
Shelter	35.514	0.4	0.144	0.09	L-Aug. 2025	0.4
Rent of shelter(16)	35.086	0.4	0.135	0.09	L-Aug. 2025	0.4
Rent of primary residence	7.491	0.3	0.020	0.04	L-Aug. 2025	0.3
Lodging away from home(5)	1.233	2.9	0.038	1.69	L-Sep. 2023	3.6
Housing at school, excluding board(16)	0.244	0.2	0.000	0.07	L-Aug. 2025	0.8
Other lodging away from home including hotels and motels	0.989	3.5	0.038	2.00	L-Sep. 2023	4.1
Owners' equivalent rent of residences(16)	26.362	0.3	0.081	0.05	L-Aug. 2025	0.4
Owners' equivalent rent of primary residence(16)	25.159	0.3	0.077	0.05	L-Aug. 2025	0.4
Tenants' and household insurance(4)(5)	0.428	1.0	0.004	0.23	S-Aug. 2025	0.6
Water and sewer and trash collection services(5)	1.096	0.4	0.005	0.11	L-Aug. 2025	0.4
Water and sewerage maintenance(4)	0.749	0.4	0.003	0.13	-	-
Garbage and trash collection(4)(13)	0.347	0.4	0.001	0.15	L-Aug. 2025	0.5
Household operations(4)(5)	-	-	-	-	-	-
Domestic services(4)(5)	-	-	-	-	-	-
Gardening and lawncare services(4)(5)	-	-	-	-	-	-
Moving, storage, freight expense(5)	0.121	-14.3	-0.017	0.61	S-EVER	-
Repair of household items(4)(5)	-	-	-	-	-	-
Medical care services	6.779	0.4	0.027	0.17	L-Jul. 2025	0.8
Professional services	3.684	0.3	0.012	0.21	L-Jul. 2025	0.7
Physicians' services(4)	1.804	0.3	0.005	0.36	L-Aug. 2025	0.3
Dental services	0.949	0.7	0.007	0.24	L-Jul. 2025	2.6
Eyeglasses and eye care(4)(9)	0.337	-0.2	-0.001	0.28	S-Apr. 2025	-0.4
Services by other medical professionals(4)(9)	-	-	-	-	-	-
Hospital and related services(4)	2.319	0.9	0.021	0.25	L-Mar. 2025	1.3
Hospital services(4)(17)	1.985	1.0	0.021	0.26	L-Mar. 2025	1.1
Inpatient hospital services(4)(6)(17)	-	-	-	-	-	-

Expenditure category	Relative importance Nov. 2025	One Month				
		Seasonally adjusted percent change Nov. 2025-Dec. 2025	Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) seasonally adjusted change since:(3)	
					Date	Percent change
Outpatient hospital services(4)(6)(9)	-	0.9	-	0.26	L-Mar. 2024	1.3
Nursing homes and adult day services(17)	0.167	0.3	0.000	0.19	-	-
Care of invalids and elderly at home(4)(8)	0.167	0.0	0.000	0.53	S-Aug. 2025	-0.2
Health insurance(4)(8)	0.776	-1.1	-0.008	0.19	S-Sep. 2023	-3.5
Transportation services	6.265	0.5	0.030	0.21	L-Aug. 2025	1.0
Leased cars and trucks(4)(14)	0.378	-0.6	-0.002	0.63	S-Sep. 2025	-0.6
Car and truck rental(5)	0.127	-1.4	-0.002	1.18	S-Aug. 2025	-6.9
Motor vehicle maintenance and repair(4)	1.059	-1.3	-0.013	0.26	S-EVER	-
Motor vehicle body work(4)	-	-	-	-	-	-
Motor vehicle maintenance and servicing(4)	0.516	0.5	0.003	0.30	S-Aug. 2025	0.4
Motor vehicle repair(4)(5)	0.425	-3.7	-0.016	0.48	S-EVER	-
Motor vehicle insurance	2.816	-	-0.012	0.31	-	-
Motor vehicle fees(4)(5)	0.492	-0.7	-0.004	0.24	S-Dec. 2024	-0.9
State motor vehicle registration and license fees(4)(5)	0.283	-0.5	-0.001	0.09	S-Aug. 2025	-0.5
Parking and other fees(4)(5)	0.196	-1.0	-0.002	0.53	S-Jun. 2025	-1.5
Parking fees and tolls(5)(6)	-	0.0	-	0.34	L-Jul. 2025	0.4
Public transportation	1.392	4.5	0.063	0.55	L-May 2022	7.4
Airline fares	0.868	5.2	0.044	0.77	L-Aug. 2025	5.9
Other intercity transportation	0.207	2.7	0.006	1.03	L-Dec. 2024	4.2
Ship fare(4)(5)(6)	-	0.2	-	1.04	L-Aug. 2025	0.6
Intracity transportation(4)	0.313	2.7	0.008	0.62	L-Feb. 2021	2.7
Intracity mass transit(4)(6)(11)	-	-0.7	-	0.09	S-Oct. 2020	-9.3
Recreation services(11)	3.425	1.8	0.060	0.22	L-EVER	-
Video and audio services(11)	0.806	2.3	0.019	0.24	L-EVER	-
Cable, satellite, and live streaming television service(13)	0.651	1.1	0.007	0.20	L-Jan. 2025	1.8
Purchase, subscription, and rental of video(4)(5)	0.155	7.6	0.012	0.99	L-EVER	-
Video discs and other media(4)(5)(6)	-	3.2	-	1.92	L-Jan. 2025	7.1
Subscription and rental of video and video games(4)(5)(6)	-	19.5	-	0.47	L-EVER	-
Pet services including veterinary(5)	0.543	1.1	0.006	0.32	S-Aug. 2025	0.6
Pet services(5)(6)	-	0.7	-	0.50	L-Jul. 2025	1.1
Veterinarian services(4)(5)(6)	-	2.0	-	0.63	L-Feb. 2025	2.3
Photographers and photo processing(4)(5)	0.053	-	0.001	0.41	-	-
Other recreation services(5)	2.022	1.7	0.034	0.38	L-May 2020	2.3
Club membership for shopping clubs, fraternal, or other organizations, or participant sports fees(5)	0.795	0.1	0.001	0.17	S-Jul. 2025	-0.3
Admissions(4)	0.733	3.6	0.027	0.71	L-EVER	-
Admission to movies, theaters, and concerts(4)(5)(6)	-	2.4	-	0.55	L-Jun. 2012	2.4
Admission to sporting events(4)(5)(6)	-	-	-	1.75	-	-
Fees for lessons or instructions(4)(9)	0.167	-	0.001	0.34	-	-

Expenditure category	Relative importance Nov. 2025	One Month				
		Seasonally adjusted percent change Nov. 2025-Dec. 2025	Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) seasonally adjusted change since:(3)	
					Date	Percent change
Education and communication services(11)	4.951	-0.8	-0.041	0.08	S-Mar. 2017	-1.8
Tuition, other school fees, and childcare	2.548	0.2	0.004	0.06	-	-
College tuition and fees	1.311	0.0	0.000	0.08	L-Jul. 2025	0.3
Elementary and high school tuition and fees	0.393	0.4	0.002	0.09	S-Jul. 2025	0.0
Day care and preschool(4)(12)	0.739	0.0	0.000	0.14	S-Jun. 2025	0.0
Technical and business school tuition and fees(5)	0.039	0.1	0.000	0.07	L-Aug. 2025	0.9
Postage and delivery services(5)	0.056	0.6	0.000	0.07	L-Aug. 2025	1.4
Postage	0.053	0.5	0.000	0.00	L-Oct. 2025	3.3
Delivery services(5)	0.002	2.4	0.000	0.33	L-Aug. 2023	2.4
Telephone services(4)(5)	1.406	-2.8	-0.039	0.06	S-Mar. 2017	-5.0
Wireless telephone services(4)(5)	1.238	-3.3	-0.041	0.06	S-Mar. 2017	-7.0
Residential telephone services(4)(11)	0.168	1.4	0.002	0.30	L-Feb. 2025	1.6
Internet services and electronic information providers(4)(5)	0.932	-0.7	-0.006	0.23	S-Apr. 2025	-1.5
Other personal services(4)(11)	1.672	-0.2	-0.003	0.16	S-Jan. 2025	-0.5
Personal care services(4)	0.668	0.7	0.005	0.24	S-Aug. 2025	0.5
Haircuts and other personal care services(4)(5)	0.668	0.7	0.005	0.24	S-Aug. 2025	0.5
Miscellaneous personal services(4)	1.004	-0.8	-0.008	0.15	S-Jan. 2025	-1.2
Legal services(4)(9)	-	-	-	-	-	-
Funeral expenses(4)(9)	0.139	0.6	0.001	0.24	L-Mar. 2025	0.7
Laundry and dry cleaning services(4)(5)	0.167	0.3	0.001	0.27	-	-
Apparel services other than laundry and dry cleaning(4)(5)	0.028	0.5	0.000	0.68	S-Apr. 2025	-2.6
Financial services(4)(9)	0.257	-3.5	-0.009	0.42	S-Jan. 2025	-4.7
Checking account and other bank services(4)(5)(6)	-	0.3	-	0.00	L-Jul. 2025	0.4
Tax return preparation and other accounting fees(4)(5)(6)	-	-4.5	-	0.96	S-Jul. 2023	-4.6
Special aggregate indexes						
All items less food	86.343	0.2	0.211	0.05	S-Jul. 2025	0.2
All items less shelter	64.486	0.3	0.164	0.05	S-Jul. 2025	0.2
All items less food and shelter	50.830	0.1	0.067	0.05	S-May 2025	-0.1
All items less food, shelter, and energy	44.515	0.1	0.048	0.06	S-May 2025	0.0
All items less food, shelter, energy, and used cars and trucks	42.109	0.2	0.075	0.06	S-Aug. 2025	0.2
All items less medical care	91.717	0.3	0.275	0.05	-	-
All items less energy	93.685	0.3	0.288	0.05	L-Aug. 2025	0.4
Commodities	35.985	0.2	0.084	0.05	S-Jul. 2025	0.0
Commodities less food, energy, and used cars and trucks	16.817	0.2	0.026	0.10	S-Aug. 2025	0.2
Commodities less food	22.328	-0.1	-0.013	0.07	S-Jul. 2025	-0.1
Commodities less food and beverages	21.497	-0.1	-0.012	0.07	S-Jul. 2025	-0.1
Services	64.015	0.3	0.210	0.07	L-Aug. 2025	0.3
Services less rent of shelter(16)	28.929	0.2	0.066	0.07	-	-
Services less medical care services	57.236	0.3	0.174	0.07	L-Aug. 2025	0.4
Durables	10.870	-0.4	-0.042	0.09	S-Jun. 2024	-0.5

Expenditure category	Relative importance Nov. 2025	One Month				
		Seasonally adjusted percent change Nov. 2025-Dec. 2025	Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) seasonally adjusted change since:(3)	
					Date	Percent change
Nondurables	25.115	0.8	0.195	0.07	S-Aug. 2025	0.6
Nondurables less food	11.458	0.6	0.067	0.11	S-Aug. 2025	0.5
Nondurables less food and beverages	10.627	0.6	0.065	0.12	S-Aug. 2025	0.4
Nondurables less food, beverages, and apparel	8.166	0.6	0.050	0.11	S-Aug. 2025	0.3
Nondurables less food and apparel	8.998	0.6	0.053	0.10	S-Aug. 2025	0.3
Housing	44.448	0.4	0.158	0.08	L-Aug. 2025	0.4
Education and communication(5)	5.666	-1.0	-0.056	0.12	S-Mar. 2017	-1.7
Education(5)	2.589	0.2	0.004	0.06	-	-
Communication(5)	3.077	-1.9	-0.059	0.17	S-Mar. 2017	-3.3
Information and information processing(5)	3.022	-2.0	-0.060	0.18	S-Mar. 2017	-3.4
Information technology, hardware and services(18)	1.616	-1.3	-0.021	0.33	S-Nov. 2024	-1.6
Recreation(5)	5.246	1.2	0.062	0.19	L-EVER	-
Video and audio(5)	1.056	1.7	0.018	0.21	L-EVER	-
Pets, pet products and services(5)	1.163	0.8	0.009	0.25	-	-
Photography(5)	0.075	1.7	0.001	0.53	L-Oct. 2023	2.1
Food and beverages	14.488	0.7	0.096	0.07	L-Oct. 2022	0.7
Domestically produced farm food(4)	6.697	0.6	0.043	0.14	L-Jan. 2025	0.7
Other services	10.047	0.2	0.016	0.10	-	-
Apparel less footwear	1.888	0.4	0.009	0.41	S-Jul. 2025	-0.3
Fuels and utilities	4.443	0.8	0.037	0.19	L-Jun. 2025	0.8
Household energy	3.347	1.0	0.032	0.25	L-Apr. 2025	1.4
Medical care	8.283	0.4	0.032	0.14	L-Jul. 2025	0.7
Transportation	16.437	0.0	-0.007	0.10	S-Jul. 2025	0.0
Private transportation	15.045	-0.5	-0.070	0.10	S-May 2025	-0.5
New and used motor vehicles(5)	7.348	-0.4	-0.031	0.06	S-Jun. 2025	-0.4
Utilities and public transportation	7.755	0.6	0.046	0.15	L-Dec. 2024	0.6
Household furnishings and operations	4.492	-0.5	-0.023	0.17	S-May 2023	-0.5
Other goods and services	2.971	0.3	0.008	0.15	S-Aug. 2025	0.2
Personal care	2.469	0.4	0.009	0.15	-	-

Expenditure category	Relative importance Nov. 2025	One Month: Seasonally adjusted percent change Nov. 2025-Dec. 2025	One Month: Seasonally adjusted effect on All Items Nov. 2025-Dec. 2025(1)	One Month: Standard error, median price change(2)	One Month: Largest (L) or Smallest (S) seasonally adjusted change since:(3) Date	One Month: Largest (L) or Smallest (S) seasonally adjusted change since:(3) Percent change

Footnotes

(1) The 'effect' of an item category is a measure of that item's contribution to the All items price change. For example, if the Food index had an effect of 0.40, and the All items index rose 1.2 percent, then the increase in food prices contributed 0.40 / 1.2, or 33.3 percent, to that All items increase. Said another way, had food prices been unchanged for that month the change in the All items index would have been 1.2 percent minus 0.40, or 0.8 percent. Effects can be negative as well. For example, if the effect of food was a negative 0.1, and the All items index rose 0.5 percent, the All items index actually would have been 0.1 percent higher (or 0.6 percent) had food prices been unchanged. Since food prices fell while prices overall were rising, the contribution of food to the All items price change was negative (in this case, -0.1 / 0.5, or minus 20 percent).

(2) A statistic's margin of error is often expressed as its point estimate plus or minus two standard errors. For example, if a CPI category rose 0.6 percent, and its standard error was 0.15 percent, the margin of error on this item's 1-month percent change would be 0.6 percent, plus or minus 0.3 percent.

(3) If the current seasonally adjusted 1-month percent change is greater than the previous published 1-month percent change, then this column identifies the closest prior month with a 1-month percent change as (L)arge as or (L)arger than the current 1-month change. If the current 1-month percent change is smaller than the previous published 1-month percent change, the most recent month with a change as (S)mall or (S)maller than the current month change is identified. If the current and previous published 1-month percent changes are equal, a dash will appear. Standard numerical comparisons are used. For example, 0.8% is greater than 0.6%, -0.4% is less than -0.2%, and -0.2% is less than 0.0%. Note that a (L)arger change can be a smaller decline, for example, a -0.2% change is larger than a -0.4% change, but still represents a decline in the price index. Likewise, (S)maller changes can be increases, for example, a 0.6% change is smaller than 0.8%, but still represents an increase in the price index. In this context, a -0.2% change is considered to be smaller than a 0.0% change.

(4) Not seasonally adjusted.

(5) Indexes on a December 1997=100 base.

(6) Special indexes based on a substantially smaller sample. These series do not contribute to the all items index aggregation and therefore do not have a relative importance or effect.

(7) Indexes on a December 2007=100 base.

(8) Indexes on a December 2005=100 base.

(9) Indexes on a December 1986=100 base.

(10) Indexes on a December 1993=100 base.

(11) Indexes on a December 2009=100 base.

(12) Indexes on a December 1990=100 base.

(13) Indexes on a December 1983=100 base.

(14) Indexes on a December 2001=100 base.

(15) Indexes on a December 2019=100 base.

(16) Indexes on a December 1982=100 base.

(17) Indexes on a December 1996=100 base.

(18) Indexes on a December 1988=100 base.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Table 7. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, December 2025, 12-month analysis table

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Nov. 2025	Twelve Month: Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3) Date	Largest (L) or Smallest (S) unadjusted change since: (3) Percent change
All items	100.000	2.7	-	0.11	-	-
Food	13.657	3.1	0.420	0.13	L-Sep. 2025	3.1
Food at home	7.973	2.4	0.190	0.18	L-Sep. 2025	2.7
Cereals and bakery products	1.095	1.5	0.017	0.43	S-Aug. 2025	1.1
Cereals and cereal products	0.332	-0.4	-0.001	0.77	S-Sep. 2025	-0.8
Flour and prepared flour mixes	0.029	2.4	0.001	1.21	L-May 2025	3.3
Breakfast cereal	0.146	0.6	0.001	1.66	S-Sep. 2025	0.4
Rice, pasta, cornmeal	0.157	-1.7	-0.003	0.82	S-Apr. 2025	-2.6
Rice(4)(5)	-	0.8	-	1.28	S-Sep. 2025	-1.7
Bakery products	0.763	2.3	0.018	0.48	S-Aug. 2025	2.2
Bread(4)	0.140	2.2	0.003	0.75	L-Jan. 2024	3.2
White bread(5)	-	2.1	-	1.19	L-Jan. 2024	3.3
Bread other than white(5)	-	2.2	-	1.00	S-Jun. 2025	-0.2
Fresh biscuits, rolls, muffins(4)	0.134	3.6	0.005	1.27	L-Sep. 2025	3.9
Cakes, cupcakes, and cookies	0.216	3.3	0.007	0.86	S-Sep. 2025	2.2
Cookies(5)	-	3.7	-	1.10	S-Sep. 2025	1.7

Expenditure category	Relative importance Nov. 2025	Twelve Month				
		Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3)	
					Date	Percent change
Fresh cakes and cupcakes(5)	-	2.3	-	1.16	L-Sep. 2025	3.7
Other bakery products	0.273	1.1	0.003	0.94	S-Jul. 2025	0.7
Fresh sweetrolls, coffeecakes, doughnuts(5)	-	1.7	-	1.74	S-Aug. 2025	0.3
Crackers, bread, and cracker products(5)	-	2.7	-	1.63	S-Sep. 2025	2.1
Frozen and refrigerated bakery products, pies, tarts, turnovers(5)	-	-2.6	-	1.11	S-Apr. 2025	-3.2
Meats, poultry, fish, and eggs	1.644	3.9	0.064	0.38	S-Nov. 2024	3.8
Meats, poultry, and fish	1.510	6.9	0.100	0.37	L-Sep. 2022	7.7
Meats	0.979	9.2	0.085	0.47	L-May 2022	12.3
Beef and veal	0.502	16.4	0.073	0.69	L-Dec. 2021	18.6
Uncooked ground beef	0.225	15.5	0.031	1.04	L-Jun. 2020	26.4
Uncooked beef roasts(4)	0.066	17.5	0.010	1.53	S-Aug. 2025	13.6
Uncooked beef steaks(4)	0.144	17.8	0.023	1.11	L-Dec. 2021	21.4
Uncooked other beef and veal(4)	0.068	15.3	0.009	1.34	S-Sep. 2025	12.4
Pork	0.287	0.8	0.002	0.95	S-Jun. 2025	0.5
Bacon, breakfast sausage, and related products(4)	0.101	-0.2	0.000	1.41	S-Nov. 2024	-0.4
Bacon and related products(5)	-	0.7	-	1.89	S-Nov. 2024	-0.8
Breakfast sausage and related products(4)(5)	-	-0.8	-	1.76	S-Apr. 2025	-1.1
Ham	0.044	0.6	0.000	1.90	-	-
Ham, excluding canned(5)	-	0.5	-	1.97	S-Sep. 2025	-0.2
Pork chops	0.047	1.2	0.001	2.08	L-Mar. 2025	1.9
Other pork including roasts, steaks, and ribs(4)	0.095	1.9	0.002	2.05	S-Sep. 2025	0.5
Other meats	0.190	5.1	0.010	0.88	S-Sep. 2025	4.6
Frankfurters(5)	-	6.6	-	2.78	L-Aug. 2024	11.0
Lunchmeats(4)(5)	-	3.1	-	1.11	S-Aug. 2025	-0.6
Poultry	0.284	1.4	0.004	0.80	L-Sep. 2025	1.4
Chicken(4)	0.213	1.2	0.003	0.85	S-Jan. 2025	0.9
Fresh whole chicken(5)	-	-1.2	-	1.48	S-May 2021	-1.5
Fresh and frozen chicken parts(5)	-	2.0	-	1.08	S-Mar. 2025	1.4
Other uncooked poultry including turkey(4)	0.071	2.2	0.002	1.96	L-May 2025	2.7
Fish and seafood	0.248	4.4	0.011	0.81	S-Sep. 2025	2.1
Fresh fish and seafood(4)	0.143	3.6	0.005	1.17	S-Sep. 2025	3.0
Processed fish and seafood(4)	0.104	5.5	0.006	1.10	S-Sep. 2025	1.0
Shelf stable fish and seafood(5)	-	3.4	-	1.78	L-May 2024	4.4
Frozen fish and seafood(5)	-	8.6	-	1.93	S-Sep. 2025	6.6
Eggs	0.134	-20.9	-0.036	1.83	S-Jan. 2024	-28.6
Dairy and related products	0.709	-0.9	-0.007	0.45	L-Sep. 2025	0.7
Milk(4)	0.193	-1.0	-0.002	0.70	S-Jun. 2024	-1.0
Fresh whole milk(5)	-	-1.0	-	0.75	L-Sep. 2025	1.1
Fresh milk other than whole(4)(5)	-	-1.1	-	0.86	S-Jun. 2024	-1.3
Cheese and related products	0.241	-1.6	-0.004	0.86	L-Sep. 2025	1.1
Ice cream and related products	0.127	0.8	0.001	1.19	L-Jul. 2025	1.0
Other dairy and related products(4)	0.147	-1.1	-0.002	0.80	L-Sep. 2025	0.2
Fruits and vegetables	1.307	0.5	0.006	0.48	L-Sep. 2025	1.3

Expenditure category	Relative importance Nov. 2025	Twelve Month				
		Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3)	
					Date	Percent change
Fresh fruits and vegetables	1.092	0.3	0.003	0.60	L-Sep. 2025	1.2
Fresh fruits	0.555	0.7	0.004	0.84	L-Aug. 2025	1.7
Apples	0.078	1.3	0.001	1.37	S-Dec. 2024	0.8
Bananas	0.114	5.9	0.006	1.14	S-Jul. 2025	4.3
Citrus fruits(4)	0.062	0.8	0.000	1.56	L-Sep. 2025	0.8
Oranges, including tangerines(5)	-	2.1	-	2.38	L-Sep. 2025	3.0
Other fresh fruits(4)	0.301	-1.2	-0.004	1.75	L-Aug. 2025	-0.2
Fresh vegetables	0.538	-0.2	-0.001	0.83	S-Jul. 2025	-0.8
Potatoes	0.076	-3.4	-0.003	1.54	L-Sep. 2025	3.7
Lettuce	0.073	7.3	0.005	2.36	L-May 2023	9.4
Tomatoes	0.089	-3.0	-0.003	1.81	S-Jul. 2025	-5.2
Other fresh vegetables	0.299	-0.3	-0.001	1.17	S-Jun. 2025	-0.3
Processed fruits and vegetables(4)	0.214	1.5	0.003	0.63	L-Sep. 2025	2.5
Canned fruits and vegetables(4)	0.086	1.6	0.001	0.81	S-Apr. 2025	0.2
Canned fruits(4)(5)	-	3.4	-	1.45	L-Sep. 2025	4.8
Canned vegetables(4)(5)	-	0.5	-	0.87	S-Apr. 2025	-0.2
Frozen fruits and vegetables(4)	0.064	0.0	0.000	1.54	L-Sep. 2025	0.8
Frozen vegetables(5)	-	-1.6	-	1.67	L-Sep. 2025	-0.7
Other processed fruits and vegetables including dried(4)	0.065	2.9	0.002	1.26	S-Sep. 2025	1.3
Dried beans, peas, and lentils(4)(5)	-	2.1	-	2.29	L-Jul. 2025	3.7
Nonalcoholic beverages and beverage materials	0.915	5.1	0.046	0.62	L-Sep. 2025	5.3
Juices and nonalcoholic drinks(4)	0.626	2.3	0.014	0.83	L-Sep. 2025	3.1
Carbonated drinks	0.341	3.0	0.010	1.28	L-Sep. 2025	3.6
Frozen noncarbonated juices and drinks(4)	0.004	5.5	0.000	3.05	L-Sep. 2025	9.6
Nonfrozen noncarbonated juices and drinks(4)	0.281	1.3	0.004	0.98	L-Sep. 2025	1.8
Beverage materials including coffee and tea(4)	0.288	11.8	0.031	0.99	S-Sep. 2025	10.6
Coffee	0.154	19.8	0.026	1.16	L-Aug. 2025	20.9
Roasted coffee(5)	-	18.7	-	1.42	L-Sep. 2025	18.9
Instant coffee(5)	-	28.0	-	1.82	L-Jun. 1995	28.9
Other beverage materials including tea(4)	0.134	3.8	0.005	1.58	S-Sep. 2025	1.7
Other food at home	2.304	2.7	0.064	0.34	L-Dec. 2023	2.8
Sugar and sweets	0.342	6.9	0.023	0.77	L-Aug. 2023	8.0
Sugar and sugar substitutes	0.027	0.6	0.000	1.19	L-Sep. 2025	2.9
Candy and chewing gum(4)	0.246	10.0	0.023	1.11	S-Sep. 2025	9.8
Other sweets(4)	0.070	-0.4	0.000	1.18	L-Sep. 2025	0.4
Fats and oils	0.241	0.8	0.002	0.86	L-Mar. 2025	1.1
Butter and margarine(4)	0.052	-2.2	-0.001	1.15	L-Sep. 2025	-2.0
Butter(5)	-	-3.4	-	1.57	L-Sep. 2025	-1.8
Margarine(5)	-	5.0	-	1.72	L-Jul. 2023	11.3
Salad dressing(4)	0.066	5.6	0.004	1.73	L-Sep. 2023	6.3
Other fats and oils including peanut butter(4)	0.123	-0.4	-0.001	1.46	L-Mar. 2025	0.3
Peanut butter(4)(5)	-	1.4	-	1.63	L-Jun. 2025	1.9
Other foods	1.721	2.2	0.039	0.40	L-Jan. 2024	2.4
Soups	0.103	2.3	0.002	1.56	L-Aug. 2025	3.4

Expenditure category	Relative importance Nov. 2025	Twelve Month				
		Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3)	
					Date	Percent change
Frozen and freeze dried prepared foods	0.270	0.3	0.001	0.92	L-Sep. 2025	1.1
Snacks	0.361	2.2	0.008	1.04	L-Nov. 2023	2.2
Spices, seasonings, condiments, sauces	0.374	1.7	0.007	0.76	L-Aug. 2025	1.7
Salt and other seasonings and spices(4)(5)	-	2.1	-	1.23	S-Sep. 2025	0.8
Olives, pickles, relishes(4)(5)	-	2.2	-	1.79	L-Jul. 2025	4.1
Sauces and gravies(4)(5)	-	1.7	-	1.26	L-Mar. 2025	2.9
Other condiments(5)	-	5.2	-	2.48	L-Sep. 2025	7.8
Baby food and formula(4)	0.059	0.8	0.001	1.47	S-Sep. 2025	0.6
Other miscellaneous foods(4)	0.554	3.6	0.020	0.80	L-Oct. 2023	3.6
Prepared salads(5)(6)	-	2.9	-	1.20	L-Sep. 2025	3.3
Food away from home	5.684	4.1	0.230	0.17	L-Jul. 2024	4.1
Full service meals and snacks(4)	2.465	4.9	0.119	0.27	L-Sep. 2023	5.1
Limited service meals and snacks(4)	2.843	3.3	0.093	0.24	L-Jul. 2025	3.3
Food at employee sites and schools(4)	0.073	3.8	0.003	1.01	L-Sep. 2025	3.8
Food at elementary and secondary schools(5)(7)	-	1.2	-	0.76	L-Sep. 2025	1.4
Food from vending machines and mobile vendors(4)	0.057	6.0	0.003	1.42	L-Sep. 2025	6.3
Other food away from home(4)	0.246	5.0	0.012	0.55	L-Sep. 2025	5.3
Energy	6.315	2.3	0.143	0.46	S-Aug. 2025	0.2
Energy commodities	3.105	-3.0	-0.094	0.39	S-Aug. 2025	-6.2
Fuel oil and other fuels	0.138	1.2	0.002	1.05	S-Sep. 2025	0.5
Fuel oil	0.079	7.4	0.006	1.00	S-Sep. 2025	4.1
Propane, kerosene, and firewood(8)	0.059	-5.9	-0.004	1.38	-	-
Motor fuel	2.968	-3.2	-0.096	0.40	S-Aug. 2025	-6.5
Gasoline (all types)	2.883	-3.4	-0.099	0.41	S-Aug. 2025	-6.6
Gasoline, unleaded regular(5)	-	-3.8	-	0.86	S-Aug. 2025	-7.1
Gasoline, unleaded midgrade(5)(9)	-	-2.2	-	0.91	S-Aug. 2025	-5.4
Gasoline, unleaded premium(5)	-	-1.3	-	0.97	S-Aug. 2025	-4.2
Other motor fuels(4)	0.084	3.5	0.003	0.56	S-Sep. 2025	3.3
Energy services	3.210	7.7	0.237	0.88	L-Aug. 2025	7.7
Electricity	2.432	6.7	0.156	1.10	S-Sep. 2025	5.1
Utility (piped) gas service	0.777	10.8	0.081	0.75	L-Sep. 2025	11.7
All items less food and energy	80.028	2.6	2.114	0.14	-	-
Commodities less food and energy commodities	19.223	1.4	0.275	0.18	-	-
Household furnishings and supplies(10)	3.387	3.4	0.116	0.54	L-May 2023	4.1
Window and floor coverings and other linens(4)	0.238	2.7	0.007	1.92	S-Sep. 2025	1.7
Floor coverings(4)	0.059	3.1	0.002	3.63	S-Sep. 2025	2.5
Window coverings(4)	0.056	8.9	0.005	3.66	L-Jun. 2024	8.9
Other linens(4)	0.124	-0.1	0.000	2.65	S-May 2025	-0.3
Furniture and bedding	0.798	3.6	0.028	1.14	L-Sep. 2025	3.8
Bedroom furniture	0.252	3.3	0.008	1.50	L-Oct. 2022	3.3
Living room, kitchen, and dining room furniture(4)	0.391	4.0	0.015	1.50	S-May 2025	3.3
Other furniture(4)	0.145	2.9	0.004	2.57	S-Sep. 2025	2.4
Appliances(4)	0.215	-1.7	-0.004	1.45	S-Mar. 2025	-2.5
Major appliances(4)	0.068	1.9	0.001	1.76	L-Jun. 2025	2.4

Expenditure category	Relative importance Nov. 2025	Twelve Month				
		Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3)	
					Date	Percent change
Laundry equipment(5)	-	-1.2	-	2.51	S-Aug. 2024	-3.1
Other appliances(4)	0.144	-3.5	-0.005	1.95	S-Jul. 2024	-3.5
Other household equipment and furnishings(4)	0.490	5.2	0.025	1.14	L-Nov. 2022	5.5
Clocks, lamps, and decorator items	0.283	3.9	0.011	1.73	L-Jun. 2025	4.8
Indoor plants and flowers(11)	0.115	7.2	0.008	2.36	L-Jul. 2024	10.6
Dishes and flatware(4)	0.035	1.0	0.000	3.61	L-Mar. 2023	1.4
Nonelectric cookware and tableware(4)	0.057	10.4	0.006	2.83	L-EVER	-
Tools, hardware, outdoor equipment and supplies(4)	0.849	5.4	0.045	1.50	L-Sep. 2023	6.3
Tools, hardware and supplies(4)	0.246	5.2	0.013	1.24	S-Jul. 2025	4.7
Outdoor equipment and supplies(4)	0.364	5.7	0.021	2.29	L-Oct. 2023	6.0
Housekeeping supplies	0.797	1.7	0.014	0.58	S-Aug. 2025	1.0
Household cleaning products(4)	0.294	1.7	0.005	0.97	L-May 2025	2.0
Household paper products(4)	0.178	1.2	0.002	0.92	S-Apr. 2025	0.0
Miscellaneous household products(4)	0.325	2.1	0.007	0.95	L-Sep. 2025	2.2
Apparel	2.461	0.6	0.015	0.72	L-Feb. 2025	0.6
Men's and boys' apparel	0.646	-0.1	0.000	1.19	-	-
Men's apparel	0.522	0.5	0.002	1.35	L-Sep. 2025	2.5
Men's suits, sport coats, and outerwear	0.086	-1.8	-0.002	4.19	S-Jan. 2025	-2.2
Men's underwear, nightwear, swimwear, and accessories	0.139	3.2	0.004	1.47	L-May 2024	3.2
Men's shirts and sweaters(4)	0.149	0.1	0.000	2.59	L-Sep. 2025	2.6
Men's pants and shorts	0.132	-0.2	0.000	2.45	S-Jul. 2025	-0.5
Boys' apparel	0.124	-2.3	-0.003	2.44	-	-
Women's and girls' apparel	0.954	-0.3	-0.003	1.27	L-Feb. 2025	0.2
Women's apparel	0.847	-0.7	-0.006	1.16	L-Jul. 2025	-0.6
Women's outerwear	0.078	3.3	0.002	4.43	S-Jul. 2025	0.0
Women's dresses	0.131	-0.9	-0.001	3.60	S-May 2025	-3.8
Women's suits and separates(4)	0.342	-0.3	-0.001	1.71	L-Sep. 2024	1.7
Women's underwear, nightwear, swimwear, and accessories(4)	0.286	-2.0	-0.006	1.78	L-Jul. 2025	1.0
Girls' apparel	0.107	2.4	0.003	3.41	L-Feb. 2025	4.6
Footwear	0.572	1.1	0.006	1.01	L-Sep. 2025	1.3
Men's footwear	0.195	1.7	0.003	1.51	L-Oct. 2024	2.8
Boys' and girls' footwear	0.109	-1.9	-0.002	2.10	L-Sep. 2025	-1.0
Women's footwear	0.268	1.9	0.005	1.58	S-Jul. 2025	0.9
Infants' and toddlers' apparel	0.102	3.9	0.004	2.49	L-Oct. 2023	4.4
Jewelry and watches(8)	0.186	4.7	0.008	3.57	S-Sep. 2025	2.0
Watches(8)	0.042	3.9	0.002	2.95	L-Sep. 2025	6.6
Jewelry(8)	0.143	4.9	0.007	4.04	S-Sep. 2025	1.7
Transportation commodities less motor fuel(10)	7.205	0.9	0.064	0.13	S-Apr. 2025	0.8
New vehicles	4.302	0.3	0.012	0.19	S-Jun. 2025	0.2
New cars(5)	-	0.5	-	0.20	S-Mar. 2025	0.1
New trucks(5)(12)	-	0.2	-	0.18	S-Jun. 2025	0.2
Used cars and trucks	2.406	1.6	0.039	0.11	S-Apr. 2025	1.5
Motor vehicle parts and equipment	0.362	3.5	0.013	0.73	L-Jun. 2023	3.6
Tires	0.297	3.7	0.011	0.86	L-Aug. 2025	3.9

Expenditure category	Relative importance Nov. 2025	Twelve Month				
		Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3)	
					Date	Percent change
Vehicle accessories other than tires(4)	0.065	2.3	0.001	1.48	L-May 2025	2.4
Vehicle parts and equipment other than tires(5)	-	3.4	-	1.81	S-Sep. 2025	2.5
Motor oil, coolant, and fluids(5)	-	0.6	-	1.00	L-May 2025	2.7
Medical care commodities	1.504	1.5	0.023	1.10	L-Feb. 2025	2.3
Medicinal drugs(10)	1.324	1.5	0.020	1.18	L-Feb. 2025	2.7
Prescription drugs	0.917	2.0	0.018	1.56	L-Apr. 2025	2.3
Nonprescription drugs(10)	0.407	0.5	0.002	1.54	L-Sep. 2024	0.7
Medical equipment and supplies(10)	0.180	1.5	0.003	1.09	S-Sep. 2025	0.8
Recreation commodities(10)	1.821	1.2	0.022	0.45	L-Jun. 2023	2.0
Video and audio products(10)	0.250	1.2	0.003	1.01	L-Sep. 2025	1.6
Televisions	0.083	-7.2	-0.007	1.17	L-Sep. 2025	-6.0
Other video equipment(4)	0.028	-0.2	0.000	2.42	S-Aug. 2025	-0.3
Audio equipment	0.059	13.3	0.007	2.33	L-Sep. 2025	13.6
Recorded music and music subscriptions(4)	0.075	3.2	0.002	2.30	L-Aug. 2025	3.8
Pets and pet products	0.621	1.3	0.008	1.10	L-Mar. 2024	1.3
Pet food and treats(4)(5)	-	1.2	-	1.31	L-Mar. 2024	1.8
Purchase of pets, pet supplies, accessories(4)(5)	-	1.0	-	1.90	L-Sep. 2025	1.5
Sporting goods	0.469	0.3	0.002	1.02	L-Mar. 2023	1.1
Sports vehicles including bicycles	0.235	0.9	0.002	1.55	L-Sep. 2023	1.7
Sports equipment	0.218	-0.3	-0.001	1.17	S-Aug. 2025	-0.8
Photographic equipment and supplies	0.021	9.8	0.002	3.36	L-Sep. 2024	10.7
Photographic equipment(4)(5)	-	9.2	-	4.99	L-Sep. 2024	9.9
Recreational reading materials	0.099	3.8	0.004	2.37	S-Sep. 2025	2.1
Newspapers and magazines(4)	0.054	6.4	0.003	2.97	L-May 2025	9.2
Recreational books(4)	0.045	0.8	0.000	2.63	S-Sep. 2025	-1.7
Other recreational goods(4)	0.362	1.0	0.004	1.02	L-Jun. 2023	1.7
Toys	0.283	0.8	0.002	1.32	L-Jul. 2025	0.9
Toys, games, hobbies and playground equipment(4)(5)	-	1.3	-	1.90	S-Aug. 2025	0.6
Sewing machines, fabric and supplies(4)	0.021	-2.7	-0.001	3.34	L-Apr. 2025	-2.6
Music instruments and accessories(4)	0.044	4.2	0.002	2.10	S-Jul. 2025	3.4
Education and communication commodities(10)	0.716	-3.8	-0.029	1.43	S-Sep. 2025	-4.0
Educational books and supplies	0.041	0.8	0.000	2.44	L-May 2025	9.4
College textbooks(5)(13)	-	1.1	-	3.00	L-Sep. 2025	6.8
Information technology commodities(10)	0.675	-4.1	-0.029	1.58	S-Sep. 2025	-5.1
Computers, peripherals, and smart home assistants(6)	0.257	-0.6	-0.002	1.68	S-Sep. 2025	-0.7
Computer software and accessories(4)	0.025	4.4	0.001	3.81	L-Jun. 2025	4.7
Telephone hardware, calculators, and other consumer information items(4)	0.392	-6.8	-0.028	2.32	S-Sep. 2025	-7.7
Smartphones(5)(14)	-	-9.8	-	2.26	S-Sep. 2025	-14.9
Alcoholic beverages	0.831	2.1	0.018	0.45	L-Mar. 2024	2.4
Alcoholic beverages at home	0.443	1.0	0.004	0.50	S-Sep. 2025	0.3

Expenditure category	Relative importance Nov. 2025	Twelve Month				
		Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3)	
					Date	Percent change
Beer, ale, and other malt beverages at home	0.152	1.3	0.002	0.61	S-Sep. 2025	1.0
Distilled spirits at home	0.102	1.8	0.002	0.81	S-Sep. 2025	1.8
Whiskey at home(5)	-	2.0	-	1.40	L-Jun. 2024	2.1
Distilled spirits, excluding whiskey, at home(5)	-	2.5	-	1.10	S-Sep. 2025	2.3
Wine at home	0.188	0.3	0.001	0.81	-	-
Alcoholic beverages away from home	0.388	3.5	0.014	0.84	L-Sep. 2025	4.1
Beer, ale, and other malt beverages away from home(4)(5)	-	2.6	-	1.12	L-Sep. 2025	3.6
Wine away from home(4)(5)	-	2.5	-	0.62	S-May 2025	2.3
Distilled spirits away from home(4)(5)	-	3.8	-	1.37	L-Sep. 2025	4.1
Other goods(10)	1.299	3.6	0.046	0.44	L-Sep. 2025	3.7
Tobacco and smoking products	0.502	6.8	0.033	0.64	S-Aug. 2025	6.3
Cigarettes(4)	0.380	8.5	0.031	0.64	L-Apr. 2025	8.5
Tobacco products other than cigarettes(4)	0.116	1.2	0.001	1.69	S-Jul. 2025	0.8
Personal care products	0.644	1.5	0.010	0.70	L-Sep. 2025	1.5
Hair, dental, shaving, and miscellaneous personal care products(4)	0.289	2.4	0.007	0.94	L-Apr. 2024	4.1
Cosmetics, perfume, bath, nail preparations and implements	0.345	0.8	0.003	1.19	L-Apr. 2024	0.9
Miscellaneous personal goods(4)	0.154	2.5	0.004	1.47	L-Sep. 2025	2.5
Stationery, stationery supplies, gift wrap(5)	-	1.8	-	1.65	L-Sep. 2025	3.1
Services less energy services	60.805	3.0	1.839	0.17	-	-
Shelter	35.514	3.2	1.123	0.19	L-Sep. 2025	3.6
Rent of shelter(15)	35.086	3.1	1.090	0.19	L-Sep. 2025	3.5
Rent of primary residence	7.491	2.9	0.219	0.19	S-Oct. 2021	2.7
Lodging away from home(4)	1.233	-0.8	-0.011	2.02	L-Sep. 2025	-0.1
Housing at school, excluding board(15)	0.244	3.2	0.008	0.32	S-Jul. 2023	3.2
Other lodging away from home including hotels and motels	0.989	-1.8	-0.019	2.40	L-Sep. 2025	-0.8
Owners' equivalent rent of residences(15)	26.362	3.4	0.881	0.18	-	-
Owners' equivalent rent of primary residence(15)	25.159	3.3	0.840	0.18	S-Oct. 2021	3.1
Tenants' and household insurance(4)	0.428	8.2	0.033	0.78	L-EVER	-
Water and sewer and trash collection services(4)	1.096	4.7	0.051	0.35	L-Sep. 2025	4.8
Water and sewerage maintenance	0.749	4.6	0.034	0.37	L-Sep. 2025	4.6
Garbage and trash collection(12)	0.347	4.8	0.017	0.69	L-Sep. 2025	5.4
Household operations(4)	-	-	-	-	-	-
Domestic services(4)	-	-	-	-	-	-
Gardening and lawncare services(4)	-	-	-	-	-	-
Moving, storage, freight expense(4)	0.121	-17.0	-0.022	4.88	S-EVER	-
Repair of household items(4)	-	-	-	-	-	-
Medical care services	6.779	3.5	0.238	0.63	L-Sep. 2025	3.9
Professional services	3.684	2.5	0.091	0.85	L-Sep. 2025	2.6
Physicians' services	1.804	1.9	0.034	1.42	L-Sep. 2025	2.4

Expenditure category	Relative importance Nov. 2025	Twelve Month				
		Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3)	
					Date	Percent change
Dental services	0.949	3.8	0.035	1.58	L-Aug. 2025	4.2
Eyeglasses and eye care(8)	0.337	3.1	0.011	0.96	S-Jul. 2025	2.4
Services by other medical professionals(8)	-	-	-	-	-	-
Hospital and related services	2.319	6.7	0.151	0.73	L-Jun. 2024	7.1
Hospital services(16)	1.985	6.6	0.127	0.85	L-Jun. 2024	6.9
Inpatient hospital services(5)(16)	-	-	-	-	-	-
Outpatient hospital services(5)(8)	-	6.5	-	1.87	L-Jun. 2024	7.0
Nursing homes and adult day services(16)	0.167	4.3	0.007	0.75	S-Sep. 2025	4.1
Care of invalids and elderly at home(7)	0.167	10.7	0.017	2.37	S-Aug. 2025	5.6
Health insurance(7)	0.776	-0.5	-0.004	0.62	S-Jul. 2024	-0.6
Transportation services	6.265	1.5	0.095	0.67	S-Mar. 2021	-1.6
Leased cars and trucks(13)	0.378	-	-0.011	1.84	-	-
Car and truck rental(4)	0.127	-4.1	-0.005	1.58	S-Sep. 2025	-5.0
Motor vehicle maintenance and repair	1.059	5.4	0.055	1.82	S-Jun. 2025	5.2
Motor vehicle body work	-	-	-	-	-	-
Motor vehicle maintenance and servicing	0.516	4.9	0.025	0.76	S-Aug. 2025	3.6
Motor vehicle repair(4)	0.425	6.2	0.025	3.85	S-Sep. 2024	6.0
Motor vehicle insurance	2.816	2.8	0.079	1.06	S-Aug. 2021	1.0
Motor vehicle fees(4)	0.492	1.3	0.006	0.55	L-Jun. 2025	1.3
State motor vehicle registration and license fees(4)	0.283	1.8	0.005	0.28	S-Sep. 2025	0.7
Parking and other fees(4)	0.196	0.6	0.001	1.22	L-Sep. 2025	1.7
Parking fees and tolls(4)(5)	-	3.7	-	1.12	L-Feb. 2025	4.5
Public transportation	1.392	-2.0	-0.029	0.92	L-Sep. 2025	1.8
Airline fares	0.868	-3.4	-0.031	1.21	L-Sep. 2025	3.2
Other intercity transportation	0.207	-2.6	-0.006	2.10	S-Sep. 2025	-2.6
Ship fare(4)(5)	-	-4.8	-	2.52	L-May 2025	-1.8
Intracity transportation	0.313	2.5	0.008	1.02	L-Feb. 2025	2.6
Intracity mass transit(5)(10)	-	0.9	-	2.29	S-Jan. 2025	0.9
Recreation services(10)	3.425	4.0	0.137	0.52	L-Sep. 2025	4.4
Video and audio services(10)	0.806	4.9	0.039	0.72	L-Jan. 2024	5.3
Cable, satellite, and live streaming television service(12)	0.651	3.7	0.024	0.50	L-Apr. 2024	3.8
Purchase, subscription, and rental of video(4)	0.155	10.0	0.016	3.19	L-EVER	-
Video discs and other media(4)(5)	-	6.0	-	3.73	L-Feb. 2025	20.8
Subscription and rental of video and video games(4)(5)	-	29.0	-	2.16	L-EVER	-
Pet services including veterinary(4)	0.543	6.2	0.033	1.07	L-Sep. 2025	6.9
Pet services(4)(5)	-	5.0	-	2.58	L-Sep. 2025	5.1
Veterinarian services(4)(5)	-	7.1	-	1.88	L-Sep. 2025	7.8
Photographers and photo processing(4)	0.053	1.5	0.001	2.15	L-Jan. 2024	4.1
Other recreation services(4)	2.022	3.1	0.064	0.62	L-Sep. 2025	5.1
Club membership for shopping clubs, fraternal, or other	0.795	0.4	0.003	0.50	L-Sep. 2025	6.2

Expenditure category	Relative importance Nov. 2025	Twelve Month				
		Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3)	
					Date	Percent change
organizations, or participant sports fees(4)						
Admissions	0.733	5.7	0.042	1.52	L-Apr. 2025	5.9
Admission to movies, theaters, and concerts(4)(5)	-	6.7	-	1.66	L-Apr. 2023	6.9
Admission to sporting events(4)(5)	-	-7.3	-	6.37	S-Oct. 2022	-17.7
Fees for lessons or instructions(8)	0.167	2.9	0.005	1.18	S-May 2025	2.7
Education and communication services(10)	4.951	1.1	0.056	0.24	S-Sep. 2025	1.1
Tuition, other school fees, and childcare	2.548	2.9	0.074	0.43	-	-
College tuition and fees	1.311	1.5	0.020	0.68	S-Sep. 2025	1.4
Elementary and high school tuition and fees	0.393	4.1	0.016	0.37	L-May 2025	4.2
Day care and preschool(11)	0.739	4.8	0.035	0.51	L-Sep. 2025	5.2
Technical and business school tuition and fees(4)	0.039	2.1	0.001	0.92	-	-
Postage and delivery services(4)	0.056	4.8	0.003	0.47	S-Sep. 2025	4.7
Postage	0.053	4.6	0.002	0.54	-	-
Delivery services(4)	0.002	9.7	0.000	0.88	L-Mar. 2023	10.5
Telephone services(4)	1.406	-3.2	-0.046	0.16	S-Feb. 2018	-6.3
Wireless telephone services(4)	1.238	-4.1	-0.052	0.20	S-Feb. 2018	-9.4
Residential telephone services(10)	0.168	3.7	0.006	0.63	L-Mar. 2025	3.7
Internet services and electronic information providers(4)	0.932	2.8	0.026	0.54	S-Sep. 2025	0.4
Other personal services(10)	1.672	4.7	0.077	0.51	L-Mar. 2025	4.7
Personal care services	0.668	4.8	0.032	0.73	L-Dec. 2024	4.8
Haircuts and other personal care services(4)	0.668	4.8	0.032	0.73	L-Dec. 2024	4.8
Miscellaneous personal services	1.004	4.6	0.045	0.57	S-Sep. 2025	4.4
Legal services(8)	-	-	-	-	-	-
Funeral expenses(8)	0.139	2.6	0.004	0.81	L-Sep. 2025	2.9
Laundry and dry cleaning services(4)	0.167	4.6	0.008	0.82	L-Sep. 2025	4.9
Apparel services other than laundry and dry cleaning(4)	0.028	7.0	0.002	2.34	L-Feb. 2025	7.5
Financial services(8)	0.257	4.2	0.010	1.41	S-Sep. 2025	2.7
Checking account and other bank services(4)(5)	-	0.4	-	3.33	L-Sep. 2025	0.7
Tax return preparation and other accounting fees(4)(5)	-	-	-	2.69	-	-
Special aggregate indexes						
All items less food	86.343	2.6	2.257	0.13	S-Jun. 2025	2.6
All items less shelter	64.486	2.4	1.554	0.14	S-Jul. 2025	2.1
All items less food and shelter	50.830	2.2	1.134	0.17	S-Jul. 2025	2.0
All items less food, shelter, and energy	44.515	2.2	0.991	0.19	S-Jun. 2025	2.2
All items less food, shelter, energy, and used cars and trucks	42.109	2.3	0.952	0.19	L-Sep. 2025	2.4
All items less medical care	91.717	2.6	2.416	0.10	S-Jul. 2025	2.6
All items less energy	93.685	2.7	2.534	0.12	L-Sep. 2025	3.0
Commodities	35.985	1.7	0.601	0.12	S-Aug. 2025	1.3
Commodities less food, energy, and used cars and trucks	16.817	1.4	0.236	0.20	L-Oct. 2023	1.4

Expenditure category	Relative importance Nov. 2025	Twelve Month				
		Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3)	
					Date	Percent change
Commodities less food	22.328	0.8	0.181	0.16	S-Aug. 2025	0.2
Commodities less food and beverages	21.497	0.8	0.163	0.16	S-Aug. 2025	0.2
Services	64.015	3.3	2.076	0.17	L-Sep. 2025	3.6
Services less rent of shelter(15)	28.929	3.4	0.986	0.26	S-Apr. 2025	3.3
Services less medical care services	57.236	3.2	1.838	0.16	-	-
Durables	10.870	1.2	0.132	0.21	S-Jul. 2025	1.2
Nondurables	25.115	1.9	0.469	0.14	S-Aug. 2025	1.1
Nondurables less food	11.458	0.4	0.049	0.24	S-Aug. 2025	-1.1
Nondurables less food and beverages	10.627	0.3	0.031	0.25	S-Aug. 2025	-1.4
Nondurables less food, beverages, and apparel	8.166	0.2	0.016	0.26	S-Aug. 2025	-1.8
Nondurables less food and apparel	8.998	0.4	0.034	0.25	S-Aug. 2025	-1.5
Housing	44.448	3.6	1.590	0.18	L-Sep. 2025	3.9
Education and communication(4)	5.666	0.5	0.027	0.26	S-Sep. 2025	0.4
Education(4)	2.589	2.9	0.074	0.41	-	-
Communication(4)	3.077	-1.5	-0.047	0.43	S-Sep. 2025	-1.7
Information and information processing(4)	3.022	-1.6	-0.049	0.44	S-Sep. 2025	-1.9
Information technology, hardware and services(17)	1.616	-0.2	-0.003	0.81	S-Sep. 2025	-2.0
Recreation(4)	5.246	3.0	0.159	0.36	L-Sep. 2025	3.0
Video and audio(4)	1.056	4.0	0.042	0.64	L-Sep. 2023	4.0
Pets, pet products and services(4)	1.163	3.5	0.041	0.90	L-Sep. 2025	3.5
Photography(4)	0.075	3.6	0.003	1.86	L-Apr. 2024	3.6
Food and beverages	14.488	3.0	0.438	0.13	L-Sep. 2025	3.0
Domestically produced farm food	6.697	1.9	0.127	0.19	L-Sep. 2025	2.3
Other services	10.047	2.7	0.270	0.24	-	-
Apparel less footwear	1.888	0.5	0.009	0.85	L-Mar. 2025	0.7
Fuels and utilities	4.443	6.7	0.290	0.66	L-Aug. 2025	6.9
Household energy	3.347	7.4	0.239	0.84	L-Aug. 2025	7.4
Medical care	8.283	3.2	0.261	0.60	L-Sep. 2025	3.3
Transportation	16.437	0.4	0.063	0.31	S-Jul. 2025	0.0
Private transportation	15.045	0.6	0.092	0.32	S-Jul. 2025	0.1
New and used motor vehicles(4)	7.348	0.5	0.035	0.19	S-May 2025	0.5
Utilities and public transportation	7.755	3.1	0.237	0.42	-	-
Household furnishings and operations	4.492	4.0	0.177	0.50	S-Aug. 2025	3.9
Other goods and services	2.971	4.2	0.124	0.39	L-Jul. 2024	4.2
Personal care	2.469	3.7	0.091	0.44	L-Apr. 2024	3.7

Expenditure category	Relative importance Nov. 2025	Twelve Month				
		Unadjusted percent change Dec. 2024-Dec. 2025	Unadjusted effect on All Items Dec. 2024-Dec. 2025(1)	Standard error, median price change(2)	Largest (L) or Smallest (S) unadjusted change since: (3)	
					Date	Percent change

Footnotes

(1) The 'effect' of an item category is a measure of that item's contribution to the All items price change. For example, if the Food index had an effect of 0.40, and the All items index rose 1.2 percent, then the increase in food prices contributed 0.40 / 1.2, or 33.3 percent, to that All items increase. Said another way, had food prices been unchanged for that year the change in the All items index would have been 1.2 percent minus 0.40, or 0.8 percent. Effects can be negative as well. For example, if the effect of food was a negative 0.1, and the All items index rose 0.5 percent, the All items index actually would have been 0.1 percent higher (or 0.6 percent) had food prices been unchanged. Since food prices fell while prices overall were rising, the contribution of food to the All items price change was negative (in this case, -0.1 / 0.5, or minus 20 percent).
(2) A statistic's margin of error is often expressed as its point estimate plus or minus two standard errors. For example, if a CPI category rose 2.6 percent, and its standard error was 0.25 percent, the margin of error on this item's 12-month percent change would be 2.6 percent, plus or minus 0.5 percent.
(3) If the current 12-month percent change is greater than the previous published 12-month percent change, then this column identifies the closest prior month with a 12-month percent change as (L)arge as or (L)arger than the current 12-month change. If the current 12-month percent change is smaller than the previous published 12-month percent change, the most recent month with a change as (S)mall or (S)maller than the current month change is identified. If the current and previous published 12-month percent changes are equal, a dash will appear. Standard numerical comparison is used. For example, 2.0% is greater than 0.6%, -4.4% is less than -2.0%, and -2.0% is less than 0.0%. Note that a (L)arger change can be a smaller decline, for example, a -0.2% change is larger than a -0.4% change, but still represents a decline in the price index. Likewise, (S)maller changes can be increases, for example, a 0.6% change is smaller than 0.8%, but still represents an increase in the price index. In this context, a -0.2% change is considered to be smaller than a 0.0% change.
(4) Indexes on a December 1997=100 base.
(5) Special indexes based on a substantially smaller sample. These series do not contribute to the all items index aggregation and therefore do not have a relative importance or effect.
(6) Indexes on a December 2007=100 base.
(7) Indexes on a December 2005=100 base.
(8) Indexes on a December 1986=100 base.
(9) Indexes on a December 1993=100 base.
(10) Indexes on a December 2009=100 base.
(11) Indexes on a December 1990=100 base.
(12) Indexes on a December 1983=100 base.
(13) Indexes on a December 2001=100 base.
(14) Indexes on a December 2019=100 base.
(15) Indexes on a December 1982=100 base.
(16) Indexes on a December 1996=100 base.
(17) Indexes on a December 1988=100 base.

NOTE: The Oct 2025 data values are not available due to the 2025 lapse in appropriations.

Last Modified Date: January 13, 2026

U.S. BUREAU OF LABOR STATISTICS Consumer Price Index Office of Prices and Living Conditions Suitland Federal Center Floor 7 4600 Silver Hill Road Washington, DC 20212-0002

Telephone: 202-691-7000 www.bls.gov/CPI Contact CPI

RESOLUTION NO. ____

A RESOLUTION UPDATING THE CITY FEE SCHEDULE BY SETTING THE MONTHLY RATES AND FEES FOR SOLID WASTE SERVICES PURSUANT TO SUBSECTIONS (a), SECTION 23-38, ARTICLE II, CHAPTER 23 OF THE CITY CODE; AND PROVIDING FOR THE RE-ADOPTION OF THE CITY FEE SCHEDULE IN WHOLE.

WHEREAS, The City, through the passage of Ordinance No. 2599NS, has adopted a City Fee Schedule as a part of the Code of the City of Shawnee, Oklahoma that contains the description of various fees administered by the City;

WHEREAS, pursuant to Ordinance No. 2599NS, Subsequent versions, adoptions, and updates of the City Fee Schedule shall be accomplished by resolution of the City Commission;

WHEREAS, Part II, Chapter 23, Article II, Sections 23-38 provides for the setting and updating of monthly charges for the collection and removal of solid waste, adopted and updated by resolution of the City Commission, and that such rates shall be described in the City Fee Schedule;

WHEREAS, Section 9.6.1 of Modification to Unit Prices included in the General and Special Provisions for Solid Waste Collection, Recycling and Disposal Services contained with the Request for Proposals for the current Contract for Solid Waste Collection, Recycling and Disposal Services dated July 1, 2020 provides as follows

> 9.6.1 Fees which may be charged by the CONTRACTOR for the second and subsequent period of the contract will be adjusted upward or downward to reflect changes in the cost of operations, as reflected by fluctuations in the Consumer Price Index for All Urban Consumers: Water and Sewer and Trash Collection Services, as published by the U.S. Bureau of Labor Statistics. It is expressly understood and agreed that the maximum annual increase shall not exceed 3.5 percent (3.5%). At the end of the last day of the last month of each contract period, (the "Rate Modification Date") the fees will be increased or decreased for the ensuing contract period in a percentage amount equal to ninety percent (90%) of the net percentage change of the All Items Index, plus ten percent (10%) of the net percentage change of the Gasoline Index. All percentage changes are to be computed as the difference between the index value for the April reporting period for the prior year and the April reporting period of the contract period, divided by the index value for the previous year; and

WHEREAS, Section 5 of the Memorandum of Understanding dated May 18, 2020, provides that the Contract Rate shall be increased, yearly, in accordance with the percentage increase in the Consumer Price Index over the previous twelve-month period from 2020 (i.e. the difference, expressed as a percentage, between the value of the CPI in June, 2021, and the value of the CPI published in June, 2020). The new adjusted Contract Rate shall begin on July 1, of each year. If in any year the CPI decreases, the Contract Rate for that year shall remain flat (and shall not increase or decrease);

DRAFT

WHEREAS, the City Commission wishes to update the City Fee Schedule in a manner described below so as to set monthly rates and fees for solid waste services pursuant to Section 23-38;

NOW THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COMMISSIONERS OF THE CITY OF SHAWNEE, OKLAHOMA:

Section 1. Sub-Section (a), Section 23-28, Article II, Chapter 23 of the Code of the City of Shawnee provides that: Monthly charges shall be in an amount as described in the city fee schedule, adopted and updated by the City Commission from time to time.

Accordingly, the Solid Waste rates listed in the City Fee Schedule, pursuant to, and associated with, Sub-Section (a), Section 23-38, Article II, Chapter 23 of the Code of the City of Shawnee, are hereby updated to read as follows:

(a) Solid Waste Rates: The monthly charge for solid waste service for consumers inside the city limits:

RESIDENTIAL

Type of Service	Monthly Rate
Small Polycart (65 gallon)	$20.56
Large Polycart (95 gallon)	$25.91
Additional Polycart (95 gallon)	$13.07
Solid Waste Service Only	$25.91

Section 2. **Annual review of rates and possible increases.** City Staff shall annually, no later than December 31 of each calendar year, review the Consumer Price Index (CPI) through the United States Bureau of Labor Statistics, to measure the average charge over time in the prices paid by consumers for solid waste collection and removal services. Increases of the above listed rates for residential accounts may be amended per CPI as of December 31 of the calendar year. Said rate increases will take effect on July 1 of the following calendar year. A Resolution will be presented to the Commission to update the City Fee Schedule of any rate changes.

Section 3. **Adoption and Update of City Fee Schedule.** That attached hereto is the updated portion of the City Fee Schedule as created above (Exhibit 'A') and the updated City Fee Schedule in whole (Exhibit 'B'). This Resolution updates and changes City Fee Schedule only to the extent as described above. All other existing fees, fines, bonds, and insurance amounts described in the City Fee Schedule, not expressly updated herein, shall remain the same, and are otherwise re-adopted, for full force and effect, in the Code of the City of Shawnee.

Section 4. **Effective Date.** The effective date of the fee changes in this Resolution is July 1, 2026.

PASSED AND APPROVED this 16th day of March, 2026.

ERIC STEPHENS, MAYOR

ATTEST:
(SEAL)

LISA LASYONE, MMC, CITY CLERK

DRAFT

Shawnee, OK Code of Ordinances - Fee, Fine, Bond, And Insurance Dollar Amount

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
CHAPTER 23: SOLID WASTE						
Part II Chapter 23 Art II Sec 23-38 (a)	Solid Waste	Once a week residential curbside solid waste collection				
		Type of Service	**Monthly Rate**			
		Small Polycart (65 gallon)	$20.56			
		Large Polycart (95 gallon)	$25.91			
		Additional Polycart (95 gallon)	$13.07			
		Solid Waste Service Only	$25.91			
Part II Chapter 23 Art II Sec 23-38 (c)	Solid Waste	Multifamily Dwelling Monthly Rate / Unit	$26			
Part II Chapter 23 Art II Sec 23-38 (f)	Solid Waste	Minimum deposit for garbage service from City	$20.00			
Part II Chapter 23 Art II Sec 23-38 (g)	Solid Waste	Public Safety Fee	$1.65			
Part II Chapter 23 Art II Sec 23-40	Solid Waste	Disposal of household hazardous waste; rates	Not included in this Schedule; See Code Sec 23-40			
Part II Chapter 23 Art III Sec 23-67 (b)	Solid Waste	City Dump; Sanitary Landfill: Fee per cubic yard	$0.75			

Shawnee, OK Code of Ordinances - Fee, Fine, Bond, And Insurance Dollar Amount

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
CHARTER						
Part I Art V Sec 4	Charter	Bond of City Manager and Other Appointive Officers and Employees			$25,000	
CHAPTER 1: GENERAL PROVISIONS						
Part II Chapter 1 Sec 1-10 (a)(1) and (b)	General Provisions	General Penalty. Class A Offenses: Maximum Fine for all alcohol and drug related offenses, plus cost		$800		
Part II Chapter 1 Sec 1-10 (a)(2) and (b)	General Provisions	General Penalty. Class B Offenses: Maximum Fine for violations of ordinances regulating pretreatment of wastewater and stormwater discharges		$1,000		
Part II Chapter 1 Sec 1-10 (a)(3) and (b)	General Provisions	General Penalty. Class C Offenses: Maximum Fine for all other violations.		$750		
Part II Chapter 1 Sec 1-10 (d)	General Provisions	Technology Fee	$10			
Part II Chapter 1 Sec 1-10 (e)	General Provisions	Communication Support Fee	$10			
CHAPTER 2: ADMINISTRATION						
Part II Chapter 2 Art IV Div 3 Sec 2-206 (13)	Administration	City Clerk. Fee charge per page for photocopy all ordinances, papers, records, or commission proceedings	$0.25			
Part II Chapter 2 Art IV Div 3 Sec 2-206 (13)	Administration	City Clerk. Fee charge per page for certifying all ordinances, papers, records, or commission proceedings	$1			
Part II Chapter 2 Art VI Div 1 Sec 2-316	Administration	Human Rights. Maximum Fine		$500		
CHAPTER 3: ADVERTISING AND SIGNS						

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 3 Art II Div 1 Sec 3-37 (c)	Advertising and Signs	Redemption fee for impounded sign	$25			
Part II Chapter 3 Art II Div 2 Sec 3-69 (a)	Advertising and Signs	Portable signs (temporary)	$25			
Part II Chapter 3 Art II Div 2 Sec 3-69 (a)	Advertising and Signs	Permanent signs	$25 x 4			
Part II Chapter 3 Art II Div 3 Sec 3-96 (a)	Advertising and Signs	Electrical and Non-Electrical Sign Contractors License	$75			
Part II Chapter 3 Art II Div 3 Sec 3-97 (a)	Advertising and Signs	Electrical and Neon Sign Hanger's License	$50			
Part II Chapter 3 Art II Div 3 Sec 3-97 (b)	Advertising and Signs	Late License Renewal Fee		$15		
Part II Chapter 3 Art II Div 3 Sec 3-98 (a)	Advertising and Signs	Bond Required Prior to any License			$2,000	
Part II Chapter 3 Art II Div 3 Sec 3-98 (a)	Advertising and Signs	When the number of permits issued to any person shall cover more than 50 signs, panels or structures of 25 feet in length or less, the penal sum of such bond shall be increased $2,000.00 for each additional 40 of such panels, signs or structures or fraction thereof for which permits are issued to such person.			$2,000	
Part II Chapter 3 Art II Div 3 Sec 3-98 (b)	Advertising and Signs	Insurance Policy Required. Minimum Liability Policy Amount for injury or death of one person in one accident				$5,000
Part II Chapter 3 Art II Div 3 Sec 3-98 (b)	Advertising and Signs	Insurance Policy Required. Minimum Liability Policy Amount for injury or death of any number of persons in any one accident				$10,000
Part II Chapter 3 Art II Div 3 Sec 3-98 (b)	Advertising and Signs	Insurance Policy Required. Minimum Liability Policy Amount for property damage in any one accident				$5,000
CHAPTER 4: ALCOHOLIC BEVERAGES						

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Complimentary Beverage License	$100			
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Brewer's License	$1,250			
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Oklahoma Brewer's License	$125			
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Distiller's License	$3,125			
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Winemaker's License	$625			
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: State winemaker's License	$75			
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Rectifier's License	$3,125			
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Wholesaler's License	$3,500			
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Interim Wine and Spirits Wholesaler's License	$3,000			
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Class B wholesaler's License	$625			
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Interim beer distributor's License	$750			
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Package store's License	$905			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Interim retail wine license	$1,000			
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Interim retail beer license	$500.00			
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Mixed beverage license - initial and renewal	$1,005; and $905			
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Bottle Club's License--Initial and Renewal	$1,000; and $900			
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Caterer's License--Initial and Renewal. If caterer is holder of a mixed beverage license issued by the city	$ 1,250.00			
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Caterer's License--Initial and Renewal.	$1,005; and $905			
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Special Event License, per day	$50.00			
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Special Event License, annual/quarterly	$55.00			
Part II Chapter 4 Art I Sec 4-4 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Beer and Wine License--Initial and Renewal	$500; and $450			
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Complimentary Beverage License	$100			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Brewer's License	$1,250			
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Oklahoma Brewer's License	$125			
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Distiller's License	$3,125			
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Winemaker's License	$625			
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: State winemaker's License	$75			
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Rectifier's License	$3,125			
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Wholesaler's License	$3,500			
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Interim Wine and Spirits Wholesaler's License	$3,000			
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Class B wholesaler's License	$625			
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Interim beer distributor's License	$750			
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Package store's License	$905			
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Interim retail wine license	$1,000			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Interim retail beer license	$ 500			
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Mixed beverage license - initial and renewal	$1,005; and $905			
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Bottle Club's License--Initial and Renewal	$1,000; and $900			
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Caterer's License--Initial and Renewal. If caterer is holder of a mixed beverage license issued by the city	$ 1,250.00			
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Caterer's License--Initial and Renewal.	$1,005; and $905			
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Special Event License, per day	$50.00			
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Special Event License, annual/quarterly	$55.00			
Part II Chapter 4 Art I Sec 4-5 (a)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Beer and Wine License--Initial and Renewal	$500; and $450			
Part II Chapter 4 Art I Sec 4-5 (b)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: License Fee for Section 501 (c) (19) exempt service organizations	$500			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 4 Art I Sec 4-5 (c)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: Annual Public Event License	$1,005			
Part II Chapter 4 Art I Sec 4-5 (c)	Alcoholic Beverages	Occupation Tax Schedules/Liquor License: One-time public event license	$255			
Part II Chapter 4 Art I Sec 4-7 (b)	Alcoholic Beverages	Possession by minors: Maximum Fine		$500		
Part II Chapter 4 Art I Sec 4-9 (b)	Alcoholic Beverages	Posting of signs by business: Spread of Minimum Fine and Maximum Fine		$2,500 to $5,000		
Part II Chapter 4 Art I Sec 4-9 (c)	Alcoholic Beverages	Posting of signs by business: Failure to post a sign Fine		$500		
CHAPTER 5: ANIMALS						
Part II Chapter 5 Art I Sec 5-1	Animals	Maximum Fine		$500		
Part II Chapter 5 Art I Sec 5-2 (e)	Animals	Cruelty: Maximum Fine		$500		
Part II Chapter 5 Art I Sec 5-3 (g)	Animals	Vicious Animals: Maximum Fine		$200		
Part II Chapter 5 Art I Sec 5-5 (2)	Animals	Keeping porcine, goats, sheep, or hoofed animals other than bovines or equines. Goat, sheep, or hoofed animal -- Permit Fee	$10			
Part II Chapter 5 Art I Sec 5-5 (3)	Animals	Keeping porcine, goats, sheep, or hoofed animals other an bovines or equines. Porcine--Permit Fee	$10			
Part II Chapter 5 Art I Sec 5-16	Animals	Abandoning animals in public or private place: Fine upon conviction		$200		
Part II Chapter 5 Art I Sec 5-17	Animals	Use of traps: Fine		$100		
Part II Chapter 5 Art I Sec 5-19 (a)	Animals	Animal a nuisance: Bond			$500	

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 5 Art I Sec 5-19 (e)	Animals	Animal a nuisance: Fine		$200		
Part II Chapter 5 Art II Sec 5-50	Animals	Impoundment: Initial Seizure and Impoundment Fee	$30			
Part II Chapter 5 Art II Sec 5-50	Animals	Impoundment: Per Day Seizure and Impoundment Fee	$10			
Part II Chapter 5 Art II Sec 5-50	Animals	Impoundment: Seizure and Impoundment-- Use of Tranquilizer Fee	$20			
Part II Chapter 5 Art II Sec 5-51 (d)	Animals	Redemption: Maximum Fine		$500		
Part II Chapter 5 Art III Div 2 Sec 5-111 (b)	Animals	Dogs: Annual license fee for adult unaltered male or female (Note: Seniors 50% discount)	$20			
Part II Chapter 5 Art III Div 2 Sec 5-111 (b)	Animals	Dogs: Annual license fee for adult altered male or female (Note: Seniors 50% discount)	$10			
Part II Chapter 5 Art III Div 2 Sec 5-111 (b)	Animals	Dogs: Three (3) year license fee for adult unaltered male or female (Note: Seniors 50% discount)	$45			
Part II Chapter 5 Art III Div 2 Sec 5-111 (b)	Animals	Dogs: Three (3) year license fee for adult altered male or female (Note: Seniors 50% discount)	$25			
Part II Chapter 5 Art III Div 2 Sec 5-116	Animals	Dogs: Delinquent license penalty fee	$5			
Part II Chapter 5 Art III Div 2 Sec 5-119	Animals	Dogs: Issuance of duplicate tags: Fee to Replaces lost or stolen Dog License Tag	$5			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 5 Art III Div 4 Sec 5-178	Animals	Dogs: Redemption; release: Initial Impoundment Fee; and Per Day Impoundment Fee	$30; and $10			
Part II Chapter 5 Art III Div 4 Sec 5-179	Animals	Dogs: Adoption in Lieu of Disposal Fee; together with spay/neuter deposit and cost of city license tag	$10; and $50			
Part II Chapter 5 Art III Div 5 Sec 5-208	Animals	Dogs: Kennels: Dog Kennel Operation Annual License	$300			
Part II Chapter 5 Art IV Div 2 Sec 5-276	Animals	Cats: Annual license fee for adult unaltered male or female Note: Seniors 50% discount	$20			
Part II Chapter 5 Art IV Div 2 Sec 5-276	Animals	Cats: Annual license fee for adult altered male or female Note: Seniors 50% discount	$10			
Part II Chapter 5 Art IV Div 2 Sec 5-276	Animals	Cats: Three (3) year license fee for adult unaltered male or female Note: Seniors 50% discount	$45			
Part II Chapter 5 Art IV Div 2 Sec 5-276	Animals	Cats: Three (3) year license fee for adult altered male or female Note: Seniors 50% discount	$25			
Part II Chapter 5 Art IV Div 2 Sec 5-279	Animals	Cats: Delinquent license penalty fee	$5			
Part II Chapter 5 Art IV Div 2 Sec 5-281	Animals	Cats: Issuance of duplicate tags: Fee to Replaces lost or stolen Cat License Tag	$5			
Part II Chapter 5 Art IV Div 3 Sec 5-307	Animals	Cats: Redemption; release: Initial Impoundment Fee; and Per Day Impoundment Fee	$30; and $10			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 5 Art IV Div 3 Sec 5-308	Animals	Cats: Adoption in Lieu of Disposal Fee; together with spay/neuter deposit and cost of city license tag	$10; and $50			
Part II Chapter 5 Art IV Div 4 Sec 5-338 (a)	Animals	Cats: Kennels: Cat Kennel Operation Annual License	$200			
Part II Chapter 5 Art V Sec 5-372	Animals	Dog and Cat Sterilization. Sterilization or agreement and deposit required for adoption	$50			
Part II Chapter 5 Art V Sec 5-374 (2)	Animals	Maximum Fine of Violation of Form Agreement		$500		
Part II Chapter 5 Art V Sec 5-379	Animals	Dog and Cat Sterilization. Failure to Comply: Maximum Fine		$500		
CHAPTER 6: AVIATION						
Part II Chapter 6 Art III Sec 6-58 (b)	Aviation			$500		
CHAPTER 7: BUILDINGS AND BUILDING REGULATIONS						
Part II Chapter 7 Art II Sec 7-32 (a)(1)	Buildings and Building Regulations	New Construction of a Room, Addition, Building, or Structure Fee--RESIDENTIAL	$0.17 per square feet			
Part II Chapter 7 Art II Sec 7-32 (a)(1)	Buildings and Building Regulations	New Construction of a Room, Addition, Building, or Structure Fee--COMMERCIAL	$0.20 per square feet			
Part II Chapter 7 Art II Sec 7-32 (a)(2)	Buildings and Building Regulations	Remodel or Alteration of Existing Structure-- Construction of a Room, Addition, Building, or Structure Fee--RESIDENTIAL	$0.17 per square feet			
Part II Chapter 7 Art II Sec 7-32 (a)(2)	Buildings and Building Regulations	Remodel or Alteration of Existing Structure-- Construction of a Room, Addition, Building, or Structure Fee--COMMERCIAL	$0.20 per square feet			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 7 Art II Sec 7-32 (a)(3)	Buildings and Building Regulations	Construction of an accessory structure (between 200-400 Feet): Permit Fee	$50			
Part II Chapter 7 Art II Sec 7-32 (a)(4)	Buildings and Building Regulations	Plan Check Fee for Building Plan Review	25% of the building permit fee			
Part II Chapter 7 Art II Sec 7-32 (a)(5)	Buildings and Building Regulations	Removal of Structure to Another Location Permit Fee	$50			
Part II Chapter 7 Art II Sec 7-32 (a)(6)	Buildings and Building Regulations	Demolition Permit Fee	$50			
Part II Chapter 7 Art II Sec 7-32 (a)(7)	Buildings and Building Regulations	Swimming Pool Permit Fee	$60			
Part II Chapter 7 Art II Sec 7-32 (a)(8)	Buildings and Building Regulations	Driveway Permit Fee	$50			
Part II Chapter 7 Art II Sec 7-32 (a)(9)	Buildings and Building Regulations	Minimum Permit Fee	$20			
Part II Chapter 7 Art II Sec 7-32 (a)(11)	Buildings and Building Regulations	Reinspection made because of defective work: First Occurrence	$25			
Part II Chapter 7 Art II Sec 7-32 (a)(11)	Buildings and Building Regulations	Reinspection made because of defective work: Subsequent occurrence(s)	$50			
Part II Chapter 7 Art II Sec 7-32 (a)(12)	Buildings and Building Regulations	Oklahoma Uniform Building Code Commission Permit Fee	$4			
Part II Chapter 7 Art II Sec 7-32 (a)(12)	Buildings and Building Regulations	Permit Processing Fee	.50¢			
Part II Chapter 7 Art II Sec 7-32 Sec 114.4	Buildings and Building Regulations	Maximum Fine		$500		
-Part II Chapter 7 Art II Sec 7-32 Sec 115.3	Buildings and Building Regulations	Unlawful Continuance Minimum and Maximum Fine Amounts		$100, $500		
Part II Chapter 7 Art III Div 2 Sec 7-126 (a)	Buildings and Building Regulations	Electricians. Qualifications. Issuance of Certificate of Registration: Initial Electrical Contractor Fee	$100			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 7 Art III Div 2 Sec 7-126 (b)	Buildings and Building Regulations	Electricians. Qualifications. Issuance of Certificate of Registration: Annual Renewal Electrical Contractor Fee	$75			
Part II Chapter 7 Art III Div 3 Sec 7-156 (e)	Buildings and Building Regulations	Miscellaneous Permit Fee	$50			
Part II Chapter 7 Art III Div 3 Sec 7-160 (e)	Buildings and Building Regulations	Electrical Inspection Fees. Change of an existing Service, Single Family Residence Fee--Up to 200 amps	$50			
Part II Chapter 7 Art III Div 3 Sec 7-160 (e)	Buildings and Building Regulations	Electrical Inspection Fees. Change of an existing Service, Single Family Residence Fee--200 to 400 amps	$100			
Part II Chapter 7 Art III Div 3 Sec 7-160 (e)	Buildings and Building Regulations	Electrical Inspection Fees. Change of an existing Service, Single Family Residence Fee--400+ amps	$150			
Part II Chapter 7 Art III Div 3 Sec 7-160 (f)	Buildings and Building Regulations	Electrical Inspection Fees. Reinspection made because of defective work: First Occurrence	$25			
Part II Chapter 7 Art III Div 3 Sec 7-160 (f)	Buildings and Building Regulations	Electrical Inspection Fees. Reinspection made because of defective work: Subsequent occurrence(s)	$50			
Part II Chapter 7 Art III Div 3 Sec 7-160 (i)	Buildings and Building Regulations	Oklahoma Uniform Building Code Commission Permit Fee	$4			
Part II Chapter 7 Art III Div 3 Sec 7-160 (i)	Buildings and Building Regulations	Permit Processing Fee	.50¢			
Part II Chapter 7 Art IV Sec 7-267 Section IFGC-106.6.2. ©	Buildings and Building Regulations	Fuel and Gas Code. Change of existing service	$50			
Part II Chapter 7 Art IV Sec 7-267 Section IFGC-106.6.2. (d)	Buildings and Building Regulations	Fuel and Gas Code. Reinspacetion made because of defective work: First Occurance	$25			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 7 Art IV Sec 7-267 Section IFGC-106.6.2. (d)	Buildings and Building Regulations	Fuel and Gas Code. Reinspacetion made because of defective work: Subsequent occurance(s)	$50			
Part II Chapter 7 Art IV Sec 7-267 Section IFGC-106.6.2. (e)	Buildings and Building Regulations	Fuel and Gas Code. Boring Fee	$60			
Part II Chapter 7 Art IV Sec 7-267 Section IFGC-106.6.2. (g)	Buildings and Building Regulations	Oklahoma Uniform Building Code Commission Permit Fee	$4			
Part II Chapter 7 Art IV Sec 7-267 Section IFGC-106.6.2. (g)	Buildings and Building Regulations	Permit Processing Fee	.50¢			
Part II Chapter 7 Art V Div 1 Sec 7-299	Buildings and Building Regulations	Refrigeration, Air Conditioning, and Forced Air Heating. Maximum Fine		$500		
Part II Chapter 7 Art V Div 1 Sec 7-302 (a)	Buildings and Building Regulations	Refrigeration, Air Conditioning, and Forced Air Heating. Registration with City: Initial Contractor License Fee	$100			
Part II Chapter 7 Art V Div 1 Sec 7-302 (b)	Buildings and Building Regulations	Refrigeration, Air Conditioning, and Forced Air Heating. Registration with City: Annual Renewal Contractor Fee	$75			
Part II Chapter 7 Art V Div 2 Sec 7-331(c)	Buildings and Building Regulations	Refrigeration, Air Conditioning, and Forced Air Heating. Permits and Inspections. Permits Fees: Change of existing service fee	$25 ($500 max)			
Part II Chapter 7 Art V Div 2 Sec 7-331(d)	Buildings and Building Regulations	Refrigeration, Air Conditioning, and Forced Air Heating. Permits and Inspections. Permits Fees: Reinspection fee because of defective work First Occurrence	$25			
Part II Chapter 7 Art V Div 2 Sec 7-331(d)	Buildings and Building Regulations	Refrigeration, Air Conditioning, and Forced Air Heating. Permits and Inspections. Permits Fees: Reinspection fee because of defective work Subsequent Occurrence(s)	$50			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 7 Art V Div 2 Sec 7-331(f)	Buildings and Building Regulations	Refrigeration, Air Conditioning, and Forced Air Heating. Permits and Inspections. Permits Fees: New or change of existing equipment	$20 per ton			
Part II Chapter 7 Art V Div 2 Sec 7-331(g)	Buildings and Building Regulations	Refrigeration, Air Conditioning, and Forced Air Heating. Permits and Inspections. Permits Fees: Commercial refrigeration	$20 per HP			
Part II Chapter 7 Art V Div 2 Sec 7-331(h)	Buildings and Building Regulations	Refrigeration, Air Conditioning, and Forced Air Heating. Permits and Inspections. Permits Fees: Chilled water-cooling system	$20 per ton			
Part II Chapter 7 Art V Div 2 Sec 7-331(i)	Buildings and Building Regulations	Refrigeration, Air Conditioning, and Forced Air Heating. Permits and Inspections. Permits Fees: Boiler	$20 per unit			
Part II Chapter 7 Art V Div 2 Sec 7-331(j)	Buildings and Building Regulations	Oklahoma Uniform Building Code Commission Permit Fee	$4			
Part II Chapter 7 Art V Div 2 Sec 7-331(j)	Buildings and Building Regulations	Permit Processing Fee	.50¢			
Part II Chapter 7 Art V Div 2 Sec 7-331(k)	Buildings and Building Regulations	Miscellaneous Permit Fee	$50			
Part II Chapter 7 Art VI Div 1 Sec 7-362(c)	Buildings and Building Regulations	Plumbing. Change of existing service fee	$50			
-Part II Chapter 7 Art VI Div 1 Sec 7-362(d)	Buildings and Building Regulations	Plumbing. Reinspection fee because of defective work: First Occurrence	$25			
-Part II Chapter 7 Art VI Div 1 Sec 7-362(d)	Buildings and Building Regulations	Plumbing. Reinspection fee because of defective work: Subsequent Occurrence(s)	$50			
Part II Chapter 7 Art VI Div 1 Sec 7-362(e)	Buildings and Building Regulations	Plumbing. Boring Fee	$50			
Part II Chapter 7 Art VI Div 1 Sec 7-362(g)	Buildings and Building Regulations	Oklahoma Uniform Building Code Commission Permit Fee	$4			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 7 Art VI Div 1 Sec 7-362(g)	Buildings and Building Regulations	Permit Processing Fee	.50¢			
Part II Chapter 7 Art VI Div 1 Sec 7-362(h)	Buildings and Building Regulations	Miscellaneous Permit Fee	$50			
Part II Chapter 7 Art VI Div 2 Sec 7-397	Buildings and Building Regulations	Registration of Plumbers. Qualifications and Registration Fees -- Initial	$100			
Part II Chapter 7 Art VI Div 2 Sec 7-398 (a)	Buildings and Building Regulations	Registration of Plumbers. Qualifications and Registration Fees -- Annual Renewal Fee	$75			
Part II Chapter 7 Art VI Div 2 Sec 7-399 (b)	Buildings and Building Regulations	Registration of Plumbers. Liability Insurance Minimums				$5,000, $10,000, $5,000
Part II Chapter 7 Art VII Sec 7-432	Buildings and Building Regulations	International Property Maintenance Code: Minimum and Maximum Fine Amounts		$50, $500		
Part II Chapter 7 Art X Sec 7-521	Buildings and Building Regulations	Fair Housing. Maximum Fine		$500		
Part II Chapter 7 Art XIII Sec 7-612	Buildings and Building Regulations	Demolitions of Buildings: Maximum Fine		$500		
Part II Chapter 7 Art XIII Sec 7-614 (b)	Buildings and Building Regulations	Demolitions of Buildings: License Fee	$75			
Part II Chapter 7 Art XIII Sec 7-615	Buildings and Building Regulations	Demolitions of Buildings: Surety Bond			$10,000	
Part II Chapter 7 Art XIII Sec 7-616 (b)	Buildings and Building Regulations	Demolitions of Buildings: Liability Insurance Minimums				$50,000, $100,000, $50,000
Part II Chapter 7 Art XIV Sec 7-646 (a)	Buildings and Building Regulations	Storm Cellars: Annual License Fee for engaging in the business of constructing or repairing	$75			
Part II Chapter 7 Art XIV Sec 7-646 (b)	Buildings and Building Regulations	Storm Cellars: Annual License Fee for engaging in the business of constructing or repairing -- Late Fee	$15			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 7 Art XIV Sec 7-647 (a)	Buildings and Building Regulations	Storm Cellars: Surety Bond for engaging in the business of constructing or repairing			$2,000	
Part II Chapter 7 Art XIV Sec 7-648 (b)	Buildings and Building Regulations	Storm Cellars: Liability Insurance Minimums for engaging in the business of constructing or repairing				$5,000, $10,000, $5,000
Part II Chapter 7 Art XV Div 1 Sec 7-676	Buildings and Building Regulations	Moving of Buildings: Minimum Fine		$500		
Part II Chapter 7 Art XV Div 2 Sec 7-713	Buildings and Building Regulations	Moving of Buildings: Minimum Fine	$25			
Part II Chapter 7 Art XV Div 2 Sec 7-713	Buildings and Building Regulations	Moving of Buildings: Permit Fee: For building up to 24 feet in width	$50			
Part II Chapter 7 Art XV Div 2 Sec 7-713	Buildings and Building Regulations	Moving of Buildings: Permit Fee: For building 30 feet to 32 feet in width	$75			
Part II Chapter 7 Art XV Div 2 Sec 7-714 (b)	Buildings and Building Regulations	Moving of Buildings: Surety Bond			$2,000	
Part II Chapter 7 Art XV Div 2 Sec 7-715 (b)	Buildings and Building Regulations	Moving of Buildings: Minimum Liability Insurance				$5,000, $10,000 $5,000
Part II Chapter 7 Art XV Div 2 Sec 7-716 (c)	Buildings and Building Regulations	Moving of Buildings: Clean up Deposit Prior to Issuance	$500			
Part II Chapter 7 Art XV Div 2 Sec 7-717	Buildings and Building Regulations	Moving of Buildings: Time Limits for Completion of Moving--per day fee for exceeding allowable days in permit	$10			
CHAPTER 8: BUSINESS, PERMITS, AND LICENSES						
Part II Chapter 8 Art II Sec 8-32 (c)	Business, Permits, and Licenses	Alarm Permits required. Fines tied to violation		1st conviction $25; subsequent conviction $100		

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 8 Art II Sec 8-34 (a)	Business, Permits, and Licenses	Alarm fees required: initial registration	$25			
Part II Chapter 8 Art II Sec 8-34 (b)	Business, Permits, and Licenses	Alarm fees required: renewal license	$15			
Part II Chapter 8 Art II Sec 8-34 (c)	Business, Permits, and Licenses	Alarm fees required: reinstatement fee	$50			
Part II Chapter 8 Art II Sec 8-35	Business, Permits, and Licenses	False alarms		1st conviction $25; subsequent conviction $100		
Part II Chapter 8 Art II Sec 8-40	Business, Permits, and Licenses	Enforcement of all other section violations		1st conviction $25; subsequent conviction $100		
Part II Chapter 8 Art III Div 1 Sec 8-192	Business, Permits, and Licenses	Peddlers, Solicitors, and Itinerant Merchants: Penalty for violation		$500		
Part II Chapter 8 Art III Div 2 Sec 8-224	Business, Permits, and Licenses	License fee	$3 per day; or $15 per week; or $50 per year			
Part II Chapter 8 Art III Div 2 Sec 8-225 (a)	Business, Permits, and Licenses	Bond			$2,000	
Part II Chapter 8 Art III Div 3 Sec 8-256	Business, Permits, and Licenses	Snow cone Penalty for violation		$500		
Part II Chapter 8 Art III Div 3 Sec 8-259	Business, Permits, and Licenses	Snow cone merchant's license	$25			
Part II Chapter 8 Art III Div 4 Sec 8-291	Business, Permits, and Licenses	Charitable Solicitations: Penalty for violation		$500		
Part II Chapter 8 Art IV Sec 8-326	Business, Permits, and Licenses	Pawnbrokers: Violations penalty		$500		
Part II Chapter 8 Art IV Sec 8-327	Business, Permits, and Licenses	Pawnbrokers: Regulatory Fee	$50			
Part II Chapter 8 Art V Sec 8-363	Business, Permits, and Licenses	Auctioneers: License Fee per annum; per day in lieu of per annum; per week in lieu of annum; per month in lieu of annum	 $100; $10; $20; $30			
Part II Chapter 8 Art V Sec 8-364	Business, Permits, and Licenses	Auctioneers: Bond			$1,000	
Part II Chapter 8 Art VI Div 1 Sec 8-398	Business, Permits, and Licenses	Residential Sales: Violations penalty		$500		
Part II Chapter 8 Art VII Div 1 Sec 8-465	Business, Permits, and Licenses	Vehicles For Hire: Violations Penalty		$500		

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 8 Art VII Div 2 Sec 8-505	Business, Permits, and Licenses	Vehicles For Hire: Initial License Fee; License fee for each additional vehicle	$25; $10			
Part II Chapter 8 Art VIII Sec 8-542(a)	Business, Permits, and Licenses	Medical Marijuana Establishments	$1,500 annual	$200 per day		
CHAPTER 9: CABLE COMMUNICATIONS						
Part II Chapter 9 Art II Div 1 Sec 9-38 (c)	Cable Communications	Liability and indemnification: insurance				General liability Insurance: Bodily injury per person-$500,000. Bodily injury per occurrence - $1,000,000. Property damage per occurrence - $1,000,000. Property damage, aggregate - $1,000,000. Automobile insurance: Bodily injury per person - $500,000 Bodily injury per occurrence $1,000,000. Property damage per occurrence - $1,000,000.
Part II Chapter 9 Art II Div 2 Sec 9-66 (b)	Cable Communications	System Requirements: Bond			$125,000	
CHAPTER 10: CEMETERIES						

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 10 Sec 10-1	Cemeteries	Violations Penalty		$500		
Part II Chapter 10 Sec 10-9	Cemeteries	Sale of Lots: Adult Lot**	$550			
Part II Chapter 10 Sec 10-9	Cemeteries	Sale of Lots: Infant (0-1 year) Lot	$200			
Part II Chapter 10 Sec 10-9	Cemeteries	Sale of Lots: Cremation Space**	$550			
Part II Chapter 10 Sec 10-9	Cemeteries	Sale of Lots: Infant (0-1 year)Cremation Space**	$125			
Part II Chapter 10 Sec 10-11	Cemeteries	Preparation and closing of graves; fees. Adult burials**	$450			
Part II Chapter 10 Sec 10-11	Cemeteries	Preparation and closing of graves; fees. Infant (0-1 year) burials	$200			
Part II Chapter 10 Sec 10-11	Cemeteries	Preparation and closing of graves; fees. Cremation burials**	$250			
Part II Chapter 10 Sec 10-11	Cemeteries	Preparation and closing of graves; fees. Tent Fee (Adult and Cremation burials)**	$300			
Part II Chapter 10 Sec 10-11	Cemeteries	Preparation and closing of graves; fees. Tent Fee (Infant burials)	$100			
Part II Chapter 10 Sec 10-11	Cemeteries	Preparation and closing of graves; fees. Overtime Charges After 4:00PM Monday thru Friday **	$550			
Part II Chapter 10 Sec 10-11	Cemeteries	Preparation and closing of graves; fees. Overtime Charge Saturday prior to 12:00 Noon**	$600			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 10 Sec 10-11	Cemeteries	Preparation and closing of graves; fees. Overtime Charges after 12:00 Noon on Saturday**	$700			
Part II Chapter 10 Sec 10-11	Cemeteries	Preparation and closing of graves; fees. Overtime Charge for services on a municipal holiday**	$800			
Part II Chapter 10 Sec 10-11	Cemeteries	Preparation and closing of graves; fees. Monument/Marker Setting Fee**	$50			
Part II Chapter 10 Sec 10-11	Cemeteries	Preparation and closing of graves; fees. Disinterment Fee**	$1,500			
Part II Chapter 10 Sec 10-11	Cemeteries	Preparation and closing of graves; fees. Reinternment Fee**	$1,000			
Part II Chapter 10 Sec 10-11	Cemeteries	Columbarium Fees: Two **Lower** Rows, Per Niche, Includes Opening and Closing, and Name, Birth and Death Dates (rows C&D)**	$1000 per niche			
Part II Chapter 10 Sec 10-11	Cemeteries	Columbarium Fees: Two **Upper** Rows, Per Niche, Includes Opening and Closing, and Name, Birth and Death Dates (rows A&B)**	$1200 per niche			
CHAPTER 11: CIVIL EMERGENCIES						
Part II Chapter 11 Art III Sec 11-133	Civil Emergencies	911 Emergency Number: False alarm, complaint, or information: Conviction maximum fine		$500		
CHAPTER 12: COURT						

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 12 Art III Sec 12-55	Court	Bond of Clerk and Judge; Fees, Fines, and Forfeitures: Service of arrest warrant sheriffs' fee	$20			
Part II Chapter 12 Art III Sec 12-66	Court	Bond of Clerk and Judge; Fees, Fines, and Forfeitures: Maximum Bail		$1,000		
Part II Chapter 12 Art III Sec 12-66	Court	Bond of Clerk and Judge; Fees, Fines, and Forfeitures: Maximum Cash Bond		$1,000		
Part II Chapter 12 Art III Sec 12-67	Court	Bond of Clerk and Judge; Fees, Fines, and Forfeitures: Release on personal recognizance Maximum Bail		$1,000		
Part II Chapter 12 Art V Sec 12-118 (a)	Court	Imprisonment; Judgments and Sentences. Enforcement of payments of fines or costs by imprisonment--Persons unable to pay: Imprisonment Rate per day for financially able defendant	$25			
Part II Chapter 12 Art V Sec 12-119 (d)	Court	Imprisonment; Judgments and Sentences. Municipal Court judgments and sentences Maximum Fine for deferred sentence administrative fee		$500		
Part II Chapter 12 Art VI Sec 12-145	Court	Court costs and fees. Maximum Court Costs		$30		

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 12 Art VI Sec 12-149	Court	Appeals. Upon conviction, the judge of the municipal court will enter an order on the docket fixing an amount in which bond may be given by the defendant, in cash or sureties for cash in an amount of not less than $100.00 nor more than twice the amount of such fine.			$100 or more	
Part II Chapter 12 Art VI Sec 12-152	Court	Penalty for exceeding the posted speed limit. Maximum Fine, Maximum Court Costs		$10; and $15		
CHAPTER 13: FIRE PREVENTION AND PROTECTION						
Part II Chapter 13 Art I Sec 13-3 (d)(1)	Fire Prevention and Protection	Operating a special amusement building fee	$50			
Part II Chapter 13 Art I Sec 13-3 (d)(2)	Fire Prevention and Protection	Conducting a carnival or fair fee	$50			
Part II Chapter 13 Art I Sec 13-3 (d)(3)	Fire Prevention and Protection	Displays in covered malls of liquid- or gas-fired equipment, open-flame or flame-producing equipment, highly combustible goods and similar items fee	$50			
Part II Chapter 13 Art I Sec 13-3 (d)(4)	Fire Prevention and Protection	Operating exhibits and trade shows fee	$50			
Part II Chapter 13 Art I Sec 13-3 (d)(5)	Fire Prevention and Protection	Manufacture, storage, handling, sale or use of any quantity of explosive, explosive material, fireworks, or pyrotechnic special effects fee	$50			
Part II Chapter 13 Art I Sec 13-3 (d)(6)	Fire Prevention and Protection	Open burning for any purpose other than recreational fires fee	$25			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 13 Art I Sec 13-3 (d)(7)	Fire Prevention and Protection	Operating an air-supported temporary membrane structure, a temporary special event structure, or a tent having an area in excess of 400 square feet.	$100 per structure			
Part II Chapter 13 Art I Sec 13-3 (d)(8)	Fire Prevention and Protection	Installation of an automatic fire-extinguishing system fee.	$100 plus .02¢ per sq. ft.			
Part II Chapter 13 Art I Sec 13-3 (d)(8)	Fire Prevention and Protection	Modification to an automatic fire-extinguishing system fee. To include installation or modification of an automatic hood suppression system fee.	$100			
Part II Chapter 13 Art I Sec 13-3 (d)(8)	Fire Prevention and Protection	Installation of or modification to an automatic hood suppression system fee.	$100			
Part II Chapter 13 Art I Sec 13-3 (d)(9)	Fire Prevention and Protection	Installation of fire alarm and detection systems fee.	$100 plus .02¢ per sq. ft.			
Part II Chapter 13 Art I Sec 13-3 (d)(9)	Fire Prevention and Protection	Modification to fire alarm and detection systems fee.	$100			
Part II Chapter 13 Art I Sec 13-3 (d)(10)	Fire Prevention and Protection	Installation of fire pumps and related fuel tanks, jockey pumps, controllers, and generators.	$100			
Part II Chapter 13 Art I Sec 13-3 (d)(10)	Fire Prevention and Protection	Modification to fire pumps and related fuel tanks, jockey pumps, controllers, and generators.	$100			
Part II Chapter 13 Art I Sec 13-3 (d)(11)	Fire Prevention and Protection	Install, alter, remove, abandon or otherwise dispose of a flammable or combustible liquid tank fee	$100			
Part II Chapter 13 Art I Sec 13-3 (d)12	Fire Prevention and Protection	Installation, modification, or removal from service of a standpipe system fee	$100			
Part II Chapter 13 Art I Sec 13-3 (e)	Fire Prevention and Protection	Operational Permit Fee	$50			
Part II Chapter 13 Art I Sec 13-3 (f)	Fire Prevention and Protection	Oklahoma Uniform Building Code Commission Permit Fee	$4			
Part II Chapter 13 Art I Sec 13-3 (f)	Fire Prevention and Protection	Permit Processing Fee	.50¢			
Part II Chapter 13 Art I Sec 13-8 (b)	Fire Prevention and Protection	False Alarm maximum fine if convicted		$750		

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 13 Art II Sec 13-37 Sec 110.4 & Sec 112.4	Fire Prevention and Protection	Fire Prevention Code: Amendments of Section 109.3: Violation Penalties ($500); Amendments of Section 111.4: Failure to Comply penalty ($100-$500)		Amendments of Section 109.3: Violation Penalties = $500 Amendments of Section 111.4: Failure to Comply penalty = between $100 and $500		
Part II Chapter 13 Art IV Sec 13-139	Fire Prevention and Protection	Fireworks Display Permit Fee	$100 per site			
Part II Chapter 13 Art IV Sec 13-139	Fire Prevention and Protection	Fireworks Display Permit General Liability Insurance Policy				$1,000,000
Part II Chapter 13 Art IV Sec 13-139	Fire Prevention and Protection	Oklahoma Uniform Building Code Commission Permit Fee	$4			
Part II Chapter 13 Art IV Sec 13-139	Fire Prevention and Protection	Permit Processing Fee	.50¢			
CHAPTER 14: FLOODS						
Part II Chapter 14 Art II Div 2 Sec 14-70 (1)	Floods	Floodplain management fee schedule: Notice of Intent Fee	$25			
Part II Chapter 14 Art II Div 2 Sec 14-70 (2)	Floods	Floodplain management fee schedule: Floodplain Development Permit Application Review	$100			
Part II Chapter 14 Art II Div 2 Sec 14-70 (3)	Floods	Floodplain management fee schedule: Floodplain Development Permit Fee	$25			
Part II Chapter 14 Art II Div 2 Sec 14-70 (4)	Floods	Floodplain management fee schedule: Inspection Fee	$25			
Part II Chapter 14 Art II Div 2 Sec 14-71	Floods	Maximum Penalty for each conviction of noncompliance		$500		
CHAPTER 15: HEALTH & SANITATION						

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 15 Art 1 Sec 15-2 (b)	Health & Sanitation	Food Service Sanitation: Maximum Penalty for Violation and Conviction		$500		
Part II Chapter 15 Art II Div 1 Sec 15-32	Health & Sanitation	Ambulances: Maximum Penalty for Violation and Conviction		$500		
Part II Chapter 15 Art II Div 1 Sec 15-37 (b)	Health & Sanitation	Ambulances: Minimum Insurance Per Vehicle				$100,000 for injuries to or death of any one person arising out of any one accident; $300,000 for injuries to or death for more than one person arising out of any one accident; $100,000 for damages to property arising from any one accident
Part II Chapter 15 Art II Div 1 Sec 15-58 (b)	Health & Sanitation	Emergency Calls: Maximum Penalty		$500		
Part II Chapter 15 Art II Div 1 Sec 15-58 (c)	Health & Sanitation	Emergency Calls: Maximum Penalty		$500		
Part II Chapter 15 Art II Div 2 Sec 15-90	Health & Sanitation	Annual License Fee to Engage in Ambulance Business	$25			
Part II Chapter 15 Art III Sec 15-122	Health & Sanitation	Sprayers and Exterminators: Annual License Fee	$25			
CHAPTER 16: LAKES						
Part II Chapter 16 Art II Div 1 Sec 16-27	Lakes	Combination Fishing and Boating Annual Permit	$45			
Part II Chapter 16 Art II Div 4 Sec 16-117 (a)	Lakes	Fishing: Annual License Fee	$20			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 16 Art II Div 4 Sec 16-117 (a)	Lakes	Fishing: Daily License Fee	$3			
Part II Chapter 16 Art II Div 4 Sec 16-117 (g)	Lakes	Fishing: Portion of License Fee May Be Kept By Retail Outfits Other Than The City	$1			
Part II Chapter 16 Art II Div 4 Sec 16-118 (b)	Lakes	Fishing: Maximum Penalty Imposed On Violation of Kind Of Fish Taken Section		$500		
Part II Chapter 16 Art II Div 4 Sec 16-121 (a)	Lakes	Fishing: Maximum Penalty Imposed On Violation of Fishing In Connecting Channel Subsection;		$500		
Part II Chapter 16 Art II Div 4 Sec 16-121 (b)	Lakes	Fishing: Maximum Penalty Imposed On Violation of Number of Fish Taken Subsection		$500		
Part II Chapter 16 Art II Div 5 SubDiv I Sec 16-151 (c)	Lakes	Hunting: Penalty for Use of Motor-Driven Vehicle in Game Refuge		$100		
Part II Chapter 16 Art II Div 5 SubDiv I Sec 16-153 (d)	Lakes	Hunting: Seasonal License Fee Dove, Quail, Squirrel, or Rabbit Hunting	$30			
Part II Chapter 16 Art II Div 5 SubDiv I Sec 16-153 (d)	Lakes	Hunting: Daily License Fee Per Dove, Quail, Squirrel, or Rabbit Hunting Season	$5			
Part II Chapter 16 Art II Div 5 SubDiv II Sec 16-183 (a)	Lakes	Hunting: Annual Hunting License Upon the Waters or Lands Owned or Controlled By City Surrounding Twin Lakes No. 1 and 2	$30			
Part II Chapter 16 Art II Div 5 SubDiv II Sec 16-183 (a)	Lakes	Hunting: Daily Hunting License Upon the Waters or Lands Owned or Controlled By City Surrounding Twin Lakes No. 1 and 2	$5			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 16 Art II Div 6 SubDiv II Sec 16-253 (a)	Lakes	Recreator's Annual License to Operate Watercraft	$30			
Part II Chapter 16 Art II Div 6 SubDiv II Sec 16-253 (a)	Lakes	Recreator's Daily License to Operate Watercraft	$7			
Part II Chapter 16 Art II Div 6 SubDiv II Sec 16-253 (b)	Lakes	Dealers' Annual License to Operate Watercraft	$25			
Part II Chapter 16 Art II Div 7 Sec 16-288 (a)	Lakes	Camping: Daily Fee	$8			
Part II Chapter 16 Art II Div 8 Sec 16-321	Lakes	Lot Rentals: Annual Rental/Lease Fee Per Lake Lot	$600			
Part II Chapter 16 Art II Div 8 Sec 16-322 (b)	Lakes	Lot Rentals: Transfer Fee	$1,000			
Part II Chapter 16 Art II Div 8 Sec 16-326	Lakes	Lot Rentals: Early Cancellation of Lease Fee	$1,000			
Part II Chapter 16 Art II Div 8 Sec 16-327	Lakes	Lot Rentals: Renewal of Lease After Cancellation Fee	$75			
Part II Chapter 16 Art II Div 8 Sec 16-328	Lakes	Inspection Fee of Lake Lot Septic System	$75			
CHAPTER 18: MANUFACTURED HOMES						
Part II Chapter 18 Art I Sec 18-2	Manufactured Homes	Maximum Penalty For Each Offense of This Chapter		$500		
Part II Chapter 18 Art V Div 2 Sec 18-154	Manufactured Homes	Mobile/Manufactured Home or Travel Trailer/RV Park. Maximum Initial License Fee for up to 30 Spaces	$30			
Part II Chapter 18 Art V Div 2 Sec 18-154	Manufactured Homes	Mobile/Manufactured Home or Travel Trailer/RV Park. Maximum Initial License Fee for each space over 30 spaces	$3			
CHAPTER 19: MOTOR VEHICLES AND TRAFFIC						

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 19 Art I Sec 19-4 (a)(b)	Motor Vehicles and Traffic	Valid License Required. Maximum Fine		$100		
Part II Chapter 19 Art I Sec 19-4 (a)(b)	Motor Vehicles and Traffic	Valid License Required. Maximum Fine for Driving with suspended, cancelled, denied, or revoked license: Maximum Fine - First Offense		$100		
Part II Chapter 19 Art I Sec 19-4 (a)(b)	Motor Vehicles and Traffic	Valid License Required. Maximum Fine for Driving with suspended, cancelled, denied, or revoked license: Maximum Fine - Subsequent Offense		$500		
Part II Chapter 19 Art II Div 1 Sec 19-42 (a)	Motor Vehicles and Traffic	Administration and Enforcement. Maximum Fine		$100		
Part II Chapter 19 Art II Div 1 Sec 19-51 (a)	Motor Vehicles and Traffic	Motor Vehicle Impoundment Fee	$100			
Part II Chapter 19 Art IV Sec 19-178 (c)	Motor Vehicles and Traffic	Driving under the influence of intoxicating liquor or drugs Maximum Fine		$500		
Part II Chapter 19 Art IV Sec 19-178.5	Motor Vehicles and Traffic	Driving while impaired Maximum Fine		$200		
Part II Chapter 19 Art IV Sec 19-182 (e)	Motor Vehicles and Traffic	Use of safety belts: Fine and court cost		$10, $15		
Part II Chapter 19 Art IV Sec 19-183 (f)	Motor Vehicles and Traffic	Child passenger restraint system: Fine and court cost		$10, $15		
Part II Chapter 19 Art VI Sec 19-251	Motor Vehicles and Traffic	Accidents. Maximum Fine		$200		
Part II Chapter 19 Art XI Div 2 Subdiv I Sec 19-451 (b)	Motor Vehicles and Traffic	Parking on posted private property: Maximum Fine		$20 plus removal charges incurred		
Part II Chapter 19 Art XI Div 2 Subdiv I Sec 19-453 (c)(d)	Motor Vehicles and Traffic	Central business district. Illegal parking fine		$5		
Part II Chapter 19 Art XI Div 4 Sec 19-696 (d)	Motor Vehicles and Traffic	Heavy Vehicles. Load limits on bridges: Maximum Fine		$200		

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
CHAPTER 20: OFFENSES AND MISC. PROVISIONS						
Part II Chapter 20 Art I Sec 20-6 (b)	Offenses and Miscellaneous Provisions	Maximum Penalty For Removing, Destroying, or Defacing Decorations		$500		
Part II Chapter 20 Art I Sec 20-7 (c)	Offenses and Miscellaneous Provisions	Assault, Battery: Use of Taser Fee	$30			
Part II Chapter 20 Art I Sec 20-8	Offenses and Miscellaneous Provisions	Blasphemy: Maximum Penalty		$500		
Part II Chapter 20 Art I Sec 20-9 (c)	Offenses and Miscellaneous Provisions	Fortunetelling: Maximum Penalty		$500		
Part II Chapter 20 Art I Sec 20-10 (b)	Offenses and Miscellaneous Provisions	Disorderly House: Maximum Penalty		$500		
Part II Chapter 20 Art I Sec 20-11	Offenses and Miscellaneous Provisions	Consuming or Inhaling Intoxicants in Public Places: Maximum Penalty		$500		
Part II Chapter 20 Art I Sec 20-12 (b)	Offenses and Miscellaneous Provisions	Abandoned Refrigerators, Iceboxes, or Airtight Containers: Maximum Penalty		$500		
Part II Chapter 20 Art I Sec 20-13 (d)	Offenses and Miscellaneous Provisions	Disturbing Assemblies: Maximum Penalty		$500		
Part II Chapter 20 Art I Sec 20-14	Offenses and Miscellaneous Provisions	Disturbance by loud or unusual noise or abusive, violent, profane, or threatening language: Maximum Penalty		$500		
Part II Chapter 20 Art I Sec 20-15 (b)	Offenses and Miscellaneous Provisions	Insulting Displays: Maximum Penalty		$500		
Part II Chapter 20 Art I Sec 20-16 (a)	Offenses and Miscellaneous Provisions	Fraud to Obtain Food, Lodging, or Services: Maximum Penalty under this Subsection		$500		
Part II Chapter 20 Art I Sec 20-16 (b)	Offenses and Miscellaneous Provisions	Fraud to Obtain Food, Lodging, or Services: Maximum Penalty under this Subsection		$500		
Part II Chapter 20 Art I Sec 20-17	Offenses and Miscellaneous Provisions	Petit Larceny: Maximum Penalty upon Conviction		$500		

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 20 Art I Sec 20-20 (e)	Offenses and Miscellaneous Provisions	Shoplifting: Range of fines		$50 to $200		
Part II Chapter 20 Art I Sec 20-21 (b)	Offenses and Miscellaneous Provisions	Malicious Mischief: Maximum Penalty		$500		
Part II Chapter 20 Art I Sec 20-23 (b)	Offenses and Miscellaneous Provisions	Taking or Withholding Possession of City Property: Maximum Penalty		$500		
Part II Chapter 20 Art I Sec 20-25 (b)	Offenses and Miscellaneous Provisions	Radio and Television Interference: Maximum Penalty		$500		
Part II Chapter 20 Art I Sec 20-26 (c)	Offenses and Miscellaneous Provisions	Trespassing: Maximum Penalty		$500		
Part II Chapter 20 Art 1 Sec 20-29 (b)	Offenses and Miscellaneous Provisions	Barbed Wire Fence: Maximum Penalty		$500		
Part II Chapter 20 Art I Sec 20-30 (b)	Offenses and Miscellaneous Provisions	Electrical Fences: Maximum Penalty		$500		
Part II Chapter 20 Art I Sec 20-31 (d) (1)	Offenses and Miscellaneous Provisions	Possession of Marijuana: Maximum Penalty for First Violation		$100		
Part II Chapter 20 Art I Sec 20-31 (d) (2)	Offenses and Miscellaneous Provisions	Possession of Marijuana: Maximum Penalty for Second and Subsequent Violation		$500		
Part II Chapter 20 Art I Sec 20-32 (b)	Offenses and Miscellaneous Provisions	Indecent Exposure: Maximum Penalty		$500		
Part II Chapter 20 Art I Sec 20-33 (b)	Offenses and Miscellaneous Provisions	Abuse of City Tennis Courts: Maximum Fine		$500		
Part II Chapter 20 Art I Sec 20-34 (c)	Offenses and Miscellaneous Provisions	Uses of Airport Trail: Maximum Fine		$500		
Part II Chapter 20 Art I Sec 20-35 (c)	Offenses and Miscellaneous Provisions	Possession of Laser Pointing Devices: Maximum Fine		$500		
Part II Chapter 20 Art I Sec 20-38 (e)	Offenses and Miscellaneous Provisions	Resisting a Police Officer: Use of Taser Fee	$30			
Part II Chapter 20 Art I Sec 20-47	Offenses and Miscellaneous Provisions	Sitting or Lying Down on Public Sidewalks: Fine		$10		
Part II Chapter 20 Art II Sec 20-68 (b)	Offenses and Miscellaneous Provisions	Discharging Firearms in Public Place: Maximum Fine		$500		

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 20 Art III Div 1 Sec 20-98 (e)	Offenses and Miscellaneous Provisions	Unlawful Curfew: Maximum Fine		$500		
Part II Chapter 20 Art III Div 1 Sec 20-99 (b)	Offenses and Miscellaneous Provisions	Leaving Child in Vehicle: Maximum Fine		$500		
Part II Chapter 20 Art III Div 1 Sec 20-100 (b)	Offenses and Miscellaneous Provisions	Allowing or Encouraging Minor to Commit Offenses: Maximum Fine		$500		
Part II Chapter 20 Art III Div 1 Sec 20-101 (b)	Offenses and Miscellaneous Provisions	Parental Responsibility; Failure to Control: Maximum Fine		$500		
Part II Chapter 20 Art III Div 1 Sec 20-102 (b)	Offenses and Miscellaneous Provisions	Commission of Crime in Presence of Minor: Maximum Fine		$500		
Part II Chapter 20 Art III Div 1 Sec 20-103 (b)	Offenses and Miscellaneous Provisions	Permitting Crimes or Disorderliness on Premises: Maximum Fine		$500		
Part II Chapter 20 Art III Div 1 Sec 20-105 (c)	Offenses and Miscellaneous Provisions	Truancy: Maximum Fine For Parent		$500		
Part II Chapter 20 Art III Div 1 Sec 20-105 (d)	Offenses and Miscellaneous Provisions	Truancy: Maximum Fine First Offense; Second Offense; and Subsequent Offense		$50; $100; $250		
Part II Chapter 20 Art III Div 2 Sec 20-133 (e)	Offenses and Miscellaneous Provisions	Tobacco Products. Furnishing Prohibited: Maximum Fine First Offense; and Second and Subsequent Offense		$100; $200		
Part II Chapter 20 Art III Div 2 Sec 20-134 (b)	Offenses and Miscellaneous Provisions	Tobacco Products. Falsifying Proof of Age: Maximum Fine First Offense; and Second and Subsequent Offense		$100; $200		
Part II Chapter 20 Art III Div 2 Sec 20-135 (c)	Offenses and Miscellaneous Provisions	Tobacco Products. Distribution of Samples: Maximum Fine First Offense; and Second and Subsequent Offense		$100; $200		

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 20 Art III Div 2 Sec 20-136 (b)	Offenses and Miscellaneous Provisions	Tobacco Products. Sale of Cigarettes in Non-original, Sealed, Packaging: Maximum Fine		$200		
Part II Chapter 20 Art III Div 2 Sec 20-137 (b)	Offenses and Miscellaneous Provisions	Tobacco Products. Tobacco Vending Machines: Fine First Offense; and Second and Subsequent Offense		$100, $200		
Part II Chapter 20 Art III Div 2 Sec 20-138 (b)	Offenses and Miscellaneous Provisions	Tobacco Products. Display of Tobacco Age Restriction Signage: Fine For Each Day of Violation		$100		
Part II Chapter 20 Art III Div 2 Sec 20-139 (c)	Offenses and Miscellaneous Provisions	Tobacco Products. Public Access to Tobacco Products: Fine First Offense; and Second and Subsequent Offense		$100, $200		
Part II Chapter 20 Art III Div 2 Sec 20-140	Offenses and Miscellaneous Provisions	Tobacco Products. Tobacco Paraphernalia: Fine		$100		
Part II Chapter 20 Art III Div 3 Sec 20-162 (f)	Offenses and Miscellaneous Provisions	Consumption of Alcoholic Beverages By Minors. Hosting, Permitting, or Allowing a Party, Gathering or Event Where Minors are Consuming Alcohol: Maximum Fine		$500		
Part II Chapter 20 Art IV Div 1 Sec 20-169	Offenses and Miscellaneous Provisions	Nuisances. Maintaining or Permitting Nuisances: Maximum Fine		$500		
Part II Chapter 20 Art IV Div 1 Sec 20-172 (d)	Offenses and Miscellaneous Provisions	Nuisances. Loud Sound from Amplification Systems in Motor Vehicle: Maximum Fine		$500		
Part II Chapter 20 Art IV Div 1 Sec 20-173 (d)	Offenses and Miscellaneous Provisions	Nuisances. Loud Sound from Amplification Systems in Private Residences: Maximum Fine		$500		

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 20 Art IV Div 2 Sec 20-202 (j)	Offenses and Miscellaneous Provisions	Accumulation of Trash and Weeds. Health Nuisances: Maximum Fine		$200		
Part II Chapter 20 Art V Sec 20-240 (c)	Offenses and Miscellaneous Provisions	Graffiti. Application Prohibited: Maximum Fine		$500		
Part II Chapter 20 Art V Sec 20-242 (e)	Offenses and Miscellaneous Provisions	Graffiti. Sale of Spray Paint to Minors: Maximum Fine		$500		
Part II Chapter 20 Art V Sec 20-243 (c)	Offenses and Miscellaneous Provisions	Prohibitions on Spray Paint Containers and Broad-tipped Indelible Markers: Maximum Fine		$500		
CHAPTER 21: PARKS & RECREATION						
Part II Chapter 21 Art I Sec 21-1	Parks & Recreation	Maximum Fine		$500		
Part II Chapter 21 Art I Sec 21-9 (c)	Parks & Recreation	Vendors in recreational areas: Daily Fee	$10.00			
Part II Chapter 21 Art I Sec 21-9 (c)	Parks & Recreation	Vendors in recreational areas: Specific Event Fee	$10.00			
Part II Chapter 21 Art I Sec 21-9 (c)	Parks & Recreation	Vendors in recreational areas: Class/Lesson Fee	$10.00			
Part II Chapter 21 Art I Sec 21-9 (e)	Parks & Recreation	Vendors in recreational areas: Maximum Fine		$500		
Part II Chapter 21 Art I Sec 21-25 (1)	Parks & Recreation	Shawnee Splash: Youth/ Senior Daily Admission Fee	$5			
Part II Chapter 21 Art I Sec 21-25 (1)	Parks & Recreation	Shawnee Splash: Adult Daily Admission Fee	$6			
Part II Chapter 21 Art I Sec 21-25 (1)	Parks & Recreation	Shawnee Splash: Non Swimmer Admission Fee	$2			
Part II Chapter 21 Art I Sec 21-25 (1)	Parks & Recreation	Shawnee Splash: Youth/Senior Twilight Admission Fee	$2.50			
Part II Chapter 21 Art I Sec 21-25 (1)	Parks & Recreation	Shawnee Splash: Adult Twilight Admission Fee	$3			
Part II Chapter 21 Art I Sec 21-25 (1)	Parks & Recreation	Shawnee Splash: Non Swimmer Twilight Fee	$1			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 21 Art I Sec 21-25 (1)	Parks & Recreation	Shawnee Splash: Individual Season Pass	$50			
Part II Chapter 21 Art I Sec 21-25 (1)	Parks & Recreation	Shawnee Splash: Senior Season Pass	$40			
Part II Chapter 21 Art I Sec 21-25 (1)	Parks & Recreation	Shawnee Splash: Family Season Pass	$150			
Part II Chapter 21 Art I Sec 21-25 (1)	Parks & Recreation	Shawnee Splash: Per Hour Private Rental Up to 100 people; 101 to 225 people; 226 or more people	$220; $250; $275;			
Part II Chapter 21 Art I Sec 21-25 (1)	Parks & Recreation	Shawnee Splash: Per Hour Private Rental for Season Pass Holder	$175			
Part II Chapter 21 Art I Sec 21-25 (1)	Parks & Recreation	Shawnee Splash: Party Space Rental	$110 to $185			
Part II Chapter 21 Art I Sec 21-25 (2)	Parks & Recreation	Municipal Gym Rental Fees: Per Hour Gym Space	$35			
Part II Chapter 21 Art I Sec 21-25 (2)	Parks & Recreation	Municipal Gym Rental Fees: Admission Open Gym	$3			
Part II Chapter 21 Art I Sec 21-25 (3)	Parks & Recreation	Community Center Rental Fees: Per Hour Rental after 5:00 pm	$35			
Part II Chapter 21 Art I Sec 21-25 (3)	Parks & Recreation	Community Center Rental Fees: Per Hour Rental Monday thru Friday 8:00 am to 5:00 pm	$25			
Part II Chapter 21 Art I Sec 21-25 (3)	Parks & Recreation	Community Center Rental Fees: Daily Rate (8 hours) + Rate per each additional hour up to 9:00pm	$200 Daily Rate; $10 per additional hour			
Part II Chapter 21 Art I Sec 21-25 (3)	Parks & Recreation	Community Center Rental Fees: Refundable Cleaning Deposit	$25			
Part II Chapter 21 Art I Sec 21-25 (4)	Parks & Recreation	Park Pavilion Rental per 3 Hour Time Slot	$25			
CHAPTER 22: PLANNING AND DEVELOPMENT						
Part II Chapter 22 Art I Sec 22-2	Planning and Development	Fee-in-lieu of providing detention facilities	$0.15 per square foot			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 22 Art I Sec 22-3	Planning and Development	Land Disturbance Permit	$50.00 permit fee; $50.00 permit renewal fee; $35.00 re-inspection fee			
Part II Chapter 22 Art VIII Sec 22-728 (b)(2)(c)(2)	Planning and Development	Fee for Submission of an Application to amend the Comprehensive Plan	$370 application fee; plus an additional $6 per property owner to be notified			
Part II Chapter 22 Art IX Sec 22-750 (3)(k)	Planning and Development	Shawnee Arts and Culture Commission Application Fee	$50.00			
Part II Chapter 22 Art X Div 3 Sec 22-199(I)(i)	Planning and Development	Commercial Use-Specific Regulations: Short-term rental property license application fee	$180.00			
Part II Chapter 22 Art X Div 3 Sec 22-199(I)(i)	Planning and Development	Commercial Use-Specific Regulations: Short-term rental property license renewal fee	$100.00			
Part II Chapter 22 Art X Div 3 Sec 22-202(A)(2)(b)	Planning and Development	Public, Civic, and Institutional Use-Specific Regulations: Tower application filing fee	$500.00			
Part II Chapter 22 Art X Div 5 Sec 22-221(D)(7)(d)	Planning and Development	Subdivision Design Standards and Required Improvements: Fee in lieu of Sidewalk Improvements	$12.00 per square foot			
Part II Chapter 22 Art X Div 5 Sec 22-221(N)(3)(e)	Planning and Development	Subdivision Design Standards and Required Improvements: Parkland Fee in lieu of dedication (Residential or Mixed-Use Development)	$300.00 per dwelling unit			
Part II Chapter 22 Art X Div 5 Sec 22-221(N)(3)(g)	Planning and Development	Subdivision Design Standards and Required Improvements: Parkland Fee in lieu of dedication (Nonresidential Development)	$500.00 per acre of development			
Part II Chapter 22 Art X Div 6 Sec 22-223(D)(1)(b)	Planning and Development	Subdivision Design Standards and Required Improvements: Preliminary Plat Fee	$400.00, plus $2.00 per lot up to 50 lots, and plus $1.00 per lot after 50 lots.			
Part II Chapter 22 Art X Div 6 Sec 22-223(D)(1)(b)	Planning and Development	Subdivision Design Standards and Required Improvements: Final Plat Fee	$350.00, plus $2.00 per lot up to 50 lots, and plus $1.00 per lot after 50 lots.			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 22 Art X Div 6 Sec 22-223(D)(1)(b)	Planning and Development	General Procedures: Application fee	$350.00			
Part II Chapter 22 Art X Div 6 Sec 22-223(D)(1)(b)	Planning and Development	Minor Subdivision	$200.00			
Part II Chapter 22 Art X Div 6 Sec 22-223(M)(2)(c)	Planning and Development	General Procedures: Appeal filing fee	$250.00			
Part II Chapter 22 Art X Div 6 Sec 22-226	Planning and Development	Planned Unit Development	$550.00			
Part II Chapter 22 Art X Div 6 Sec 22-227(C)(2)(e)	Planning and Development	Conditional Use Permit: Permit Application fee	$350.00			
Part II Chapter 22 Art X Div 6 Sec 22-234(B)	Planning and Development	Sign Permit: Temporary Sign permit fee	$25.00			
Part II Chapter 22 Art X Div 6 Sec 22-234(B)	Planning and Development	Sign Permit: Permanent Sign permit fee	$200 or 25% of sign value (whichever is greater)			
CHAPTER 23: SOLID WASTE						
Part II Chapter 23 Art II Sec 23-38 (a)	Solid Waste	Once a week residential curbside solid waste collection				
		Type of Service	**Monthly Rate***			
		Small Polycart (65 gallon)	$20.56			
		Large Polycart (95 gallon)	$25.91			
		Additional Polycart (95 gallon)	$13.07			
		Solid Waste Service Only	$25.91			
Part II Chapter 23 Art II Sec 23-38 (c)	Solid Waste	Multifamily Dwelling Monthly Rate / Unit	$5			
Part II Chapter 23 Art II Sec 23-38 (f)	Solid Waste	Minimum deposit for garbage service from City	$20.00			
Part II Chapter 23 Art II Sec 23-38 (g)	Solid Waste	Public Safety Fee	$1.65			
Part II Chapter 23 Art II Sec 23-40	Solid Waste	Disposal of household hazardous waste; rates	Not included in this Schedule; See Code Sec 23-40			
Part II Chapter 23 Art III Sec 23-67 (b)	Solid Waste	City Dump; Sanitary Landfill: Fee per cubic yard	$0.75			
CHAPTER 24: STREETS AND SIDEWALKS						
Part II Chapter 24 Art I Sec 24-1	Streets and Sidewalks	Maximum Fine		$500		
Part II Chapter 24 Art I Sec 24-2 (a)	Streets and Sidewalks	Street Paving or Improvement Work Bond			$5,000	

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 24 Art I Sec 24-2 (b)(1)	Streets and Sidewalks	Street Paving or Improvement Work Liability				$100,000, $300,000, $100,000
Part II Chapter 24 Art I Sec 24-13 (d)	Streets and Sidewalks	Administrative Plan Review Fee	$50 per sheet			
Part II Chapter 24 Art II Sec 24-46 (a)	Streets and Sidewalks	Permit to Construct or Repair Fee				
Part II Chapter 24 Art III Div 2 Sec 24-114 (e)	Streets and Sidewalks	Administrative Fee	$10			
Part II Chapter 24 Art III Div 2 Sec 24-114 (e)	Streets and Sidewalks	If a curb is cut into, a fee for cutting or removing a curbing exceeding 20 feet shall be $1.00 per foot for each additional foot in excess of 20 feet.	$20			
Part II Chapter 24 Art III Div 2 Sec 24-115	Streets and Sidewalks	Permit Renewal Fee	$1			
Part II Chapter 24 Art IV Div 1 Sec 24-146	Streets and Sidewalks	Excavations: Maximum Fine	$10			
Part II Chapter 24 Art IV Div 1 Sec 24-147	Streets and Sidewalks	Excavation: Bond		$500	$2,000	
Part II Chapter 24 Art IV Div 1 Sec 24-148 (b)	Streets and Sidewalks	Excavations: liability Insurance Coverage				$5,000, $10,000, $5,000
Part II Chapter 24 Art IV Div 2 Sec 24-177 (b)	Streets and Sidewalks	Streets: Cut Fee	$60			
CHAPTER 25: TAXATION						
Part II Chapter 25 Art II Div 1 Sec 25-35	Taxation	Failure or Refusal to Pay or Fraudulent Returns under this Section: Maximum Fine		$500		
Part II Chapter 25 Art III Div 1 Sec 25-162	Taxation	Failure or Refusal to Pay or Fraudulent Returns under this Section: Maximum Fine		$500		
CHAPTER 26: UTILITIES						
Part II Chapter 26 Art I Sec 26-1 (c) and (d)	Utilities	Investor Owned Utilities	Franchise Tax + Current Sales Tax			
Part II Chapter 26 Art II Sec 26-26 (a)	Utilities	Water Rates: The minimum charge for water used by consumers inside the city limits: RESIDENTIAL:				

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
		Number of Gallons	**Monthly Rate Per Thousand Gallons***			
		0—1,000	$27.26			
		1,001—4,000	$5.12			
		4,001—1,000,000	$5.24			
		1,000,001—2,000,000	$5.40			
		More than 2,000,000	$5.51			
	Utilities	Water Rates: The minimum charge for water used by consumers inside city limits: COMMERCIAL:				
		Number of Gallons	**Monthly Rate Per Thousand Gallons***			
		0—1,000	$34.07			
		1,001—4,000	$5.12			
		4,001—1,000,000	$5.24			
		1,000,001—2,000,000	$5.40			
		More than 2,000,000	$5.51			
		Water Rates: The minimum charge for water used by consumers inside city limits: INSIDE COMPOUND METER:				
		Number of Gallons	**Monthly Rate Per Thousand Gallons***			
		0—1,000	$34.07			
		1,001—4,000	$5.12			
		4,001—1,000,000	$5.24			
		1,000,001—2,000,000	$5.40			
		More than 2,000,000	$5.51			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 26 Art II Sec 26-26 (b)	Utilities	Water Rates: The rate to be charged for furnishing water for consumption outside the city limits: RESIDENTIAL				
		Number of Gallons	**Monthly Rate Per Thousand Gallons***			
		0—1,000	$31.68			
		1,001—4,000	$7.69			
		4,001—1,000,000	$7.90			
		1,000,001—2,000,000	$8.08			
		More than 2,000,000	$8.29			
		Water Rates: The rate to be charged for furnishing water for consumption outside the limits: COMMERCIAL				
		Number of Gallons	**Monthly Rate Per Thousand Gallons***			
		0—1,000	$39.61			
		1,001—4,000	$7.69			
		4,001—1,000,000	$7.90			
		1,000,001—2,000,000	$8.08			
		More than 2,000,000	$8.29			
Part II Chapter 26 Art II Sec 26-27 (b)	Utilities	Sewer Rates: The charge for sanitary sewer use by consumers inside the city limits: RESIDENTIAL				
		Number of Gallons	**Monthly Rate Per Thousand Gallons***			
		0—1,000	$17.77			
		Over 1,000	$3.82			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
		Sewer Rates: The charge for sanitary sewer use by consumers inside the city limits: COMMERCIAL				
		Number of Gallons	**Monthly Rate Per Thousand Gallons***			
		0—1,000	$22.23			
		Over 1,000	$3.82			
Part II Chapter 26 Art II Sec 26-27 (c)	Utilities	The rate for furnishing water for consumption outside the city limits: RESIDENTIAL				
		Number of Gallons	**Monthly Rate Per Thousand Gallons***			
		0—1,000	$26.67			
		Over 1,000	$5.73			
		The rate for furnishing water for consumption outside the city limits: COMMERCIAL				
		Number of Gallons	**Monthly Rate Per Thousand Gallons***			
		0—1,000	$33.33			
		Over 1,000	$5.73			
Part II Chapter 26 Art II Sec 26-27 (c)	Utilities	Septic Hauler Permit Fee	$100/Truck			
Part II Chapter 26 Art II Sec 26-28 (a), (b) 1	Utilities	Industrial Pretreatment Fees	RESERVED			
Part II Chapter 26 Art II Sec 26-28 (a), (b) 2	Utilities	Industrial Pretreatment Fees	RESERVED			
Part II Chapter 26 Art II Sec 26-28 (a), (b) 3	Utilities	Industrial Pretreatment Fees	RESERVED			
Part II Chapter 26 Art II Sec 26-28 (a), (b) 4	Utilities	Industrial Pretreatment Fees	RESERVED			
Part II Chapter 26 Art II Sec 26-28 (a), (b) 5	Utilities	Industrial Pretreatment Fees	RESERVED			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 26 Art II Sec 26-28 (a), (b) 6	Utilities	Industrial Pretreatment Fees	RESERVED			
Part II Chapter 26 Art II Sec 26-28 (a), (b) 7	Utilities	Industrial Pretreatment Fees	RESERVED			
Part II Chapter 26 Art II Sec 26-29 (a)(b)	Utilities	(Metered Users) User Charge - Treatment of Domestic Wastewater	Refer to Code			
Part II Chapter 26 Art II Sec 26-29 (a)(b)	Utilities	(Non-Metered Users) User Charge - Treatment of Domestic Wastewater	Refer to Code			
Part II Chapter 26 Art II Sec 26-29 (c)	Utilities	Excessive Strength Charges	Refer to Code			
Part II Chapter 26 Art II Sec 26-29 (e)	Utilities	Toxic Pollutant Charges	Refer to Code			
Part II Chapter 26 Art II Sec 26-29 (g)	Utilities	Charges for Extraneous Flows	Refer to Code			
Part II Chapter 26 Art III Div 1 Sec 26-59	Utilities	Furnishing to other premises: Resetting the Meter Fee	$25			
Part II Chapter 26 Art III Div 1 Sec 26-67 (d)(1)	Utilities	Water--Drought Management Plans: Fines: 1st Violation;		Warning		
Part II Chapter 26 Art III Div 1 Sec 26-67 (d)(2)	Utilities	Water--Drought Management Plans: Fines: 2nd Violation;		$150 plus costs		
Part II Chapter 26 Art III Div 1 Sec 26-67 (d)(3)	Utilities	Water--Drought Management Plans: Fines: 3rd Violation;		$250 plus costs		
Part II Chapter 26 Art III Div 1 Sec 26-67 (d)(4)	Utilities	Water--Drought Management Plans: Fines: 4th and Subsequent Violations		$500 plus costs		
Part II Chapter 26 Art III Div 1 Sec 26-69(e)	Utilities	Administrative Plan Review Fee	$50 per sheet			
Part II Chapter 26 Art III Div 1 Sec 26-70	Utilities	Failure to Repair Water Leak: Maximum Fine		$150		
Part II Chapter 26 Art III Div 1 Sec 26-70	Utilities	Failure to Repair Water Leak: Subsequent Fine for each day		$25		
Part II Chapter 26 Art III Div 1 Sec 26-71 (a)(2)	Utilities	Individual Water Well: Permit Fee	$100			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 26 Art III Div 1 Sec 26-72	Utilities	Fire hydrant meter for bulk water purchase: Refundable Deposit	$1,100			
Part II Chapter 26 Art III Div 2 Sec 26-97	Utilities	Water Service Tapping Fee: Meter Size of 5/8" or 3/4"	$300			
Part II Chapter 26 Art III Div 2 Sec 26-97	Utilities	Water Service Tapping Fee: Meter Size of 1/2" or 3/4"	$350			
Part II Chapter 26 Art III Div 2 Sec 26-97	Utilities	Water Service Tapping Fee: Meter Size of 1.0" and over	$450			
Part II Chapter 26 Art III Div 2 Sec 26-101(c)	Utilities	Transfer of Service Fee	$25			
Part II Chapter 26 Art III Div 2 Sec 26-104	Utilities	Filling Swimming Pools	Refer to Code			
Part II Chapter 26 Art III Div 2 Sec 26-132 (a)	Utilities	Water Service Cash Deposit - Residential	$75			
Part II Chapter 26 Art III Div 2 Sec 26-132 (c)	Utilities	Processing Fee	$25			
Part II Chapter 26 Art III Div 2 Sec 26-133	Utilities	Water Service Cash Deposit - Commercial	Refer to Code			
Part II Chapter 26 Art III Div 2 Sec 26-134	Utilities	Water Meter Deposit	$200			
Part II Chapter 26 Art III Div 2 Sec 26-135 (b)	Utilities	Temporary Service Charge	$25			
Part II Chapter 26 Art III Div 2 Sec 26-137	Utilities	Utility Deposit Amount Increase	Refer to Code			
Part II Chapter 26 Art III Div 2 Sec 26-171	Utilities	Water Meter Testing	Refer to Code			
Part II Chapter 26 Art III Div 2 Sec 26-173	Utilities	Meter Maintenance Fees:				
		Residential	$6 per month			
		Commercial				
		Meter Size	**Rate Per Month**			
		3/4” Meter	$6			
		5/8” Meter	$6			
		1” Meter	$6			
		1-1/2” Meter	$7			
		2” Meter	$9			
		3” Meter	$13			
		4” Meter	$17			
		5” Meter	$21			
		6” Meter	$25			
		8" Meter	$34			
Part II Chapter 26 Art III Div 2 Sec 26-174	Utilities	Public Safety Fee	$1.65			
Part II Chapter 26 Art III Div 3 Sec 26-202	Utilities	Late Payment Penalty	10 % of bill, minimum $1.25			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 26 Art III Div 4 Sec 26-231 (c)	Utilities	Removal, Plugging, Locking, and Resetting of City Water Meters: Fee	$75			
Part II Chapter 26 Art III Div 4 Sec 26-231 (d)	Utilities	Administration Fee for Process of Disconnecting	$50			
Part II Chapter 26 Art III Div 4 Sec 26-231(e)	Utilities	Rescheduling Fee	$25			
Part II Chapter 26 Art III Div 4 Sec 26-231(f)	Utilities	Cutoff Notice Fee	$5			
Part II Chapter 26 Art III Div 4 Sec 26-231(g)	Utilities	After-Hours Connection Service Fee	$50			
Part II Chapter 26 Art III Div 4 Sec 26-233	Utilities	Dishonored Check Fee	$35			
Part II Chapter 26 Art IV Div 1 Sec 26-264	Utilities	Sewers: Maximum Fine		$1,000		
Part II Chapter 26 Art IV Div 1 Sec 26-265	Utilities	Falsifying Information: Maximum Fine		$500		
Part II Chapter 26 Art IV Div 1 Sec 26-266 (h)	Utilities	Sewers: Citation: Maximum Fine		$1,000		
Part II Chapter 26 Art I Div 1 Sec 26-268(e)	Utilities	Administrative Plan Review Fee	$50 per sheet			
Part II Chapter 26 Art IV Div 1 Sec 26-271 (c)	Utilities	Fees for dumping Septage (Section 26-28)	RESERVED			
Part II Chapter 26 Art IV Div 1 Sec 26-272 (f)	Utilities	fee:	$375			
Part II Chapter 26 Art IV Div 1 Sec 26-272 (f)	Utilities	fee:	$500			
Part II Chapter 26 Art IV Div 1 Sec 26-272 (f)	Utilities	Sewer connection. Wastewater tap fee: 8 inch pipe	$1,000			
Part II Chapter 26 Art V Sec 26-437 (3)	Utilities	Change of Existing Service Fee:	$20			
Part II Chapter 26 Art V Sec 26-437 (4)	Utilities	Reinspection Fee: First Occurrence	$25			
Part II Chapter 26 Art V Sec 26-437 (4)	Utilities	Reinspection Fee: Subsequent Occurrences	$50			
CHAPTER 27: VEGETATION						
Part II Chapter 27 Art II Div 2 Sec 27-56	Vegetation	License to Trim, Prune, or Remove: License Fee	$25			
Part II Chapter 27 Art II Div 2 Sec 27-57 (a)	Vegetation	License to Trim, Prune, or Remove: Bond			$1,000	
Part II Chapter 27 Art II Div 2 Sec 27-58 (b)	Vegetation	License to Trim, Prune, or Remove: Liability Insurance				$5,000, $10,000, $5,000

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 27 Art II Div 3 Sec 27-92	Vegetation	Arborists License Fee; Bond; and Liability Insurance			$1,000	$50,000, $100,000
Part II Chapter 27 Art II Div 3 Sec 27-94	Vegetation	Maximum Fine.		$100		
CHAPTER 28: WELLS, OIL AND GAS						
Part II Chapter 28 Art II Div 1 Sec 28-33 (b)	Wells, Oil and Gas	Maximum Fine		$500		
Part II Chapter 28 Art II Div 1 Sec 28-37	Wells, Oil and Gas	Release of bonds and insurance on sale of well: Flat Fee per well under 10 wells	$50			
Part II Chapter 28 Art II Div 1 Sec 28-37	Wells, Oil and Gas	Release of bonds and insurance on sale of well: Release of 10 or more wells	$500			
Part II Chapter 28 Art II Div 2 Sec 28-67 (b)	Wells, Oil and Gas	Application and Permit Fee and first year of operation fee	$3,500			
Part II Chapter 28 Art II Div 2 Sec 28-69 (a)	Wells, Oil and Gas	Surety Bond			$50,000	
Part II Chapter 28 Art II Div 2 Sec 28-69 (c)	Wells, Oil and Gas	Blanket Corporate Surety Bond			$500,000	
Part II Chapter 28 Art II Div 2 Sec 28-69 (d)	Wells, Oil and Gas	in lieu of Corporate Surety Bond			$50,000.00	
Part II Chapter 28 Art II Div 2 Sec 28-70 (b)	Wells, Oil and Gas	Liability Insurance Minimum				$500,000
Part II Chapter 28 Art II Div 2 Sec 28-72	Wells, Oil and Gas	Denial; cancellation of application processing fee	$250			
Part II Chapter 28 Art II Div 2 Sec 28-73 (a)	Wells, Oil and Gas	Annual Permit Fee	$250			
Part II Chapter 28 Art II Div 2 Sec 28-73 (b) (1-2)	Wells, Oil and Gas	Annual Permit Fee: If the price per barrel of Oklahoma Sweet has averaged **less** than $15 per barrel for the 12 months preceding the anniversary date	$150			
Part II Chapter 28 Art II Div 2 Sec 28-73 (b) (1-2)	Wells, Oil and Gas	Annual Permit Fee: If the price per barrel of Oklahoma Sweet has averaged **more** than $15 per barrel for the 12 months preceding the anniversary date	$250			
Part II Chapter 28 Art II Div 2 Sec 28-74	Wells, Oil and Gas	Prior nonpermitted wells	$250			
Part II Chapter 28 Art III Sec 28-131 (c)	Wells, Oil and Gas	Abandonment and Plugging Permit Fee	$350			

MUNICIPAL CODE SITE	DEPARTMENT	DESCRIPTION	FEE	FINE	BOND	INSURANCE
Part II Chapter 28 Art V Sec 28-194 (a)	Wells, Oil and Gas	Enhanced Recovery System and Disposal Wells. Enhanced recovery project or disposal well application fee	$5,000			
Part II Chapter 28 Art V Sec 28-194 (b)	Wells, Oil and Gas	Enhanced Recovery System and Disposal Wells. Enhanced Recovery project: Annual inspection fee	$250			
Part II Chapter 28 Art V Sec 28-194 (c)	Wells, Oil and Gas	Enhanced Recovery System and Disposal Wells. Disposal Well: Annual inspection fee	$1,000			
Part II Chapter 28 Art V Sec 28-196 (2)(d)	Wells, Oil and Gas	Enhanced Recovery System and Disposal Wells. Additional Bond and Insurance Coverage: Minimum Insurance Coverage				$1,000,000

Fire Department
227 N. Boradway Ave.,
Shawnee, OK 74801
ShawneeOK.org

Date: March 16, 2026

To: Board of City Commissioners

From: James Kriwanek, Fire Chief

Subject: Consideration of a resolution declaring certain items of personal property surplus and no longer needed for city purposes; describing said items; and authorizing the sale of said items to the Allen Fire Department.

Background: The Shawnee Fire Department has a 2008 SCBA cascade system that is no longer needed for operations and staff recommends that it be declared surplus. The system will be replaced through the purchase identified in Consent Agenda Item 3.h.

Financial Impact: Revenue $10,000.00

Attachments: Cascade System Purchase 2026, Fire Surplus Resolution

Staff Recommendation: Approval of the item.

Town of Allen

216 N Broadway • Allen, Oklahoma 74825
(580)857-2461

March 11, 2026

To the City of Shawnee,

Please accept this as a Letter of Intent by the Allen Fire Department to purchase the U313 Cascade System. After reviewing the equipment, we have determined that this system will be a vital asset to our department, significantly enhancing the safety and operational readiness of our firefighters and the citizens we serve.

We acknowledge the purchase price of $10,000. Funding for this acquisition will be provided through Pontotoc County Fire Tax monies. Our department is currently preparing the formal request to the county to facilitate the transfer of these funds to the City of Shawnee.

Should we require any additional documentation or information to finalize the purchase order, we will reach out.

Thank you for bringing this equipment to our attention and for your assistance in this process.

Sincerely,

Dianna Brannan

Mayor, Town of Allen

RESOLUTION NO. _____

A RESOLUTION DECLARING CERTAIN ITEMS OF PERSONAL PROPERTY SURPLUS AND NO LONGER NEEDED FOR CITY PURPOSES; DESCRIBING SAID ITEMS; AND AUTHORIZING THE SELL OF SAID ITEMS TO THE ALLEN FIRE DEPARTMENT.

BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE CITY OF SHAWNEE, OKLAHOMA:

That the items of personal property are described as:

1) 2008 SCBA Cascade System
   COS Asset No. 4531
   Serial No. 93732

Said property is hereby declared as City owned property which is surplus and no longer needed for City purposes; that the City of Shawnee is authorized to sale or dispose of said items at the City of Shawnee's discretion.

PASSED AND APPROVED this 16th day of March, 2026.

_____
ERIC STEPHENS, MAYOR

ATTEST:

_____
LISA LASYONE, MMC, CITY CLERK

DRAFT

Finance Department
16 W. 9th St.
Shawnee, OK 74801
ShawneeOK.org

Date: March 16, 2026

To: Board of City Commissioners

From: Kimberly Hoover, Finance Director

Subject: Consideration of a resolution renewing Ordinance Number 1396NS the "Nine-One-One Emergency Number Ordinance" for the period of April 6, 2026 to April 5, 2029.

Background: On May 18, 1987, Ordinance No. 1396NS ws approved, which established the emergency 911 service for the City of Shawnee.

Section 5(A) of the ordinance established a three-year period for the ordinance to be effective with the option for renewal periods of three years.

This resolution is to renew the 911 service for the City of Shawnee.

Financial Impact: None

Attachments: Ordinance No. 1396NS, E911 Resolution

Staff Recommendation: Adoption of the resolution.

ORDINANCE NO. 1396NS

AN ORDINANCE RELATING TO PUBLIC HEALTH AND SAFETY; ESTABLISHING THE NINE-ONE-ONE EMERGENCY NUMBER ORDINANCE; PROVIDING A SHORT TITLE; DECLARING A PURPOSE; PROVIDING DEFINITIONS; PROVIDING FOR EMERGENCY TELEPHONE SERVICE AND TAX; PROVIDING FOR COLLECTION OF SUCH TAX; PROVIDING FOR THE ESTABLISHMENT OF THE RATE OF SUCH TAX FOR THE CALENDAR YEAR; PROVIDING THAT FALSE ALARMS, COMPLAINTS OR CERTAIN FALSE INFORMATIONS SHALL CONSTITUTE AN OFFENSE AND SPECIFYING A PENALTY; PROVIDING FOR AMENDMENTS; PROVIDING FOR SEVERABILITY; AND DECLARING AN EMERGENCY.

BE IT ORDAINED BY THE MAYOR AND BOARD OF COMMISSIONERS OF THE CITY OF SHAWNEE, OKLAHOMA:

SECTION 1. That there is hereby established in the City of Shawnee, a nine-one-one emergency number service.

SECTION 2. Short Title.

This ordinance shall be known and may be cited as the "Nine-One-One Emergency Number Ordinance."

SECTION 3. Purpose.

It is the purpose of the Nine-One-One Emergency Number Ordinance to establish the number nine-one-one (911) as the primary emergency telephone number for use throughout the City in order to expedite the response of police, fire, medical rescue and other emergency services to any person calling the telephone number nine-one-one (911). The Board of Commissioners finds and declares that:

1. It is in the public interest to shorten the time required for a citizen to request and receive emergency aid;

2. Numerous different emergency telephone numbers currently exist throughout the City;

3. Provision of a single, primary three-digit emergency number through which emergency services can be quickly and efficiently obtained would provide a significant contribution to law enforcement and other public safety efforts by making it less difficult to quickly notify public safety personnel.

SECTION 4. Definitions.

As used in the Nine-One-One Emergency Number Ordinance, unless the context otherwise requires:

1. "Emergency telephone service" means a telephone system utilizing a three-digit number, nine-one-one (911), for reporting to the appropriate public agency in police, fire, medical or other emergency situations;

2. "Emergency telephone tax" means a tax to finance the operation of emergency telephone service;

3. "Governing body" means the Board of Commissioners of the City of Shawnee;

4. "Local exchange telephone company" means any company providing exchange telephone services to any service user in this

6-1-90 Copy again to Bill
5-19-87 Cy to Election Board
5-20-87 ORS & BAG , SNS

City;

5. "Person" means any individual, firm, partnership, co-partnership, joint venture, association, cooperative organization, private corporation, whether organized for profit or not, fraternal organization, nonprofit organization, estate, trust, business or common law trust, receiver, assignee for the benefit of creditors, trustee or trustee in bankruptcy, state, any political subdivision of the state, state agency, department, commission, board, bureau or any other service user;

6. "Public agency" means any city, town, county, municipal corporation, public district or public authority located within this state which provides or has authority to provide fire fighting, law enforcement, ambulance, emergency medical or other emergency services;

7. "City" or "The City" means the City of Shawnee;

8. "Service User" means any person not otherwise exempt from taxation, who is provided exchange telephone service in this City; and

9. "Tariff rate" means the rate or rates billed by local exchange telephone company stated in tariffs applicable for such company, as approved by the Oklahoma Corporation Commission, which represent the recurring charges of such local exchange telephone company for exchange telephone service or its equivalent, exclusive of all taxes, fees, licenses or similar charges whatsoever.

SECTION 5. Emergency telephone service and tax.

A. The governing body hereby provides for the operation of an emergency telephone service within the City and hereby levies an emergency telephone tax for such service in areas within the City, for which emergency telephone service has been contracted. The governing body hereby levies such tax in an amount not to exceed five percent (5%) during the first year of the tax and not to exceed three percent (3%) in any year thereafter of the tariff rate in areas within the City for which emergency telephone service has been contracted. The exact rate of the tax to be levied for each calendar year shall be established by the governing body as provided for by Section 7 of this Ordinance. The tax hereby imposed shall be for a period of three (3) years after which the governing body may renew the levy of such tax for no longer than three (3) years at a time. This Ordinance shall not take immediate effect, but shall become effective only upon approval thereof by a majority of the votes cast at an election called by the governing body for submission of such question to City voters.

B. The proceeds of the tax shall be utilized to pay for the operation of emergency telephone service as specified in this Ordinance, and may be collected at any time subsequent to execution of a contract with the provider of such service at the discretion of the governing body. Collection of such tax shall not begin prior to ninety (90) days before operation of the emergency telephone service.

C. The emergency telephone tax shall be imposed only upon the amount received from the tariff for exchange telephone service or its equivalent within the City. No such tax shall be imposed upon more than one hundred exchange access lines or their equivalent per person per location.

D. Every billed service user shall be liable for any tax imposed pursuant to this Ordinance until it has been paid to the local exchange telephone company.

E. The duty to collect any tax imposed pursuant to the authority of the Nine-One-One Emergency Number Ordinance from a service user shall commence ninety (90) days before operation of the emergency telephone service; provided, however, no tax shall ever be levied hereunder against any service user within any area of the City for which such service has not been contracted as anticipated in subsection B, above. Taxes imposed pursuant to the authority of this Ordinance and that are required to be collected by the local exchange telephone company shall be added to and may be stated separately in the billings to the service user.

F. The local exchange telephone company shall have no obligation to take any legal action to enforce the collection of any tax imposed pursuant to authority of this Ordinance. The local exchange telephone company shall annually provide the governing body with a list of amounts uncollected along with the names and addresses of those service users which carry a balance that can be determined by the local exchange telephone company to be nonpayment of any tax imposed pursuant to the authority of this Ordinance.

G. Any tax imposed pursuant to the authority provided by this Ordinance shall be collected insofar as practicable at the same time as, and along with, the charges for exchange telephone service in accordance with the regular billing practice of the local exchange telephone service. The tariff rates determined by or stated in the billing of the local exchange telephone company shall be presumed to be correct if such charges were made in accordance with the business practices of the local exchange telephone company. The presumption may be rebutted by evidence which establishes that an incorrect tariff rate was charged.

SECTION 6. Collection of emergency tax - Establishment of rate of tax.

A. The tax imposed pursuant to authority of this Ordinance and the amounts required to be collected are due monthly. The amount of tax collected in one (1) month by the local exchange telephone company shall be remitted to the governing body no later than thirty (30) days after the close of the month in which such taxes were collected. On or before the last day of each month, a return for the preceding month shall be filed with the governing body in such form as the governing body and local exchange telephone company shall agree. The local exchange telephone company required to file the return shall deliver the return together with a remittance of the amount of the tax payable to the City Treasurer for deposit into a special revenue fund. The local exchange telephone company shall maintain records of the amount of any tax collected in accordance with the provisions of this Ordinance. Such records shall be maintained for a period of one (1) year from the time the tax is collected.

B. From every remittance to the governing body made on or before the date when the same becomes due, the local exchange telephone company required to remit the same shall be entitled to deduct and retain, as an administrative fee, an amount not exceeding three percent (3%) thereof.

C. At least once each calendar year, the governing body shall establish a tax rate not to exceed the amount authorized by the provisions of Section 5 of this Ordinance that, together with any surplus revenues, will produce sufficient revenues to fund the expenditures authorized by the Nine-One-One Emergency Number Ordinance. Amounts collected in excess of that necessary within a given year shall be carried forward to subsequent years. The governing body shall make its determination of such tax rate each year no later than September 1 and shall fix the new rate to take effect commencing with the first billing period of each service user on or following the next January 1. Immediately upon making its determination and fixing the rate, the governing body shall publish in its minutes the new rate, and it shall, at least ninety (90) days before such new rate will become effective, notify by certified mail every local exchange telephone company providing emergency telephone service to areas within the jurisdiction of the governing body. The governing body may at its own expense require an annual audit of the books and records of the local exchange telephone company concerning the collection and remittance of the tax authorized by the Nine-One-One Emergency Number Ordinance.

SECTION 7. Rate of emergency telephone tax for calendar year.

The rate of the emergency telephone tax for each calendar year to be established as provided for by Section 6 of this Ordinance shall be set by separate resolution of the governing body.

SECTION 8. False alarm, complaint or information - violations penalty.

No person shall call the number nine-one-one (911) for the purpose of making a false alarm or complaint or reporting false information which could result in the dispatch of emergency services from any public agency as defined in Section 4 of this Ordinance. Any person violating the provisions of this section, upon conviction, shall be guilty of an offense punishable by a fine not to exceed Two Hundred ($200.00) dollars plus costs.

SECTION 9. Amendments.

The provisions of this Ordinance may be amended as the governing body deems necessary for the purpose of improving emergency service or administration or for the purpose of bringing the Ordinance into conformance with amendments made by the Oklahoma Legislature to the "Nine-One-One- Emergency Number Act."

SECTION 10. Severability.

If any section, sub-section, sentence, clause, phrase, or portion of this Ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 11. Emergency.

That for the preservation of the public peace, health and safety, an emergency is hereby declared to exist, by reason whereof, this Ordinance shall be in full force and effect immediately upon its passage and approval.

PASSED AND APPROVED this 18th day of May, 1987.

Buren E. Wilson
VICE MAYOR

ATTEST:

Clara Hurst
City Clerk

PUBLISHED IN FULL

LEGAL NOTICE

ORDINANCE NO. 1396NS

AN ORDINANCE RELATING TO PUBLIC HEALTH AND SAFETY; ESTABLISHING THE NINE-ONE-ONE EMERGENCY NUMBER ORDINANCE; PROVIDING A SHORT TITLE; DECLARING A PURPOSE; PROVIDING DEFINITIONS; PROVIDING FOR EMERGENCY TELEPHONE SERVICE AND TAX; PROVIDING FOR COLLECTION OF SUCH TAX; PROVIDING FOR THE ESTABLISHMENT OF THE RATE OF SUCH TAX FOR THE CALENDAR YEAR; PROVIDING THAT FALSE ALARMS, COMPLAINTS OR CERTAIN FALSE INFORMATIONS SHALL CONSTITUTE AN OFFENSE AND SPECIFYING A PENALTY; PROVIDING FOR AMENDMENTS; PROVIDING FOR SEVERABILITY; AND DECLARING AN EMERGENCY.

PASSED AND APPROVED THIS 18th DAY OF May, 1987.

Buren E Wilson
ACTING MAYOR

ATTEST:

Clara Hurst
CLARA HURST, CITY CLERK

(ATTACH COPY OF NOTICE TO SPACE BELOW)

MUST SELL! Executive brick home. Pool. New riding mower; freezer; washer - dryer included. $120,000. 275-6551.

MUST SELL 3 bedroom, 2 bath, brick home. Sunken living room, cathedral ceiling, fireplace, mini blinds, redwood deck. 1818 Remington Circle. 273-3683, 275-1765.

NICE 2 BEDROOM on 2.5 acres. Close in. Lots to offer. $25,500. Mahala Mongold-/Lucky U Realtors. 273-4438, 275-4220.

OWNER TRANSFERRED. Must sell nice 3 bedroom, 2½ bath, 2300 sq. ft. home on 1 1/3 acres in Oak Ridge Addition. Grove School District. $94,500. 275-3265

PRICED FOR quick sale. 9½% assumable, 5 bedroom, 2½ bath. For more details call 273-8832.

RESTAURANT ESTABLISHED 35 years. Has attractive living quarters. $5,000 down. Owner will carry balance. 273-7863.

SOUTH ROCK CREEK. Lovely 3 bedroom brick. Bath, CH&A, built-ins. 7 years old. 1¼ acre, fruit trees. Like new. Reduced, $47,500. Benson Park Road. 273-0139, 275-2897.

SOUTH ROCK Creek. By owner. Lovely three bedroom brick; bath; CH&A; built-ins. Seven years old. 1¼ acres. Fruit trees. Like new. Reduced $47,500. Benson Park Road. 273-0139, 275-2897.

MACOMB. THREE bedroom, 2 bath, 2-car garage on 2 acres. Priced to sell. 598-3189

NEVER PAINT AGAIN! 3 bedroom, brick/vinyl siding home. Fenced yard. Corner lot. Call Ann at 275-0927 (Coldwell Banker).

THREE BEDROOMS; Two living areas; approximately 1700 square feet; fenced yard; lovely in-ground 40' x 27' swimming pool. $79,500. Call 273-5188 or 273-2865.

THREE BEDROOM. Bonus room, garage. Insulated, CH&A, storage building, cellar, fenced. Below appraisal. Owner/275-3311.

TWO ACRES. 2 bedroom, 1 bath. Fenced yard and pasture. $39,900. Fourth house East Leo on Lake Road

TWO

In the ..... Court of Pottawatomie County, State of Oklahoma

AFFIDAVIT OF PUBLICATION

State of Oklahoma)
) SS.
County of Pottawatomie)

Cindy Valois, of lawful age, being duly sworn and authorized, says that he is Legal Adv. Agency of the Shawnee News-Star, a daily newspaper printed in the City of Shawnee, Pottawatomie County, Oklahoma, a newspaper qualified to publish legal notices, advertisements and publications as provided in Section 106 of Title 25, Oklahoma Statutes 1971, as amended, and complies with all other requirements of the laws of Oklahoma with reference to legal publications.

That said notice, a true copy of which is attached hereto, was published in the regular edition of said newspaper during the period and time of publication and not in a supplement, on the following dates:

May 22 19 87

Publishing Fee $ 92.63

Cindy Valois
Signature

Subscribed and sworn to before me this 22 day of May 19 87

Robert Wendland
Notary Public

My commission expires:
11-26-88

RESOLUTION NO. _____

A RESOLUTION RENEWING ORDINANCE NUMBER 1396NS THE "NINE-ONE-ONE EMERGENCY NUMBER ORDINANCE" FOR THE PERIOD OF APRIL 6, 2026 TO APRIL 5, 2029.

WHEREAS, Ordinance No. 1396NS of the City of Shawnee, Oklahoma was approved and became effective on May 18, 1987, establishing the emergency Nine-One-One service for the City of Shawnee, Oklahoma; and

WHEREAS, Section 5(A) of Ordinance No. 1396NS established a three-year period for said ordinance with renewal periods of three years to be exercised by the City Commission of the City of Shawnee, Oklahoma; and

WHEREAS, the Nine-One-One emergency telephone service for the City of Shawnee Oklahoma, has successfully assisted the citizenry of the City of Shawnee in receiving swift and effective emergency assistance when it has been needed.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF SHAWNEE, OKLAHOMA, that Ordinance Number 1396NS, the "Nine-One-One Emergency Number Ordinance" be renewed for the period of April 6, 2026, to April 5, 2029.

PASSED AND APPROVED THIS 16th DAY OF MARCH 2026.

_____
ERIC STEPHENS, MAYOR

ATTEST:

(SEAL)

_____
LISA LASYONE, MMC, CITY CLERK

DRAFT

Finance Department
16 W. 9th St.
Shawnee, OK 74801
ShawneeOK.org

Date: March 16, 2026

To: Board of City Commissioners

From: Kimberly Hoover, Finance Director

Subject: Consideration of a resolution setting the 9-1-1 Emergency Telephone Tax Rate.

Background: On May 18, 1987, Ordinance No. 1396NS was approved, which established the emergency 911 service for the City of Shawnee.

Section 5(A) of the ordinance set the emergency telephone service tax of 3% to be utilized for the operation of emergency telephone service. Section 6(C) states that the City Commission reviews and establishes a rate annually, not to exceed the original rate.

It is recommended that the rate remain at 3%.

Financial Impact: None

Attachments: E911 Setting Rate

Staff Recommendation: Approval of item.

RESOLUTION NO. _____

A RESOLUTION SETTING THE NINE-ONE-ONE EMERGENCY TAX RATE.

WHEREAS, Ordinance No. 1396NS of the City of Shawnee, Oklahoma was approved and became effective on May 18, 1987, establishing the emergency Nine-One-One service for the City of Shawnee, Oklahoma; and

WHEREAS, Section 5(A) of Ordinance No. 1396NS established an emergency telephone service tax of 3% to be utilized to pay for the operation of emergency telephone service for the City of Shawnee, Oklahoma; and

WHEREAS, Section 6(C) of Ordinance No. 1396NS states that the City Commission shall establish a rate at least once each calendar year, not to exceed the previously approved rate; and

WHEREAS, it is the recommendation of the City Commission to maintain the current rate of 3%.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF SHAWNEE, OKLAHOMA, that the Nine-One-One Emergency Service Tax Rate be set at 3%.

PASSED AND APPROVED THIS 16th DAY OF MARCH, 2026.

_____
ERIC STEPHENS, MAYOR

ATTEST:

(SEAL)

_____
LISA LASYONE, MMC, CITY CLERK

DRAFT

Community Development Department
16 W. 9th St.
Shawnee, OK 74801
ShawneeOK.org

Date: March 16, 2026

To: Board of City Commissioners

From: Petya Stefanoff, Community Development Director

Subject: Consideration of acceptance of the Shawnee Safe Streets for All Action Plan.

Background: The City of Shawnee's Safe Streets Action Plan is designed to advance a transportation system that protects people of all ages, abilities, and travel modes. The development of this plan reflects the City's recognition that roadway safety is a fundamental community priority because it affects residents, visitors, and businesses alike.

This Action Plan provides a framework for coordinating efforts among City departments, regional partners, and community stakeholders to align investments and decision-making around a shared goal: reducing fatal and serious-injury crashes on Shawnee streets, increasing the walk score, and supporting multi-modal transportation options.

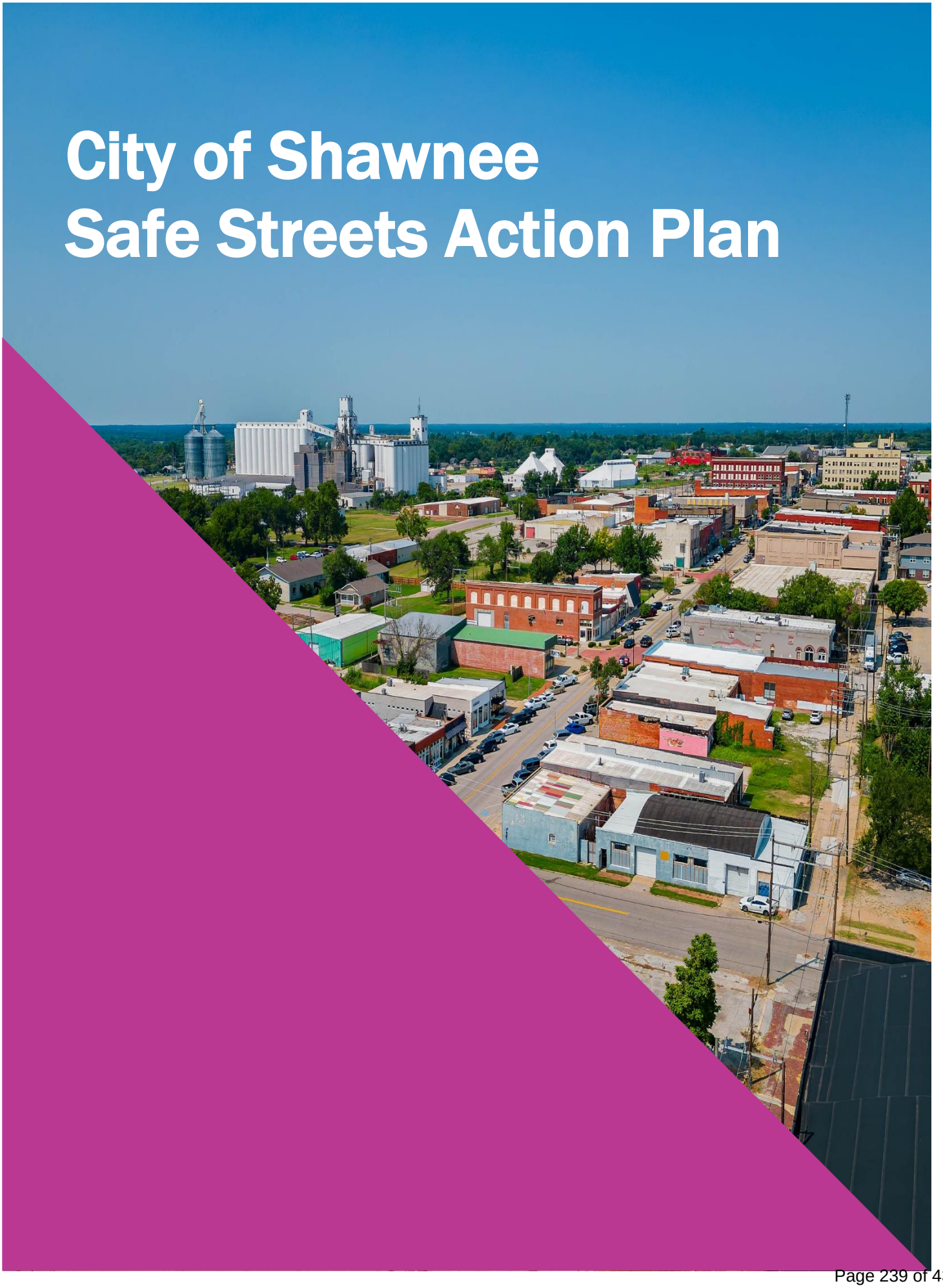
The geographic focus of this Safe Streets Action Plan is the City of Shawnee's municipal boundaries. The Shawnee Safety Action Plan, developed with the Safe System Approach, will help city officials and community partners make informed decisions about the most effective and efficient ways to improve roadway safety in Shawnee.

Financial Impact: At this time, the fiscal impact is unknown.

Attachments: Shawnee_SAP-Action Plan

Staff Recommendation: Staff recommends adoption.

City of Shawnee
Safe Streets Action Plan



Acknowledgements

City of Shawnee Departments and Boards, including Public Works, Planning, Police, and Parks
City of Shawnee Mayor
City of Shawnee Commission
City of Shawnee Planning Department
    Petya Stefanoff
City of Shawnee Engineering Department
    Kevin Morphis
City of Shawnee Parks and Recreation Department
Citizen Potawatomi Nation
Absentee Shawnee Tribe
Pottawatomie County and Pottawatomie County Government
Oklahoma Department of Transportation (ODOT)
Shawnee Public Schools
Central Oklahoma Regional Transportation Planning Organization (CORTPO)
Oklahoma Baptist University and other local education institutions
SSM Health and other local health and medical partners
Shawnee Rotary Club
Local businesses and employers
Regional and community-based organizations supporting transportation safety, health, and mobility
Law enforcement, emergency response, and public safety partners
Potawatomie County Built Environment Committee:
    Michael Affentrager, Banc First (Co-Chair)
    Amanda Johnson, First United Bank (Co-Chair)
    Abby Thompson, Potawatomie County
    Andrew Ochs, SSM
    Canaan Crane, Oklahoma Baptist University
    Chris Odneal, Shawnee City Commissioner
    George Wright, Citizen of Potawatomie Nation
    Julie Gibbs, SSM
    Michael Bolgrin, Oklahoma Baptist University
    Sara Dame, Community Grant Writer
    Susan Morris, Community Volunteer
    Travis Alexander, Berkshire Hathaway Real Estate
Residents who provided feedback

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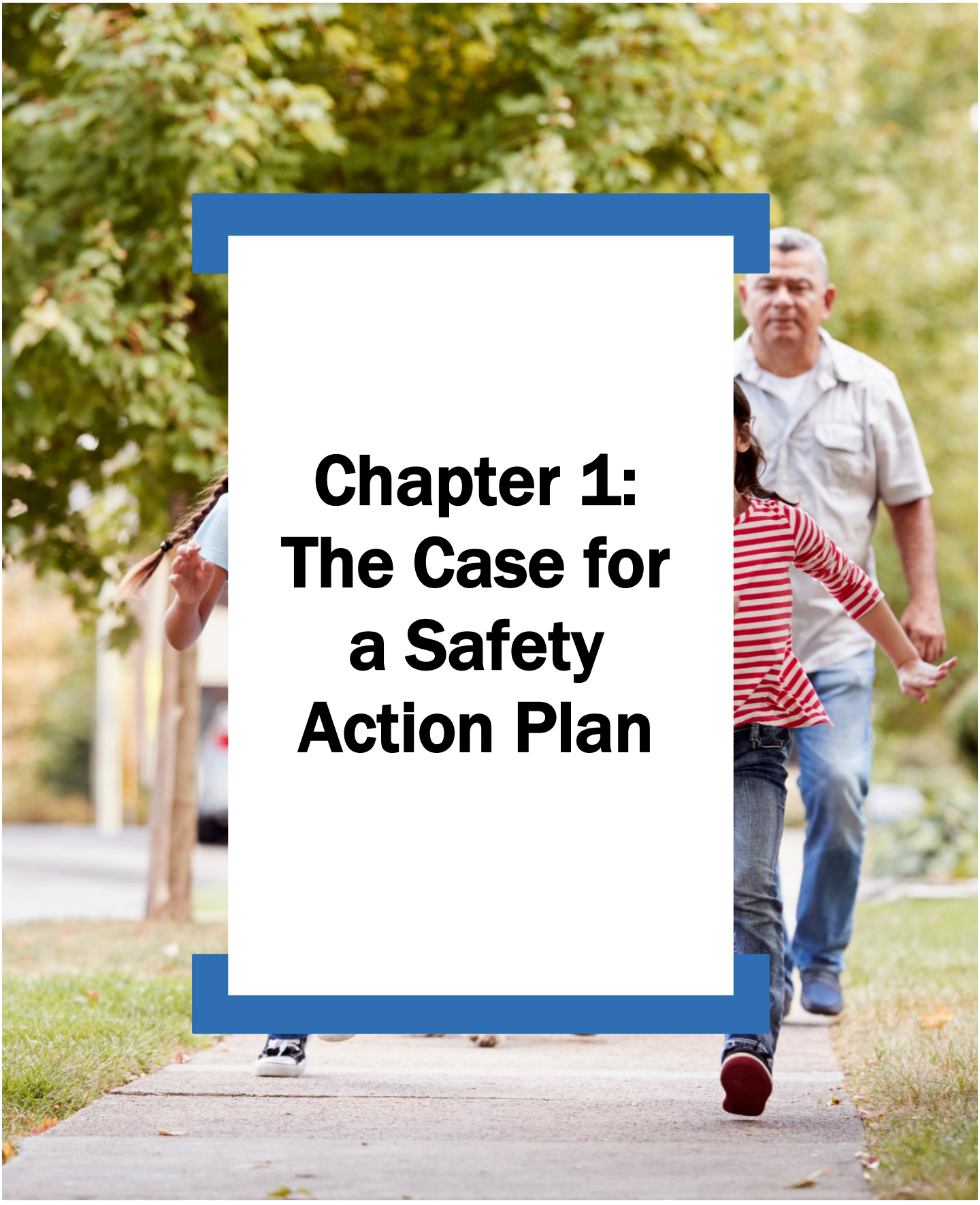


Chapter 1: The Case for a Safety Action Plan

The City of Shawnee's Safe Streets Action Plan is designed to advance a transportation system that protects people of all ages, abilities, and travel modes. The development of this plan reflects the City's recognition that roadway safety is a fundamental community priority - one that affects residents, visitors, and businesses alike. By examining crash patterns across Shawnee's roadway network, the plan uses a data-driven approach to better understand where and why serious crashes occur and to identify strategies, countermeasures, and policy actions that can meaningfully improve safety outcomes.

This Action Plan provides a framework for coordinating efforts among City departments, regional partners, and community stakeholders to align investments and decision-making around a shared goal: reducing fatal and serious-injury crashes on Shawnee streets, increase walk score, and support multi-modal transportation options. It is intended to support informed project selection and prioritization, ensuring that future transportation improvements respond directly to documented safety needs and benefit all roadway users, including drivers, pedestrians, bicyclists, and transit users.

In addition to supporting the purpose and development process of the plan, this document establishes a local foundation for adopting a Vision Zero–informed approach in Shawnee. Vision Zero emphasizes that traffic deaths and serious injuries are preventable, and that responsibility for safety is shared across system design, policy, and behavior. Through this framework, Shawnee commits to long-term, systematic action aimed at eliminating severe traffic crashes within the community.

The Safe Streets Action Plan was developed over the course of 2025–2026 through analysis, stakeholder engagement, and coordination with state and regional partners. The City of Shawnee has a strong history of collaboration in addressing complex community challenges, and this plan builds on that tradition by aligning local priorities with broader regional and federal safety initiatives. By leveraging partnerships and available resources, Shawnee is positioned to advance roadway safety improvements that are strategic, shared across the community, and sustainable over time.

Mission Statement

The University of Oklahoma project team collaborated with the Pottawatomie County Built Environment Committee to serve as the Safety Action Plan Community Advisory Committee to develop a mission statement that would ground the Safety Action Plan in community priorities. Through facilitated discussion and iterative feedback, committee members identified the mission they believed the plan should advance. This process ensured that the mission reflects the recommendations of the community and remains aligned with the lived experiences and transportation safety concerns of residents. The resulting mission statement that emerged from this work is provided below.

"Shawnee's Safe Streets Action Plan is committed to creating safer streets through smart policy, community engagement, and infrastructure improvements—protecting lives and strengthening our community by offering a variety of transportation modes."

What is a Safety Action Plan?

The Safe Streets for All (SS4A) grant program was introduced in the Bipartisan Infrastructure Law to fund regional and local initiatives to prevent roadway fatalities and serious injuries. This program supports the U.S. Department of Transportation's National Roadway Safety Strategy which is working toward a goal of zero roadway fatalities using a Safe System Approach[1].

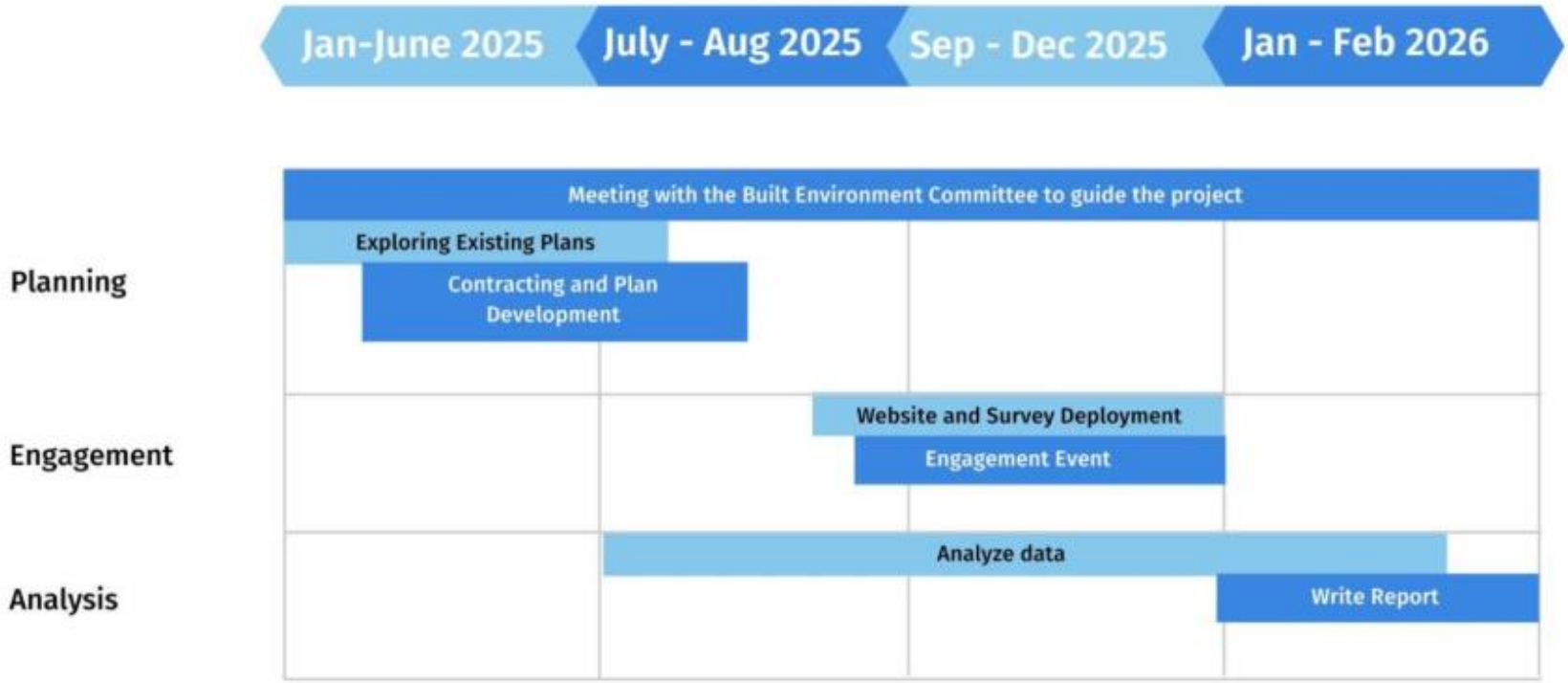
The City of Shawnee received a Planning Grant to develop a comprehensive Safety Action Plan[2]. The purpose of this plan is to meet Federal requirements, prioritize safety improvements, justify investment decisions, communicate with stakeholders, and access funding opportunities. Using a data-driven strategy, this plan is designed to prevent roadway fatalities and serious injuries.

Project Timeline

The Shawnee Safety Action Plan was developed through a phased, community-driven process spanning 2025 through early 2026, combining stakeholder collaboration, public outreach, and data-informed prioritization. Initial SS4A engagement began in late summer 2025 with presentations to the Safety Action Plan Community Advisory Committee, which continued meeting regularly through February 2026 to provide guidance, refine priorities, and review findings. Concurrently, the project team conducted in-person public engagement at community events between August and November 2025, supplemented by an online project website and surveys that remained active through December 2025. Community feedback collected during this period directly informed a project location identification survey, which was analyzed in early 2026, ensuring that final recommendations reflect both community input and local implementation priorities.

[1] U.S. Department of Transportation (USDOT). (2025). *What is a safe system approach?* https://www.transportation.gov/safe-system-approach

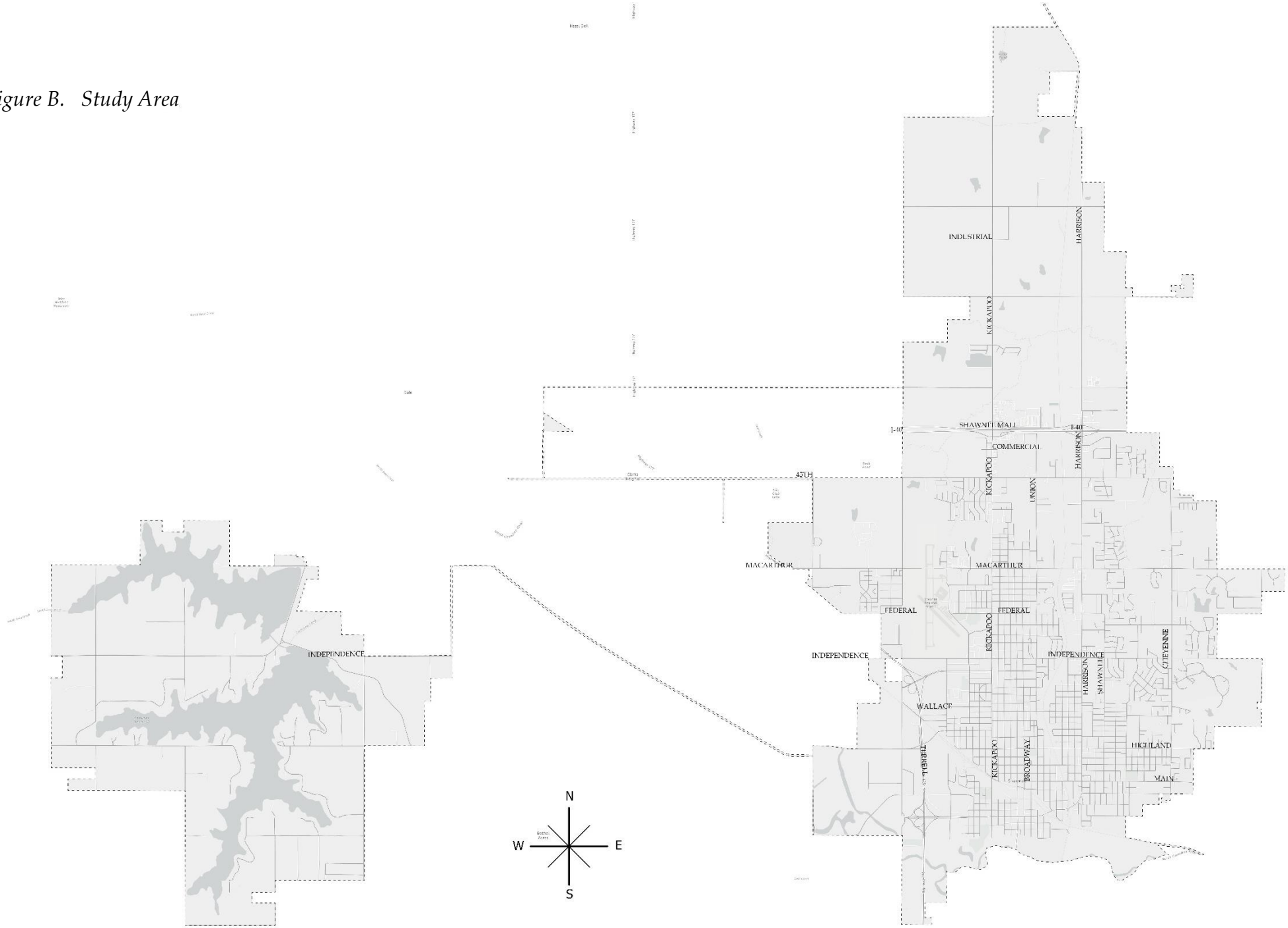
Figure A. Project Timeline



Study Area

The geographic focus of this Safe Streets Action Plan is the City of Shawnee municipal boundary. All crash analyses, community engagement findings, and project recommendations are scoped to Shawnee's roadway network, which includes both locally owned streets and select state-maintained corridors within the city limits. Centering the plan on the municipal study area ensures that identified safety improvements respond directly to the travel patterns, land use conditions, and transportation needs of Shawnee residents and visitors. This focus also enables the City to align its policy decisions, capital investments, and grant applications with local priorities while coordinating as needed with regional and state partners. Below is a map of the Shawnee municipal boundaries within the scope of this plan.

Figure B. Study Area



Approach to Traffic Safety

The Shawnee Safety Action Plan developed with the Safe System Approach[2] will aid city officials and community partners to make informed decisions about the most effective and efficient ways to improve the safety of roadways in Shawnee. The plan highlights priority projects as identified by local stakeholders with methods for implementation.

The Safe System Approach is a "comprehensive and holistic" framework that is used to make everyone on the road safer. This approach operates under the ideas that humans make mistakes and that humans are vulnerable, and that proper transportation system design can mitigate the consequences of both.

Objectives of Safe System Approach:

- Safer People
- Safer Roads
- Safer Vehicles and shared roads for bikes
- Safer Speeds
- Post-Crash Care

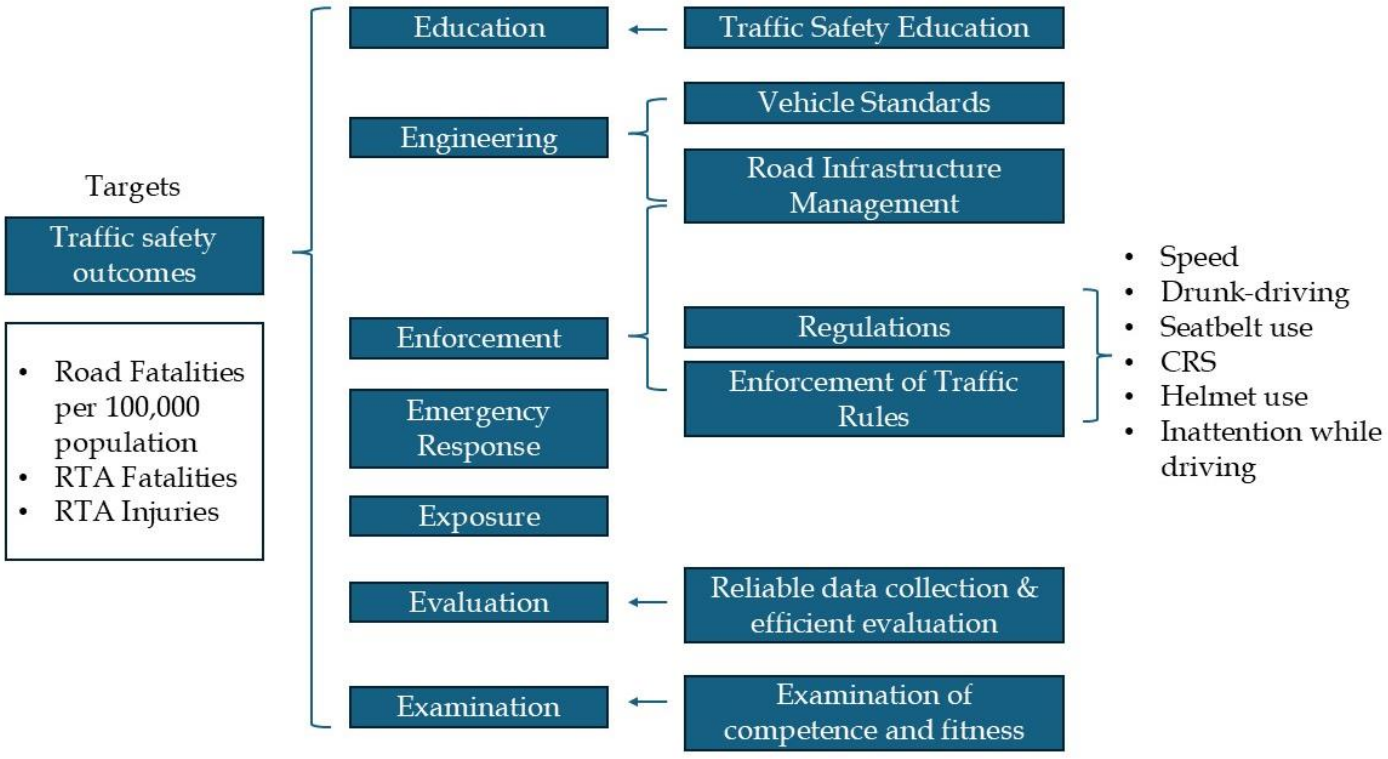
Figure C. Safe System Approach

[2] U.S. Department of Transportation (USDOT). (2025). *What is a safe system approach?* https://www.transportation.gov/safe-system-approach

The Road Traffic Safety Indicator System (7E's)[3]

Tracking indicators across the traditional "3Es" of engineering, enforcement, and education, along with the additional Es such as emergency response, evaluation, and others, provides a more complete picture of how a community is advancing roadway safety. As outlined in the conceptual model, these 7Es function as complementary levers within a Safe System—each addressing a different contributor to crash risk, severity, or post-crash outcomes. Viewing them together allows planners and decision-makers to monitor not only final safety outcomes (such as fatalities and serious injuries), but also the policies, behaviors, system performance, and institutional practices that drive those outcomes over time, including conditions that affect children traveling to and from schools and other youth-serving destinations. This framework is particularly valuable for advancing Safe Routes to School efforts, as it helps the City track how coordinated investments in street design, speed management, education, and enforcement contribute to safer and more comfortable travel for children walking and biking to school.

Figure D. 7Es Conceptual Model



[3] Morimoto, A., Wang, A., & Kitano, N. (2022). A conceptual framework for road traffic safety considering differences in traffic culture through international comparison. *IATSS Research*, *46*(1), 3–13. https://doi.org/10.1016/j.iatssr.2021.11.012

Vulnerable Road Users

Vulnerable road users, often referred to at VRUs, are anyone on or near roads who are not protected by an external shield, such as a vehicle. VRU broadly refers to pedestrians, bicyclists, motorcyclists, road workers, and others more susceptible to injuries on roadways[4]. Since VRUs are not protected by an external shield, they are at greater risk for crash-related injuries.

A Safety Action Plan that prioritizes safety of VRUs, as well as the safety of those using vehicles and bikes, will make roads safer for everyone. One way to do this is by utilizing crash analyses to identify high risk areas. Identifying a High Injury Network (HIN) highlights roadways with high concentrations of crashes resulting in serious injuries or deaths. Targeted prioritization of these HINs can include speed reductions, intersection improvements, enhanced visibility, and dedicated pedestrian and bike paths.

State Roadway Safety Trends in Oklahoma

While roadway safety is shaped at the neighborhood and corridor level, statewide trends provide an important backdrop for understanding the safety environment in which Shawnee's transportation network operates. Examining annual crash and fatality patterns across Oklahoma helps identify persistent safety challenges, emerging risks, and the broader need for coordinated planning and investment in safer streets. Between 2017 and 2023, Oklahoma experienced fluctuations in annual traffic fatalities, ranging from a low of 640 deaths in 2019 to a high of 762 in 2021. Although fatalities declined slightly after the 2021 peak, statewide totals have remained elevated compared to pre-pandemic levels. These trends underscore both the urgency and relevance of developing a comprehensive Safety Action Plan for Shawnee—one that responds to local crash patterns while aligning with statewide initiatives to reduce severe injuries and fatalities on Oklahoma's roadways.

[4] National Safety Council. (2018). Vulnerable Road Users [Position/Policy Statement]. National Safety Council. Retrieved November 12, 2025, from https://www.nsc.org/getattachment/d5babee6-582d-4e66-804f-8d06f9b021a4/t-vulnerable-road-users-147?srsltid=AfmBOor7vhABvkjmzC1gpBJ2omSvcenLLXpy_NbJ6g5qAWEnuTp0eH4b

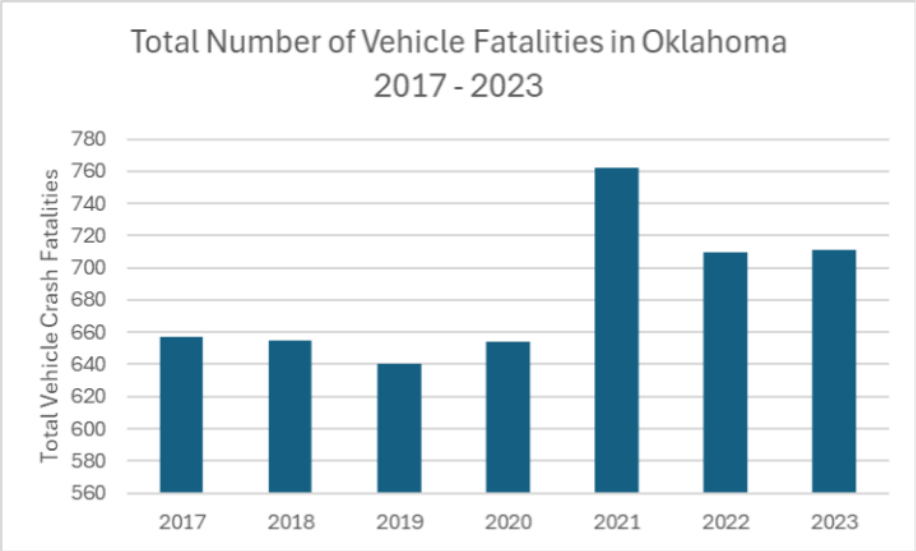


Figure E. Total Number of Traffic Fatalities in Oklahoma

Active transportation, particularly walking and bicycling, plays an increasingly important role in how residents travel within Shawnee and access daily destinations. Statewide fatality trends for pedestrians and bicyclists provide important context for identifying local safety priorities. Across Oklahoma, bicyclist fatalities have increased at a relatively faster rate since 2016, while pedestrian fatalities have also risen, though more gradually. Together, these trends indicate growing safety risks for vulnerable road users and reinforce the need to integrate pedestrian- and bicycle-focused countermeasures into the Shawnee Safe Streets Action Plan.

Although pedestrian fatalities remain higher in absolute number, the sharper rate of increase among bicyclists reflects a smaller population experiencing a disproportionate rise in fatal outcomes. This distinction does not diminish the severity of pedestrian fatalities but highlights differing risk patterns by mode that warrant targeted responses. Both trends require attention, even as the underlying causes and appropriate interventions may vary.

Improving safety for people walking and biking cannot rely solely on driver awareness. Connected, well-designed sidewalks, bike routes, trails, and crossings are essential to reducing conflict and crash severity. Designing facilities to consistent safety standards creates more predictable interactions and reduces reliance on individual behavior alone.

Figure F shows the percent change in pedestrian and bicyclist fatalities statewide since 2016. While bicyclist fatalities remain fewer overall, their rate of increase exceeds that of pedestrians, underscoring the need for continued investment in pedestrian safety alongside targeted bicycle safety strategies.

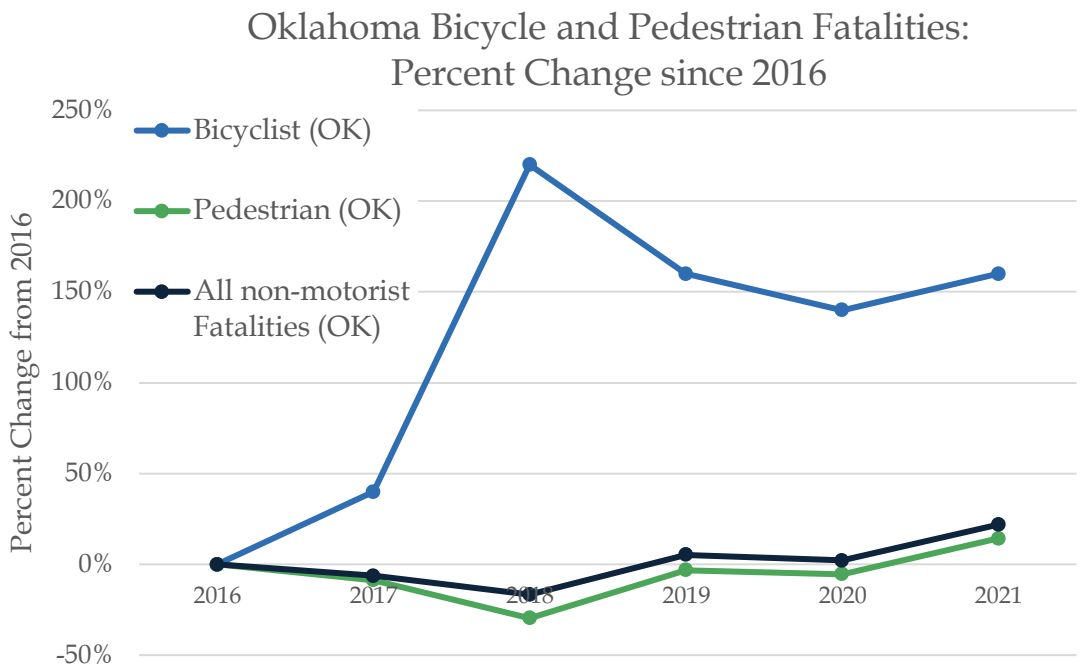


Figure F. Percent Change of Bicycle and Pedestrian Traffic Fatalities

When exploring the cause of traffic fatalities in Oklahoma from 2017 – 2021, we see that there is a standardly high incidence of traffic fatalities associated with substance usage.

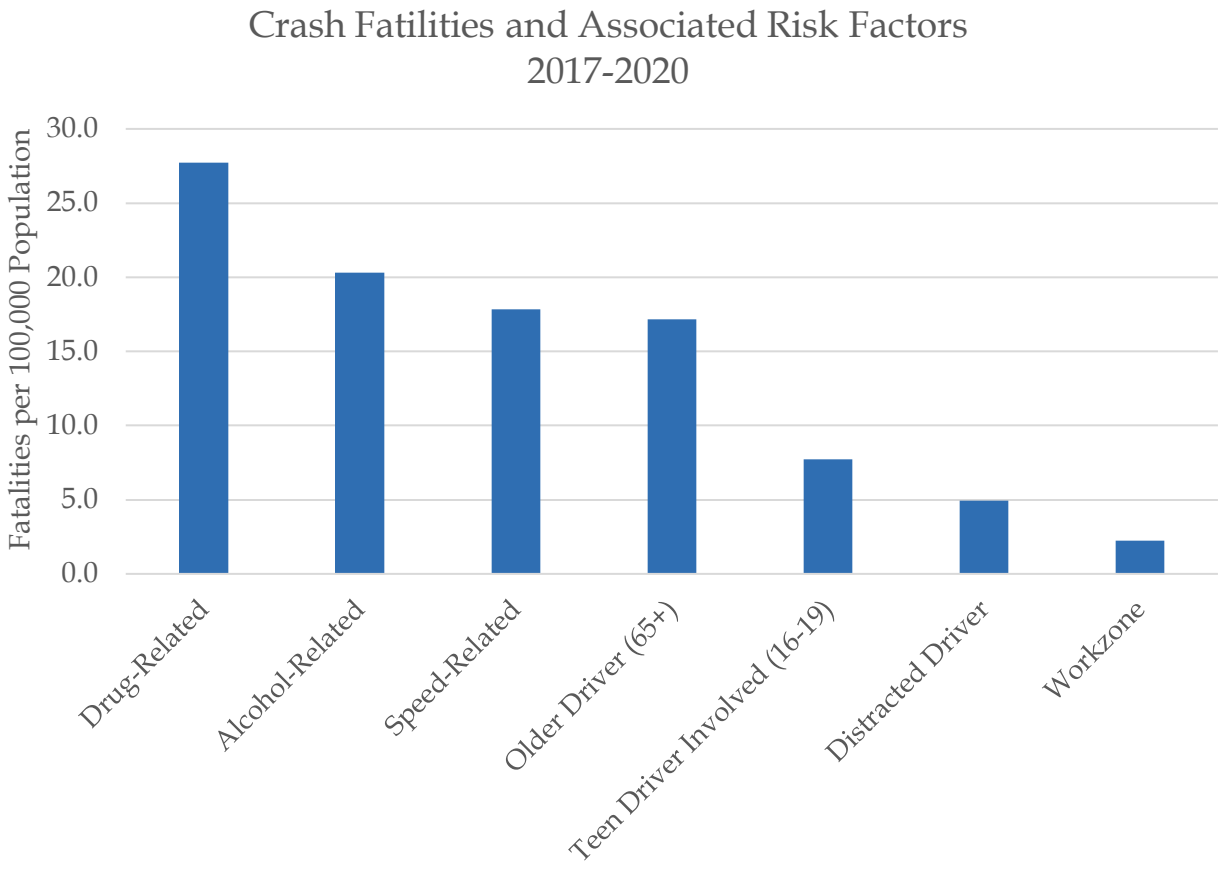
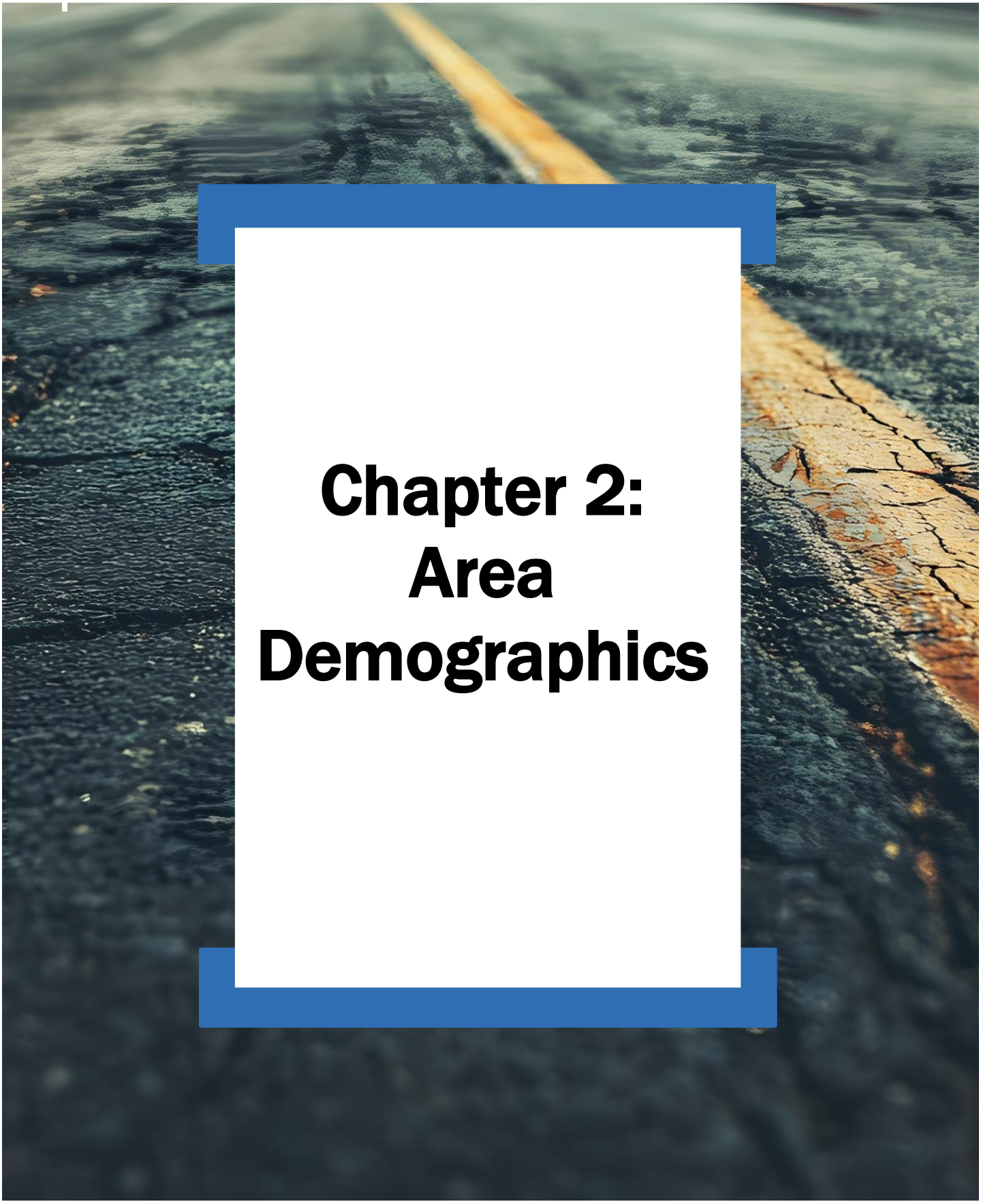


Figure G. Traffic Fatalities per 100,000 Population Connected to Different Risk Factors

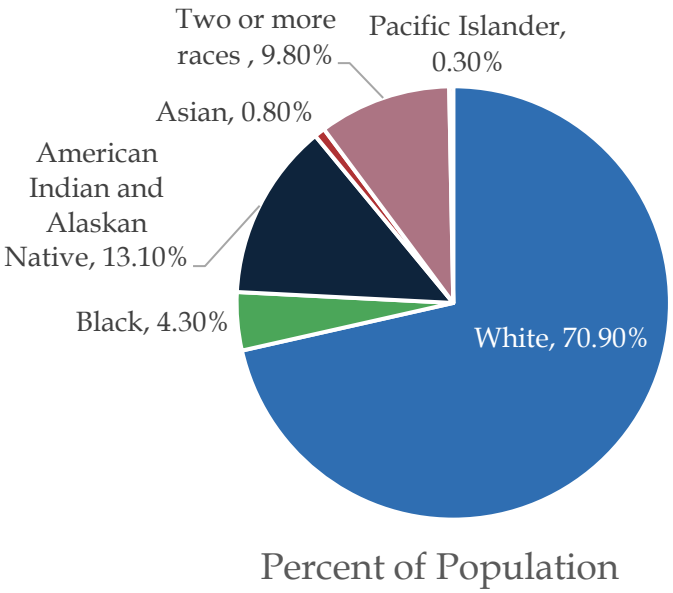


Chapter 2: Area Demographics

About Shawnee

Shawnee, Oklahoma is a community of roughly 32,000 residents located about 30 miles east of Oklahoma City in Pottawatomie County. It has a median age of approximately 35 years.[5,6] In terms of racial and ethnic composition, about 67.9% of residents are non-Hispanic White, 11.8% are American Indian & Alaska Native, and 7.2% identify with two or more races.[7] Median household income is approximately $54,281 and per-capita income is $27,641—both below state and national averages—with roughly 20.5% of residents living below the poverty line.[7]

Figure H. Racial Breakdown of the City of Shawnee



[8]

Shawnee is highly vehicle dependent. In 2023, 82.3% of commuting workers drove alone to work, while 8.6% carpooled and 6.26% worked from home.[9] The average one-way commute time was 19.9 minutes, shorter than the national average, reflecting modest travel distances common in rural Oklahoma. Households average approximately two vehicles, indicating high levels of personal vehicle ownership and limited reliance on transit or non-motorized modes.[10]

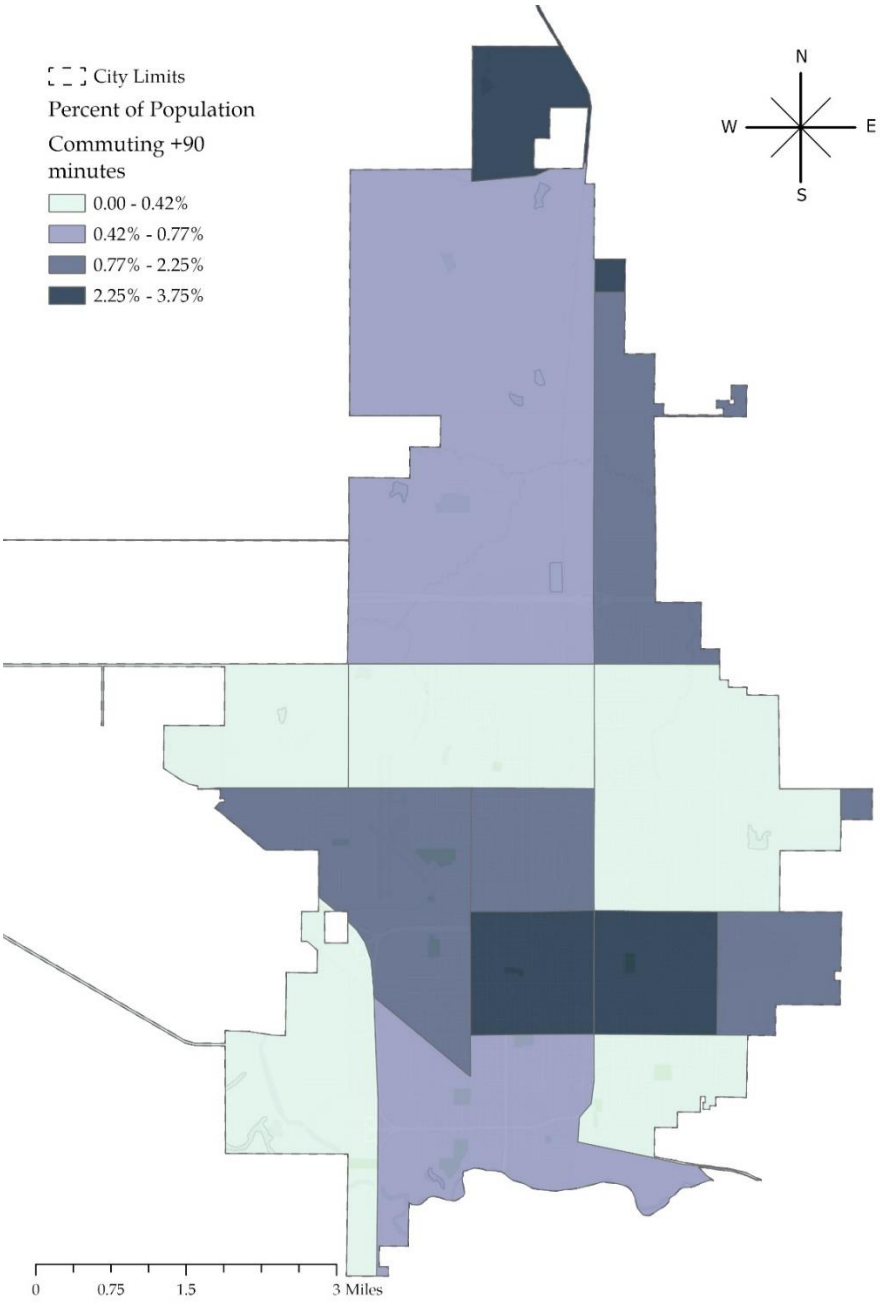
[5] U.S. Census Bureau. (2023). *Shawnee, OK: Profile data* (American Community Survey 5-year estimates). Retrieved January 14, 2026, from https://censusreporter.org/profiles/16000US4066800-shawnee-ok/
[6] Oklahoma Demographics. (n.d.). *Shawnee demographics*. Retrieved January 14, 2026, from https://www.oklahoma-demographics.com/shawnee-demographics
[7] U.S. Census Bureau. (2023). *Shawnee, OK: Profile data* (American Community Survey 5-year estimates). Retrieved January 14, 2026, from https://censusreporter.org/profiles/16000US4066800-shawnee-ok/
[8] U.S. Census Bureau. (n.d.). *QuickFacts: Shawnee city, Oklahoma*. U.S. Department of Commerce. Retrieved January 14, 2026, from https://www.census.gov/quickfacts/fact/table/shawneecityoklahoma/RHI625224
[9] U.S. Census Bureau. (2023). *Shawnee, OK: Profile data* (American Community Survey 5-year estimates). Retrieved January 14, 2026, from https://censusreporter.org/profiles/16000US4066800-shawnee-ok/
[10] U.S. Census Bureau. (2023). *Shawnee, OK: Profile data* (American Community Survey 5-year estimates). Retrieved January 14, 2026, from https://censusreporter.org/profiles/16000US4066800-shawnee-ok/

Because Shawnee's daily life, work, school, and family routines depend heavily on cars, roadway safety has direct consequences for families, employers, and emergency services. When crashes occur, the effects are felt first at home and at work, and later in community systems such as healthcare, insurance, and public safety.

How Shawnee Lives, Works, and Gets Around

Shawnee's daily life, employment, school activities, and community routines depend primarily on personal vehicles. Most residents commute by driving alone, with carpooling and walking or biking making up a small share of trips.[8] This mobility pattern is typical for a rural city but also means roadway conditions have a direct influence on day-to-day life for families, workers, and older adults. When crashes occur, they affect households, local employers, schools, and public services.

Figure I. Map of Shawnee Indicating Locations where Residents have Long Commutes



Benefits of a Safety Action Plan for Shawnee

Shawnee experiences a relatively high rate of roadway fatalities and serious injuries compared to cities of similar size. Over a recent five-year period, Shawnee ranked among the highest per-capita fatality rates in Oklahoma.[11] Between 2017 and 2023, the city recorded 31 roadway deaths and between 2015 and 2021, 9 non-motorist fatalities.[12] This pattern indicates a persistent roadway safety challenge, driven in part by auto-dependence, rural travel distances, and higher exposure on major corridors.

Crashes are not only tragic—they are costly. Serious crashes require emergency medical response, hospital care, and long-term treatment. Families may face lost wages, vehicle repair costs, higher insurance premiums, and long-term financial instability. These consequences ripple outward to affect employers, schools, and public services. We heard this repeatedly throughout the Shawnee Safety Action Planning process whether it was from a business owner at the Rotary Club meeting in November or from residents at the Cops and Kids event in August. Addressing roadway safety prevents avoidable loss of life while also reducing downstream fiscal burdens.

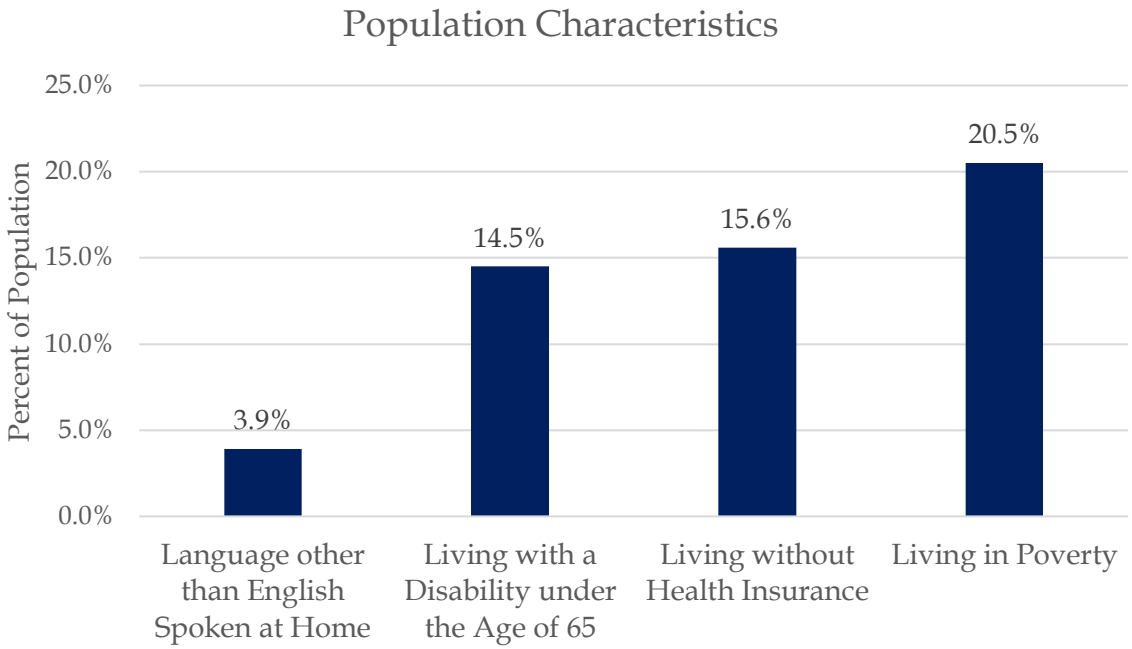


Figure J. Shawnee Population Breakdown[13]

Certain social and economic vulnerabilities can significantly worsen the impacts of a traffic crash for individuals and families. Residents who do not speak English at home, live with a disability, lack health insurance, or experience poverty often face additional barriers to receiving timely medical care, navigating insurance or legal processes, and

[11] Hasbrook & Hasbrook Personal Injury Lawyers. (2025, June 16). *The deadliest cities for drivers in Oklahoma.* OklahomaLawyer.com. https://oklahomalawyer.com/the-deadliest-cities-for-drivers-in-oklahoma/
[12] Oklahoma Highway Safety Office. (2023, December 13). *Current crash data*. Oklahoma.gov. https://oklahoma.gov/highwaysafety/data/current-crash-data.html
[13] U.S. Census Bureau. (n.d.). *QuickFacts: Shawnee city, Oklahoma* [Data table]. U.S. Department of Commerce. Retrieved January 14, 2026, from https://www.census.gov/quickfacts/fact/table/shawneecityoklahoma/RHI625224

returning to work or daily activities. These challenges can prolong recovery, increase financial strain, and extend the economic consequences of a crash far beyond a few days or weeks of lost wages. As a result, traffic injuries can deepen existing inequities and create longer-term disruptions to household stability, productivity, and community well-being.

A comprehensive Safety Action Plan positions Shawnee to tackle these issues in a data-driven manner through the Safe Streets and Roads for All (SS4A) Program. This allows the city to pursue strategic improvements with the support of federal implementation funding rather than placing the full cost burden solely on local taxpayers.

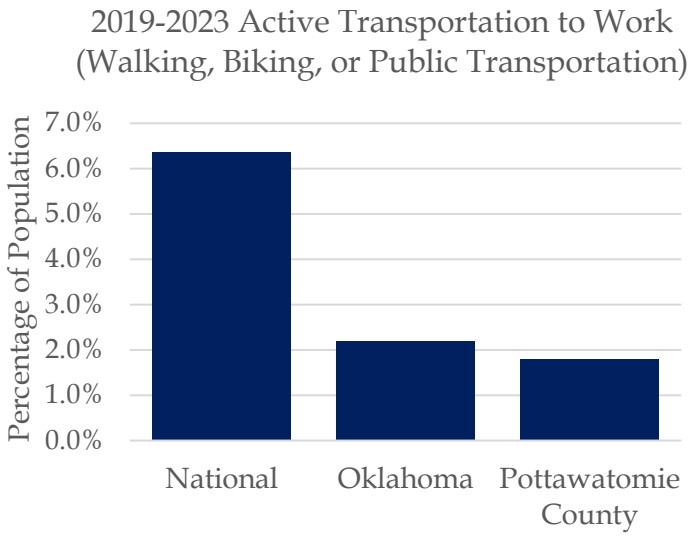
Protecting Family, Aging, and Working-Age Populations

Shawnee's age distribution highlights the importance of roadway safety. Nearly 24% of residents are under the age of 18 and roughly 16% are age 65 or older. [14, 15] Both groups rely heavily on others for transportation and have physical limitations that increase risk around high-speed roadway environments.

Children

Children often travel to school, parks, and community spaces with limited ability to judge traffic speed or distance. Their smaller size and slower reaction times make them more vulnerable in proximity to vehicles.[15] When streets are perceived as unsafe, children may spend less time outdoors, which can reduce physical activity and limit social interaction.

Figure K. Percent of Population Who Uses Active Transportation to Get to Work



Older Adults

Older adults may continue to drive, run errands, and participate in community, civic, and faith-based activities, but age-related changes in vision, hearing, and reaction time can make navigating traffic more challenging. They are also more likely to experience severe injury in the event of a crash. Social isolation is an additional health concern in older adults, and safe mobility options support continued engagement.[16]

[14] World Health Organization. (2023, December 6). *Road traffic injuries: Children*. https://www.who.int/news-room/questions-and-answers/item/road-traffic-injuries-children

[15] U.S. Census Bureau. (2023). *Shawnee, OK: Profile data* (American Community Survey 5-year estimates). Retrieved January 14, 2026, from https://censusreporter.org/profiles/16000US4066800-shawnee-ok/

[16] Donovan, N. J., & Blazer, D. (2020). Social isolation and loneliness in older adults: Review and commentary of a National Academies report. *The American Journal of Geriatric Psychiatry, 28*(12), 1233–1244. https://doi.org/10.1016/j.jagp.2020.08.005

Families With Limited Transportation Options

Some households in Shawnee have only one vehicle. When the household's vehicle is in use, other family members may need to rely on walking or biking—even when infrastructure is limited. Longer distances, poor weather, and limited lighting can increase exposure to crash risks.

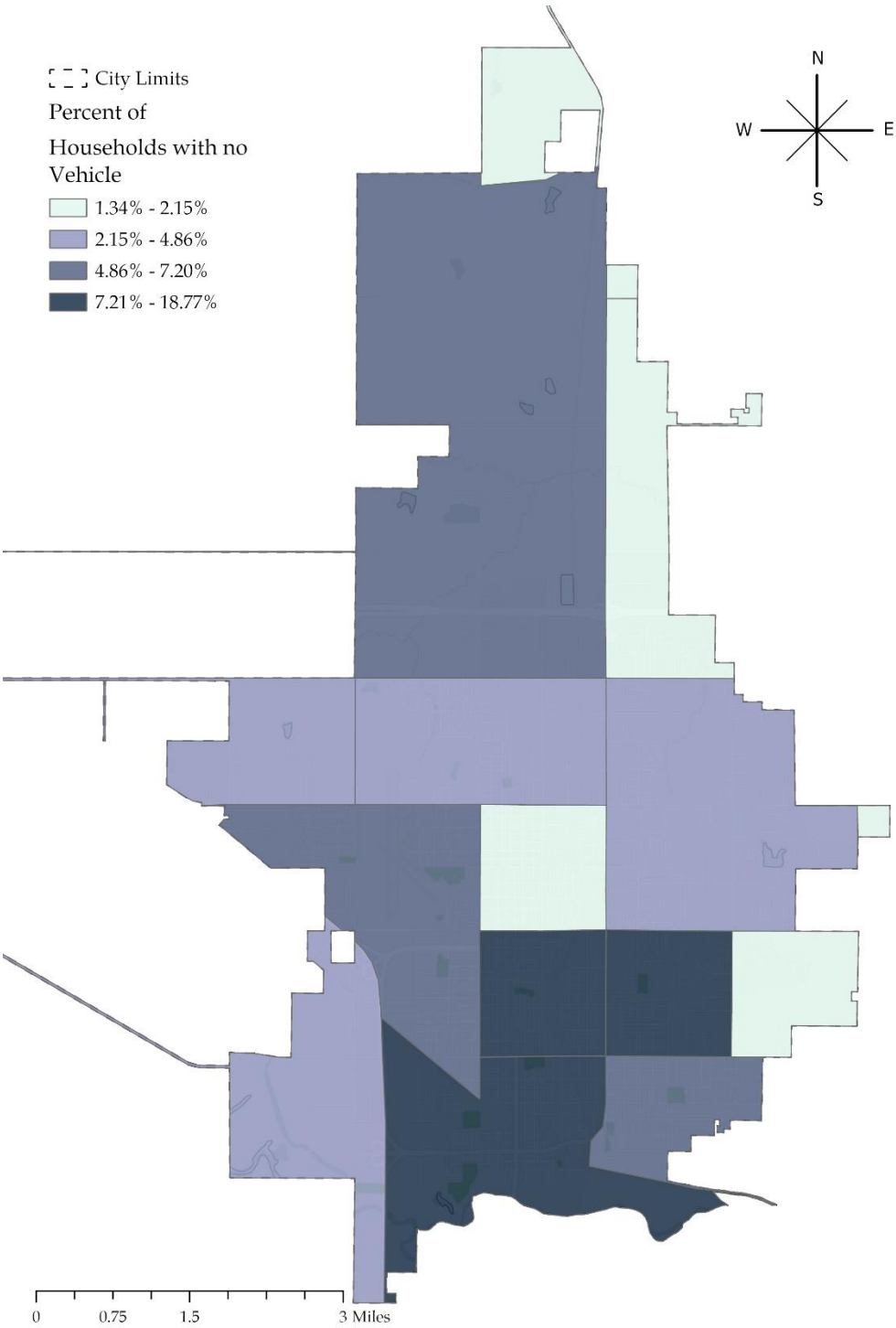


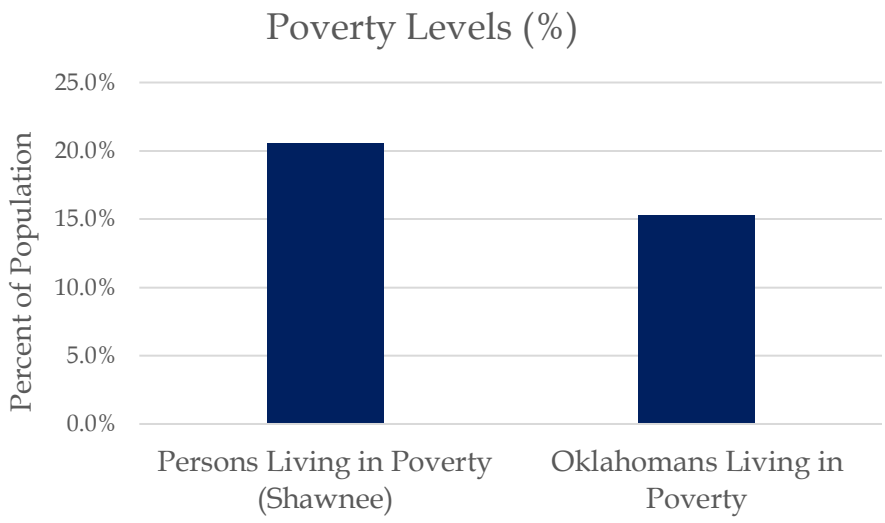
Figure L. Map of Shawnee Indicating Locations where Households have No Vehicles

If a single-car household loses its only vehicle due to a crash, the effects may include missed work, difficulties accessing childcare or medical appointments, and temporary financial strain. Infrastructure that supports safe walking and biking can help families maintain access to essential destinations even when a vehicle is not available.

Low-Income Residents and Older Neighborhoods

Approximately 20.5% of Shawnee residents live below the poverty line.[17] Lower-income households are more likely to reside in older neighborhoods with aging infrastructure, fewer sidewalks, and limited lighting. These conditions increase exposure to roadway hazards for people who walk, bike, or rely on shared or informal transportation.

Figure M. Percent of Population Living in Poverty



Crash-related injuries can create additional financial strain for these households through medical bills, lost wages, or the loss of a vehicle. Improving safety conditions in older neighborhoods can help stabilize household mobility and reduce downstream financial impacts.

[17] U.S. Census Bureau. (n.d.). *QuickFacts: Shawnee city, Oklahoma* [Data table]. U.S. Department of Commerce. Retrieved January 14, 2026, from https://www.census.gov/quickfacts/fact/table/shawneecityoklahoma/RHI625224

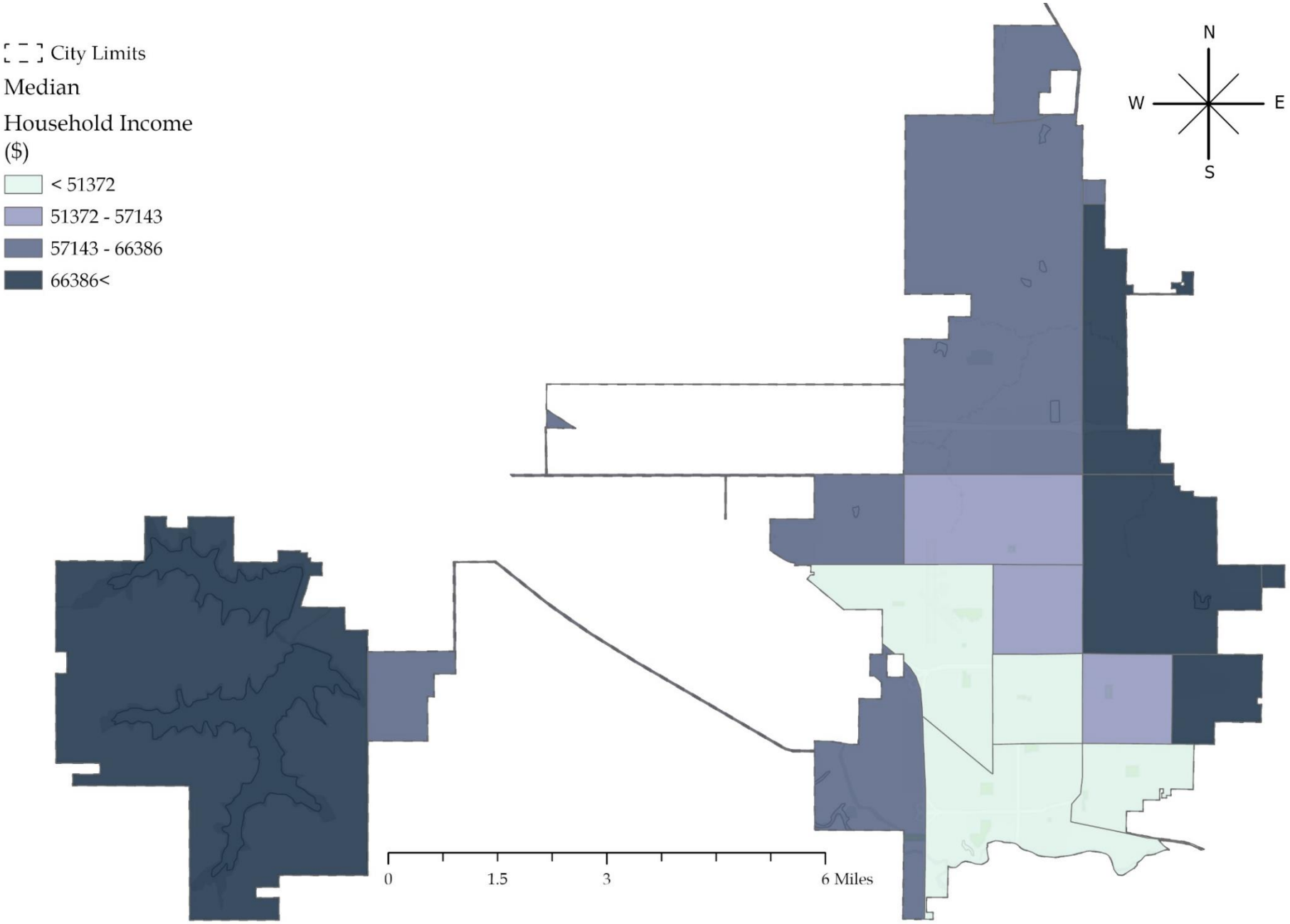
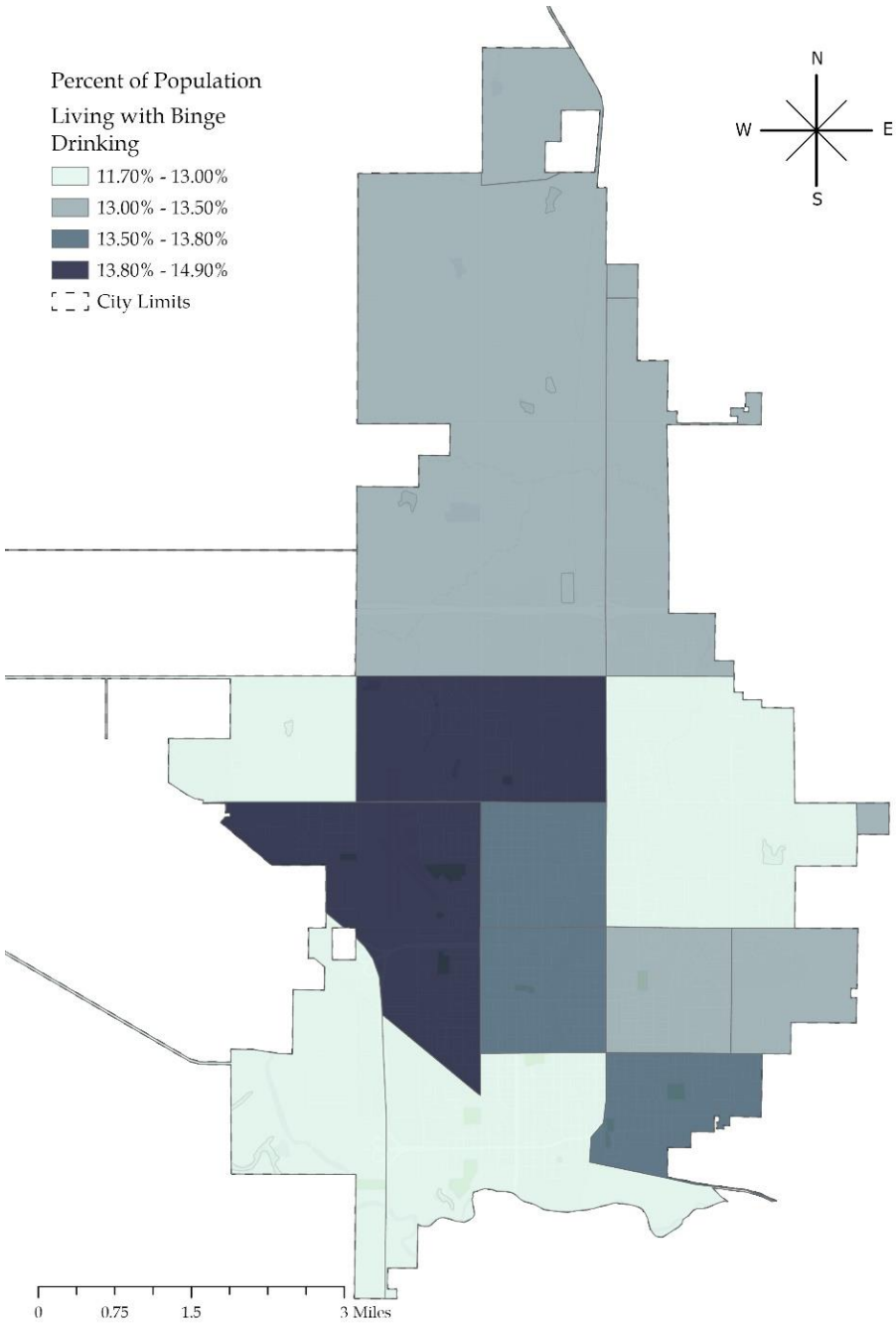


Figure N. Shawnee Map of Median Household Incomes

Alcohol-Related Risk Factors

Alcohol misuse, including binge drinking, is a recognized contributor to crash risk. Impaired-driving crash patterns indicate that alcohol-related crashes are more prevalent in certain areas of the community, which may partially overlap with locations where binge drinking rates are higher. These crashes impose substantial societal costs, including impacts on emergency response and healthcare systems, and can reduce perceived safety for people traveling by foot, bicycle, or vehicle[18]. Addressing alcohol-related risk factors is an important component of a Safe System approach to improving roadway safety and community health.

Figure O. Shawnee Map: Percent of Adult Population Reporting Binge Drinking



[18] National Institute on Alcohol Abuse and Alcoholism. (n.d.). *Understanding binge drinking*. National Institutes of Health. https://www.niaaa.nih.gov/publications/brochures-and-fact-sheets/binge-drinking

Long Commutes

Residents living in areas with longer daily commute times experience increased exposure to traffic stress, congestion, and higher-speed roadways, all of which elevate crash risk and negatively affect health outcomes.[19] These areas often have limited access to transit and multimodal infrastructure, requiring residents to rely on vehicle travel or navigate corridors not designed for pedestrians, bicyclists, or people with disabilities.[20, 21]

Households without reliable transportation face disproportionate safety risks, particularly where sidewalks, crossings, and transit connections are incomplete or absent. Older adults and people with disabilities are especially impacted, as gaps in pedestrian infrastructure can restrict mobility and access to essential destinations. Perceived safety concerns may also discourage longer trips for groceries, healthcare, or services, leading residents to rely on closer but less healthy options.[22] Addressing safety and access in areas with longer commutes is critical to reducing crash risk, supporting public health, and advancing transportation outcomes for all.

Physical Inactivity

33.2 percent of the Pottawatomie County population reports getting no regular physical activity. This number is strikingly higher than both the national and state averages (23.1% and 28.5%, respectively). Notably, physical activity rates vary across Shawnee, with higher rates of inactivity observed in areas with limited sidewalks, bicycle facilities, and access to nearby destinations. In these neighborhoods, auto-oriented roadway design and gaps in pedestrian and bicycle infrastructure can discourage walking and biking and contribute to more sedentary daily travel patterns.[23]

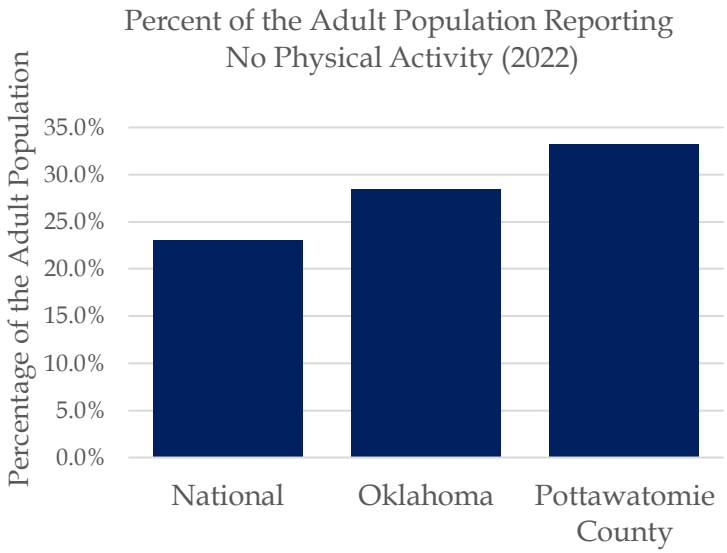


Figure P. Percent of Adult Population Reporting No Physical Activity

[19] Kauffman, G. (2024, April 10). *Facing disproportionate danger, rural communities take a grassroots approach to road safety*. *Rural Monitor*. Rural Health Information Hub. https://www.ruralhealthinfo.org/rural-monitor/road-safety

[20] Ehsani, J. P., Michael, J. P., & Mackenzie, E. J. (2023). The Future of Road Safety: Challenges and Opportunities. The Milbank quarterly, 101(S1), 613–636. https://doi.org/10.1111/1468-0009.12644

[21] Handicap International. (2015). *Road safety: Focus on vulnerable users* (Briefing paper). Retrieved February 10, 2026, from https://www.hi-us.org/sn_uploads/document/2015-briefing-road-safety-focus-on-vulnerable-users-handicap-international.pdf

[22] Antrum, C. J., Waring, M. E., & Cooksey Stowers, K. (2023). Personal vehicle use and food security among US adults who are primary shoppers for households with children. Discover food, 3(1), 9. https://doi.org/10.1007/s44187-023-00048-6

[23] Kowaleski-Jones, L., Zick, C., Smith, K. R., Brown, B., Hanson, H., & Fan, J. (2017). Walkable neighborhoods and obesity: Evaluating effects with a propensity score approach. SSM - population health, 6, 9–15. https://doi.org/10.1016/j.ssmph.2017.11.005

Lower levels of physical activity are associated with increased risk of chronic conditions such as obesity and high blood pressure, which elevate the risk of heart disease and stroke.[24] In car-dependent areas, these health risks may be compounded by longer travel distances, reduced daily movement, and exposure to traffic-related air pollution.[25]

From a safety perspective, communities experiencing higher rates of physical inactivity and chronic disease may also face increased vulnerability to severe injury outcomes in motor vehicle crashes. Improving walkability and bikeability through targeted infrastructure investments, such as well-connected sidewalks, safe crossings, traffic calming, and connected bicycle networks, supports both public health and the Safety Action Plan's goal of reducing serious injuries and fatalities for all road users.

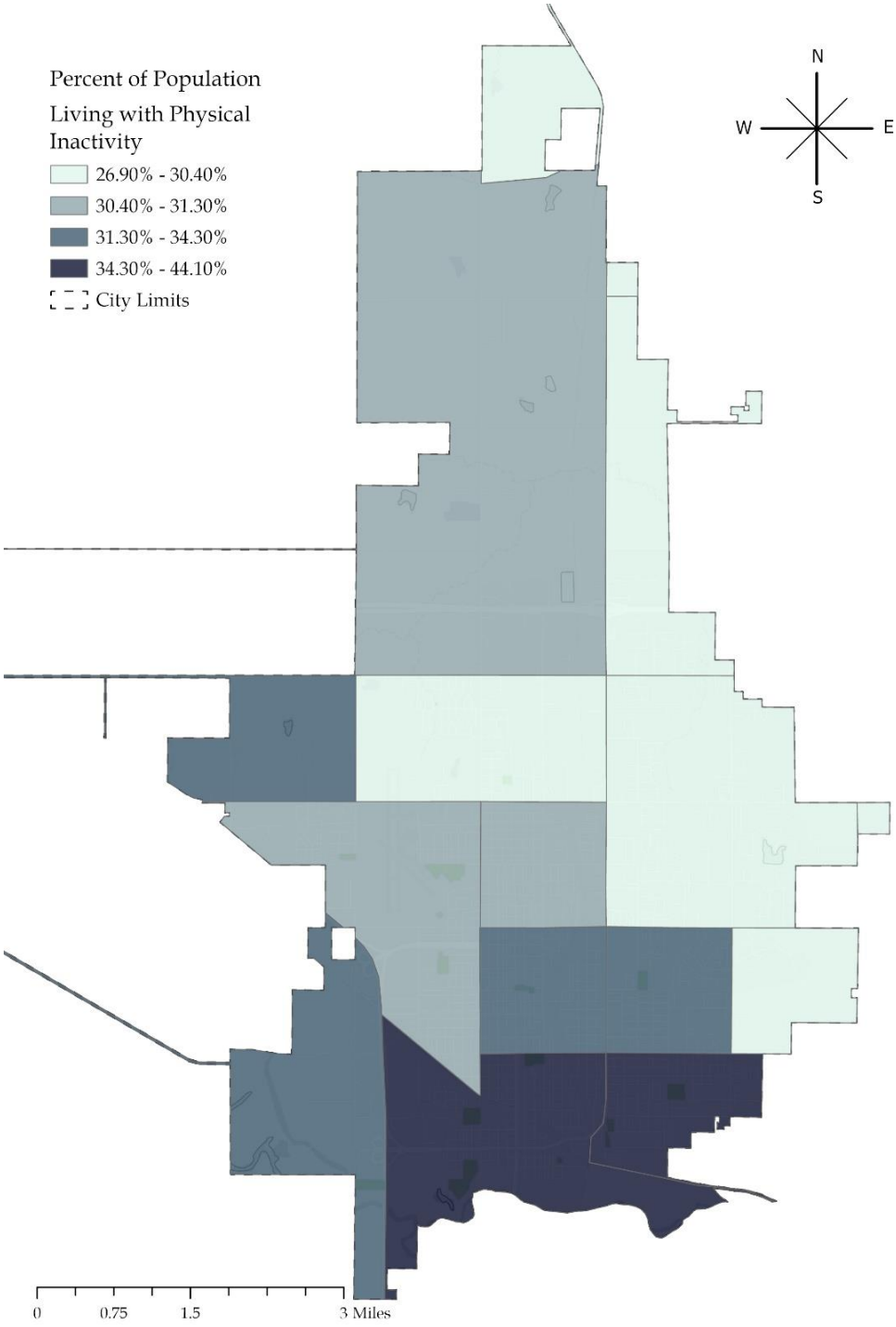


Figure Q. Map of Shawnee Shaded by Percent of Adult Population Reporting No Physical Activity

[24] Park, J. H., Moon, J. H., Kim, H. J., Kong, M. H., & Oh, Y. H. (2020). Sedentary Lifestyle: Overview of Updated Evidence of Potential Health Risks. Korean journal of family medicine, 41(6), 365–373. https://doi.org/10.4082/kjfm.20.0165

[25] Hudda, N., Eliasziw, M., Hersey, S. O., Reisner, E., Brook, R. D., Zamore, W., Durant, J. L., & Brugge, D. (2021). *Effect of reducing ambient traffic-related air pollution on blood pressure: A randomized crossover trial*. *Hypertension, 77*(3), 823–832. https://doi.org/10.1161/HYPERTENSIONAHA.120.15580

Health and Safety Impacts on Shawnee

Roadway crashes are a major cause of preventable injury and death. In 2021, Shawnee recorded 81 fatal and injury crashes resulting in 6 deaths - including 2 unrestrained fatalities - and 98 injuries. Fourteen of the injuries involved unrestrained individuals, and 8 non-motorists were struck, including 1 fatality and 2 serious injuries.[26] These crashes have long-term implications for affected families, including medical needs, reduced mobility, and decreased participation in work or school.

Access to safe environments also affects broader health outcomes. In 2024, Pottawatomie County reported a physical inactivity rate of 28% and 57% of residents had adequate access to exercise opportunities.[27] In 2022, adult obesity prevalence was estimated at 42.4% (age-adjusted 42.6%), and adult depression prevalence at 30.5% (age-adjusted 31.1%). Safety improvements that support walking and outdoor activity can contribute to long-term physical and mental health.

Safety Investments Benefit the Community

Shawnee's demographic characteristics and travel patterns mean roadway safety has direct impacts on:

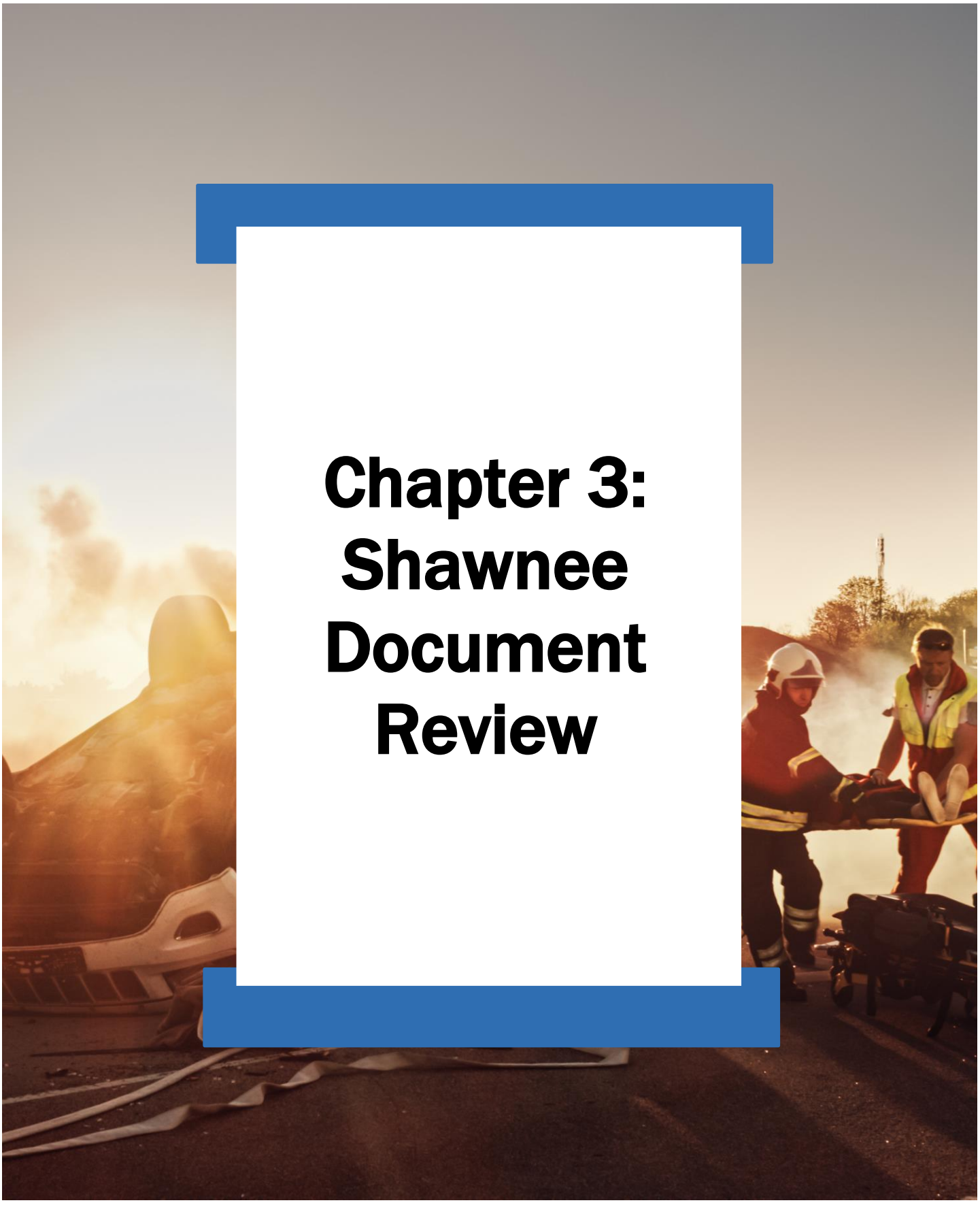
- working-age adults and caregivers
- school-aged children
- older adults
- single-car households
- lower-income neighborhoods
- local employers and schools
- emergency responders and healthcare providers

Improvements on corridors where community members face the highest exposure can reduce preventable injuries and fatalities, support daily mobility needs, and position the city to leverage federal funding for infrastructure upgrades that would otherwise require local resources.[28]

[26] Oklahoma Highway Safety Office. (2023, December 13). *Current crash data*. Oklahoma.gov. https://oklahoma.gov/highwaysafety/data/current-crash-data.html

[27] Centers for Disease Control and Prevention. PLACES: Local Data for Better Health. Accessed [January 14, 2026]. https://www.cdc.gov/places

[28] National Safety Council. (2018). *Vulnerable road users* (Position/Policy Statement No. 147). National Safety Council. https://www.nsc.org/getattachment/d5babee6-582d-4e66-804f-8d06f9b021a4/t-vulnerable-road-users-147



Chapter 3: Shawnee Document Review

This chapter presents a comprehensive summary and comparative analysis of six major documents developed over the past several years at the state, county, and city levels to understand how the concept of transportation safety has been discussed at these different levels of policy and decision-making. These documents range from broad, system-wide strategies, such as the Oklahoma Department of Transportation (ODOT) Action Plan and Strategic Highway Safety Plan, to targeted, community-focused initiatives like the Dunbar Heights Neighborhood Action Plan and Pottawatomie County Safe Routes to School Plan. Together, they illustrate a spectrum of approaches to transportation safety, integrating engineering solutions, policy frameworks, accessibility planning, and community engagement. By examining these plans side-by-side, the analysis highlights both shared priorities, such as pedestrian safety, multimodal connectivity, and data-driven decision-making, as well as key differences shaped by jurisdictional scope, target populations, and planning contexts. This synthesis provides valuable insight into how safety is embedded in transportation planning and where opportunities exist to strengthen coordination and implementation across levels of governance.

Figure R. Overview of Key Planning Documents

	Document Name	Prepared By	Year Released	Level
1	Oklahoma DOT Action Plan	Oklahoma Department of Transportation (ODOT) in collaboration with FHWA	2018 (approx., from FHWA STEP initiative period)	State
2	Strategic Highway Safety Plan (SHSP)	Oklahoma Department of Transportation (ODOT) and safety partners	2023	State
3	Pottawatomie County Safe Routes to School Plan	Blue Zones Project - Pottawatomie County	2019	County
4	Shawnee Comprehensive Plan	City of Shawnee with RDG Planning & Design	2019	City
5	Shawnee ADA Transition Plan Framework	City of Shawnee	2023	City
6	Dunbar Heights Neighborhood Action Plan	City of Shawnee with Dunbar Heights Community Group	2007	City

Section I: Document Summary

1. Oklahoma DOT Action Plan for Implementing Pedestrian Crossing Countermeasures at Uncontrolled Locations[29]

Overview and Purpose

The ODOT Action Plan is a comprehensive strategy document developed by the Oklahoma Department of Transportation (ODOT) with support from the Federal Highway Administration (FHWA) to reduce pedestrian fatalities and serious injuries, particularly at uncontrolled roadway crossing locations throughout Oklahoma. It is part of a broader national initiative under "Every Day Counts Round 5 (EDC-5)" and aligns with FHWA's "Safe Transportation for Every Pedestrian (STEP)" program. The document provides data-driven analysis, defines a systemic safety approach, and outlines targeted countermeasures to improve pedestrian safety at these high-risk locations.

Key Objectives

The main goals of the ODOT Action Plan are:

- Identify and prioritize uncontrolled crossing locations at high risk for pedestrian crashes.
- Recommend cost-effective, proven countermeasures to reduce fatal and serious pedestrian injuries.
- Update design manuals and engineering standards to incorporate safety improvements.
- Support state and local agencies in integrating pedestrian safety into planning and engineering practices.
- Align with national safety initiatives and funding strategies to implement long-term improvements.

The plan aims to institutionalize pedestrian safety across all transportation projects in Oklahoma, moving beyond isolated interventions to a statewide, systemic approach.

[29] Oklahoma Department of Transportation (ODOT). (2018). Oklahoma DOT Action Plan for Implementing Pedestrian Crossing Countermeasures at Uncontrolled Locations.

Understanding the Problem: Crash Data Analysis

One of the strongest features of the ODOT Action Plan is its reliance on quantitative crash data to understand where and why pedestrian fatalities are happening. According to the report, "In 2017, ODOT created two maps reflecting pedestrian crashes on state roads: Highway Pedestrian Related Crashes – Uncontrolled 2013-2017 and Highway Pedestrian Related Crashes – All 2013- 2017. Based on the crash information shown on these two maps, it appears that most pedestrian crashes occurred at uncontrolled locations. (p. 6)." The analysis shows that urban areas like Oklahoma City and Tulsa have higher pedestrian crash densities, but crashes are also common in suburban and rural corridors, especially near transit stops, schools, multi-lane arterials, and commercial areas. Other key patterns mentioned in the report include:

- **Lighting and time of day**: Most fatal crashes occur at night or in low-visibility conditions.
- **Road type**: Crashes are more likely on **multi-lane roads** with high speeds and no pedestrian facilities.
- **Driver and pedestrian behavior**: Speeding, alcohol use, and distraction were frequent contributing factors.

The plan emphasizes the need for proactive, **predictive measures**, rather than only responding to known high-crash sites.

Systemic Safety Approach

Instead of focusing solely on spot improvements, ODOT embraces a systemic safety model, which seeks to prevent crashes even in locations without a history of fatal incidents. This approach prioritizes three major items, including:

- **Risk-based screening criteria** (e.g., roadway type, lane count, posted speed).
- **Corridor-level assessments** for pedestrian crossing needs.
- **Scalable, affordable interventions** that can be implemented widely.

According to the report, "Systemic analysis considers factors such as roadway design characteristics and traffic control devices, lighting conditions, vehicle speeds, and nearby pedestrian destinations. Combinations of these factors will also help identify countermeasures to address and prevent pedestrian crashes. (p. 8)." By adopting this model, ODOT aims to deliver more geographically diverse improvements, especially in underrepresented areas.

Selection and Prioritization of Sites

ODOT created a *screening tool* to identify priority sites for pedestrian safety improvements. This tool considers four main factors that contribute to the crash and safety issues, including:

- **Crash frequency and severity**
- **Proximity to trip generators** (schools, parks, transit stops)
- **Demographic indicators** (income, disability, minority populations)
- **Existing infrastructure gaps**

Locations were assigned risk scores, and those with no current pedestrian facilities but high-risk potential were flagged for intervention. These sites were visualized in GIS maps and will guide future funding decisions.

Proven Countermeasures: FHWA STEP Toolbox

A central component of the Action Plan is the promotion of FHWA's Safe Transportation for Every Pedestrian (STEP) countermeasure. These proven, low-cost engineering solutions include:

1. **Rectangular Rapid Flashing Beacons (RRFBs) –** Flashing lights to alert drivers when pedestrians are crossing.
2. **Pedestrian Refuge Islands –** Raised areas in the middle of multi-lane roads to provide a safe pause point.
3. **Raised Crosswalks –** Improve visibility and encourage drivers to slow down.
4. **Curb Extensions (Bulb-Outs) –** Shorten crossing distances and increase pedestrian visibility.
5. **Crosswalk Visibility Enhancements –** High-visibility markings, signage, and lighting.

As mentioned in the report, these countermeasures have been proven to reduce crashes and are recommended for both urban and rural environments (See p. 13). Each countermeasure is matched to specific roadway types and crossing conditions. The plan provides a decision matrix for practitioners to choose appropriate solutions.

Design Guidance and Policy Integration

To ensure long-term institutional change, the plan recommends updates to ODOT design manuals, standard drawings, and project scoping documents. This includes three main tasks, including:

- Integrating pedestrian countermeasures in routine resurfacing or reconstruction projects.
- Creating decision trees to determine when to include safety features based on roadway characteristics.
- Requiring pedestrian safety assessments during project development and review.

Accordingly, updating design guidance and procedures is a critical step to ensure that safety improvements are consistently and systematically incorporated into projects (pages 14&15). The plan also promotes alignment with ADA requirements, emphasizing that accessibility and safety must go hand in hand.

Partnerships and Stakeholder Engagement

Implementation requires collaboration across state agencies, regional planning organizations, local governments, tribes, and transit providers. ODOT emphasizes working closely with Metropolitan Planning Organizations (MPOs), transit authorities, county and municipal public works departments, law enforcement, advocacy groups, and community-based organizations. ODOT also highlights the importance of community input in designing safe and context-sensitive pedestrian solutions.

Funding and Implementation

The Action Plan is designed to help Oklahoma agencies leverage federal funding. According to the report, "This Plan also builds on existing State goals for improving safety, examining existing conditions, and using a data-driven approach to match countermeasures with demonstrated problem locations. Plan recommendations are structured to allow for immediate implementation (p. 2)."

Evaluation and Metrics

To track progress, the plan proposes a set of performance metrics, including:

- Reduction in pedestrian fatalities at improved sites
- Number of uncontrolled crossings upgraded
- Number of agencies adopting safety policies
- Public feedback and perception of safety

Data collection tools include crash databases, field observations, and before-after studies. Continuous monitoring and evaluation will ensure accountability and allow for refinement over time (p. 18).

Transportation Planning and Policy Integration

The ***ODOT Pedestrian Safety Action Plan*** integrates pedestrian safety into broader transportation planning by emphasizing several core principles, including:

- Multimodal Design: The plan promotes a shift away from car-centric infrastructure, advocating for Complete Streets that accommodate pedestrians, cyclists, and transit users. It supports features like crosswalk enhancements, refuge islands, and curb extensions to make roads safer and more accessible.
- Land Use Integration: Pedestrian risk is closely tied to land use. The plan highlights that areas like transit stops, schools, and commercial corridors often lack adequate crossing infrastructure, increasing danger for pedestrians. It urges coordination with zoning and comprehensive planning to ensure pedestrian needs are addressed alongside development.
- Access for All and Investment: Fairness is central to the plan's systemic safety approach, using indicators like income, disability, and transportation access to prioritize underserved communities for safety improvements—even if they don't have a high crash history.
- Context-Sensitive Solutions: Recognizing that each roadway is different, the plan calls for tailored treatments based on local conditions such as speed, volume, and land use. Tools like a decision matrix help ensure solutions are appropriate and effective.

- Integration with Broader Planning: The plan aligns with major initiatives like the Oklahoma Highway Safety Plan, the Statewide Long-Range Transportation Plan, and local comprehensive plans, positioning pedestrian safety as a fundamental element of statewide infrastructure and mobility policy.

Conclusion

The ODOT Action Plan is a pivotal step forward in addressing pedestrian fatalities and injuries in Oklahoma. By shifting to a systemic, data-driven, and evidence-based model, the state can more effectively deploy resources to where they are needed most. With a strong foundation in engineering best practices, supported by federal initiatives and local collaboration, the plan lays out a clear path for safer streets across urban, suburban, and rural communities. Its emphasis on proven countermeasures, design manual reform, and institutional partnerships reflects a sophisticated understanding of how safety, planning, funding, and community needs intersect. Moreover, its strategic integration with broader transportation and land use goals positions it as a model for holistic safety planning. As Oklahoma continues to implement the recommendations of this plan, its success will depend on sustained leadership, interagency coordination, and the commitment to prioritize vulnerable road users in transportation decisions for decades to come.

2. ODOT Strategic Highway Safety Plan (2023–2028)[30]

Introduction and Purpose

The Oklahoma 2023–2028 Strategic Highway Safety Plan (SHSP) is a federally required, data-driven, and multi-agency framework aimed at reducing fatalities and serious injuries on Oklahoma's roadways. The SHSP's overarching vision is clear and ambitious: " zero traffic fatalities and zero serious injuries (p. 3)." The plan's purpose is to guide decision-making, investments, policy updates, and collaborative strategies that make roads safer across the state. This is the fifth iteration of the SHSP, building upon past accomplishments while recognizing persistent and emerging safety challenges in Oklahoma's transportation system.

Vision, Mission, and Core Principles

The plan embraces the national Toward Zero Deaths (TZD) strategy. Oklahoma's SHSP is underpinned by several guiding principles, as listed below. These principles provide a foundation for cross-sectoral collaboration among local, tribal, regional, and state-level stakeholders.

- Zero is the only acceptable goal.
- Safety is a shared responsibility.
- Data and analysis guide decision-making.
- Proven countermeasures should be prioritized.
- Fairness must be integrated in safety planning.

Strategic Goals

[30] Oklahoma Department of Transportation (ODOT). (2023). Oklahoma 2023–2028 Strategic Highway Safety Plan.

The SHSP outlines four overarching strategic goals:

1. Reduce the number of fatalities and serious injuries on all public roads.
2. Improve coordination across safety stakeholders, including engineering, enforcement, education, and emergency services.
3. Utilize performance-based and data-driven approaches to guide decisions.
4. Integrate safety into all aspects of transportation planning and project delivery.

By emphasizing both proactive and reactive strategies, the SHSP aims to embed safety in Oklahoma's broader transportation planning framework.

Current Crash Trends and Key Data Insights

Oklahoma continues to experience high fatality rates compared to national averages. In 2021, the state recorded 762 fatalities and 2,717 serious injuries. Over 40% of traffic fatalities occurred in rural areas, despite lower traffic volumes. The SHSP identifies several concerning trends:

- **Impaired driving** remains a leading cause of fatalities.
- **Unrestrained occupants** account for a large proportion of deaths.
- **Speed-related crashes** are rising.
- **Pedestrian and bicyclist fatalities** have grown steadily.
- **Rural roadways** are disproportionately dangerous.

The SHSP leverages geospatial mapping and historical crash data to target high-risk corridors and communities for intervention.

Emphasis Areas and Action Teams

The plan identifies Oklahoma's priority emphasis areas as well as relevant strategies for implementation. For the 2023 SHSP, the state's Executive Committee determined to use the following eight emphasis areas (page 18):

- Lane Departures
- Impaired Driving
- Occupant Protection
- Unsafe Speed
- Intersections
- Commercial Motor Vehicle Crashes and Work Zones
- Motorcycle Crashes and All-Terrain Vehicles
- Vulnerable Road Users

Each area includes goals, performance metrics, strategies, and lead agencies.

Pedestrian and Bicycle Safety

Transportation safety planning for non-motorized users is addressed extensively. Oklahoma has seen an increase in pedestrian fatalities, often at uncontrolled intersections or on high-speed roadways. The SHSP notes that "Of all pedestrian fatalities and serious injuries, 21% involved alcohol and/or drug impairment, and 24% of crashes were classified by the reporting officer as hit and run. Bicyclist fatalities and serious injuries exhibit similar but slightly less elevated patterns, with 12% involving impairment and 21% being hit and run (p. 52)." Recommended strategies include:

- Expanding lighting and signage in pedestrian-heavy zones

- Supporting Safe Routes to School programs
- Integrating context-sensitive design in road projects
- Enhancing driver awareness of vulnerable road users

Bicycle safety, while less emphasized, is included within the pedestrian framework. The SHSP encourages including bike lanes, trail connectivity, and traffic calming in city planning processes.

Lane Departure and Intersection Safety

Two of the deadliest crash types, lane departure and intersection crashes, are key SHSP focus areas. These types often involve high speeds and limited visibility, particularly in rural zones. The plan encourages local governments to integrate these features into design standards and long-range plans, using crash history to prioritize locations. To mitigate risk, the SHSP proposes engineering treatments such as:

- Rumble strips
- High-friction surface treatments
- Intersection conflict warning systems
- Roundabouts (wherever feasible)

Speed Management and Aggressive Driving

Speeding remains a persistent problem on both urban arterials and rural highways. The SHSP identifies speed management as a critical priority, emphasizing enforcement, education, and roadway design. Recommendations include:

- Increasing automated speed enforcement pilot programs
- Expanding speed feedback signage
- Lowering design speeds in urban school zones
- Engaging with communities about the dangers of speeding

The plan suggests that aggressive driving (tailgating, road rage, etc.) be addressed through driver behavior programs and better public messaging.

Transportation Planning and Safety Integration

A central theme of the SHSP is that safety must be embedded into all aspects of transportation planning, rather than being treated as a standalone goal. The document calls for close collaboration between the SHSP and other planning instruments:

- Statewide Long-Range Transportation Plan
- Comprehensive Highway Safety Improvement Program (HSIP)
- Metropolitan Planning Organization (MPO) regional plans
- Local and tribal transportation plans

Safety performance measures should guide capital investment decisions, corridor studies, and project prioritization at all planning levels (p. 55). This integration ensures that safety is considered from the earliest stages of transportation project development.

Demographic Considerations and Underserved Communities

Access for all and fair transportation planning is addressed throughout the plan, with particular attention to rural areas, tribal communities, people with disabilities, and low-income populations. The SHSP notes that these groups face higher risks due to lack of infrastructure, limited enforcement, and geographic isolation. The plan emphasizes the importance of community engagement, culturally appropriate education materials, and even funding distribution. According to the document, to achieve the vision of zero fatalities, we must ensure that all communities, especially those historically underserved, benefit from safety improvements (p. 11&12).

Education, Enforcement, and Emergency Response

Beyond engineering, the SHSP highlights the need for improved education and enforcement. Key strategies include:

- Public campaigns targeting impaired driving, distraction, and seat belt use
- Training programs for law enforcement and first responders
- Enhancing incident management coordination across jurisdictions
- Supporting EMS data integration with crash systems for better response

The plan acknowledges that enforcement alone is insufficient and must be paired with positive behavioral reinforcement, community partnerships, and evaluation tools.

Data Systems and Evaluation

A cornerstone of the SHSP is its commitment to data-driven decision-making. Oklahoma's Traffic Records Coordinating Committee (TRCC) leads efforts to improve data quality, access, and integration. This includes:

- Better linkage between crashes, roadway, enforcement, and EMS data
- Use of geospatial tools for hotspot analysis
- Establishing baseline metrics and annual performance tracking

Performance metrics are aligned with federal reporting requirements and state-level goals. Each Emphasis Area has specific targets to reduce unrestrained fatalities.

Implementation and Accountability

To operationalize the SHSP, the plan includes several steps and phases, including:

- Action plans for each Emphasis Area
- Lead and support agencies for each strategy
- Funding mechanisms through HSIP, Section 405 grants, and local initiatives
- Annual progress reporting
- Cross-agency coordination structures

According to the plan, "While the ODOT SHSP is focused on surface transportation improvements for all modes, the Oklahoma Highway Safety Office (OHSO) develops a Highway Safety Plan (HSP) annually focused on road safety behavioral and education programs that reduce traffic-related fatalities and serious injuries (p. 6)." The plan concludes by reaffirming that achieving the vision of zero fatalities will require sustained leadership, resources, and partnerships across all sectors.

Conclusion

The Oklahoma 2023–2028 Strategic Highway Safety Plan is a robust, forward-looking strategy to reduce transportation-related deaths and injuries across the state. It combines proven countermeasures, data-driven planning, and collaborative governance to tackle a wide array of roadway risks—from impaired driving and speeding to pedestrian fatalities and rural crashes. What makes this plan particularly strong is its integration of safety with broader transportation planning functions, including land use, infrastructure design, funding prioritization, and community needs. Safety is not treated as a supplemental goal—it is positioned as central to the function and purpose of the transportation system itself. Through its emphasis on shared responsibility, systemic thinking, and measurable outcomes, the SHSP charts a clear and credible path toward Oklahoma's vision of zero fatalities.

3. Pottawatomie County Safe Routes to School (SRTS) Master Plan[31]

Purpose and Scope of the Plan

The *Pottawatomie County Safe Routes to School (SRTS) Master Plan* is a strategic document developed to enhance the safety, accessibility, and walkability of school routes for students in Pottawatomie County, Oklahoma. Its principal aim is to increase the number of students walking and biking to school through improved infrastructure, safety education, community engagement, and policy development. This county-level plan is part of a national movement supported by the U.S. Department of Transportation and state agencies, promoting active school travel for health, environmental, and safety benefits. The planning process involved collaboration between local governments, school districts, tribal nations, public health professionals, law enforcement, and transportation planners. The ultimate vision is to foster environments where students can travel safely and independently to school, particularly in rural and small-town contexts that present unique challenges.

Background and Rationale

Rural counties like Pottawatomie often lack the pedestrian and bicycle infrastructure found in urban areas. Schools are frequently located along state highways or arterial roads with limited shoulders, no sidewalks, high-speed traffic, and minimal crossing protection. Consequently, many parents drive their children to school—even short distances—due to safety concerns. The plan states: "many parents believe it is unsafe for children to walk or bike to school because of the lack of sidewalks (p. 11)." At the same time, obesity and physical inactivity are significant public health issues among youth. The SRTS initiative offers a win-win: promoting healthier lifestyles, traffic reduction, and enhanced neighborhood safety through small-scale, high-impact investments.

Goals and Objectives

The Plan identifies five overarching goals, including:

- Increase the number of students walking and biking to school safely.
- Reduce traffic congestion around schools.
- Improve safety through infrastructure enhancements.
- Encourage community participation and education.
- Promote accessibility by addressing barriers for underserved populations.

And to achieve these, the Plan incorporates the "6 Es" framework:

- Education
- Encouragement
- Engineering
- Enforcement
- Evaluation
- Equity

According to the report, these components guide all proposed programs and interventions.

[31] Blue Zones Project – Pottawatomie County. (2019). Pottawatomie County Safe Routes to School Master Plan.

Community Engagement and Process

The planning process involved an extensive stakeholder engagement effort, including school principals, teachers, parents, transportation officials, health professionals, and law enforcement. The plan states that community input, walking audits, and school travel tallies were essential tools for understanding how children currently travel to school and where barriers exist. Field observations were conducted at multiple school sites to assess traffic behavior, sidewalk conditions, signage, and crossing challenges. These site audits revealed systemic problems: lack of sidewalks, inadequate crossings, minimal bike infrastructure, speeding near schools, and poor visibility—all significant barriers to safe walking and biking.

School Site Profiles

The heart of the plan is its comprehensive review of individual schools in the region. Each school profile includes:

- Student population and location context
- Existing conditions for walking and biking
- Observed barriers and risks
- Crash data (where available)
- Recommended infrastructure improvements

Accordingly, examples of infrastructure deficiencies include sidewalks ending abruptly or not existing at all, crosswalks faded or unmarked, high-speed roads directly adjacent to school entrances, and inadequate lighting and signage. For each school, tailored recommendations are provided based on these site-specific findings.

Transportation Safety and Planning Considerations

Transportation safety is a dominant theme throughout the document. In fact, nearly every infrastructure recommendation stems from a concern for safety. Key observations include:

- Speed Management: Many schools are located on roads with posted speeds of 35 mph or higher. The plan advocates for reduced speed limits in school zones, installation of speed feedback signs, and traffic calming measures like speed humps and curb extensions.
- Crossing Improvements: At most schools, safe pedestrian crossings are either lacking or poorly designed. The plan calls for:
  - High-visibility crosswalks
  - Pedestrian refuge islands
  - Curb extensions to shorten crossing distances
  - Improved lighting and signage

A well-marked crosswalk, advanced warning signage, and curb extensions are necessary to enhance pedestrian visibility and safety (p. 18). According to the report, these two areas need to be addressed in particular:

- Sidewalk Gaps: Many students live within a walkable distance but are unable to walk safely due to missing or damaged sidewalks. The plan proposes filling in these gaps, especially in areas with dense housing or near parks.

- Bike Facilities: Very few schools have any bike infrastructure. The plan suggests striped bike lanes or shared-use paths where feasible and secure bike parking on school grounds.

Policy and Program Recommendations

In addition to physical improvements, the Plan includes a suite of policy and programmatic strategies to support safe walking and biking, including:

1. **Walking School Buses and Bike Trains**: Volunteer-led programs where groups of children walk or bike to school together under adult supervision.
2. **Safety Education**: Teaching students the rules of the road, helmet use, and safe walking habits.
3. **Driver Awareness Campaigns**: Increasing motorist awareness near schools, especially during arrival and dismissal times.
4. **Crossing Guard Programs**: Expanding training and deployment of adult crossing guards at high-risk intersections.
5. **Parent Engagement**: Encouraging parents to support active travel through incentive programs and safety workshops.

The report indicates that safety is not only an engineering issue but also a matter of behavior and community norms. Education and encouragement must complement physical changes (p. 16).

Available resources and Health Considerations

Resources availability is emphasized throughout the Plan. The planning team prioritized schools with high rates of students receiving free or reduced lunch, as a proxy for socioeconomic vulnerability. These schools often face:

- Limited transportation options
- Unsafe walking environments
- Higher levels of chronic health conditions among students

By targeting these communities for infrastructure upgrades and programming, the Plan aims to reduce disparities in access and health. The report mentions that Safe Routes to School should serve as a tool for reducing inequality in access to safe, active transportation (p. 17). Additionally, the Plan draws a clear link between physical activity and academic performance, noting that students who walk or bike to school tend to be more alert and healthier.

Implementation and Funding

The Plan outlines implementation strategies for translating goals into action. It provides a phased approach to defining high-priority and mid-priority projects. The plan also discusses potential funding sources such as ODOT Transportation Alternatives Program (TAP), Safe Routes to School grants, Local bond initiatives, Public-private partnerships, and Tribal transportation funds.
The plan includes a prioritization matrix that evaluates projects based on need, cost, feasibility, and community support.

Monitoring and Evaluation

A crucial part of the strategy is the ongoing monitoring of progress. "Evaluation helps to determine whether the program is meeting its objectives and to assess whether resources are being directed toward efforts that show the greatest likelihood of success. Ongoing evaluation can identify unforeseen barriers or issues that arise and help respond with necessary adjustments (p. 17)." The Plan proposes:

- Annual tracking of the number of students walking or biking to school
- Periodic crash data reviews
- Surveys to evaluate parent and student perceptions of safety

"Each school, school district, or local government can determine the objectives to be evaluated. Objective should be "SMART:" Specific, Measurable, Achievable, Relevant, and Time-bound (p. 17)."

Conclusion

The Pottawatomie County SRTS Master Plan is a comprehensive blueprint for improving student safety and promoting active transportation. By addressing infrastructure, education, and community culture, it provides a well-rounded approach to making walking and biking to school a safe and viable option for all students. The plan is notable for its detailed assessments of current conditions, its sensitivity to rural challenges, and its grounding in both transportation planning and public health. It demonstrates that improving school access is not just about sidewalks; it's about fair access, safety, education, and community values. Its integration of transportation safety into local planning and decision-making frameworks positions it as a foundational tool for future investments. When implemented, the plan promises a safer, healthier, and more connected future for the children and families of Pottawatomie County.

4. City of Shawnee Comprehensive Plan[32]

The City of Shawnee Comprehensive Plan serves as a guiding framework for the city's future development, land use, transportation, and infrastructure strategy through the year 2040. Rooted in extensive community engagement, the plan integrates sustainability, growth management, economic development, and infrastructure planning, all while aiming to preserve Shawnee's character and improve quality of life for residents.

The document outlines a vision for Shawnee that promotes balanced growth and development, sustainability and resilience, infrastructure modernization, inclusive housing and mobility, and strong economic and recreational assets. The plan is organized into 10 chapters, covering topics including Community Vision and Engagement, Future Land Use Plan, Mobility and Transportation, Housing, Economic Development, Parks and Recreation, Utilities and Infrastructure, and Implementation Strategies.

We categorized the key themes and takeaways from this report into two major areas including growth management and land use and community engagement. Regarding growth management and land use, the central aim of the plan is to promote compact, walkable neighborhoods and efficient use of land and infrastructure. The city wants to curb sprawl by encouraging infill development and mixed-use centers, while also preserving rural and agricultural land on the periphery. In terms of community engagement, the report indicates that the planning process was built on a robust public outreach effort, involving different methods and tools such as community workshops, online surveys, stakeholder interviews, and focus groups. This bottom-up engagement informed the community's priorities in several areas, including the desire for: better roads and traffic flow, more sidewalks and trails, stronger identity and placemaking, and more diverse housing choices.

Transportation planning is a major pillar of the Shawnee Comprehensive Plan, discussed comprehensively in Chapter 3: Mobility and Transportation. The city adopts a Complete Streets approach, prioritizing all users—pedestrians, cyclists, motorists, and transit riders—across all modes of travel (p. 73). The plan promotes "Establish[ing] a network of complete streets which could be supported through adoption of a complete streets policy or ordinance (p. 76)." Key transportation goals indicated in this chapter include expanding connectivity between neighborhoods, promoting multimodal infrastructure, improving pedestrian and cyclist safety, planning for future transit options, and reducing reliance on single-occupancy vehicles.

In this chapter, three main concepts related to transportation planning are discussed, including Complete Streets Design, Sidewalks and Trails, and Public Transit and Future Readiness.

[32] City of Shawnee & RDG Planning & Design. (2019). City of Shawnee 2040 Comprehensive Plan.

Complete Streets and Street Design

The plan recommends rethinking street design through a Complete Streets lens, incorporating:

- Sidewalks
- Bike lanes
- Crosswalks
- Trees and shade
- ADA-accessible routes

It points out that historically, many roads in Shawnee were designed primarily for cars, neglecting other users. To address this, the plan discusses designing streets with the needs of all users in mind to improve safety and create a more connected city. The plan emphasizes context-sensitive design, recommending that different street types (e.g., urban, suburban, rural) follow different design principles.

Sidewalks and Trails

Improving pedestrian access and safety is a major concern in Shawnee. According to the report: "This data is reflective of the community survey in which sidewalks and pedestrian paths, bicycle friendliness, pedestrian friendliness, trail connectivity, and awareness of transit rated highly inadequate (p.41)." The plan proposes creating a priority sidewalk improvement map, which targets underserved areas, school zones, and high-pedestrian-traffic corridors.

Public Transit and Future Readiness

Currently, Shawnee has limited transit options, but the plan recognizes the need to prepare for future demand—especially for aging populations and low-income residents. The comprehensive plan mentions that "Poorly rated transportation infrastructure included sidewalks and pedestrian paths, bicycle and pedestrian friendliness, connectivity of trails, and transit awareness (p. 55)." There is also a call for regional collaboration with tribal governments, ODOT, and neighboring cities to improve connectivity.

Transportation Safety

Transportation safety is addressed across several strategies:

- Improved signage and lighting
- Traffic calming in neighborhoods
- Intersection upgrades
- Pedestrian crossing improvements
- ADA retrofits

As mentioned in the report: "Design features that enhance safety by controlling speed and access. These could include landscaping features, boulevard trees, narrowed lanes, etc. (p. 112)." The plan also highlights that crashes and traffic injuries are more likely in areas without sidewalks or crossings, particularly for pedestrians and bicyclists.

Land Use and Transportation Integration

The plan explicitly integrates land use and transportation to support walkability, transit-oriented development, and sustainable growth, and discusses that the pattern and intensity of land development influences how people move through the city. Mixed-use and higher-density development are encouraged in areas with good connectivity, allowing people to live, work, and shop without relying on a car.

Implementation Strategies

The Shawnee Comprehensive Plan culminates with a clear roadmap for putting the plan's vision into action. Implementation is framed as an evolving, collaborative effort among city departments, local stakeholders, regional partners, and the community. The plan provides a detailed implementation matrix with:

- Short-, mid-, and long-term goals
- Responsible agencies and partners
- Funding considerations
- Monitoring and evaluation tools

Transportation implementation strategies are particularly focused on transforming Shawnee's infrastructure to support safer, more accessible, and mobility for all. These strategies include developing a full transportation master plan, which would build on the mobility goals presented in the Comprehensive Plan and provide more detailed guidance on prioritizing projects. This includes addressing critical sidewalk gaps, upgrading intersections for pedestrian safety, and expanding bike and trail infrastructure to connect neighborhoods and destinations across the city. Another key element is the revision of design standards to reflect Complete Streets principles, ensuring that future roadway projects automatically consider all users—from drivers to walkers, cyclists, seniors, and people with disabilities. The plan also recommends pursuing external funding opportunities to accelerate safety and connectivity upgrades. Importantly, the implementation strategies include monitoring tools and evaluation metrics to assess progress over time, adjusting the approach as needed. Transportation-related implementation actions include:

- Creating a **transportation master plan**
- Prioritizing **sidewalk gaps and bike infrastructure**

- Updating **street design standards**
- Pursuing **grants for safety upgrades**

Conclusion

The City of Shawnee Comprehensive Plan is a forward-looking, integrated planning document that weaves together land use, infrastructure, housing, and transportation. The Plan articulates a vision of a connected, fair, and resilient community that values thoughtful growth and inclusive infrastructure. Transportation is a linchpin throughout this vision, integrated not just as a technical issue, but as a social, environmental, and economic priority. Transportation is not treated in isolation but as a core enabler of quality of life, economic opportunity, and environmental resilience. It strongly emphasizes:

- Mobility for all
- Complete Streets principles
- Connectivity and safety
- Sustainability and smart growth

By embracing Complete Streets, enhancing pedestrian and cyclist infrastructure, and planning for future transit needs, the plan sets the stage for a more livable and accessible Shawnee. The plan also acknowledges existing challenges—such as gaps in infrastructure, unequal mobility access, and underinvestment in public transportation—but views these as opportunities for targeted intervention and community-driven solutions.

5. City of Shawnee - Americans with Disabilities Act (ADA) Self-Evaluation & Transition Plan[33]

Overview and Purpose

The *City of Shawnee ADA Transition Plan Framework* (June 2023) is a foundational document designed to guide the City of Shawnee in achieving compliance with the Americans with Disabilities Act (ADA), particularly Title II, which governs access to public services and facilities. The document lays the groundwork for future updates and full implementation of a transition plan that eliminates physical barriers in the public right-of-way (ROW). The primary goal is to ensure that infrastructure, especially sidewalks, curb ramps, and pedestrian facilities, is accessible to individuals with disabilities. As noted in the introduction, "The purpose of this Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan is to summarize the activities completed to-date related to ADA compliance and to create a roadmap for the City of Shawnee to update their ADA Transition Plan (p. 1)."

Legal and Institutional Background

The ADA, enacted in 1990, mandates that public entities ensure all services, programs, and activities are accessible to individuals with disabilities. Title II specifically requires local governments to conduct a self-evaluation of accessibility barriers and to create a transition plan to address them. The City of Shawnee, like other municipalities, must take reasonable steps to remove barriers to access in their pedestrian facilities located within the public right-of-way. The document identifies two key regulatory authorities that guide compliance, including U.S. Department of Justice (DOJ) under Title II of the ADA and Federal Highway Administration (FHWA) under Section 504 of the Rehabilitation Act.

Additionally, the city is guided by design standards such as the ADA Accessibility Guidelines (ADAAG) and the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). These standards not only govern physical design requirements for elements like curb ramps and pedestrian signals but also influence broader transportation planning practices by embedding expanded mobility options and accessibility into infrastructure delivery.

[33] City of Shawnee. (2023). City of Shawnee – Americans with Disabilities Act (ADA) Self-Evaluation & Transition Plan Framework.

Scope of the Transition Plan

The ADA Transition Plan for Shawnee covers pedestrian facilities in the public right-of-way, including:

- **Sidewalks**
- **Curb ramps**
- **Pedestrian crossings**
- **Signalized intersections**
- **Pedestrian push buttons**
- **Driveway crossings**

While the document acknowledges that other facilities such as buildings, parks, and parking lots are also important, this framework limits its focus to those located in the ROW. Sidewalks and curb ramps are crucial for enabling people with disabilities to travel independently and safely throughout the community. Transportation safety and planning are therefore central to this ADA compliance effort.

Public Outreach and Community Involvement

One of the core components of the ADA transition process is engaging with the public, especially people with disabilities. The City of Shawnee held public meetings and invited input through online surveys and open comment periods. These efforts are designed to identify not only physical barriers but also lived experiences that highlight the social dimensions of accessibility. The document states that outreach allowed the City to better understand accessibility barriers experienced by the public, identify key pedestrian corridors, and guide prioritization of improvements. This approach ensures that infrastructure investments align with community needs, especially in neighborhoods where people with disabilities are most affected by inaccessible design.

Self-Evaluation of Existing Infrastructure

The City of Shawnee conducted an extensive self-evaluation survey to identify and categorize barriers in the public right-of-way. The evaluation used GIS-based data collection and analysis, focusing on sidewalk segments, curb ramps, crossings, and signals. The evaluation process considered design compliance (e.g., slope, width, detectable warnings), physical condition (e.g., cracks, uplift), and connectivity (e.g., whether sidewalks linked key destinations). According to the report, "Selecting a variety of different facilities to be evaluated during each phase instead of evaluating only one facility type may provide a better understanding of your high-risk areas (p. 19)."

Findings from the Self-Evaluation

The self-evaluation revealed that a significant percentage of existing facilities are non-compliant or missing entirely. For instance, many intersections lack any curb ramps or have ramps that are too steep or without detectable warning surfaces. Additionally, sidewalk networks are often discontinuous, especially in older neighborhoods and along arterials. The report indicates that the most common deficiencies included steep cross slopes, noncompliant curb ramp dimensions, and insufficient or missing detectable warnings. These findings reflect a historical underinvestment in pedestrian infrastructure, which not only affects individuals with disabilities but also impedes safe multimodal transportation for all users. The Shawnee ADA Framework positions accessibility as integral to a broader vision of fair and safe transportation planning.

Prioritization of Barrier Removal

The ADA Transition Plan Framework outlines a system for prioritizing improvements based on three primary criteria:

1. Proximity to key pedestrian generators, such as schools, hospitals, senior centers, and transit stops.
2. Severity of the barrier, based on the extent to which it prevents independent travel.
3. Public input, especially from individuals with disabilities.

The report includes a "*Phased Facility Evaluation Approach (p.18&19).* This prioritization method is consistent with best practices in transportation planning, where limited funds require strategic allocation to achieve the most impact. Additionally, the plan recommends aligning ADA improvements with roadway resurfacing and capital improvement projects, reinforcing the idea that accessibility should be embedded in all transportation investments.

Cost Estimates and Funding

The ADA Framework includes preliminary cost estimates based on typical unit costs for sidewalk and curb ramp construction. The City of Shawnee anticipates that full compliance will require millions of dollars in capital investment over the next two decades. While exact figures are not yet finalized, the plan emphasizes the need for phased implementation, leveraging state and federal grants where possible. As discussed in the report, "The funding opportunities include applying for resources at the federal and state level, consideration of local options, and leveraging private resources (p. 27)." Importantly, this section (section 4.0 of the report) underscores the relationship between accessibility and long-term infrastructure budgeting, highlighting the need to integrate ADA compliance into transportation capital planning.

Integration with Transportation Planning and Safety

Throughout the document, the link between ADA compliance and broader transportation planning is explicitly acknowledged. Improving sidewalk and curb ramp accessibility is not merely a matter of legal compliance—it is also a critical component of pedestrian safety, mobility, and multimodal connectivity. The plan supports the goals of:

- **Complete Streets policies** that accommodate all users, regardless of ability
- **Vision Zero and Toward Zero Deaths strategies** to eliminate traffic fatalities
- **Safe Routes to School** and other pedestrian-friendly initiatives

The report indicates that accessible pedestrian infrastructure is essential for the safety of all users, especially in areas with high pedestrian activity and limited traffic controls. By aligning ADA goals with transportation policies, the City ensures that every infrastructure investment is an opportunity to enhance safety.

Implementation Strategy and Timeline

While this document is a framework rather than a final action plan, it does propose an implementation roadmap. The City of Shawnee will assign ADA coordination duties to designated staff and track progress through annual reporting. Metrics may include miles of sidewalk brought into compliance, number of curb ramps reconstructed, and reduction in public complaints.

Conclusion

The City of Shawnee ADA Transition Plan Framework represents an essential first step toward building a more inclusive and accessible transportation system. The document not only fulfills regulatory obligations under the Americans with Disabilities Act but also articulates a broader vision for better and enhanced mobility, safety, and urban design. Key takeaways include:

- A comprehensive inventory of pedestrian infrastructure in the ROW
- A structured self-evaluation process grounded in ADA design standards
- A prioritization matrix that centers both severity and community need
- Cost-conscious implementation strategies aligned with capital improvement planning
- A strong link between accessibility and transportation safety

By centering people with disabilities in the planning process, the City of Shawnee affirms that transportation safety and enhanced access are inseparable. As the plan notes: “The ADA prohibits discrimination in access to jobs, public accommodations, government services, public transportation, and telecommunications (p. 1).” In sum, this document not only charts a technical path to compliance but also serves as a moral and planning guide for building a city where everyone, regardless of ability, can move safely and with dignity.

6. Needs Assessment and Action Plan Dunbar Heights Neighborhood, City of Shawnee[34]

The Dunbar Heights Neighborhood Action Plan (2007) is a comprehensive planning document developed to guide revitalization and improvement efforts in the Dunbar Heights neighborhood of Shawnee, Oklahoma. The plan emerged from a participatory community visioning process, aiming to address long-standing issues of disinvestment, poor infrastructure, and socio-economic challenges while articulating a resident-led vision for the neighborhood's future. The plan serves as both a diagnostic assessment and a strategic action framework, structured around six major goal areas: Neighborhood Identity and Character, Land Use, Infrastructure and Transportation, Public Services and Safety, Housing and Property Conditions, and Economic Development and Opportunity.

Vision and Structure

The overarching vision of the Dunbar Heights Neighborhood Action Plan is to create a "safe, attractive, and economically vibrant neighborhood" that reflects the community's values and historic identity. This vision is supported by qualitative and quantitative research, including resident surveys, physical assessments, and public workshops. The plan integrates physical improvements with social and economic strategies, showing a strong understanding of how environmental conditions shape opportunity. The planning process was facilitated by the City of Shawnee in collaboration with local organizations, consultants, and residents. It emphasizes fairness, community ownership, and long-term sustainability. Throughout the plan, there is an emphasis on inclusive governance, recognizing the importance of empowering the community to shape its own trajectory.

Neighborhood Identity and Character

This section focuses on preserving and enhancing the distinct cultural and historical identity of Dunbar Heights, which has deep roots in Shawnee's African American heritage. Residents expressed pride in the neighborhood's history and wanted to see it reflected in new development. Recommendations include signage, neighborhood branding, community art, and reinvestment in cultural landmarks like churches and community centers. Though not directly tied to transportation planning, the concept of placemaking introduced in this section becomes foundational to the infrastructure goals later

[34] City of Shawnee & Dunbar Heights Community Group. (2007). Needs Assessment and Action Plan: Dunbar Heights Neighborhood, City of Shawnee.

in the document, as well-designed public spaces and walkable streets contribute to a neighborhood's sense of identity.

Land Use

The land use analysis reveals a pattern of fragmented and underutilized parcels, some of which are vacant or in disrepair. The plan recommends rezoning certain areas to allow for mixed-use development, community gardens, and infill housing. It stresses the importance of aligning land use decisions with community needs and accessibility standards, particularly for seniors and those with disabilities. Although land use is treated as a separate planning element, the plan demonstrates awareness of the intersection between land use planning and transportation planning, a theme elaborated more directly in the infrastructure section.

Infrastructure and Transportation

This is one of the most critical and extensive sections of the plan. It directly addresses transportation planning, pedestrian mobility, and infrastructure safety, identifying numerous deficiencies and offering strategic solutions. According to the report, key challenges include:

- Poor sidewalk conditions or lack of sidewalks altogether
- Inadequate street lighting
- Absence of bicycle infrastructure
- Dangerous crossings near schools and community centers
- Narrow or crumbling roads
- Flood-prone areas due to poor drainage

The plan states clearly that "Traffic signals and crosswalks for pedestrians are inadequate (p. 96)." These findings are supported by field observations and community feedback. Several recommendations are made to improve transportation safety and better accessibility:

- **Sidewalk installation and repair** along key corridors
- **Traffic calming devices**, such as speed humps and curb extensions near schools and parks
- **Improved lighting** on pedestrian routes to enhance nighttime visibility
- **Enhanced signage** and crosswalks, particularly near schools
- **ADA-compliant curb ramps** at all intersections
- **Bicycle lanes and shared-use paths** to promote active transportation

The plan suggests that these improvements be integrated with the city's broader transportation and capital improvement programs to maximize funding and impact. It also stresses that infrastructure should prioritize safety and connectivity rather than vehicular throughput, aligning with complete streets principles even though the term is not explicitly used. Drainage improvements are also highlighted, as street flooding can impair pedestrian access and damage infrastructure. The plan calls for an integrated infrastructure approach that considers stormwater management, road surface upgrades, and sidewalk improvements as interconnected elements.

Public Services and Safety

While largely focused on police services, code enforcement, and public health, this section acknowledges the role of street design and lighting in crime prevention and community safety. Residents expressed concerns about poor lighting contributing to unsafe conditions, particularly for children walking to and from school or parks. The plan recommends expanded streetlight coverage and community-driven safety audits of infrastructure. Public safety is thus framed as a multi-dimensional concept that includes transportation safety alongside traditional crime prevention.

Housing and Property Conditions

This section addresses the physical decline of housing stock and property neglect. Although housing itself is not transportation-related, the document notes that disconnected and deteriorated infrastructure isolates residents, making it more difficult for them to access services and opportunities. Vacant and blighted properties also reduce walkability and contribute to the perception of neglect. The plan recommends using infill development to rebuild the neighborhood fabric, linking new homes to accessible sidewalks and bus stops.

Economic Development and Opportunity

The final goal area emphasizes workforce development, access to jobs, and small business support. It identifies a need for reliable transportation connections to employment hubs in and beyond Shawnee.

Many residents rely on walking, biking, or informal ridesharing to access jobs. Lack of consistent and safe transportation options limits economic mobility. Transportation planning is recognized here as a determinant of economic opportunity, particularly for youth and low-income households. The plan recommends exploring public transit partnerships, employer-sponsored transportation, and safe routes to commercial corridors as long-term strategies. Additionally, the revitalization of neighborhood commercial nodes, such as Highland Avenue, is suggested as a way to reduce vehicle dependency and support neighborhood-scale economies. This calls for a pedestrian-friendly streetscape and zoning reform to support small businesses.

Implementation Framework

The plan concludes with an action matrix that links each goal area to specific projects, responsible agencies, and potential funding sources. For transportation and infrastructure, priorities include:

- Sidewalk gap closure
- Intersection upgrades
- Lighting and signage improvements
- Traffic calming in residential zones
- Streetscape design standards

Funding is anticipated from a combination of municipal budgets, Community Development Block Grants (CDBG), and potential state/federal infrastructure funds. Importantly, the implementation strategy is community-led, with proposed advisory committees and regular public reviews. The plan emphasizes incremental progress, stating that transforming infrastructure in a disinvested neighborhood takes time and coordinated effort. Success will come from sustained advocacy and inclusive planning.

Conclusion

The *Dunbar Heights Neighborhood Action Plan* is both a policy document and a community roadmap. While it covers a broad range of neighborhood development issues, its treatment of transportation planning and safety is especially robust. The plan presents a clear critique of car-centric planning, emphasizing instead the need for walkable, well-lit, and quality public infrastructure. It approaches transportation as a human right, directly tied to safety, health, education, and economic opportunity. Key principles embedded throughout the plan include:

- Prioritization of non-motorized users
- Infrastructure investment in historically under-resourced areas
- Alignment with ADA accessibility goals
- Community participation in design and prioritization
- Integration of physical and social dimensions of transportation safety

By framing mobility as central to neighborhood revitalization, the Dunbar Heights Plan offers a holistic and inclusive approach to planning, one that continues to resonate with contemporary sustainability goals.

Section II: Document Analysis

Detailed Summary of the Reports

Figure S. provides a concise overview of six transportation-related planning documents, each summarized by its main focus areas and key considerations. These summaries highlight the distinctive scope and intent of each plan, from statewide safety frameworks to neighborhood-level revitalization strategies, offering a quick reference for understanding the central priorities embedded in each document.

Figure S. Summary of Key Characteristics of Each Document

	Report Title	Important Points
1	Oklahoma DOT Action Plan	Focused on pedestrian safety using data-driven approaches, systemic analysis of crash patterns.
2	Strategic Highway Safety Plan (SHSP)	Statewide plan to reduce traffic fatalities; focuses on behavioral and infrastructure safety strategies across multiple emphasis areas.
3	Pottawatomie County Safe Routes to School Plan	Emphasizes children's safety; identifies gaps in sidewalks, crossings, and signage near schools; recommends infrastructure and education programs.
4	Shawnee Comprehensive Plan	Sets long-term vision; emphasizes connectivity, growth management, and livability. Transportation planning integrated into land use and economic development strategies.
5	Shawnee ADA Transition Plan Framework	Framework for ADA compliance in public right-of-way; prioritizes barrier removal for pedestrians; aligns with broader accessibility goals.
6	Dunbar Heights Neighborhood Action Plan	Community-based plan; targets infrastructure, safety, and economic revitalization; stresses pedestrian mobility and localized traffic calming.

From Figure S, it is clear that the Oklahoma DOT Action Plan and SHSP focus heavily on system-wide safety, using data and engineering-based approaches. The Pottawatomie County Safe Routes to School Plan narrows in on children's pedestrian safety and infrastructure gaps near schools. The Shawnee Comprehensive Plan takes a broader visioning approach, integrating transportation into long-term development goals. The Shawnee ADA Transition Plan Framework emphasizes accessibility compliance, while the Dunbar Heights Neighborhood Action Plan targets community-level safety and infrastructure improvements.

Figure T. outlines the specific transportation planning and safety aspects addressed within the same set of six reports. By detailing the tangible actions, design principles, and safety measures proposed, it bridges the gap between each plan's broader objectives and their practical implementation strategies.

Figure T. Transportation-Related Themes and Emphases Across Reports

	Report Title	Transportation Planning & Safety Aspects
1	Oklahoma DOT Action Plan	Promotes multimodal design, pedestrian countermeasures, systemic safety approaches; aligns with Highway Safety Plan and Long-Range Plans.
2	Strategic Highway Safety Plan (SHSP)	Covers emphasis areas like pedestrians, intersections, rural roads, and young drivers; includes performance targets and implementation frameworks.
3	Pottawatomie County Safe Routes to School Plan	Focuses on walkability to school; includes mapping of hazards, sidewalk recommendations, and policy support for safe walking environments.
4	Shawnee Comprehensive Plan	Complete Streets, multimodal connectivity, safe corridors, and walkability; integrates transportation with land use and growth policy.
5	Shawnee ADA Transition Plan Framework	Assesses and prioritizes sidewalk and curb ramp compliance; focuses on public right-of-way safety and accessibility for all users.
6	Dunbar Heights Neighborhood Action Plan	Prioritizes local street improvements, pedestrian safety, and walkable access to community amenities; recommends sidewalk repair, lighting, and traffic calming.

The information in Table 3 shows a consistent commitment to multimodal connectivity and pedestrian safety across multiple plans. The Oklahoma DOT Action Plan and SHSP stress engineering solutions and system-wide interventions, while the Safe Routes to School Plan focuses on walkability through targeted improvements and mapping. The Shawnee Comprehensive Plan strongly articulates Complete Streets principles and the development of integrated, multimodal transportation networks. The ADA Transition Plan is centered on removing barriers in pedestrian infrastructure, and the Dunbar Heights Plan addresses localized safety through targeted street and pedestrian upgrades.

Commonalities and Differences Between the Reports

Commonalities

Pedestrian Safety as a Core Concern
All six documents—regardless of scale or scope—address pedestrian safety as either a central objective or a supporting element. Technical plans such as the *ODOT Pedestrian Safety Action Plan* and *SHSP* analyze crash data and propose targeted countermeasures, while community-driven plans like *SRTS* and *Dunbar Heights* approach safety through the lens of vulnerable populations, fair access, and walkability.

Transportation for All Considerations
Several reports integrate fair transportation decision-making into prioritization and design. The ODOT Action Plan applies indicators such as income, disability, and minority status to target underserved areas. The ADA Transition Plan emphasizes universal access, and the Dunbar Heights Plan addresses historical disinvestment. Even where demographic-centered analysis is less explicit (e.g., SHSP), the protection of vulnerable users signals growing attention to transportation justice.

Data-Informed Planning
Most plans employ quantitative and qualitative data—crash statistics, GIS mapping, walking audits, or surveys—to identify needs and justify investments. This evidence-based approach strengthens transparency, accountability, and funding eligibility.

Multimodal Planning
All plans recognize the value of accommodating more than just vehicles. Whether framed as Complete Streets (Shawnee Comp Plan, ODOT Action Plan) or safe school travel (SRTS), multimodal access for pedestrians, cyclists, and transit users is a recurring theme.

Integration with Broader Plans
Documents reference or align with other local, regional, and state plans, reinforcing consistency and improving coordination. The ODOT Action Plan links to the SHSP and the Statewide Long-Range Plan, while the ADA Framework and SRTS Plan build on local assessments.

Community Engagement
All plans incorporate some form of public or stakeholder input. Community-based plans like Dunbar Heights and SRTS rely heavily on lived experience, while state-led plans still include workshops and consultations to inform priorities.

Shared Infrastructure Solutions
Recommendations frequently include sidewalks, curb ramps, crosswalks, pedestrian lighting, and traffic calming. While the application varies by context (school zones, arterials, neighborhoods), the toolbox is remarkably consistent.

Differences

Depth of Social Issues Integration
Some plans—*ODOT Action Plan*, *Dunbar Heights*—treat social aspects as a structural priority, linking safety to wellbeing of all members of the community. Others—*SHSP*, *Shawnee Comp Plan*—mention these issues but stop short of embedding it deeply in funding or policy frameworks. Therefore, there is a need to prioritize fairness and access to safe transportation, connecting safety outcomes to broader community wellbeing.

Visionary vs. Problem-Driven Approaches
Strategic documents like *SHSP* and *Shawnee Comp Plan* set long-term visions, while *ODOT Action Plan* and *ADA Framework* focus on solving present, well-documented safety problems. Therefore, the Safe Streets Action Plan needs to emphasize addressing documented safety concerns through targeted interventions.

Treatment of Vulnerable Users
SRTS and *ADA Framework* place children, seniors, and people with disabilities at the center of design. The *SHSP* takes a more aggregate, system-wide view, with comparatively less direct emphasis on specific user groups.

Community Voice
Locally driven plans (e.g., *Dunbar Heights*, *SRTS*) integrate community input as a foundation for recommendations. State-led plans rely more on professional analysis, which may provide less direct insight into localized conditions.

Clarity of Implementation Pathways
ODOT Action Plan, *SRTS*, and *ADA Framework* provide clear scoring criteria, timelines, and project lists. The *SHSP* and *Shawnee Comp Plan* articulate broad goals but offer fewer step-by-step implementation details.

Land Use–Transportation Integration
ODOT Action Plan and *Dunbar Heights* explicitly link land use with mobility and safety outcomes. The *SHSP* largely treats roads as independent facilities, without integrating development patterns into safety analysis.

Comparative Analysis between Documents and Their Approach to Transportation Planning and Transportation Safety

Figure U. summarizes six transportation-related planning documents spanning state, county, and city levels, highlighting their primary transportation concerns, degree of safety emphasis, and the strategies used to address safety challenges. Collectively, they reflect diverse priorities—from addressing high pedestrian fatalities and unsafe school walking routes to enhancing accessibility and neighborhood security—while also revealing differences in how safety is integrated into broader transportation planning.

Figure U. Comparative Analysis of Safety Priorities and Strategies in Transportation Planning Documents

	Report	Main Transportation Issues Discussed	Safety Emphasis	Approach to Safety
1	Oklahoma DOT Action Plan	High pedestrian fatalities at uncontrolled crossings; lack of marked crosswalks	Very high (core purpose)	Engineering countermeasures, ADA integration, prioritization
2	Strategic Highway Safety Plan (SHSP)	Lane departures, impaired driving, vulnerable road users, unsafe speeds	Very high (statewide strategy)	Safe System Approach, 4 E's + engagement
3	Pottawatomie County Safe Routes to School Plan	Unsafe walking routes to schools; lack of sidewalks and crossings	High (focused on child pedestrian/bike safety)	6 E's (Education, Encouragement, Engineering, Enforcement, Evaluation, Equity)
4	Shawnee Comprehensive Plan	Need for safe, efficient network for all users; corridor design	Moderate (part of transportation vision)	Multi-modal network design and land use integration
5	Shawnee ADA Transition Plan Framework	Sidewalk and curb ramp non-compliance; lack of accessible crossings	High (accessibility safety)	Barrier removal prioritization; federal ADA standards
6	Dunbar Heights Neighborhood Action Plan	Neighborhood safety, poor street conditions, limited connectivity	Moderate (safety tied to neighborhood security)	Community policing, street improvements, lighting

The data shows that the Oklahoma DOT Action Plan and the SHSP place the strongest emphasis on safety, treating it as a core or statewide priority, with strategies grounded in engineering interventions and system-wide safe mobility frameworks. The Pottawatomie County Safe Routes to School Plan also ranks safety highly, focusing on young pedestrians and cyclists through a holistic 6 E's framework. In contrast, the Shawnee Comprehensive Plan and Dunbar Heights Plan give safety a moderate priority, embedding it within wider goals of network efficiency and community wellbeing rather than treating it as a standalone priority. The Shawnee ADA Transition Plan stands out for targeting accessibility-related safety concerns, particularly infrastructure compliance for individuals with disabilities, aligning its approach with federal ADA standards. Overall, the table reveals that while all documents address safety, the depth of focus and chosen strategies vary, reflecting the unique scope, target audience, and jurisdictional responsibilities of each plan.

The following graph, Figure V, visually compares the presence of key transportation planning themes across six reports, making it easy to identify both shared priorities and gaps. It shows that Pedestrian Safety, Data-Driven planning, Public Engagement, and Infrastructure Recommendations are consistently addressed across all documents indicating broad agreement on their importance. In contrast, themes like Transit

Consideration and Transportation Fairness appear less frequently, suggesting they are either secondary priorities or outside the scope of some plans. ADA/Disability Access is present in targeted documents—particularly the ADA Transition Plan and ODOT Action Plan—highlighting that accessibility is treated as a specialized rather than universal focus. Overall, the analysis highlights shared safety priorities while identifying areas where emphasis varies across planning contexts.

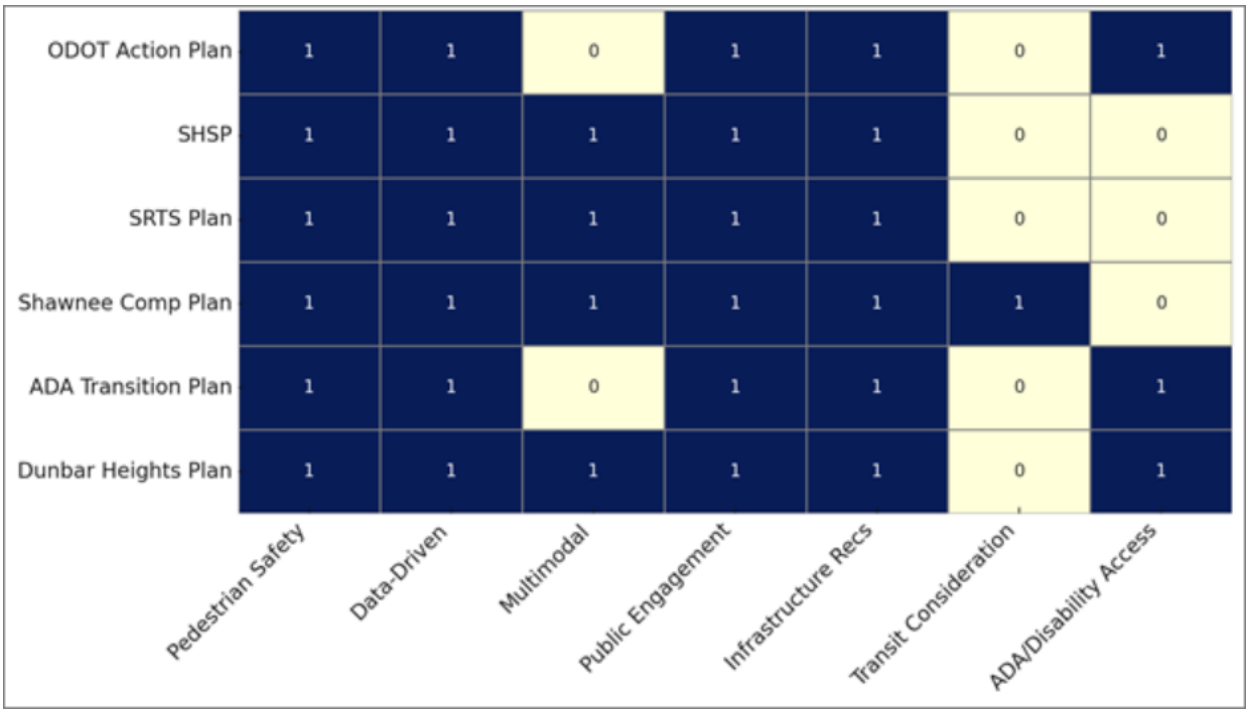


Figure V. Presence of the key themes across six analyzed documents: 1=Yes, 0=No

Additionally, the stacked bar chart, Figure V, illustrates how each of the six reviewed transportation planning documents addresses eight key planning themes. The most consistently covered areas—Pedestrian Safety, Data-Driven planning, Public Engagement, and Infrastructure Recommendations—show near-universal emphasis, indicating strong consensus on their importance across jurisdictions and plan types. Multimodal design is addressed by most but not all documents, suggesting varying integration of different transportation modes depending on the plan's scope. Transportation Fairness appears less frequently, indicating it is not yet a uniformly embedded principle in all planning efforts. Transit Consideration is the least addressed theme, reflecting either limited transit relevance in certain contexts or a lower prioritization relative to other safety and infrastructure concerns. ADA/Disability Access is addressed primarily in documents with a specific accessibility mandate, such as the ADA Transition Plan, showing its treatment as a targeted rather than universal priority. Overall, the chart highlights both shared planning priorities and thematic gaps that could be strengthened in future transportation safety initiatives. Considerations related to access and opportunity for all users appear less frequently.

Comparative Analysis of Transportation Safety Priorities: State vs. Local Planning Approaches

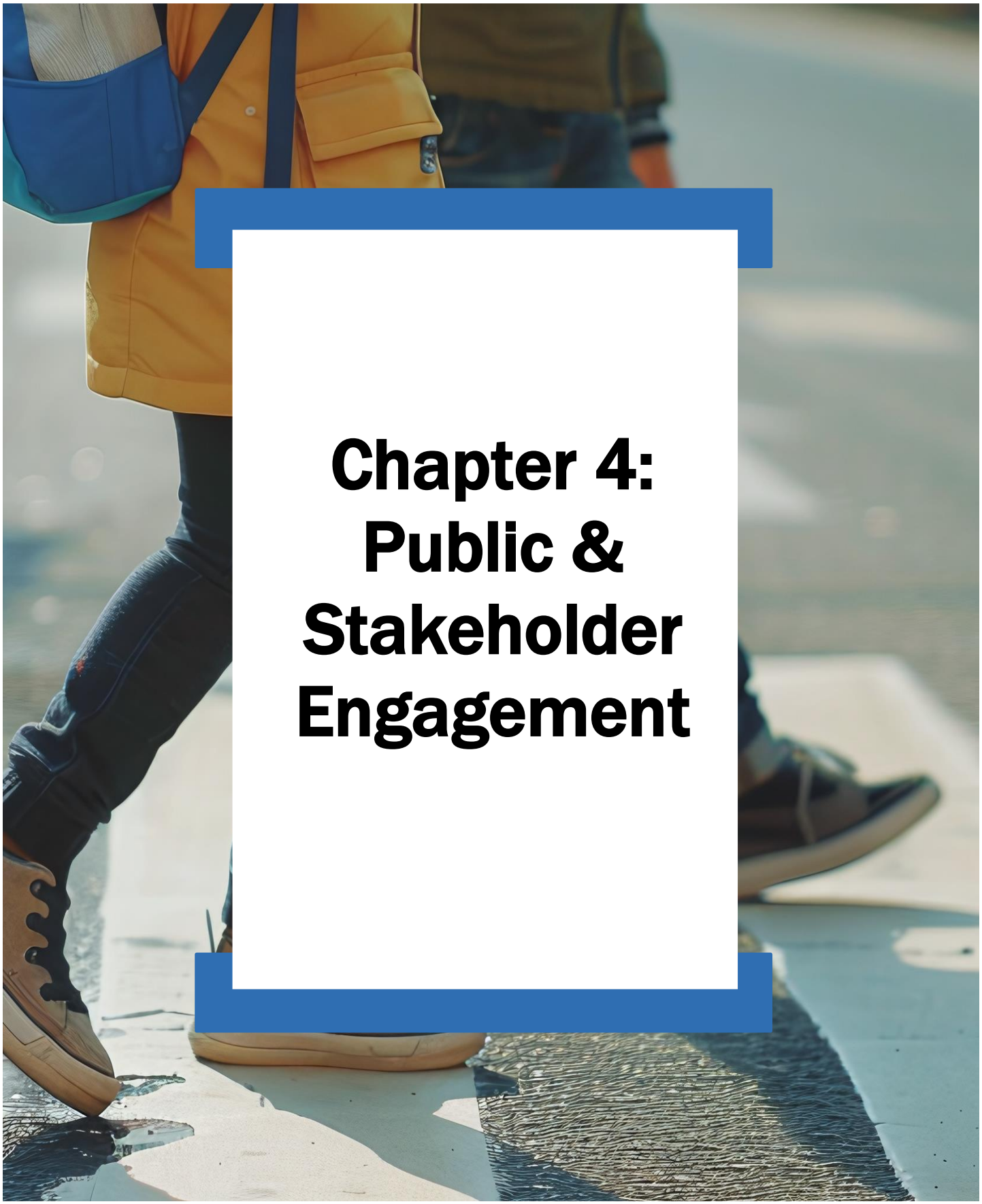
State-Level Documents (Oklahoma DOT Action Plan & SHSP):
State-level plans adopt a broad, system-wide perspective with a *very high* emphasis on safety as their core mission. The Oklahoma DOT Action Plan focuses heavily on reducing pedestrian fatalities at uncontrolled crossings using engineering countermeasures and integrating ADA compliance. The SHSP addresses a wider range of safety challenges—including lane departures, impaired driving, unsafe speeds, and vulnerable road users—through a Safe System Approach and the "4 E's" (Engineering, Education, Enforcement, and Engagement). These documents aim to set uniform safety standards and deploy data-driven interventions statewide, with less focus on accessibility for all members of the community, or neighborhood-specific conditions unless tied to broader safety goals.

Local-Level Documents (SRTS Plan, Shawnee Comprehensive Plan, ADA Transition Plan, Dunbar Heights Plan):
Local-level plans tend to embed safety within broader community goals and show more variation in emphasis. The Safe Routes to School Plan has a high safety priority centered on children's pedestrian and bicycle safety, employing the 6 E's approach to address infrastructure and behavioral change. The Shawnee Comprehensive Plan treats safety as a component of multimodal network design and long-term growth, with a moderate emphasis relative to other development priorities. The ADA Transition Plan focuses strongly on accessibility-related safety, prioritizing barrier removal and compliance with federal standards. The Dunbar Heights Plan views safety through a neighborhood security and infrastructure lens, linking it to street improvements, lighting, and community policing. These local documents often address accessibility, and engagement more explicitly than state-level plans, tailoring solutions to community-specific needs.

State plans prioritize scalable, data-driven safety strategies that can be applied uniformly, while local plans contextualize safety within community development and accessibility objectives. State-level emphasis is broader and technical, whereas local-level emphasis is often more integrated, focused on access, usability, and context-sensitive planning.

Concluding Remarks

The review of these six transportation safety documents reveals a strong and consistent recognition of the importance of creating safer, more accessible, and multimodal transportation systems. While state-level plans emphasize standardized, data-driven strategies with broad applicability, local-level plans excel at tailoring safety initiatives to specific community needs, often incorporating fairness and accessibility as central priorities. Common ground exists in the commitment to pedestrian safety, infrastructure improvements, and integrated planning, yet thematic gaps—such as limited focus on transit and inconsistent integration of demographic attributes—highlight opportunities for more cohesive, inclusive approaches. Moving forward, aligning the strengths of both state and local frameworks—combining technical rigor with community-grounded priorities—can help deliver a more accessible and effective transportation safety agenda for Shawnee and beyond. These comparative findings support the development of locally appropriate safety strategies by identifying practices that improve access, usability, and safe mobility for all roadway users.



Chapter 4: Public & Stakeholder Engagement

Purpose of Community Engagement

Public engagement was a central component of the Shawnee Safety Action Plan development process. Roadway safety impacts families, local businesses, schools, and daily life across the community. By soliciting feedback from residents, businesses, and civic organizations, the City and OU team were able to identify high-priority safety concerns, understand lived experiences on Shawnee's streets, and identify feasible and cost-conscious strategies for improving infrastructure and operations.

Engagement activities ensured that:

- Safety priorities reflected local needs and community values
- Recommendations were grounded in lived experience
- Projects aligned with existing city priorities and investments
- Infrastructure concepts emphasized practical and cost-effective solutions
- Funding strategies could be tailored to realistic implementation pathways, including SS4A, federal formula programs, and local match

This approach reflects the broader national Safety Action Plan model, in which community participation strengthens project selection, improves feasibility, and increases long-term adoption and implementation success.

Engagement Frameworks & Methods

The Shawnee Safety Action Plan used a community-centered engagement model designed to gather insights from people who live, work, and raise families in Shawnee. Because roadway safety affects daily life - school drop-offs, commutes, church services, sports practices, senior outings, and weekend events - it was essential that the public played a meaningful role in shaping the plan.

To ensure broad and diverse participation, the engagement strategy relied on four primary methods:

1. **Stakeholder Committee and Organizational Partners**
2. **Public-Facing Events and Community Outreach**
3. **Digital Engagement and Online Feedback Tools**
4. **Surveys and Prioritization Instruments**

Each method brought in a different perspective, and together they provided a balanced understanding of the community's safety concerns and priorities. This approach allowed residents to weigh in on what should be fixed, where challenges exist, and how improvements could be made in practical, cost-effective ways.

Engagement Strategy

Levels of Participation: Building the Plan with the Community

The Safe Streets Action Plan was developed with the belief that public participation improves both the accuracy and legitimacy of safety planning. Using Arnstein's Ladder of Public Participation[35] as a touchpoint, Shawnee's engagement methods fell mostly in the "Consult," "Involve," and "Collaborate" range with community partners.

Community members shared lived experiences, identified hotspots, and gave feedback on priorities. Stakeholder partners helped refine criteria and workshop solutions. These activities were designed to go beyond simply giving information or "checking the box."

While the plan must ultimately balance technical, financial, and jurisdictional considerations, incorporating public voice throughout ensured that the plan reflects real needs, local knowledge, and values—and increases the likelihood of implementation.

Why the Multi-Method Model Matters for Shawnee

No single method can capture the full picture of transportation safety. Shawnee's approach ensured the plan was shaped not only by data and public health analysis, but also by:

- Youth and family experiences
- Neighborhood-level concerns
- School and park access patterns
- Commute and workplace mobility
- Accessibility needs for aging adults
- Practical implementation and budget considerations

These insights strengthened the credibility, feasibility, and public acceptability of the final recommendations.

[35] Arnstein, S. R. (1969). A Ladder of Citizen Participation. *Journal of the American Institute of Planners*, *35*(4), 216–224. https://doi.org/10.1080/01944366908977225

How Each Method Contributed:

Figure W. Engagement Methods and Contribution to the Safety Action Plan

	Key Contribution for the Safety Action Plan
Safety Action Plan Community Advisory Committee Engagement	Aligned safety concepts with community goals, school priorities, park access, and existing city plans. Provided connection to historical planning efforts and surveys.
Public Events	Captured youth, parents, caregivers, and neighborhood voices often underrepresented in planning processes
Website & Social Media	Made participation available to residents who were busy, rural, or less likely to attend community events
Survey	Provided structured feedback on what should be prioritized and where improvements should occur

How Engagement Informed the Plan

Together, these methods generated insights that directly shaped:

- The **needs assessment** (where and what problems exist)
- The **prioritization criteria** (which projects should go first)
- The **project list and feasibility screening** (what is buildable and cost-effective)

Public participation also helped the OU team balance safety concerns with local stewardship, fiscal responsibility, and operational constraints,
three considerations frequently raised in dialogue with Shawnee residents and stakeholders.

Stakeholder Partners: Safety Action Plan Community Advisory Committee

The OU team collaborated directly with the city staff and a Safety Action Plan Community Advisory Committee throughout the process. The Committee supported the development of the grant proposal in 2024 and then again before the grant contracts were finalized to ensure the OU team would be able to hit the ground running. The Safety Action Plan Community Advisory Committee is composed of cross-sector partners, including:

- Local businesses
- Shawnee Public Schools
- City and county agencies
- Non-profit organizations
- Community members

The Pottawatomie County Built Environment (BE) Committee's existing mission—to enhance the physical environment to promote movement, social connection, and public well-being—aligns closely with roadway safety objectives. This made the BE Committee an effective forum for co-developing safety priority criteria and validating implementation concepts and a natural body to serve as the Safety Action Plan Community Advisory Committee.

Committee Participation & Meeting Timeline

The OU team provided updates, information, and interactive feedback opportunities at multiple committee meetings. Key dates included:

- **September 3, 2025** — Provided a high-level plan overview; members identified preliminary criteria to support prioritization
- **October 1, 2025 –** Disseminated a *prioritization criteria survey* to the committee
- **November 5, 2025 –** Provided a high-level update on the community-wide safe streets location identification survey dissemination and discussed other ways to reach a broad population within Shawnee
- **December 3, 2025 –** Presented on the output of the prioritization criteria survey to the committee and an update on the community-wide safe streets location identification survey
- **January 7, 2026 –** Facilitated a discussion with the committee to finalize the list and weights of the prioritization criteria and develop the mission statement
- **February 4, 2026 –** Presented a preliminary draft of the recommendations from the Safe Streets Action Plan to the committee. Sought initial feedback to ensure direction was rooted in community need.

Community Advisory Board Prioritization Criteria Survey

The prioritization criteria survey was developed by the OU team and distributed to Community Advisory Board members and organizational stakeholders using Qualtrics. The survey asked respondents to rate potential action items and prioritization criteria on a Likert scale. Nine full responses were received. The survey results informed the project evaluation and scoring framework.

The **Top Five Prioritization Criteria** identified by respondents were:

1. **Crash Locations** *(Weight 3)*
2. **Aging Infrastructure** *(Weight 2.78)*
3. **Feasibility of Solutions** *(Weight 2.78)*
4. **School and Park Locations** *(Weight 2.44)*
5. **Poor Road Design** *(Weight 2.39)*

As the OU team performed the analysis they were able to use the weighted, quantifiable elements to determine how to prioritize. Then the more qualitative criteria were intentionally incorporated into the assessment of the different project types.

Public Events and In-Person Outreach

To reach residents directly, the OU team engaged at four major public events representing diverse audiences, age groups, and neighborhoods. In-person outreach helped identify specific roadway issues, confirm location-based patterns, and gather feedback from families and road users who may not interact with traditional planning processes.

At each event, the project team provided:

- A community-wide Location Identification Survey (to identify the location of safety concerns)
- Educational materials about the Safety Action Plan
- Opportunities to mark hazardous spots ("hot spots") on a map
- A space for residents to voice feedback on safe vs. unsafe locations

Across the four events, the OU team collected:

- Multiple general comments
- Over 100 individual location-based submissions
- A broad age and household representation

Event Summaries

Cops N Kids — August 23, 2025

Audience: Families, youth, and public safety partners

Themes included:

- School-zone safety
- Speeding in residential corridors
- Challenges walking and biking near schools

Comments collected: 27 comments

Pedal Palooza — September 20, 2025

Audience: Community members at large, families supporting children learning to bike, cyclists, recreational riders, and active users

Themes included:

- Need for improved visibility and signage
- Connectivity gaps in bicycle network
- Crossing difficulty along higher-speed corridors

Comments collected: 11 comments

Fall Festival, Woodland Veterans Park — November 1, 2025

Audience: City-wide attendance; multi-generational households

Themes included:

- Lighting and visibility concerns
- Park access and pedestrian mobility
- High-traffic corridors

Comments collected: 65+ comments

Mummy Day, Mabee-Gerrer Museum of Art — November 8, 2025

Audience: Families, museum visitors, regional attendees
Themes included:

- High-speed roadway navigation
- Limited sidewalk access
- Cut-through traffic concerns

Comments collected: 30 comments collected

This geospatial dataset informed the screening, scoring, and feasibility assessments in Chapter 5 and guided later design workshops.

Digital Engagement & Website Participation

The Shawnee Safe Streets website provided an online location for residents preferring digital engagement. Features included:

- Plan overview and FAQs
- Event announcements
- Site Location Survey
- Feedback mechanisms

During the public engagement period, the website received approximately **375 visits**, with notable traffic spikes following in-person events—indicating complementary engagement patterns.

Figure X. Website Traffic

Month	Website Visits	Notes
August–September 2025	223	Public launch + events
October 2025	75	No public events
November 2025	63	Museum + festival events
December 2025	28	No public events
January 2026	29	No public events
February	25	No public events

Additionally, approximately **110 visits** were referred via Facebook, demonstrating the value of social media connectivity for local planning communication.
Most visitors were Shawnee-area residents, although non-local traffic indicated interest from regional partners and stakeholders.

Location Identification Survey

The Location Identification Survey was distributed to the broader community from August through December 2025. Participants used an interactive map to identify safe or unsafe locations and describe transportation challenges.
The instrument also gathered demographic insights, including:

- Age
- Gender
- Race/ethnicity
- Residence and employment city
- Vehicle ownership
- Disability and chronic condition status

These data helped ensure the project team considered the mobility needs of:

- Aging adults
- School-aged children
- Workers commuting by vehicle
- Residents with mobility limitations
- Households without access to a personal vehicle

Survey Output

Survey responses for the Safety Action Plan reflect a group of residents and workers who are deeply connected to the Shawnee community. Among respondents, approximately one-third identified as male and two-thirds as female. Participants represented a wide range of ages—from 18 to 75 and older—with the largest share falling in the 45–64 age range.

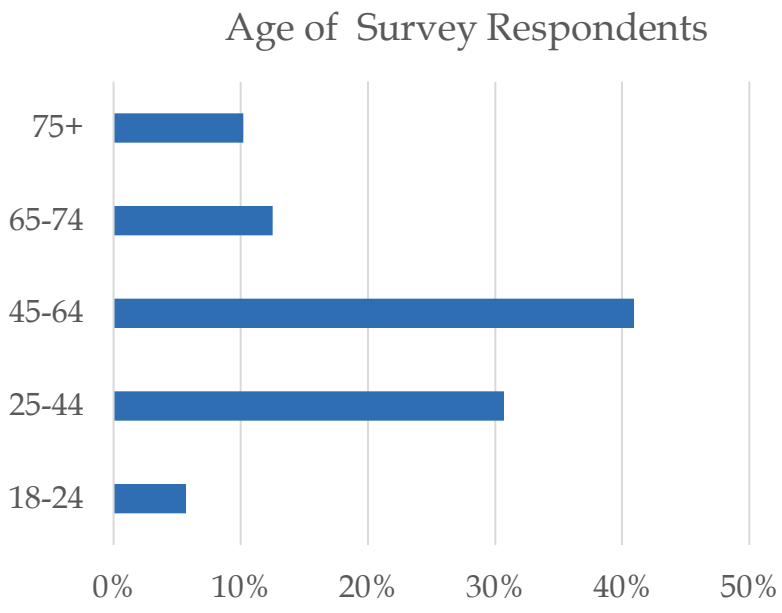


Figure Y. Age of Survey Respondents

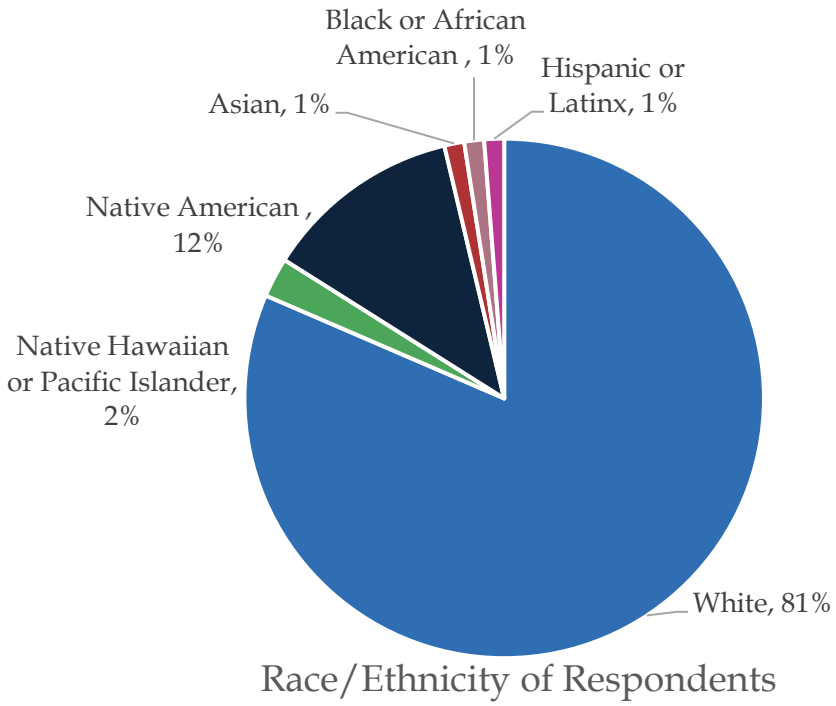
All respondents had a direct connection to Shawnee by either working in Shawnee or calling it home: 92% reported living in the city and 52% reported working there, with many individuals both living and working locally. This strong community connection helps ensure that the feedback reflects the day-to-day experiences of people who regularly travel Shawnee's streets.

92%

of Respondents Live in Shawnee

Survey participants also reflected a range of backgrounds and perspectives. Most respondents identified as White (81%), with Native American residents representing the second-largest group (12%). Smaller shares identified as Native Hawaiian or Pacific Islander, Asian, Black or African American, or Hispanic/Latinx. Notably, 58% of respondents reported living with a disability, highlighting the importance of designing a transportation system that works safely for people with a wide variety of mobility and accessibility needs. In total, approximately 100 individuals participated in the survey.

Figure Z. Race / Ethnicity of Survey Respondents



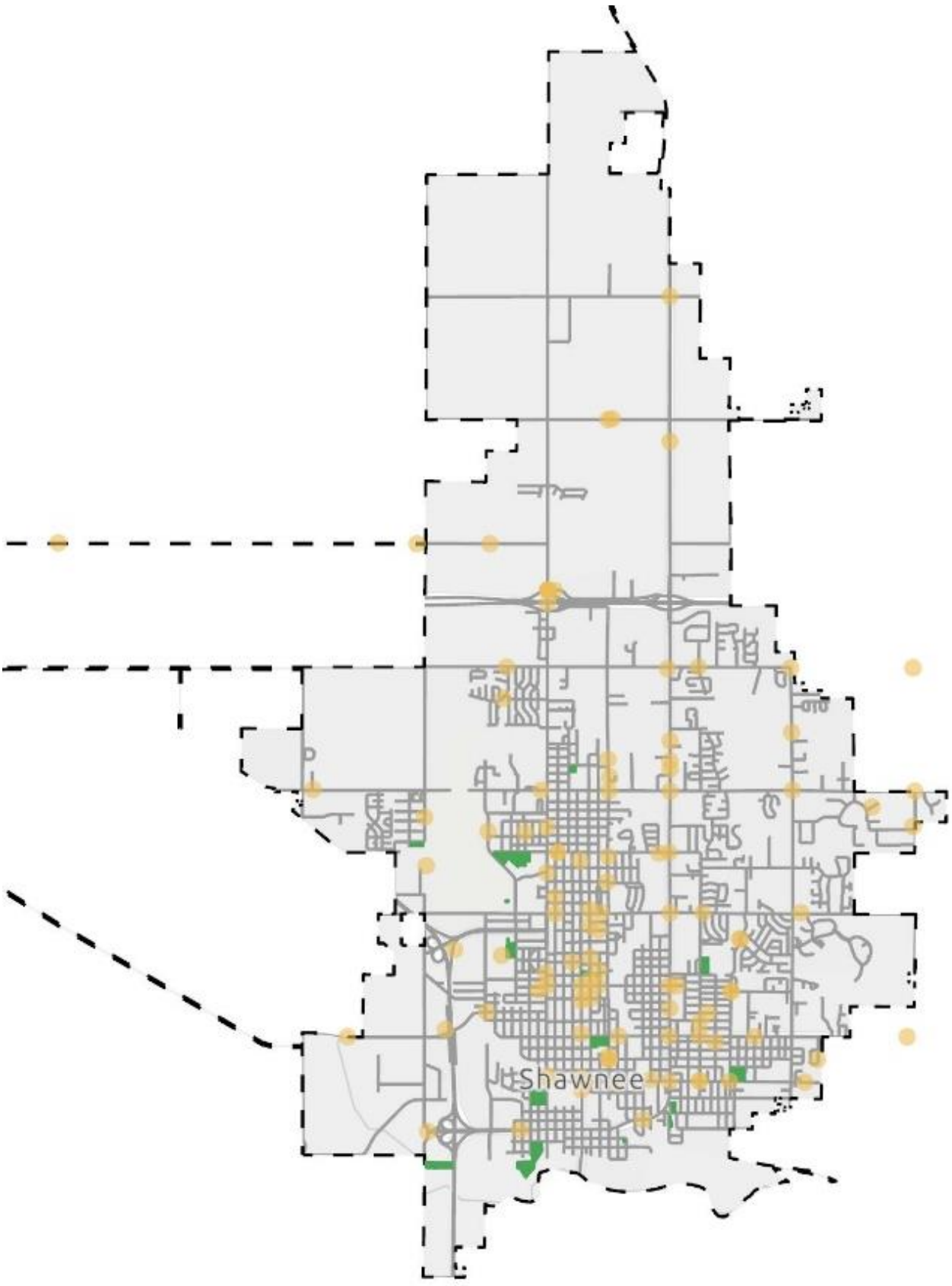
Of the respondents, 95% report owning their own car indicating that in a car-centric environment, we were able to collect feedback from car owners.

Importantly, comments and concerns were not concentrated in just one part of Shawnee. Feedback and location-specific responses were distributed throughout the municipality, indicating that roadway safety concerns are experienced across many

neighborhoods and travel corridors. This broad geographic participation helps ensure the Safety Action Plan reflects community priorities citywide and supports improvements that benefit residents, workers, and visitors across Shawnee.

Over 80 respondents submitted approximately 200 mapped locations, representing a robust qualitative dataset. Below is a map of the locations identified in the community-wide survey.

Figure AA. Locations Identified from the Survey

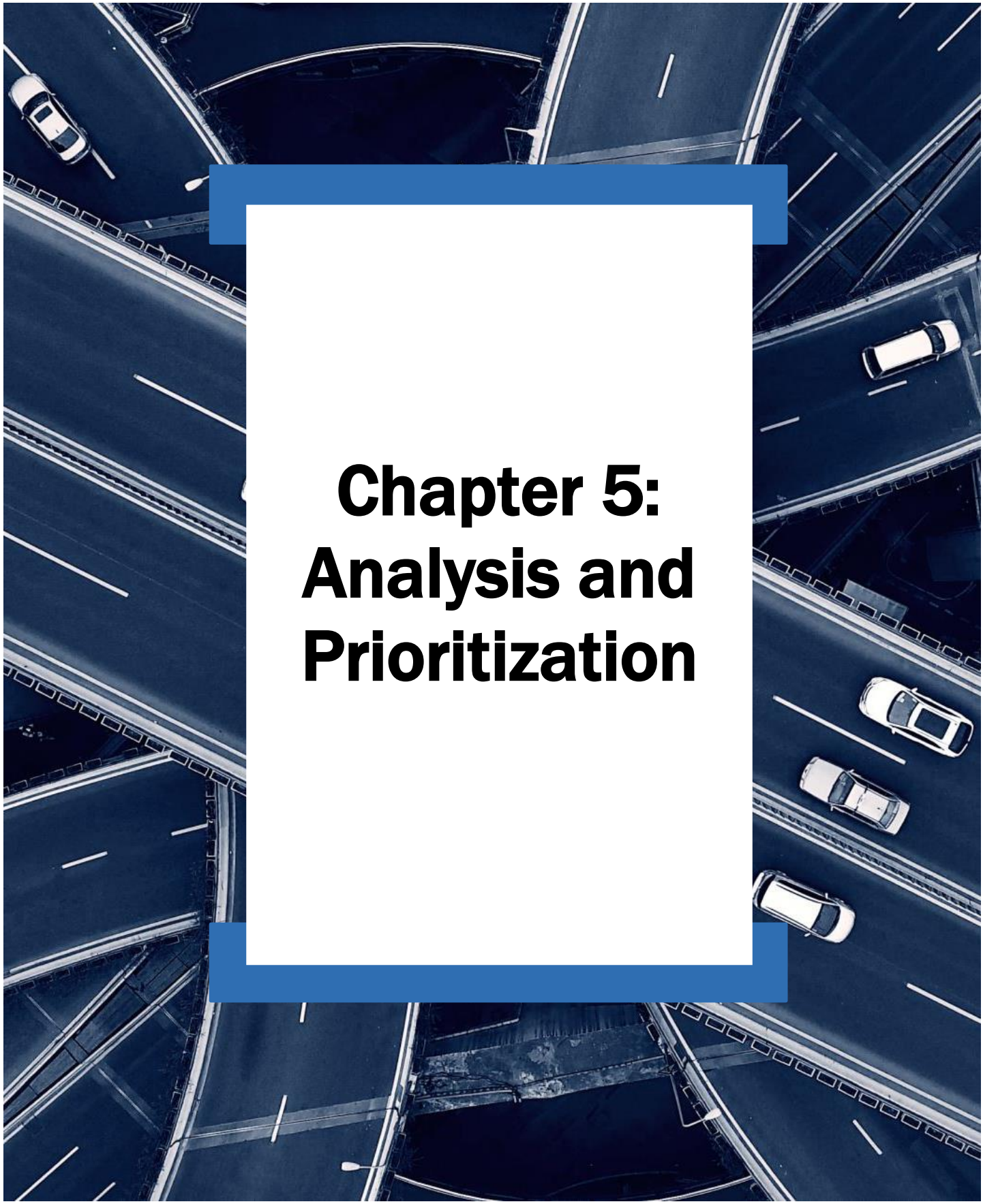


Role of Engagement in Project Selection

The engagement process helped ensure that projects prioritized through the Safety Action Plan were:

- Locally generated
- Supported by public input
- Grounded in practical feasibility
- Sensitive to fiscal stewardship
- Consistent with community identity and values

This alignment promotes long-term project success by increasing both community trust and implementation viability.



Chapter 5: Analysis and Prioritization

Safety Analysis

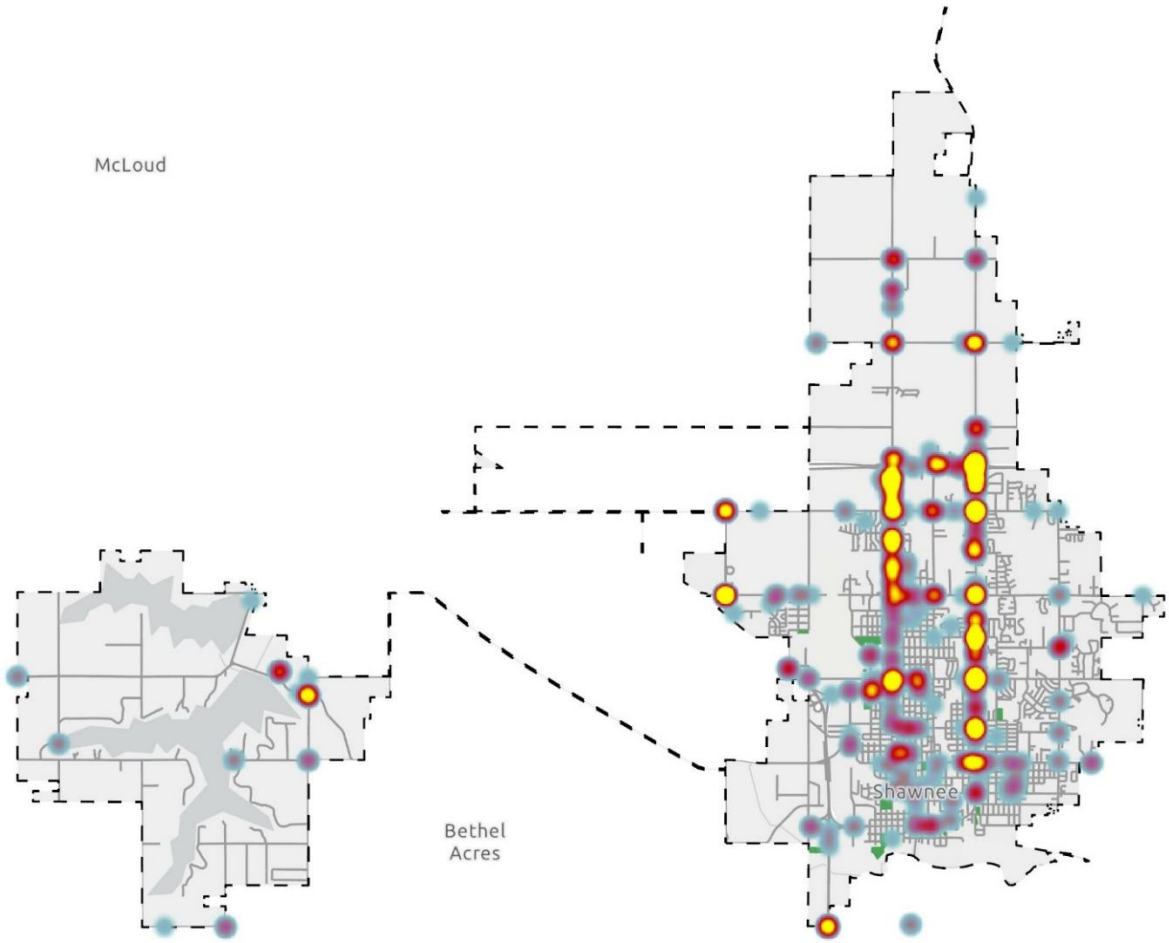
Broader Safety and Health Context

City of Shawnee: Fatal and Injury Crash Trends

Citywide crash data indicate that Shawnee experience
es a consistent number of fatal and injury crashes each year, with outcomes that mirror broader statewide safety challenges. From 2017 to 2023, there were 32 fatal crashes on Shawnee roads. In both 2020 and 2021 alone, Shawnee recorded dozens of crashes resulting in multiple deaths and a substantially larger number of injured individuals.[36] Across these years, unrestrained vehicle occupants accounted for a meaningful share of both fatal and injury outcomes, underscoring the continued role of occupant protection in crash severity. From 2017-2021, there were 2 bicyclists killed.

When viewed over a longer timeframe, fatal and injury crashes in Shawnee remain persistent rather than episodic. From 2016 through 2019, the city experienced hundreds of crashes resulting in serious harm, including multiple fatalities. While this analysis does not include exposure-adjusted rates or crash typologies, the consistency of serious

Figure AB. Crash clusters in Shawnee from 2021-2025



[36] Oklahoma Highway Safety Office (OHSO), (2016-2021). https://oklahoma.gov/highwaysafety.html

outcomes over time reinforces the need for systemic roadway safety improvements rather than isolated interventions.

Crash analysis indicates that collisions frequently cluster at conflict points. Unusallly, there are a multitude of crashes at the entry points of residential one-way streets where turning movements and unclear traffic patterns increase driver confusion and risk. In these locations, the City should evaluate converting one-way residential streets to two-way operation and reducing unnecessary conflict points where feasible. These changes can simplify traffic movements, reduce vehicle speeds, and help lower the likelihood and severity of crashes at neighborhood intersections.

Pottawatomie County Context: Injury, Behavior, and Mobility

Shawnee's traffic safety conditions exist within a broader county-level context characterized by elevated injury risk, high vehicle dependence, and limited physical activity.

Pottawatomie County has an injury death rate exceeding 100 per 100,000 residents, with motor vehicle mortality representing a notable share of injury-related deaths. Alcohol involvement remains a contributing factor in a substantial proportion of driving fatalities, and drug overdose mortality has increased in recent years, reflecting broader behavioral health challenges that may intersect with roadway safety.

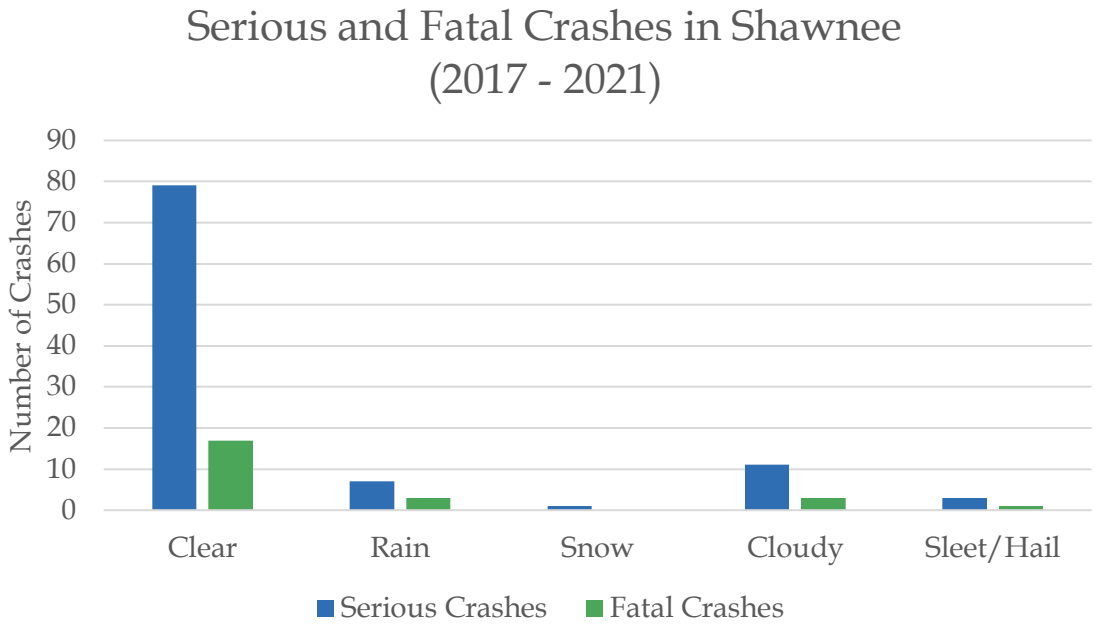


Figure AC. Weather Conditions of Serious and Fatal Crashes in Shawnee

Travel behavior data indicate a strong reliance on personal vehicles, with more than four out of five workers driving alone to work and a high proportion experiencing long

solo commutes.[37] Additionally, alcohol is one of the highest risk factors in serious crashes within Shawnee from 2017 – 2021 while during that same period, drug-related crashes have led to more fatalities.

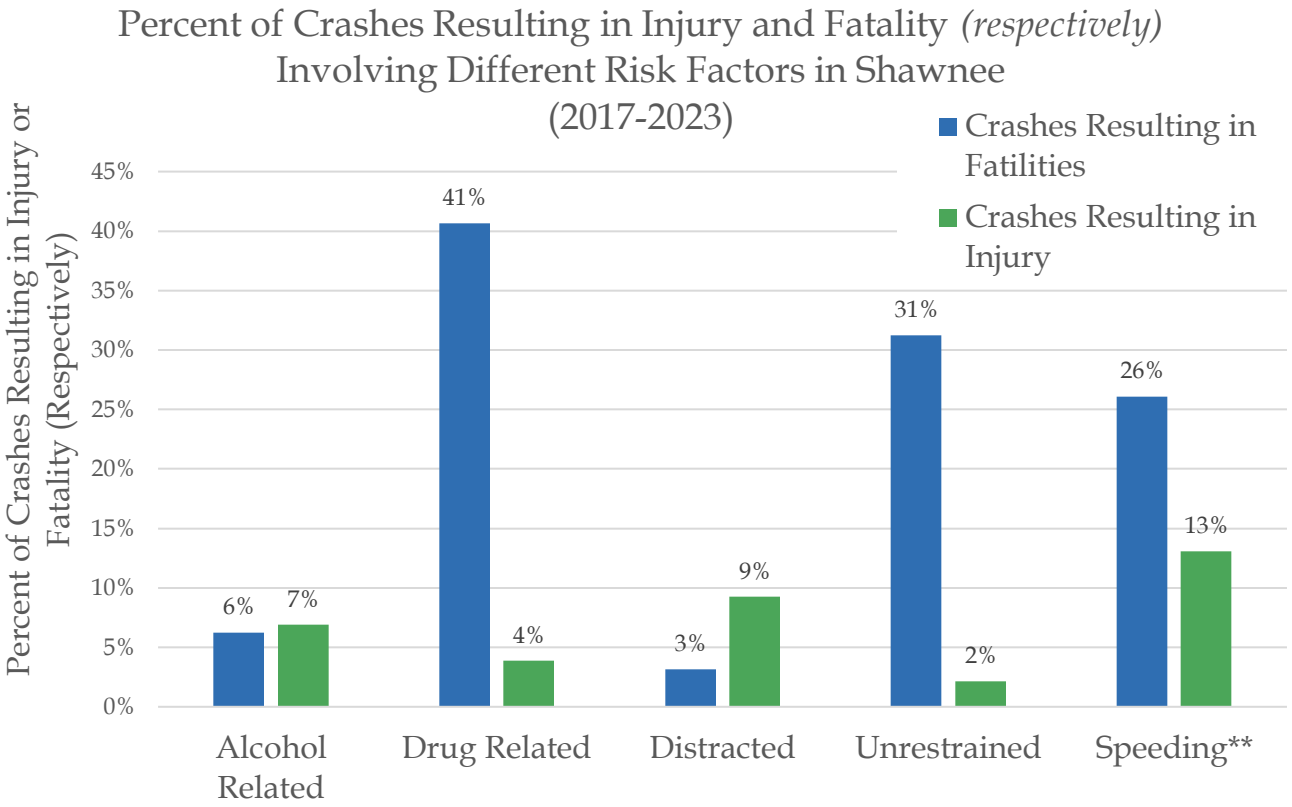


Figure AD. Risk Factors Involved in Serious and Fatal Crashes in Shawnee

Rates of physical inactivity are elevated, while access to exercise opportunities and parks is limited for a significant share of residents. Together, these conditions suggest a built environment that prioritizes vehicle travel while offering fewer safe, convenient options for walking, biking, or other forms of active transportation.[38] Although these indicators do not establish causal relationships with crash outcomes, they provide important context for understanding exposure, vulnerability, and the cumulative health burden associated with transportation systems.

[37] U.S. Census Bureau. (2023). *Shawnee, OK: Profile data* (American Community Survey 5-year estimates). Retrieved January 14, 2026, from https://censusreporter.org/profiles/16000US4066800-shawnee-ok/
[38] County Health Rankings & Roadmaps. (2024-2025). *Pottawatomie, Oklahoma*. County Health Rankings & Roadmaps. https://www.countyhealthrankings.org/health-data/oklahoma/pottawatomie?year=2025

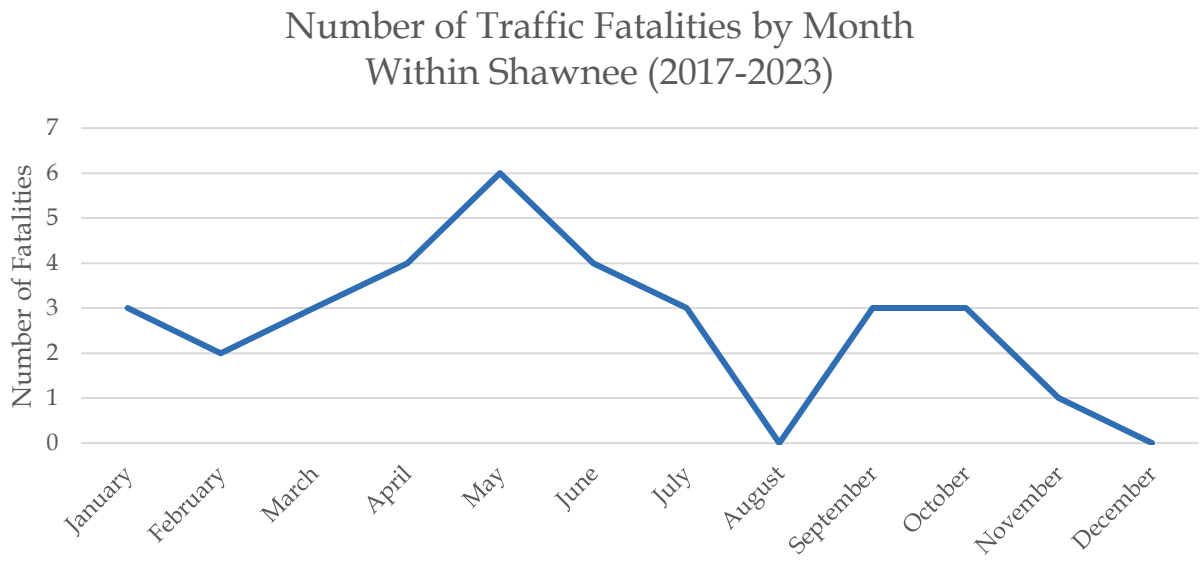


Figure AE. Number of Fatal Crashes in Shawnee by Month

Countywide Crash History

Crash data at the county level further reinforces the scale of the safety challenge. Pottawatomie County consistently records high fatal and injury crashes with Shawnee's crashes adding heavily to the county's rates. As in Shawnee, unrestrained occupants represent a recurring share of fatal and serious injury outcomes.[39]

These countywide patterns suggest that the corridors and intersections experiencing elevated crash risk within Shawnee are part of a larger regional safety environment shaped by roadway design, travel behavior, and exposure across jurisdictional boundaries.

State and National Context [40, 41, 42, 43]

At the state level, Oklahoma continues to experience a high volume of fatal and injury crashes annually, with unrestrained occupants accounting for a significant portion of fatalities[44]. These patterns align with Shawnee's observed crash characteristics, particularly with respect to injury severity and occupant restraint use. Unrestrained vehicle occupants face a dramatically higher risk of fatal or serious injury in a crash, as seat belt use substantially reduces injury severity and mortality. For example, wearing a lap and shoulder belt in a passenger vehicle reduces the risk of fatal injury by

[39] Oklahoma Highway Safety Office (OHSO), (2016-2021). https://oklahoma.gov/highwaysafety.html
[40] Oklahoma Highway Safety Office (OHSO). (2025). *Oklahoma highway safety office*. Oklahoma Highway Safety Office. https://oklahoma.gov/highwaysafety.html
[41] US Census Bureau. (2025). *American community survey (ACS)*. Census.Gov. https://www.census.gov/programs-surveys/acs.html
[42] County Health Rankings & Roadmaps (CHR). (2025). *How Healthy is your County?* County Health Rankings & Roadmaps. https://www.countyhealthrankings.org/
[43] CDC. (2025, February 3). *PLACES: Local data for better health*. PLACES: Local Data for Better Health. https://www.cdc.gov/places/index.html
[44] Oklahoma Department of Transportation (ODOT). (2018). Oklahoma DOT Action Plan for Implementing Pedestrian Crossing Countermeasures at Uncontrolled Locations.

approximately 45–60% and lowers the risk of moderate-to-critical injury by up to 65% compared with being unrestrained.[45]

National comparisons further highlight disparities in travel behavior and physical activity. Active transportation rates in Pottawatomie County are substantially lower than both state and national averages, while physical inactivity rates exceed state and national levels. These differences suggest fewer opportunities for routine walking, biking, or transit use, which may influence both exposure patterns and the feasibility of multimodal safety strategies.

Implications for the Safe Streets Action Plan

Taken together, city, county, state, and national data indicate that Shawnee's safety challenges are systemic rather than isolated, shaped by roadway design, travel behavior, and broader public health conditions.[46] The concentration of fatal and injury crashes on specific corridors, particularly Harrison Street and Kickapoo Avenue, occurs within a context of high vehicle dependency, elevated injury risk, and limited access to active transportation options.

This reinforces the importance of a Safe System–oriented approach, emphasizing speed management, roadway reconfiguration, separation of users, and systemic safety treatments along high-risk corridors. It also supports the use of corridor-level prioritization and data-driven investment, consistent with Vision Zero best practices.

Prioritizing Infrastructure Improvements in Shawnee

Why Project Groupings Matter

The City of Shawnee's transportation safety challenges are not limited to a handful of individual intersections. Instead, patterns in crash data, community feedback, and field observations point to systemic issues that repeat across neighborhoods, corridors, and activity centers. As discussed with City staff, prioritizing infrastructure improvements as cohesive project groupings**,** rather than as isolated point fixes, allows the City to:

- Develop clearly defined, scalable projects;
- Deliver visible and meaningful safety improvements that residents can recognize;
- Phase investments realistically over time; and
- Align safety improvements with other planning efforts (e.g., *Pottawatomie County Safe Routes to School Master Plan, Oklahoma DOT Action Plan for Implementing Pedestrian Crossing Countermeasures at Uncontrolled Locations*).

[45] National Highway Traffic Safety Administration. (n.d.). *Seat belts*. U.S. Department of Transportation. https://www.nhtsa.gov/vehicle-safety/seat-belts

[46] Oklahoma Department of Transportation (ODOT). (2018). Oklahoma DOT Action Plan for Implementing Pedestrian Crossing Countermeasures at Uncontrolled Locations.
Oklahoma Department of Transportation (ODOT). (2023). Oklahoma 2023–2028 Strategic Highway Safety Plan.

Infrastructure Project Groupings

To translate safety needs into actionable investments, the Safe Streets Action Planning team evaluated roadway and pedestrian safety conditions using the prioritization criteria outlined by the Safety Action Plan Community Advisory Committee. The resulting project groupings arose from safety challenges at a different scale, corridor, neighborhood, and systemwide, using crash data, infrastructure inventories, and community input to identify locations where targeted improvements can most effectively reduce serious injuries and fatalities. Together, these form the analytical foundation for project prioritization and implementation under the Safety Action Plan.

The project groupings include the following:

- **Safety Corridors:** A corridor-level analysis identifying roadway segments with elevated crash and injury concentrations where coordinated infrastructure and operational improvements can deliver meaningful safety benefits.
- **City-Wide Prioritized Neighborhood Safety Projects (Schools and Parks Focus):** A zone-based approach that concentrates low-cost, systemic safety treatments within quarter-mile walk areas (or "walksheds") around schools and parks to improve safety for people walking and biking.
- **Sidewalk Gap Analysis:** A network-based assessment that identifies and quantifies missing sidewalk segments within priority areas—particularly near schools and parks—to support continuous, accessible pedestrian connections.
- **Street Lighting Safety Improvements:** A data- and engagement-informed review that targets locations with low visibility or inadequate nighttime lighting to improve safety along pedestrian routes, intersections, and corridors.

A Safety Corridor Identification and Selection

Description

These projects focus on arterial and collector roadways that experience elevated crash rates, with a particular emphasis on corridors exhibiting recurring injury and fatal crashes. The selected corridors function as key components of the local transportation network, serving higher traffic volumes, adjacent commercial activity, and nearby neighborhoods. Consistent with a Safe System approach, these corridors present opportunities for corridor-wide treatments that address underlying risk factors such as speed, access density, and multimodal conflicts, rather than isolated, location-specific deficiencies.

Typical Improvements

Improvements along study corridors are intended to be comprehensive and scalable, drawing from proven countermeasures commonly applied on high-injury networks. Typical treatments may include:

- Access management strategies, including driveway consolidation and turn-movement controls

- Enhanced pedestrian crossings, refuge islands, and visibility treatments
- Signal timing adjustments and intersection reconfiguration to reduce severe crash types
- Reducing road sizes or "Road Diets" and lane reallocation to reduce vehicle speeds and conflict points
- Speed management treatments such as gateway signage, advance warning devices, and geometric design elements

These improvements may be implemented incrementally or as part of a phased corridor strategy, allowing flexibility in funding and construction while maintaining alignment with long-term safety goals.

Rationale

For prioritization purposes, the City of Shawnee emphasizes corridors with higher concentrations of injury and fatal crashes, rather than corridors defined solely by high volumes of minor or property-damage-only crashes. This approach aligns with the Safe System principle that deaths and serious injuries are unacceptable and that roadway design should proactively reduce the likelihood and severity of harm when crashes occur. By focusing on injury outcomes, corridor investments are directed toward locations where safety improvements are most likely to reduce serious harm to all road users, consistent with nationally accepted Safe Streets practices.

How They Are Prioritized

Study corridors are prioritized using a data-driven framework that considers both safety outcomes and implementation feasibility. Factors include:

- Injury crash density and severity, including fatal and serious injury crashes
- Proximity to schools, parks, residential neighborhoods, and other community destinations
- Feasibility of phased or incremental corridor improvements, including opportunities to align with planned maintenance or capital projects

This prioritization framework supports transparent decision-making and ensures that corridor investments advance the City's broader safety objectives while remaining adaptable to funding availability and project readiness.

Figure AF. Study Corridors: Table summarizes the study corridors, their extents, lengths, and associated crash and injury metrics used to inform selection.

Study Corridor	Limits		Length (mi)	Crashes *(2021-2024)*		
	From	To		With Fatality	With Injury	Total
Harrison	45th Street	Enterprise Ct (North of Interstate 40)	0.96 miles	1	69 injured people (47 crashes)	146 crashes
North Kickapoo	45th Street	Shawnee Mall Drive	0.86 miles	0	48 injured people (38 crashes)	180 crashes
Harrison	Independence St	Macarthur	1.3 miles	1	58 injured people (39 crashes)	115 crashes
Harrison	Walnut	Highland St	0.64 miles	1	14 injured people (9 crashes)	30 crashes
Harrison	Macarthur	45th Street	1.3 miles	1	33 injured people (21 crashes)	66 crashes
North Kickapoo	W Macarthur Street	45th Street	1.3 miles	0	54 injured people (29 crashes)	121 crashes
Harrison	Highland St	Independence St	1.3 miles	0	44 injured people (31 crashes)	84 crashes

North Harrison Avenue between North 45th Street and Enterprise Ct.

Harrison Avenue is a major north–south arterial roadway in the City of Shawnee that serves both local circulation and regional travel, including access to and from Interstate 40. The corridor functions as a key gateway into the city, carrying high traffic volumes and accommodating a mix of commuter, freight, and local trips. Land uses along Harrison Avenue include commercial development, residential neighborhoods, and access points to regional destinations, resulting in frequent turning movements and multiple conflict points.

Within the study area, Harrison Avenue generally operates as a multi-lane roadway with relatively high travel speeds compared to surrounding local streets. The corridor's role as an interstate access route contributes to speed differentials, driver decision-making under time pressure, and congestion during peak periods. While Harrison Avenue is heavily traveled by vehicles, pedestrian and bicycle accommodations are limited or inconsistent in many segments, increasing exposure for vulnerable road users attempting to cross or travel along the corridor.

CRASH HISTORY

Recent crash data indicate that Harrison Avenue experiences a high concentration of crashes relative to its length and functional role. In the most recent year of available data, the corridor experienced one fatal crash and dozens of additional crashes, including numerous injury-related incidents. This pattern highlights the corridor's elevated risk profile and the need for targeted safety interventions.

Key themes emerging from crash patterns along Harrison Avenue include:

- A high frequency of crashes associated with turning movements and access points
- Rear-end and angle crashes consistent with congestion, speed changes, and closely spaced driveways
- Increased crash severity near intersections and interchange-related segments
- Heightened risk associated with higher operating speeds and complex traffic movements

Together, these trends indicate that both operational characteristics and corridor design contribute to crash occurrence and severity.

North Kickapoo Avenue between North 45th Street and Shawnee Mall Drive

Crash data for the North Kickapoo Avenue corridor between Shawnee Mall Drive and 45th Street reveal a concentration of crashes relative to the short length of this segment, indicating an elevated safety risk along this portion of the roadway. Crash clusters are primarily located near intersections and commercial access points where vehicles frequently enter and exit retail centers, restaurants, and other businesses. This pattern is consistent with corridors that experience high turning volumes and frequent driveway access, which can increase the number of potential conflict points between vehicles.

A review of crash characteristics suggests that many incidents are related to turning movements, rear-end collisions, and driver inattention. These crashes often occur as drivers slow to turn into commercial driveways or attempt to merge back into traffic, creating sudden changes in speed and increased opportunities for conflict. In corridors with significant commercial activity, these turning maneuvers—combined with vehicular speeds that may not align with the intensity of driveway activity—can contribute to congestion, abrupt braking, and reduced driver reaction time.

Overall, the crash history along this segment of Kickapoo Avenue indicates that the corridor functions as a high-activity commercial roadway where access density and traffic speeds interact to create recurring safety challenges. The clustering of crashes near intersections and driveway entrances highlights the need for targeted safety interventions that address access management, turning conflicts, and speed management. Given the corridor's role as a key commercial route serving Shawnee's retail areas, improvements that reduce conflict points and improve driver awareness will be important steps toward reducing crash risk and improving overall roadway safety.

Additional corridors along North Kickapoo Avenue and Harrison Street were selected using the same data-driven criteria. Collectively, these corridors account for a substantial share of reported crashes and injury outcomes within the study area, underscoring the importance of prioritizing corridor-level investments as part of the broader safety strategy.

City-Wide Prioritized Neighborhood Safety Projects (Schools and Parks Focus)

Description

These projects combine citywide systemic safety improvements with geographically focused implementation in priority zones, particularly areas within a quarter-mile of schools and parks. This approach targets locations with a higher likelihood of pedestrian and bicycle activity—especially children, families, and older adults—where relatively simple, low-cost interventions can significantly improve safety and comfort. By concentrating improvements within defined walk sheds around schools and parks, the City of Shawnee advances safe access for everyday trips while addressing recurring safety deficiencies across the local street network.

Transportation safety planning at state and local levels increasingly emphasizes systemic approaches that prioritize high-activity pedestrian areas such as school zones, parks, and neighborhood centers. The Safe Routes to School framework highlights targeted infrastructure improvements, education, and community engagement to support safe walking and bicycling among children and families. Similarly, statewide safety strategies promote data-driven identification of priority corridors and low-cost countermeasures such as enhanced crossings, lighting, and traffic calming. Local comprehensive planning efforts further reinforce multimodal connectivity, walkability, and accessible infrastructure to support safer everyday travel across community street networks.[47]

Typical Improvements

Improvements within these priority zones emphasize quick-build and easily scalable treatments, including:

- **Pavement restriping and lane reconfiguration** consistent with proven FHWA safety countermeasures that improve lane definition, support speed management, and enhance roadway user expectancy.
- **High-visibility crosswalks, advanced stop bars, and intersection markings** consistent with pedestrian visibility treatments recommended for areas with concentrated pedestrian activity such as schools and parks.
- **Enhanced regulatory and warning signage**, including pedestrian crossing signage, school-area warnings, and speed feedback devices, reflecting FHWA guidance on driver awareness and speed compliance.
- **Traffic calming striping treatments**, including lane narrowing and edge-line applications, used as context-sensitive measures to moderate operating speeds and improve roadway readability.

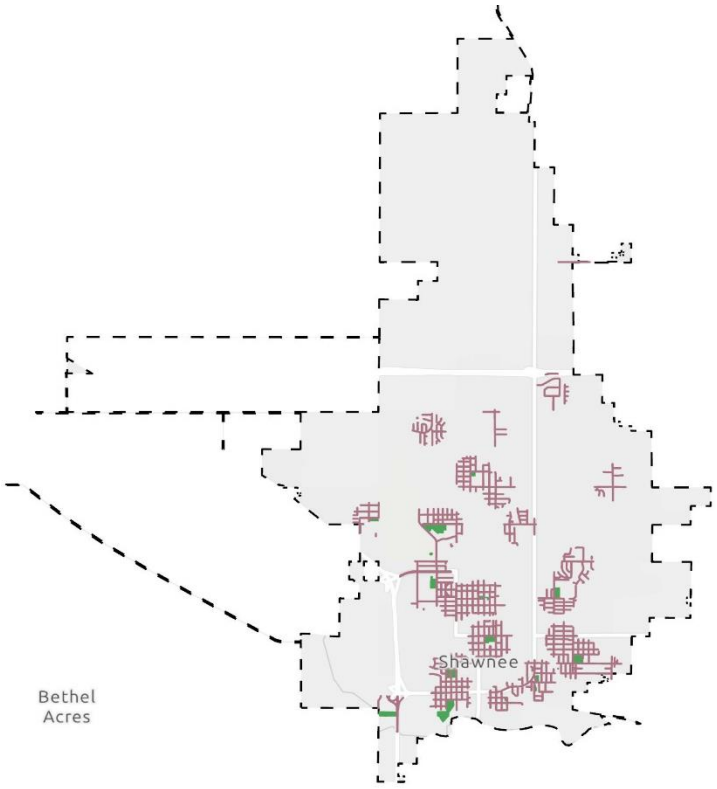
[47] City of Shawnee & RDG Planning & Design. (2019). City of Shawnee 2040 Comprehensive Plan.
Blue Zones Project – Pottawatomie County. (2019). Pottawatomie County Safe Routes to School Master Plan.
Oklahoma Department of Transportation (ODOT). (2018). Oklahoma DOT Action Plan for Implementing Pedestrian Crossing Countermeasures at Uncontrolled Locations.

- **Targeted lighting enhancements** to improve nighttime visibility and reduce pedestrian crash risk in areas with active pedestrian travel.
- **Bicycle access, connectivity, and wayfinding improvements** consistent with multimodal safety practices that support safe, legible routes to schools, parks, and neighborhood destinations.

These treatments are intended to reduce vehicle speeds, increase driver awareness, and provide safer, more predictable crossing opportunities for people walking and biking.

Rationale

Figure AG. Prioritized Roads around Schools and Parks



These projects are relatively low-cost, quick-to-implement interventions that can deliver immediate safety benefits. Consistent with Safe Routes to School planning principles used in Pottawatomie County,[48] prioritizing areas within a quarter-mile of schools and parks recognizes that children, families, and older adults are more likely to walk or bicycle within these distances when safe infrastructure is available.

This focus supports targeted improvements such as safer crossings, better visibility, and traffic calming near schools—strategies widely associated with encouraging active transportation, improving public health outcomes, and reducing pedestrian exposure to unsafe roadway conditions. Implementing multiple systemic treatments together within a defined zone also allows safety investments to be more visible and understandable to residents, reinforcing community trust and demonstrating early progress under the Safety Action Plan.

How They Are Prioritized

Projects within this category are prioritized using a combination of safety risk, land use context, and implementation feasibility:

- Focused first within defined priority zones, particularly quarter-mile buffers around schools and parks
- Elevated where zones overlap with documented injury crashes or high pedestrian activity

[48] Blue Zones Project – Pottawatomie County. (2019). Pottawatomie County Safe Routes to School Master Plan.

- Prioritized in neighborhoods that feed elementary, middle and high schools
- Advanced when treatments can be bundled into coordinated, citywide or zone-based implementation phases
- Evaluated for feasibility based on street width, existing design standards, and ability to implement quickly

Over time, priority zones may expand outward as funding allows, building from the highest-risk school and park areas toward broader neighborhood coverage.

Sidewalk Gap Analysis

Description

Sidewalk gap closure projects focus on completing missing pedestrian infrastructure within priority areas where walking demand and safety risk are highest. As an initial phase of implementation, the City of Shawnee prioritizes areas within a quarter mile of schools and parks, reflecting typical walk sheds for these destinations and the higher likelihood of pedestrian activity, particularly among children, families, and older adults. This analysis builds upon the City's existing sidewalk inventory and incorporates sidewalks that are currently planned or under construction, allowing the Safety Action Plan to present a comprehensive and conservative estimate of need while maintaining flexibility for future project coordination.

Typical Improvements

Projects within this category may include:

- Construction of new sidewalks to close identified network gaps
- Americans with Disabilities Act (ADA) upgrades, including curb ramps and accessible crossings
- Drainage and pavement improvements necessary to support sidewalk construction
- Complete street elements where feasible to improve multimodal safety and comfort

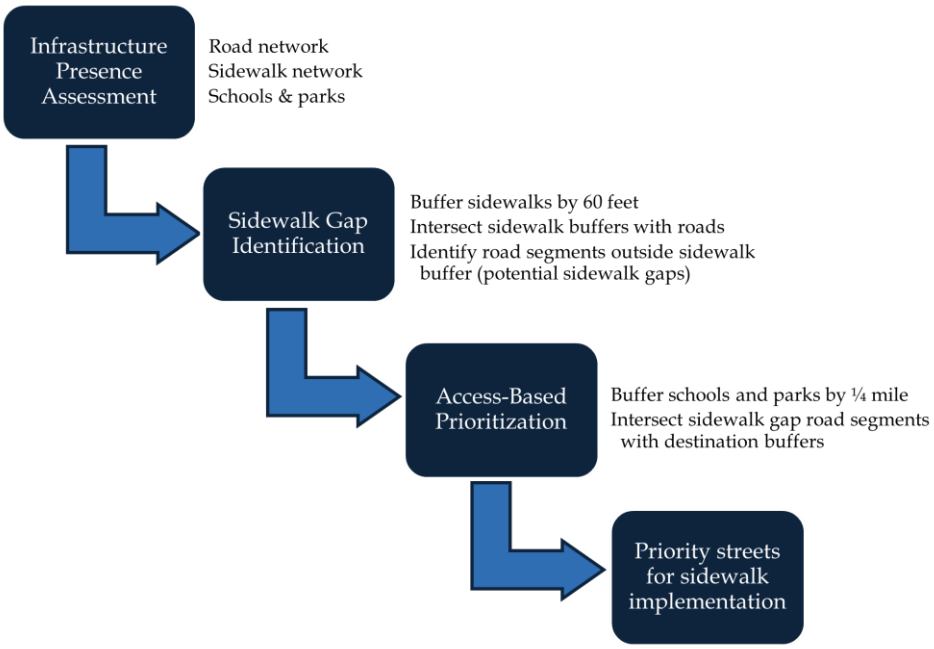
These improvements are intended to create continuous, accessible pedestrian networks that support safe travel to schools, parks, and nearby neighborhood destinations.

Rationale

A sidewalk gap analysis was performed to systematically identify where pedestrian infrastructure is missing within priority zones. The analysis used the roadway centerline network buffered by a quarter mile around schools and parks and evaluated where sidewalks were absent along those roadway segments. This method allows the City to quantify the extent of missing sidewalks, identify specific gap locations, and develop planning-level cost estimates for prioritized areas. While these estimates may overstate total linear feet by including planned or programmed projects, this conservative approach supports responsible budgeting and ensures adequate funding capacity as projects advance. Concentrating sidewalk investments within defined

priority areas aligns with Safe System principles by proactively reducing exposure to risk for vulnerable road users and improving access to key community destinations.

Figure AH. Process for Identifying the Sidewalk Gaps



How They Are Prioritized

Sidewalk gap closure projects are prioritized using a combination of safety, fairness, and implementation considerations, including:

- Proximity to schools, parks, and other pedestrian-generating destinations
- Safety risk for vulnerable users, including children and people with disabilities
- Existing infrastructure conditions and presence of complete sidewalk gaps
- Opportunities to complete continuous sidewalk segments rather than partial or isolated improvements
- Ability to coordinate with planned sidewalks, roadway, or utility projects

This prioritization framework allows Shawnee to focus early investments where they are most likely to reduce risk, improve accessibility, and deliver visible progress toward a more connected and safer pedestrian network. This framework prioritized approximately 69 miles (365,862 linear feet) of street segments within Shawnee where sidewalk infrastructure is currently missing. The reported total represents the linear length of streets requiring sidewalk construction under a one-side installation assumption.

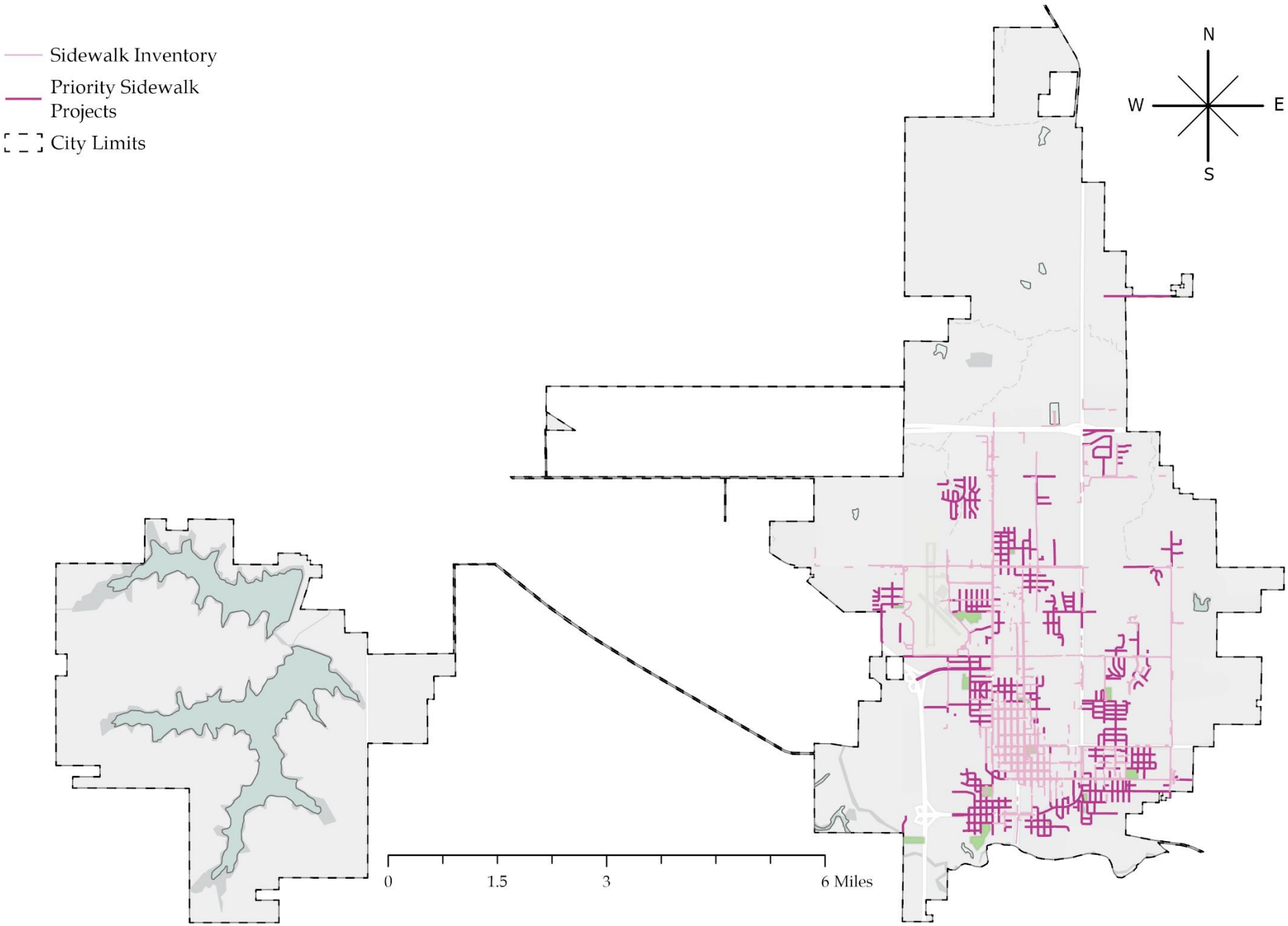


Figure AI. Output of the Sidewalk Gap

Street Lighting Safety Improvements

Description

Street lighting safety projects focus on improving visibility along corridors, intersections, and pedestrian routes where inadequate lighting contributes to safety risk. These projects target locations identified through public engagement and data analysis as having low visibility or insufficient nighttime illumination, particularly in areas with pedestrian activity. Enhanced lighting is intended to improve nighttime safety for all road users—especially people walking and biking—by increasing visibility, reducing uncertainty, and supporting safer driver behavior.

Typical Improvements

Projects within this category may include:

- Installation of new streetlights in locations currently lacking adequate illumination
- Upgrades or retrofits to existing lighting infrastructure to improve coverage and brightness
- Targeted lighting at intersections, crossings, transit stops, and pedestrian routes
- Lighting improvements coordinated with sidewalk, crossing, or traffic calming projects
- Energy-efficient or adaptive lighting technologies where feasible

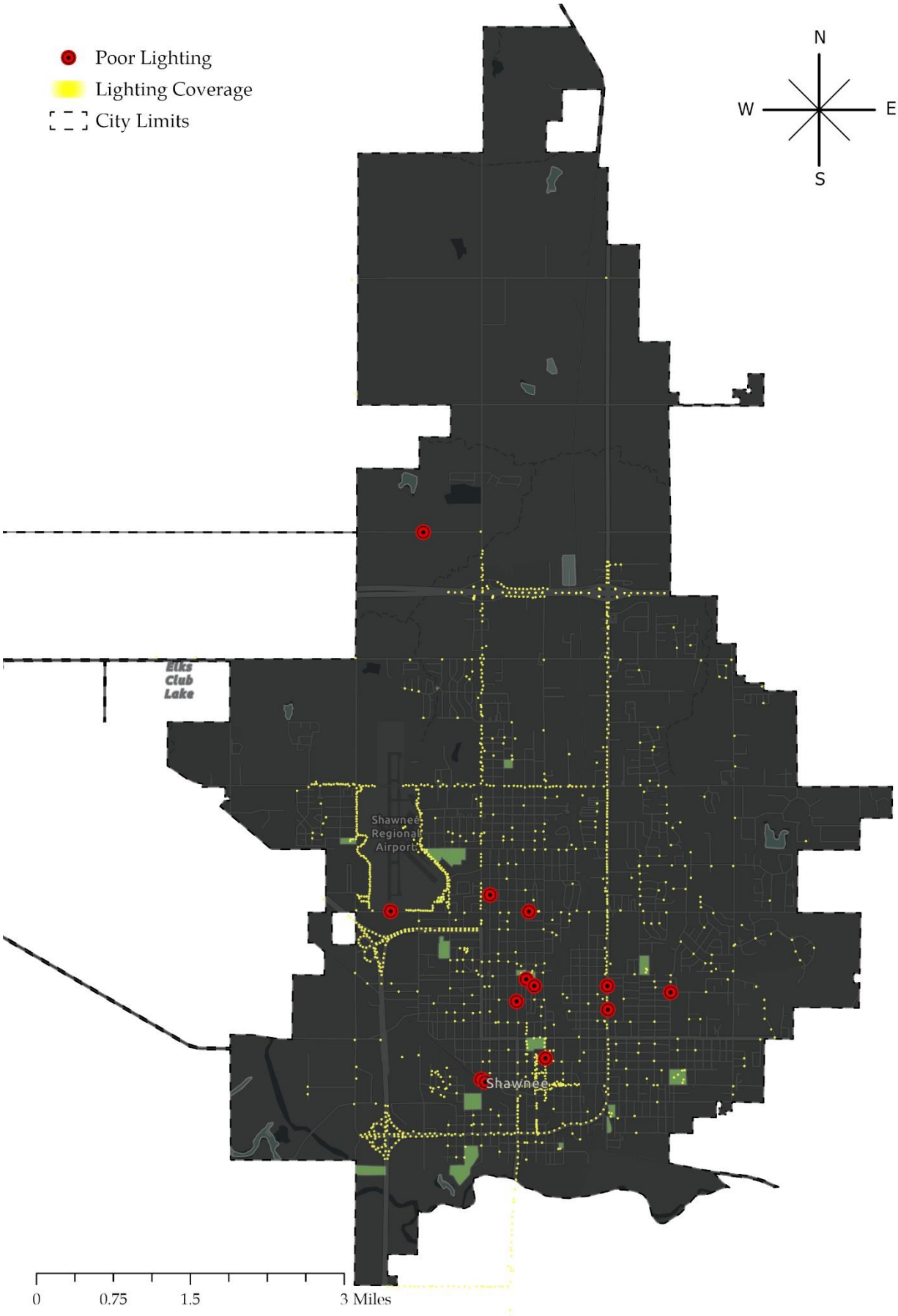
These improvements are intended to reduce nighttime crash risk, improve personal safety perceptions, and enhance the overall comfort of walking and biking after dark.

Rationale

Public engagement conducted during fall 2025 consistently identified poor lighting and low nighttime visibility as safety concerns across multiple areas of the city. Residents specifically noted locations where darkness made it difficult to see pedestrians, crossings, or roadway conditions. To systematically evaluate these concerns, geolocated survey comments were mapped and compared against the City of Shawnee's streetlight inventory. This approach allowed the City to identify areas where lighting is missing, insufficient, or in need of improvement, and to distinguish between locations requiring new installations versus upgrades to existing infrastructure.

Improving street lighting aligns with Safe System principles by proactively addressing environmental factors that contribute to crash risk and personal safety concerns. Enhanced lighting supports safer speeds, improves driver awareness, and reduces exposure to risk for vulnerable users, particularly during evening and early morning hours.

Figure AH. Output of the Lighting Analysis



How They Are Prioritized

Street lighting safety projects are prioritized using a data-informed framework that considers both community input and existing infrastructure conditions, including:

- Locations identified through geolocated survey comments noting darkness or low visibility
- Areas with documented pedestrian activity, including routes near schools, parks, and neighborhood destinations
- Gaps or deficiencies identified through comparison with the City's streetlight inventory
- Opportunities to coordinate lighting improvements with planned roadway, sidewalk, or corridor projects
- Feasibility of installation or upgrade based on existing utilities and right-of-way conditions

This prioritization approach ensures that lighting investments are responsive to community concerns, strategically targeted to areas of greatest need, and coordinated with broader safety improvements identified in the Safety Action Plan. Accounting for a 20-foot dark area assumption surrounding these reports, the analysis identified approximately 13,823 square feet of areas with potential lighting deficiency. Approximately 12-15 new streetlights could be used to address these areas of low lighting.

Citywide Bicycle Spine Corridors (North–South and East–West)

Description

The Citywide Bicycle Spine Corridors establish a foundational bicycle network for Shawnee by identifying one primary north–south corridor and one primary east–west corridor designed to safely move people across town. These corridors are intended to serve as the backbone of a future bicycle network, prioritizing physical separation from vehicle traffic, speed management through roadway reconfiguration, and direct connections to schools, parks, trails, and everyday destinations.

Consistent with Safe System principles, the proposed corridors emphasize predictability, separation, and comfort for people biking, while also supporting roadway designs that reduce vehicle speeds and conflict points. Corridor selection was informed directly by the Safe Streets Community Advisory Board and input from experienced local bicyclists, ensuring that recommendations reflect how people currently navigate Shawnee and where improvements would have the greatest practical impact.

Corridor Identification

North–South Bicycle Spine: Union Avenue

Based on Community Advisory Board input, Union Avenue emerged as the most feasible and continuous north–south bicycle corridor. Union provides relatively consistent roadway geometry, signalized crossings at key streets including MacArthur Boulevard, and direct proximity to Shawnee Middle School—one of

the primary destinations identified during engagement. While minor alignment irregularities exist south of Independence and near Wallace, these segments present opportunities for targeted design treatments to improve clarity and continuity rather than barriers to implementation. Union also avoids many of the discontinuities and safety challenges identified on other north–south candidates.

East–West Bicycle Spine: Independence Street
Independence Street was identified as the most logical east–west corridor due to its central location and ability to cross major barriers, including the Santa Fe Railway. The corridor connects a dense mix of civic and community destinations, including a fire station, elementary school, police station, grocery and pharmacy access, and proximity to Shawnee High School. Importantly, Independence provides direct linkage between the Avedis Trail to the east and the Airport Trail to the west, allowing on-street bicycle infrastructure to function as a connector between existing off-street facilities. While current conditions include narrow cross-sections and vehicle speeds that exceed comfort levels for people biking, these challenges reinforce the need for corridor-level redesign rather than disqualifying the route.

Typical Improvements

Improvements along the Bicycle Spine Corridors are intended to be scalable and phased, combining near-term quick-build treatments with longer-term capital investments as funding allows. Typical improvements include:

- Separated bicycle facilities using curb separation, vertical delineation, or parking protection where feasible
- Road diets and lane reconfiguration to reduce vehicle speeds and rebalance space for multimodal travel
- Intersection treatments such as bicycle crossings, green conflict markings, and improved signal visibility
- Crossing enhancements at major streets and rail crossings to improve predictability and safety
- Wayfinding signage and pavement markings to reinforce corridor continuity and connections to schools, parks, and trails
- Lighting and visibility enhancements to support safe use during early morning and evening hours

Together, these treatments are intended to create corridors that are usable by people of all ages and abilities, not solely experienced cyclists.

Rationale

Community engagement repeatedly identified the absence of bicycle infrastructure in Shawnee as a significant barrier to safe bicycling. Establishing clear, citywide bicycle spines provides an efficient way to transition from isolated improvements to a connected network. By focusing first on one north–south and one east–west corridor, the City can maximize connectivity benefits while concentrating resources where they will have the greatest system-wide impact.

Connecting schools, particularly Shawnee Middle School, was a consistent priority raised during advisory board discussions. Providing safe, direct bicycle access to schools supports broader safety, health, and mobility goals, including encouraging active transportation and reducing vehicle congestion during peak school travel times. The corridor-based approach also aligns with Vision Zero principles by prioritizing designs that reduce speeds, simplify decision-making, and separate vulnerable users from higher-speed traffic

How They Are Prioritized

Bicycle Spine Corridor projects are prioritized using a combination of system connectivity, safety potential, and implementation feasibility:

- Prioritized corridors that create continuous north–south and east–west connections across the city
- Separated routes that directly serve schools, parks, and existing trail facilities
- Advanced where roadway width and configuration allow for road diets or separated facilities
- Sequenced to allow phased implementation, beginning with quick-build treatments
- Refined over time using crash data, user feedback, and coordination with resurfacing and capital projects

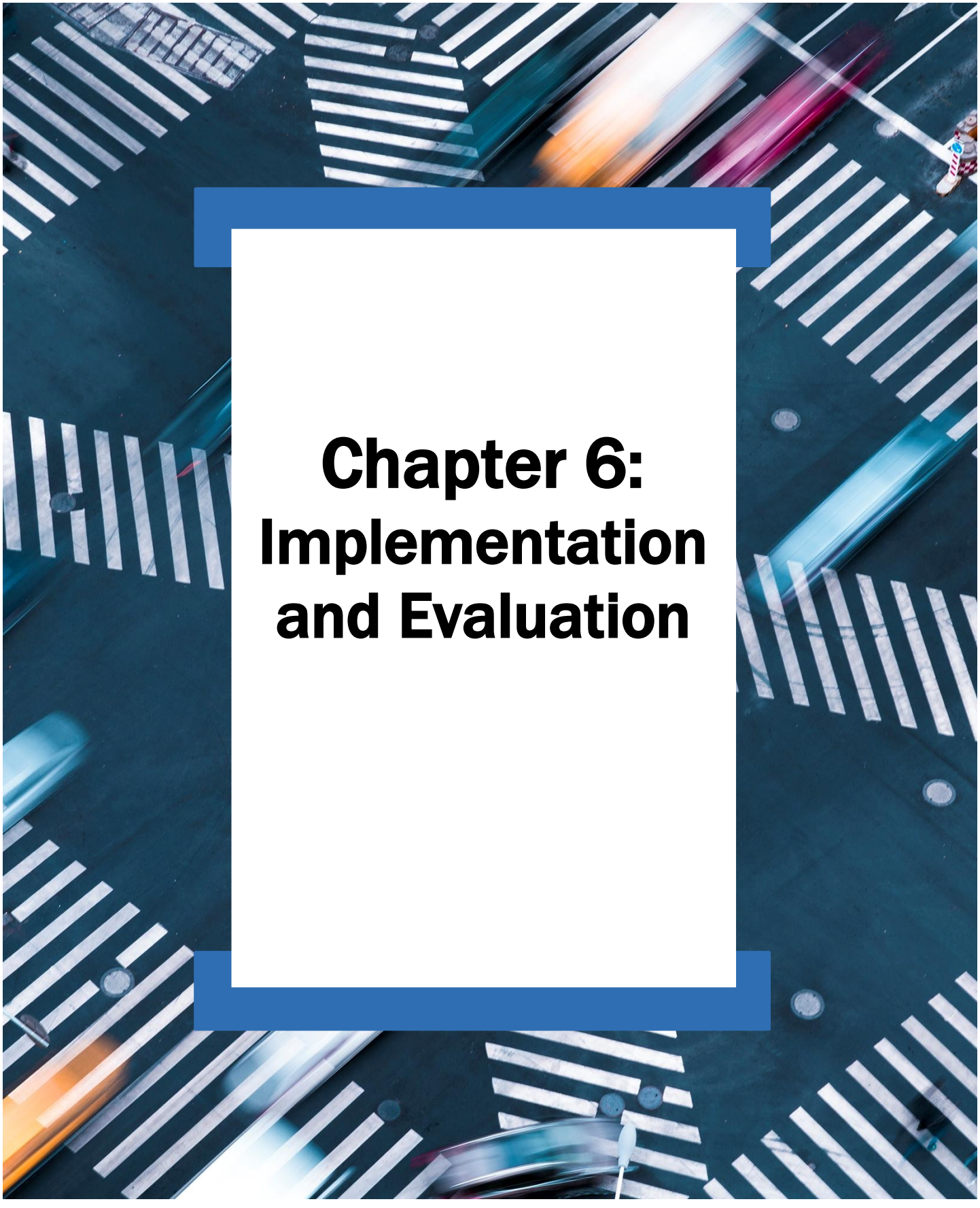
As additional funding becomes available, these spine corridors can be expanded outward with neighborhood connections, gradually building a complete and legible bicycle network for Shawnee.

How These Groupings Fit within the Prioritization Framework

In the Safety Action Plan, projects will not be ranked solely as individual locations. Instead:

- **Projects are first categorized by grouping** (systemic, zone-based, corridor, neighborhood, or targeted capital).
- **Geographic and quantitative criteria** (crash severity, proximity to schools/parks) are used to establish baseline priority.
- **Qualitative considerations**—such as feasibility, aging infrastructure, and implementation readiness—are applied *within* each project grouping rather than used as standalone ranking factors.

This structure ensures that Shawnee's prioritization process is data-driven, realistic, and implementation-focused, while remaining flexible enough to adapt as funding opportunities and community needs evolve.



Chapter 6: Implementation and Evaluation

Progress and Transparency

Reporting progress and maintaining transparency are critical parts of running a successful Safe Streets and Roads for All project. Regular progress reports, made available to the public, allow Shawnee community members to continue building trust with the OU team. This also holds the implementation team accountable to the community.

Vision and Commitment

Shawnee's vision for a culture of safety aligns with the broader regional and national commitment to eliminate serious traffic injuries and deaths on public roads. This aspirational goal is rooted in the understanding that roadway safety is not solely a function of infrastructure design but is also shaped by behavior, expectations, and community norms. Shawnee adopts a Safe System mindset that:

- Places human life and health at the forefront of transportation decisions.
- Recognizes that people make mistakes and that the transportation system should be forgiving of human error.
- Seeks to proactively reduce both the likelihood and severity of crashes.
- Values fairness—ensuring all community members, regardless of age, ability, or mode of travel, can safely navigate the network.

Leadership and Strategic Direction

Leadership commitment is foundational to building and sustaining a culture of safety. City leadership, partners in public safety, planning, public works, and community stakeholders agree that safety should be woven into everyday planning, operations, and culture. Establishing measurable goals, such as reducing serious injuries by a specific percentage over five years and striving toward zero fatalities, provides clear direction for policy, programming, and evaluation.

Education and Engagement

A culture of safety requires ongoing education for both professional stakeholders and the public. Shawnee will expand safety education initiatives that:

- Foster awareness of traffic laws and safe behaviors for drivers, pedestrians, bicyclists, and micromobility users.
- Promote understanding of the Safe System approach and why slower speeds in key areas, such as near schools and parks, save lives.
- Celebrate and reinforce safe behaviors through campaigns, partnerships with schools, and community events.

Public engagement is also critical. Shawnee's use of community surveys, public workshops, and interactive mapping to identify sidewalk gaps, lighting concerns, and perceived safety issues exemplifies an inclusive planning process that builds trust and shared ownership of safety goals.

Data-Driven Decision Making

Embedding a culture of safety means using data to identify needs, track progress, and direct resources to where they will be most effective. Shawnee's analysis—rooted in crash data, sidewalk inventories, lighting conditions, and community input—ensures priorities reflect both quantifiable risk and lived experience. Regular monitoring and transparent reporting help the community understand progress and refine strategies over time.

Policy Alignment

Institutionalizing safety requires alignment of policies, standards, and procedures to support safer street design and operations. Shawnee will evaluate and enhance existing policies to better reflect safety goals, including:

- Traffic calming and speed management frameworks
- Complete streets and ADA accessibility standards
- Prioritization policies for funding and implementation

These policy alignments strengthen the longevity and consistency of safety efforts and signal that safety is a core municipal value.

Measuring progress

The implementation team will maintain the Safe Streets for Shawnee website by regularly updating project timelines and providing information regarding upcoming improvement projects. Short-, medium-, and long-term project goals will also be visible on the website. Maintaining the website aims to keep community members informed throughout the duration of the safety improvements. Additionally, the feedback submissions, located on the website, will continue to be monitored during this time.

Crash and injury rates in Shawnee will also be tracked as a way to assess effectiveness of improvement projects. The data will be posted to the website in an easy to read and digestible format. Crash and injury data will be the best indicator of whether the road improvements are increasing street safety.

Transparency in planning and implementation

This list of projects was created in tandem with the City of Shawnee and the Community Advisory Board. These projects have been identified as priorities of the city in relation to previously active city planning goals.

It is the goal of the OU team to provide the utmost transparency through the planning and implementation processes. In an effort to remain transparent, the project prioritization process has been shared in this document. Open lines of communication between city officials and the OU team will continue throughout the project implementation and progress reporting.

Continuous Improvement

Open communication and feedback allow for plans to be improved to best meet the needs of residents. Community feedback and collected data will be used to refine plans

for the best safety outcomes. Effective project implementation is key to reducing traffic fatalities and injuries, which will improve the health of Shawnee.

Countermeasures

Shawnee will select countermeasures using a risk-based approach that combines (1) crash analysis, (2) road safety audits and field observations, and (3) stakeholder input to understand risk factors at different locations. Countermeasures should be selected and implemented consistent with relevant national and state guidance.

Shawnee will use a structured "toolbox" approach: for each location, staff will review applicable countermeasure options based on roadway configuration, speed environment, and traffic volume, and then choose an optimal package of treatments.

Following the ODOT model[49], Shawnee will group improvements into simple, moderately complex, and complex interventions. This creates a practical implementation pathway (quick build to capital) and clarifies expected coordination and funding needs.

- Simple measures: sign replacement/enhancement, high-visibility crosswalk remarking, advance stop/yield bars, curb ramps, and lighting adjustments.
- Moderately complex measures: pedestrian refuge islands (where no re-channelization is required), curb extensions, lighting additions, and changes in pedestrian circulation.
- Complex measures: pedestrian hybrid beacons, road diets, crossing islands where re-channelization is required, raised crosswalks, and intersection redesign.

Shawnee can adopt a comprehensive set of safety countermeasures that address multiple crash risk factors including unsafe speed, intersection conflicts, roadway departure, pedestrian exposure, and multimodal safety. A primary emphasis should be placed on speed management strategies such as evaluating posted speed limits, implementing targeted reductions in high-risk corridors, and supporting these changes with roadway design measures. Multimodal safety improvements, including the addition of bicycle lanes, sidewalk completion, high-visibility crosswalk treatments, pedestrian refuge islands, and pedestrian hybrid beacons, can significantly reduce conflicts between vehicles and vulnerable road users while supporting safer access to schools, parks, and activity centers.

Intersection safety can be enhanced through dedicated turn lanes, roundabouts, optimized signal timing (including yellow change intervals), retroreflective signal backplates, and improved lighting. Roadway reconfiguration strategies such as road

[49] Oklahoma Department of Transportation (ODOT). (2018). Oklahoma DOT Action Plan for Implementing Pedestrian Crossing Countermeasures at Uncontrolled Locations.

diets and corridor access management can reduce crash severity by minimizing conflict points and improving traffic operations. For corridors with rural characteristics or higher speeds, roadway departure countermeasures such as rumble strips, enhanced curve delineation, wider edge lines, and median barriers can reduce severe crashes. Finally, systemic application of multiple low-cost countermeasures at stop-controlled intersections provides a cost-effective strategy for achieving widespread safety benefits across the network. These measures collectively support a Safe System–oriented approach that prioritizes proactive, scalable safety improvements rather than solely reacting to high-crash locations.

Figure AI. Categorized Safety Countermeasures

Category	Countermeasure	Primary safety purpose	Typical application context	Expected safety benefit
Speed management	Appropriate speed limits	Reduce crash severity	Arterials, school zones, high-injury corridors	Lower fatal/serious injury risk
	Roadway reconfiguration (road diets)	Reduce speeding/conflicts	Multi-lane urban corridors	Fewer severe crashes
Multimodal safety	Bike lanes	Reduce vehicle-bicycle conflicts	Urban collectors/arterials	Improved cyclist safety
	Sidewalk completion	Separate pedestrians from traffic	Near schools, parks, commercial areas	Reduced pedestrian exposure
Pedestrian crossing safety	Crosswalk visibility enhancements	Improve driver awareness	Signalized/uncontrolled crossings	Reduced pedestrian crashes
	Leading pedestrian intervals	Reduce turning conflicts	Signalized intersections	Improved pedestrian visibility
	Refuge islands/medians	Shorten crossing distance	Multi-lane roads	Lower pedestrian crash risk
	Pedestrian hybrid beacons	Improve yielding compliance	High-volume crossings	Increased pedestrian safety
	RRFB beacons	Improve crossing visibility	Midblock crossings, school zones	Higher driver

				yielding rates
Intersection safety	Dedicated turn lanes	Reduce turning conflicts	Busy intersections	Reduced angle crashes
	Roundabouts	Lower speeds/conflict severity	Suitable intersections	Reduced severe crashes
	Yellow change interval optimization	Reduce red-light running	Signalized intersections	Fewer intersection crashes
	Retroreflective backplates	Improve signal visibility	Signalized intersections	Improved nighttime safety
	Targeted lighting	Improve visibility	Intersections/corridors	Reduced nighttime crashes
Access management	Corridor access management	Reduce conflict points	Commercial corridors	Lower crash frequency
Roadway departure safety	Enhanced curve delineation	Improve driver guidance	Rural/suburban curves	Fewer run-off-road crashes
	Rumble strips	Alert drivers leaving lane	Rural highways/arterials	Reduced lane departure crashes
	Wider edge lines	Improve lane recognition	Higher-speed corridors	Reduced roadway departure risk
	Median barriers	Prevent cross-over crashes	Divided highways	Reduced fatal crashes
Systemic low-cost measures	Stop-controlled intersection packages	Combine signage, markings, lighting	Local intersections	Cost-effective crash reduction

Appropriate Speed Limits

Posted speed limits frequently reflect the default statutory speed limits established by state law. However, agencies with the authority to manage speed limits have the ability to set lower, non-statutory limits or designate reduced speed zones—and more are choosing to do so. Drivers may not always be aware of the conditions present along a given corridor and may travel at speeds that feel appropriate to them but pose real risks to others sharing the road, particularly vulnerable users such as children and older adults. For instance, at 30 mph, a pedestrian hit by a vehicle faces about a 45% chance of death or serious injury, compared to only 5% at 20 mph[50].

Figure AJ. Speed Limit Sign

Roadway Reconfiguration (Road Diets)

Roadway reconfigurations—commonly referred to as road diets—which are relatively low-cost countermeasures, offer meaningful safety benefits while supporting a more complete, community-focused street environment. By dedicating a center lane to left-turn movements, road diets reduce the frequency of rear-end and left-turn conflicts. Right-angle crashes are also reduced, as drivers entering from side streets must cross fewer travel lanes. For pedestrians, fewer lanes to navigate means shorter, safer crossings—and the space freed up by lane consolidation creates opportunities to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.

Beyond crash reduction, roadway reconfigurations calm traffic and promote more consistent vehicle speeds, contributing to a safer experience for all users. In the context of a 4-lane to 3-lane reconfiguration, a road segment can experience up to a 47% reduction in total crashes[51].

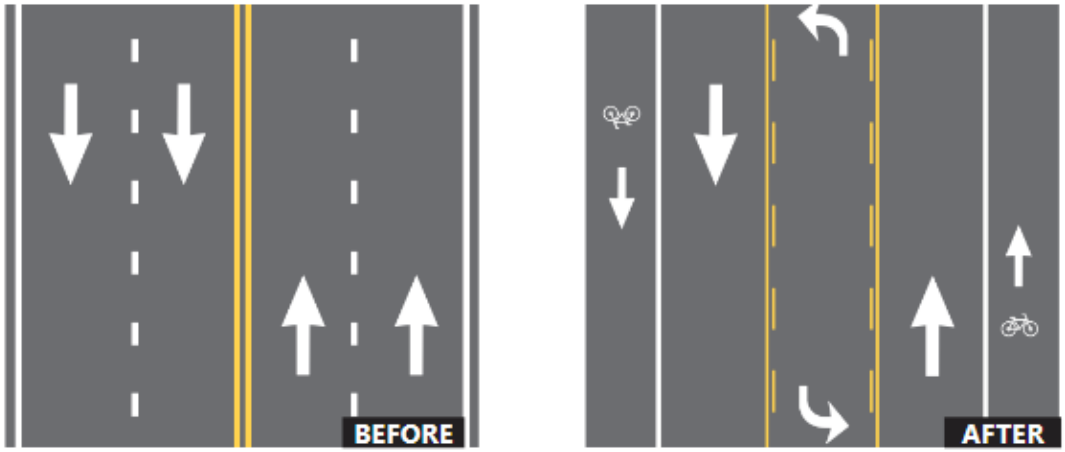


Figure AK. Roadway Reconfiguration

[50] Oklahoma Department of Transportation (ODOT). (2018). Oklahoma DOT Action Plan for Implementing Pedestrian Crossing Countermeasures at Uncontrolled Locations.

[51] Federal Highway Administration (FHWA). (2014). Road Diet Informational Guide.

Bike Lanes

Bike lanes are designated portions of a roadway reserved for bicycle travel, typically identified through pavement markings and signage. By providing bicyclists with a dedicated space separated from motor vehicle traffic, bike lanes reduce conflicts between road users and improve safety for those choosing to travel by bicycle. They also serve as an encouragement tool—when people feel safer on the road, more are likely to choose bicycling as a mode of transportation. Bike Lane Additions can reduce crashes by up to 49% for total crashes on urban 4-lane undivided collectors and local roads and 30% for total crashes on urban 2-lane undivided collectors and local roads.[52]

Figure AL. Bike Lane

Sidewalk Completion

Sidewalks are designated pedestrian pathways running alongside roadways, providing a safe and separated space for people to walk or roll free from vehicular traffic. Dedicated sidewalks directly reduce the risk of collisions between pedestrians and vehicles, making walking a safer and more viable mode of transportation. Beyond safety, sidewalks serve as accessible routes for community members of all ages and abilities—supporting Shawnee's broader commitment to ensuring that everyone, regardless of how they travel or their physical capacity, can move through the network safely and with confidence. Expanding and maintaining a connected sidewalk network is a foundational step toward a more complete transportation system. Sidewalks can contribute up to a 89% reduction in crashes involving pedestrians walking along roadways.[53]

Crosswalk Visibility Enhancements

Crosswalk visibility enhancements encompass a range of strategies that can be deployed individually or in combination to improve safety at pedestrian crossings. High-visibility crosswalk markings make crossing locations clearly identifiable to both drivers and pedestrians from a greater distance, providing valuable reaction time. Improved lighting further enhances pedestrian visibility by positioning luminaires to create positive contrast, ensuring that people crossing the street can be seen clearly under all lighting conditions. Complementing these , enhanced signage, and pavement markings alert drivers in advance that a crosswalk is approaching, reducing the likelihood of conflicts between vehicles and pedestrians. Together, these treatments

[52] Federal Highway Administration (FHWA). (2024). *FHWA Proven Safety Countermeasures*. FDOT Transportation Symposium.
[53] Federal Highway Administration (FHWA). (2013). *Safety Benefits of Walkways, Sidewalks, and Paved Shoulders*.

reflect the Safe System principle that the built environment should proactively reduce both the likelihood and severity of crashes, particularly for vulnerable road users navigating on foot. High-visibility crosswalks can reduce pedestrian injury crashes up to 40%.[54]

Leading Pedestrian Intervals

A leading pedestrian interval (LPI) is a signal timing strategy that gives pedestrians a 3-7 second head start to enter the crosswalk before vehicles receive a green indication. By allowing pedestrians to establish their presence in the intersection ahead of turning vehicles, LPIs increase visibility and reduce the likelihood of conflicts between people on foot and motor vehicles. This countermeasure is particularly beneficial for community members who may require additional time to cross, including older adults, children, and people with disabilities, reflecting Shawnee's commitment to a transportation network that is safe and accessible for all users, regardless of age or ability. Installing an LPI can lead to a 13% reduction in pedestrian-vehicle crashes at intersections.[55]

Figure AN. Leading Pedestrian Interval

Median and Pedestrian Refuge Islands

Medians are separation features that can take several forms, including pavement markings, raised areas, or islands, used to divide opposing lanes of traffic and create clear separation between motorized and non-motorized road users. In urban and suburban contexts, they serve as an important tool for organizing movement and reducing conflicts across different types of road users. Medians can also function as pedestrian refuge areas, providing a protected space for people crossing multi-lane roadways to pause mid-crossing; reducing the distance and exposure required to complete a crossing in a single phase. In this way, medians contribute to both the safety and comfort of pedestrians navigating Shawnee's street network.

A pedestrian refuge island is a raised median that provides a protected waiting area for pedestrians mid-crossing, offering a safe space to pause before completing the second half of a crossing. This is especially valuable on wider, multi-lane roadways where crossing distances are longer and exposure to vehicle conflicts is greater. Beyond the direct safety benefit of reducing the number of lanes a pedestrian must navigate at one time, refuge islands also make the experience of walking more comfortable which is encouraging more residents to choose walking as a mode of transportation. As part of Shawnee's broader effort to build a transportation network that is forgiving of human

[54] Federal Highway Administration (FHWA). (2022). *Crosswalk Visibility Enhancements*.
[55] Federal Highway Administration (FHWA). (2022). *Leading Pedestrian Interval*.

error and accessible to all, pedestrian refuge islands represent a practical, people-centered design tool. Pedestrian Refuge Islands contribute to a 56% reduction in pedestrian crashes and a median with marked crosswalks can lead to a 46% reduction in pedestrian crashes, while also making walking a more comfortable experience.[56]

Figure AO. Median and Pedestrian Refuge islands

Pedestrian Hybrid Beacons

A pedestrian hybrid beacon (PHB) is a traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock locations and uncontrolled intersections. PHBs are particularly well-suited for corridors where pedestrians must cross three or more lanes of traffic or where high traffic volumes create significant exposure to vehicle conflicts.

Because PHBs use a signal sequence that may be unfamiliar to some drivers and pedestrians, their effectiveness depends in part on public awareness and understanding. Where PHBs are newly introduced, education campaigns led by agencies and partner departments play an important role in ensuring the devices are used correctly and that their safety benefits are fully realized. This aligns with Shawnee's commitment to pairing infrastructure improvements with ongoing public education, recognizing that a culture of safety is built through both physical design and community awareness. PHBs can lead to a 55% reduction in pedestrian crashes.[57]

[56] Federal Highway Administration (FHWA). (2022). *Medians and Pedestrian Refuge Islands*.
[57] Federal Highway Administration (FHWA). (2022). *Pedestrian Hybrid Beacons*.

Figure AP. Pedestrian Hybrid Beacon

Rectangular Rapid Flashing Beacons (RRFB)

A rectangular rapid flashing beacon (RRFB) is a pedestrian-activated traffic control device installed at crosswalks to improve visibility and alert drivers to the presence of people crossing the street. When a pedestrian activates the device, it emits a rapid, alternating flashing light pattern that draws the attention of oncoming drivers and signals them to yield. RRFBs offer a practical and effective tool for improving pedestrian safety at crossings where signal control may not be warranted but where visibility and driver awareness remain a concern. By placing the ability to activate the warning signal in the hands of the pedestrian, RRFBs also reinforce the principle that the transportation system should be responsive to the needs of all users. According to FHWA, RRFBs can result in motorist yielding rates as high as 98 percent at marked crosswalks with varied speed limits, crossing distances, and number of travel lanes.[58]

Figure AQ. Rectangular Rapid Flashing Beacons

Dedicated Turn Lanes

Auxiliary turn lanes, whether designated for left-turns or right-turns, create physical separation between turning vehicles that are slowing or stopped and through traffic continuing along the corridor. At intersection approaches, this separation reduces the potential for conflicts between vehicles with different movement intentions. Turn lanes can also be designed to accommodate deceleration prior to turning and to provide storage space for vehicles queuing while waiting to complete a turn. While turn lanes offer meaningful safety and operational benefits across a range of intersection types,

[58] Federal Highway Administration (FHWA). (2022). *Rectangular Rapid Flashing Beacons (RRFB)*.

they are particularly valuable at two-way stop-controlled intersections where turning movements would otherwise interrupt through traffic flow. However, it is important to recognize that adding lanes increases the distance vulnerable road users must travel within the roadway during a crossing. As with all infrastructure improvements, proper signage and safety considerations should accompany the design and implementation of turn lanes to ensure that the benefits to vehicle operations do not come at the expense of pedestrian and bicyclist safety reflecting Shawnee's commitment to a transportation network that works for all users. A dedicated turn lane can lead to a 28-48% reduction in total crashes.[59]

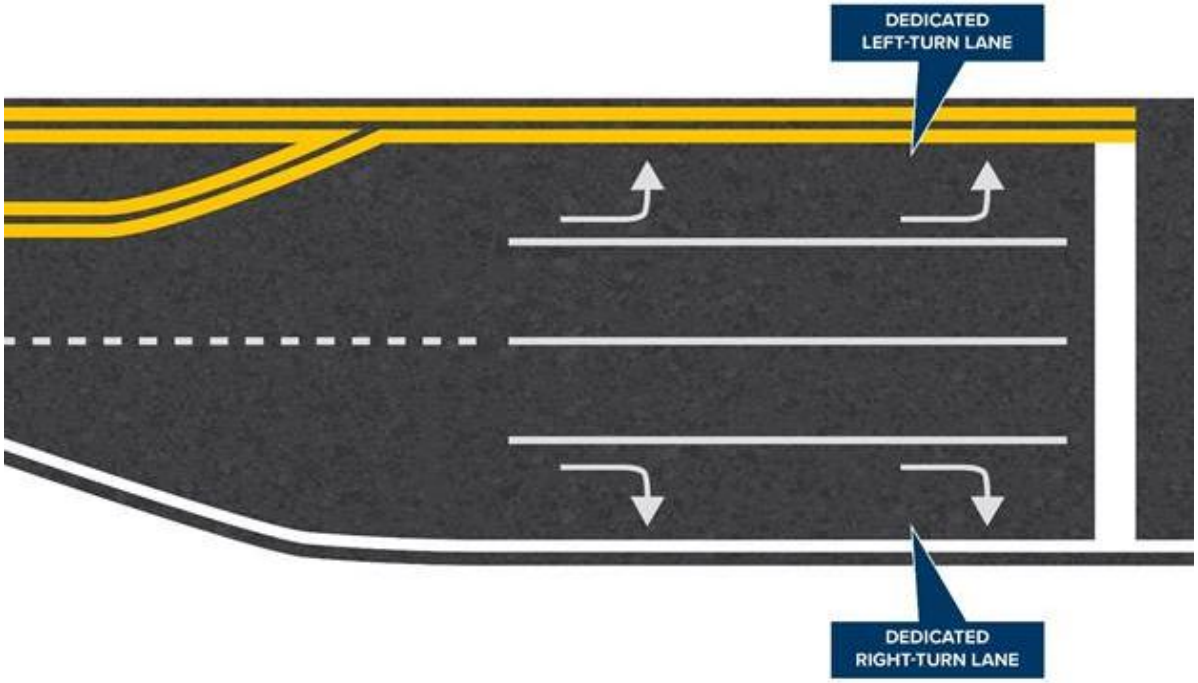


Figure AR. Dedicated turn lanes

Roundabouts

A roundabout is a circular intersection design where traffic flows continuously around a central island, with entering vehicles yielding to those already circulating within. By using channelized, curved approaches, roundabouts naturally reduce vehicle speeds and minimize the number of conflict points compared to traditional intersection configurations, addressing two of the most significant factors contributing to serious crashes. The safety benefits of roundabouts are substantial as crossing conflict points are eliminated, and the geometry of the design manipulates crash angles in ways that reduce the kinetic energy involved when collisions do occur, making any crashes that happen far less likely to result in fatal or serious injuries. Roundabouts improve

[59] Federal Highway Administration (FHWA). (2022). *Left- and Right-Turn Lanes at Intersections*.

pedestrian safety by allowing crossings to occur one direction of traffic at a time and often include refuge islands to support safer crossings. By slowing vehicle speeds, improving traffic flow, and reducing conflict points, roundabouts align with the Safe System principle of designing roads that are forgiving of human error and protective of all users, including vulnerable road users. Overall, roundabouts are associated with a 78–82% reduction in fatal and injury crashes.[60]

Figure AS. Roundabouts

Yellow Change Interval Optimization

The yellow clearance interval is the duration for which a yellow signal indication is displayed following a green light, serving as a critical transition period between the two signal phases. Red light running remains a leading cause of crashes and fatalities at signalized intersections, making the timing of this interval an important safety consideration. A well-calibrated yellow clearance interval gives drivers sufficient time to come to a safe stop without creating conditions that encourage acceleration through the yellow-to-red transition. Signal timing is a relatively low-cost operational tool that, when applied thoughtfully, can meaningfully improve safety outcomes for all users moving through Shawnee's intersections. Safety benefits include a 36-50% reduction in red light running when timed appropriately.[61]

Figure AT. Yellow change interval optimization

[60] Federal Highway Administration (FHWA). (2021). *Speed Management Guide: A Safe System Approach*.
[61] Federal Highway Administration (FHWA). (2022). *Yellow Change Intervals*.

Retroreflective Backplates

A retroreflective backplate frames a traffic signal with a 1-to-3-inch yellow retroreflective border, creating a clearly illuminated outline that increases the visibility of the signal head against its surrounding environment. By improving contrast between the signal and its background, retroreflective backplates make signals easier to identify and interpret for approaching drivers under a range of conditions, including both daytime and nighttime settings. This relatively simple enhancement supports safer decision-making at signalized intersections by ensuring that drivers can clearly see and respond to signal indications in a timely manner, reducing the likelihood of signal-related conflicts and contributing to Shawnee's broader commitment to a transportation network that proactively reduces crash risk for all users. Safety benefits for retroreflective backplates include a 15% reduction in total crashes.[62]

Figure AU. Retroreflective backplates

Targeted Lighting

While the total number of fatal crashes occurring in daylight and darkness may be comparable, the nighttime fatality rate is three times higher than the daytime rate, despite only 25 percent of vehicle miles traveling after dark. This disparity is due in part to the limitations of headlights at higher speeds, where a hazard or change in road conditions may not become visible in time for a driver to stop safely. Improving roadway lighting infrastructure is therefore a direct and effective strategy for creating safer, more visible conditions for all users. Adequate lighting provides meaningful safety benefits across the roadway environment. Beyond reducing crash risk for drivers, improved lighting also offers personal security benefits for people walking or rolling along and across roadways after dark, supporting Shawnee's commitment to a transportation network

Figure AV. Targeted Lighting

[62] Federal Highway Administration (FHWA). (2022). *Backplates with Retroreflective Borders*.

that is safe and accessible for all community members regardless of the time of day. Lighting improvements can be implemented at the intersection level, along entire corridors, or both, depending on the specific needs and conditions identified through Shawnee's data-driven planning process. As with all countermeasures, targeted deployment guided by crash data and community input ensures that resources are directed where they will have the greatest impact. Lighting can reduce pedestrian nighttime crashes by up to 42%.[63]

Corridor Access Management

Access management encompasses the design, application, and control of entry and exit points along a roadway, including intersections with other roads and driveways serving adjacent properties. When applied thoughtfully, access management strategies can simultaneously improve safety for all modes of travel, support walking and bicycling, and reduce trip delay and congestion along a corridor. Specific strategies may include the intentional spacing of intersections, the use of protected turn lanes, and a general reduction in conflict points, each of which contributes to a more predictable and safer travel environment. Importantly, access management decisions should be informed by the surrounding built environment context, as the appropriate approach will vary depending on land use patterns, travel speeds, and the mix of users present along a given corridor. As part of Shawnee's data-driven approach to safety planning, access management represents a valuable tool for proactively reducing crash risk while supporting the mobility and accessibility needs of all community members. Safety benefits include a 25 to 31% reduction in fatal and injury crashes along urban/suburban arterials.[64]

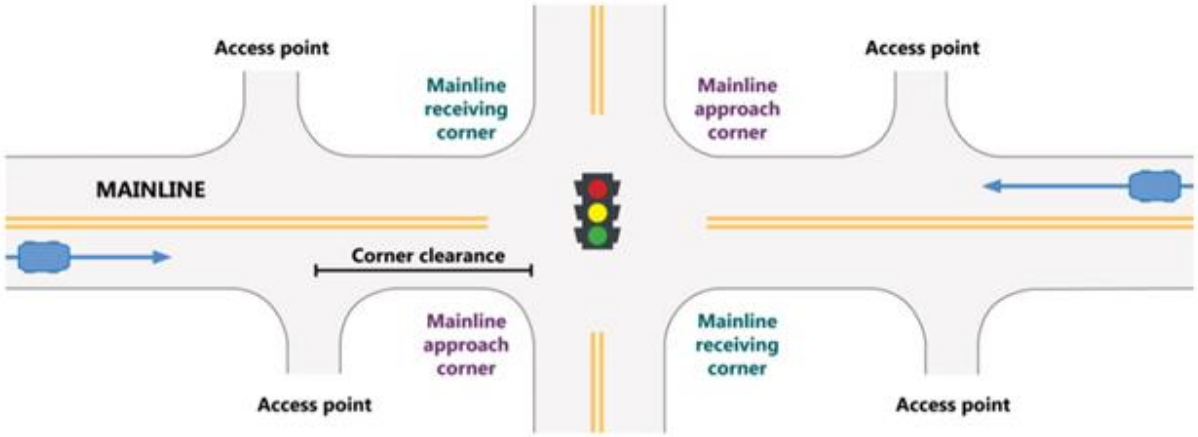


Figure AW. Corridor Access Management

Enhanced Curve Delineation

Enhanced delineation for horizontal curves encompasses a range of strategies deployed in advance of or within curves to improve driver awareness and reduce the likelihood of crashes. Pavement markings, including center and edge lines, help drivers establish

[63] Federal Highway Administration (FHWA). (2022). *Lighting*.

[64] Federal Highway Administration (FHWA). (2022). *Corridor Access Management*.

their position on the roadway, while in-lane curve warning markings on two-lane roads provide advance notice that a curve is approaching. Several retroreflective treatments further support visibility, particularly under nighttime conditions. Retroreflective strips on signposts reflect light back toward drivers, drawing attention to signage when it is needed most. Delineators help drivers align themselves within the roadway through a curve. Chevron signs placed on the outside of a curve or along the road's edge communicate the direction of the roadway ahead, providing clear and timely guidance for navigating the turn. Upgrading to larger, retroreflective signs enhance overall visibility at horizontal curves, and dynamic curve warning systems add an additional layer of protection by detecting vehicle speeds as they approach a curve and alerting drivers when speeds exceed safe thresholds. Together, these treatments reflect the Safe System principle that roadway design and signage should proactively account for human error—ensuring that drivers have the information and visual cues needed to navigate curves safely, regardless of familiarity with the corridor. Sequential Dynamic Chevrons, a type of enhanced delineation, can lead to a 60% reduction in fatal and injury crashes.[65]

Figure AX. Enhanced curve delineation

Rumble Strips

Longitudinal rumble strips are milled or painted installations applied to the roadway surface that alert drivers through both vibration and sound when their vehicle drifts out of its intended travel lane. Positioned along the shoulder, edge, or near the centerline of an undivided roadway, rumble strips are designed to warn drivers whose vehicles are encroaching on opposing travel lanes or leaving the roadway, providing a physical and auditory cue that prompts corrective action before a crash occurs.

Figure AY. Rumble strips

By addressing one of the more common contributors to serious crashes rumble strips serve as a practical, low-cost

[65] Federal Highway Administration (FHWA). (2023). *Enhanced Delineation for Horizontal Curves*.

countermeasure aligned with the Safe System principle that infrastructure should be forgiving of human error. However, implementation should be guided by AASHTO and other established safety guidelines to ensure that rumble strip placement does not create unintended hazards for vulnerable road users, including bicyclists traveling along the edge of the roadway. As with all countermeasures in Shawnee's safety planning process, context-sensitive design and careful consideration of all users remain essential. Longitudinal rumble strips can result in a 44-64% reduction in head-on fatal and injury crashes on two-lane rural roads.[66]

Wider Edge Lines

Edge lines are pavement markings applied at the boundary of travel lanes to help drivers clearly identify road alignment ahead. Standard edge lines are typically marked at a minimum width of 4 inches but widening them to the maximum normal width of 6 inches meaningfully improves their visibility, making travel lane boundaries easier to distinguish compared to traditional markings. This straightforward enhancement supports safer navigation along a corridor by providing drivers with clearer visual guidance, particularly under low-light or adverse weather conditions. As a low-cost, high-visibility treatment, wider edge lines represent the kind of targeted, data-informed improvement that can contribute to Shawnee's broader goal of proactively reducing crash risk for all users of the transportation network. Wider edge lines can reduce crashes by up to 22% for fatal and injury crashes on rural freeways.[67]

Figure AZ. Wider Edge Lines

Median barriers

Median barriers are longitudinal barriers installed along the centerline of divided highways to physically separate opposing directions of traffic. Designed to redirect vehicles that strike either side, these barriers can take several forms, including cable barriers, concrete barriers, and metal-beam guardrails, each providing a physical boundary between travel lanes moving in opposite directions. By eliminating the possibility of vehicles crossing into oncoming traffic, median barriers significantly reduce the frequency of cross-median crashes and head-on collisions—two of the most severe and frequently fatal crash types. This physical separation directly reflects the Safe System principle that infrastructure should be designed to reduce the

[66] Federal Highway Administration (FHWA). (2022). *Longitudinal Rumble Strips and Stripes*.
[67] Federal Highway Administration (FHWA). (2022). *Wider Edge Lines*.

consequences of human error, ensuring that a momentary lapse in attention or vehicle control does not result in a fatal or serious injury outcome for any user of Shawnee's roadway network. Median Barriers Installed on Rural Four-Lane Freeways lead to a 97% reduction in cross-median crashes.[68]

Stop-controlled Intersection Packages

A systemic approach to stop-controlled intersection safety involves deploying a coordinated package of multiple low-cost countermeasures—including enhanced signing and pavement markings—across intersections. Rather than addressing individual locations in isolation, this approach recognizes that consistent, network-wide improvements increase driver awareness and recognition of intersections and the potential conflicts they present. By combining complementary treatments that reinforce one another, this strategy maximizes safety benefits while making efficient use of available resources—reflecting Shawnee's commitment to data-driven decision making that directs investments where they will have the greatest impact across the transportation network. This application is associated with a 10% reduction of fatal and injury crashes at all locations/types/areas.[69]

Figure BA. Stop-controlled intersection packages

Promoting a Culture of Safety

A fundamental goal of the City of Shawnee's Safe Streets Action Plan is to implement a Safe System approach that prioritizes the preservation of human life and affirms that traffic-related serious injuries and fatalities are unacceptable. This approach recognizes that people will make mistakes and that the transportation system must be designed and operated to prevent crashes where possible and to mitigate injury severity when crashes occur. Achieving this goal requires shared responsibility among public agencies, community partners, and all road users, supported by coordinated investments in infrastructure, policy, education, enforcement, and emergency response. Consistent with USDOT's Safe System framework, this Action Plan advances safety through five interconnected objectives:

- **Safer People:** Promote safe behaviors through education and fair enforcement while designing systems that account for human error.
- **Safer Roads:** Plan, design, and maintain streets that reduce conflict, improve visibility, and minimize crash severity.

[68] Federal Highway Administration (FHWA). (2022). *Median Barriers*.
[69] Federal Highway Administration (FHWA). (2022). *Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections*.

- **Safer Vehicles and Shared Roadways:** Support vehicle and roadway features that protect all users, including people biking and using other mobility devices.
- **Safer Speeds:** Manage speeds to match roadway context, especially in areas with high pedestrian and bicycle activity.
- **Post-Crash Care:** Strengthen emergency response and recovery systems to reduce injury severity and improve outcomes following a crash.

Together, these objectives guide the prioritization of Shawnee's safety corridors, neighborhood safety zones, sidewalk gap closures, and lighting improvements identified in this Action Plan.

To operationalize the Safe System approach, the City of Shawnee also incorporates the 7Es Framework,[70] which provides a comprehensive structure for implementation, performance monitoring, and continuous improvement:

- **Education:** Increase awareness of safe travel behaviors and system expectations for all road users.
- **Engineering:** Implement roadway and infrastructure designs that reduce conflict and severity of crashes.
- **Enforcement:** Apply fair, data-driven enforcement focused on behaviors that contribute to serious injuries and fatalities.
- **Emergency Response:** Ensure timely, coordinated post-crash care to reduce injury outcomes.
- **Exposure:** Reduce risk by managing speed, access, and conflict in areas with high pedestrian and bicycle activity.
- **Evaluation:** Monitor performance measures, crash trends, and project outcomes to inform future actions.
- **Examination:** Regularly review policies, practices, and data to refine strategies and adapt to emerging safety needs.

By integrating the Safe System approach with the 7Es Framework, Shawnee establishes a clear, accountable pathway for implementing safety strategies that reduce serious injuries and fatalities while advancing accessible to all, data-driven transportation decisions.

Collaborative Partnerships

No single agency can build a culture of safety alone. Shawnee will continue to build partnerships across local government departments, law enforcement, schools, health organizations, neighborhood associations, and regional agencies. Collaboration amplifies impact, supports resource sharing, and ensures safety strategies are holistic and sustained.

By cultivating a culture of safety that integrates leadership, community engagement, strategic education, data analysis, and supportive policy, Shawnee advances toward a

[70] Morimoto, A., Wang, A., & Kitano, N. (2022). A conceptual framework for road traffic safety considering differences in traffic culture through international comparison. *IATSS Research*, *46*(1), 3–13. https://doi.org/10.1016/j.iatssr.2021.11.012

transportation system where serious injuries and fatalities are no longer accepted outcomes but instead guideposts for continuous improvement.

Implementation Partners

Successful implementation of the City of Shawnee Safe Streets Action Plan depends on coordinated action across local, tribal, county, regional, and institutional partners. Transportation safety is a shared responsibility, and many of the strategies identified in this Plan require collaboration beyond a single department or jurisdiction. Implementation partners will support project development, policy alignment, education and outreach, data sharing, and long-term evaluation.

Within the Action Plan matrices, the "Partners" column identifies agencies and organizations that should be consulted or engaged during implementation of each action, in coordination with the City of Shawnee. These partners bring essential expertise, authority, and community connections that are critical to advancing a comprehensive and fair culture of safety.

Key implementation partners for the Shawnee Safe Streets Action Plan include:

- City of Shawnee Departments and Boards, including Public Works, Planning, Police, and Parks, as well as the Shawnee City Commission
- Citizen Potawatomi Nation
- Absentee Shawnee Tribe
- Pottawatomie County and Pottawatomie County Government
- Oklahoma Department of Transportation (ODOT)
- Shawnee Public Schools
- Central Oklahoma Regional Transportation Planning Organization (CORTPO)
- Oklahoma Baptist University and other local education institutions
- SSM Health and other local health and medical partners
- Local businesses and employers
- Regional and community-based organizations supporting transportation safety, health, and mobility
- Law enforcement, emergency response, and public safety partners
- Residents and neighborhood organizations whose lived experience and feedback inform implementation priorities

Together, these partners will help ensure that safety investments are aligned with community needs, implemented efficiently, and sustained over time. Ongoing coordination and communication among partners will be essential to advancing Shawnee's goal of reducing serious injuries and fatalities while improving safe access for all road users.

Implementation Timeframes and Performance Tracking

To support phased implementation and performance monitoring under the Safe Streets and Roads for All (SS4A) program, each action in the City of Shawnee's Safe Streets Action Plan is assigned an anticipated implementation timeframe. These timeframes

support strategic sequencing, funding alignment, and progress tracking, and allow the City to measure advancement toward reducing serious injuries and fatalities over time. Timeframes may be adjusted as funding, coordination opportunities, or performance outcomes evolve. Actions are categorized using the following implementation horizons:

- **Near-Term (0–2 years):** Actions that are implementation-ready and can be delivered quickly, often through low-cost or quick-build treatments, and are expected to produce early safety benefits.
- **Mid-Term (2–5 years):** Actions that require additional planning, design, or funding and are intended to be completed before the next Safety Action Plan update.
- **Long-Term (5+ years):** Actions involving larger capital investments, policy changes, or multi-jurisdictional coordination that advance long-range safety outcomes.
- **Ongoing:** Continuous activities such as data collection, performance monitoring, education, and policy alignment that support sustained safety improvements.

These implementation timeframes provide a consistent framework for tracking progress, reporting outcomes, and demonstrating accountability under SS4A performance measures, while maintaining flexibility to respond to changing conditions and emerging safety priorities.

Funding Sources

Identifying and aligning funding sources is a critical component of implementing the City of Shawnee's Safe Streets Action Plan. For each emphasis area, the Action Plan matrices outline potential funding approaches to support recommended projects, programs, and policies. These funding approaches are intended to provide flexibility and allow the City to advance safety improvements as resources become available. For planning purposes, funding strategies are grouped into the following categories:

- **Existing Funding:** Use of current local, county, or state funding sources already allocated to transportation, capital improvement, or maintenance activities.
- **Reallocated Funding:** Strategic redirection of existing funds to prioritize safety-focused projects or align routine work with Safe Streets goals.
- **Grant Funding:** Competitive grant opportunities at the state and federal levels that can support planning, design, and implementation of safety improvements.

This framework enables Shawnee to coordinate funding decisions across departments and partners while maintaining consistency with the priorities outlined in this Action Plan.

Potential Grant Opportunities

In addition to local and regional funding sources, grant programs play an important role in advancing safety improvements in Shawnee. State and federal funding opportunities can help accelerate implementation, support larger capital investments,

and expand the City's capacity to deliver safety projects. Below is a list of existing funding mechanisms that could support components of this plan.

- The INFRA Grant Program
- RAISE Discretionary Grant program
- Rural Surface Transportation Grant Program (RURAL)
- Bridge Investment Program
- Multimodal Projects Discretionary Grant
- Highway Safety Improvement Program

The City will continue to monitor and pursue grant opportunities that align with the Safe Streets Action Plan, including programs that require local match funding as well as fully funded opportunities. These grants may support infrastructure improvements, safety planning, education and outreach, data collection, and program evaluation. Leveraging external funding sources will allow Shawnee to maximize the impact of local investments while advancing progress toward reducing serious injuries and fatalities on its transportation network.

Safety Corridor Implementation Table

Action	Timeline	Partners	Potential Funding	Which of the 7Es of Safety
Harrison Ave from 45th Street to Enterprise Ct.	0-3 years	ODOT, Local businesses and employers	SS4A, RURAL program	Engineering, Exposure, Evaluation
North Kickapoo from 45th Street to Shawnee Mall Drive		Local businesses and employers	SS4A	
Harrison Ave. from Independence St to Macarthur	3-5 years	ODOT, Local businesses and employers	SS4A, RURAL program	Examination, Engineering, Exposure, Evaluation
Harrison from Walnut to Highland St.				
Harrison Ave from Macarthur to 45th St	5-7 years	ODOT, Local businesses and employers	SS4A, RURAL program	Examination, Engineering, Exposure, Evaluation
North Kickapoo from W. Macarthur Street to 45th St		Local businesses and employers	SS4A	
Harrison from Highland St to Independence St.		ODOT, Local businesses and employers	SS4A, RURAL program	

Harrison Avenue Corridor

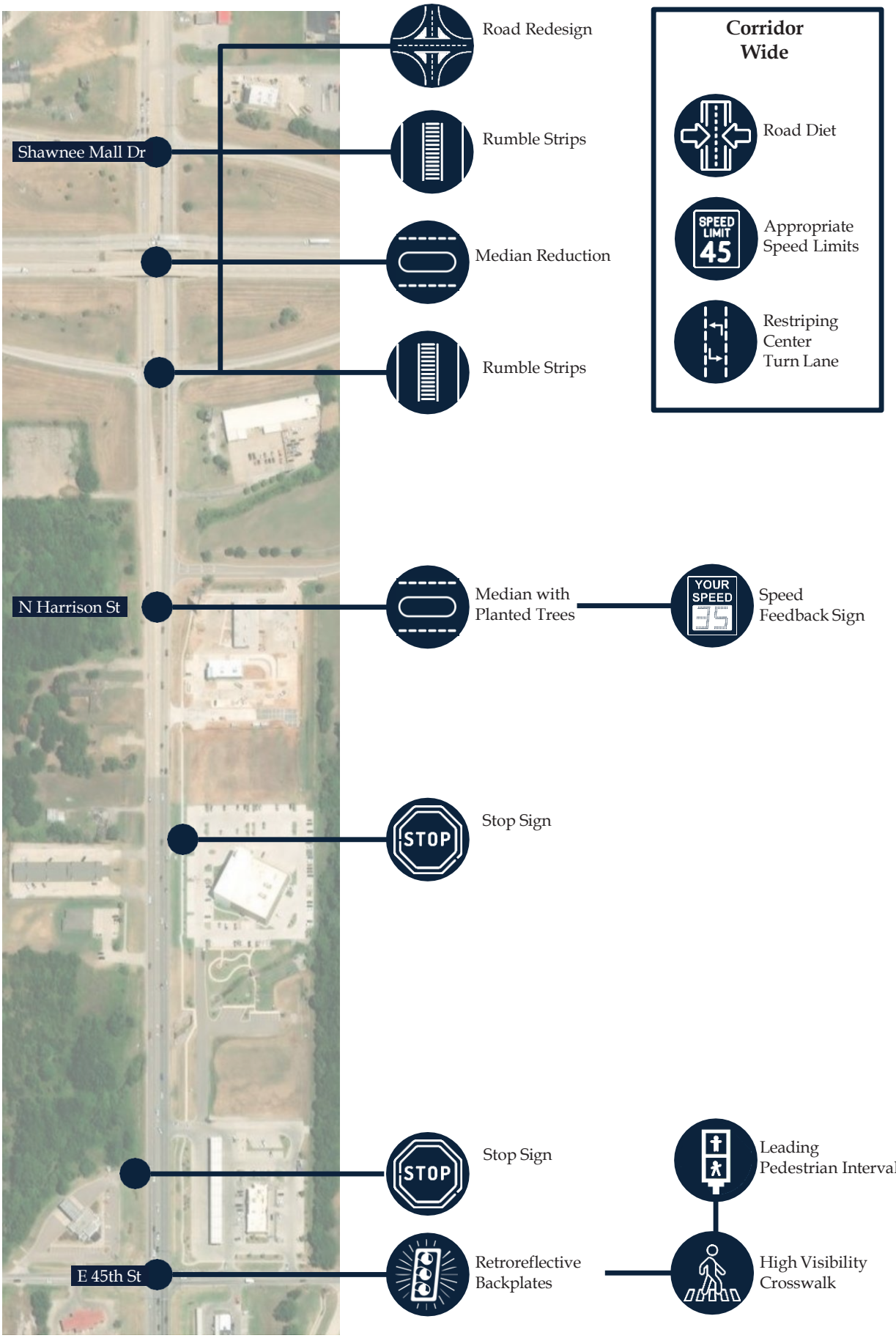
Given Harrison Avenue's role as a principal arterial and interstate gateway, corridor-level safety improvements should focus on reducing conflict points, managing speeds, and improving predictability for all users. Recommended strategies include access management treatments such as raised or landscaped medians, driveway consolidation, and turn restrictions where feasible to reduce the frequency and severity of conflicts. Speed management measures—including lane reconfiguration, enhanced signing, and gateway treatments—should be considered to better align operating speeds with the surrounding land use context. Corridor-wide lighting improvements are also recommended to address visibility concerns, particularly near intersections, access points, and pedestrian crossing locations, and to reduce nighttime crash risk.

Intersection-Specific Recommendations
In addition to corridor-wide strategies, targeted intersection improvements are recommended at key locations along Harrison Avenue to address documented crash patterns. These may include:

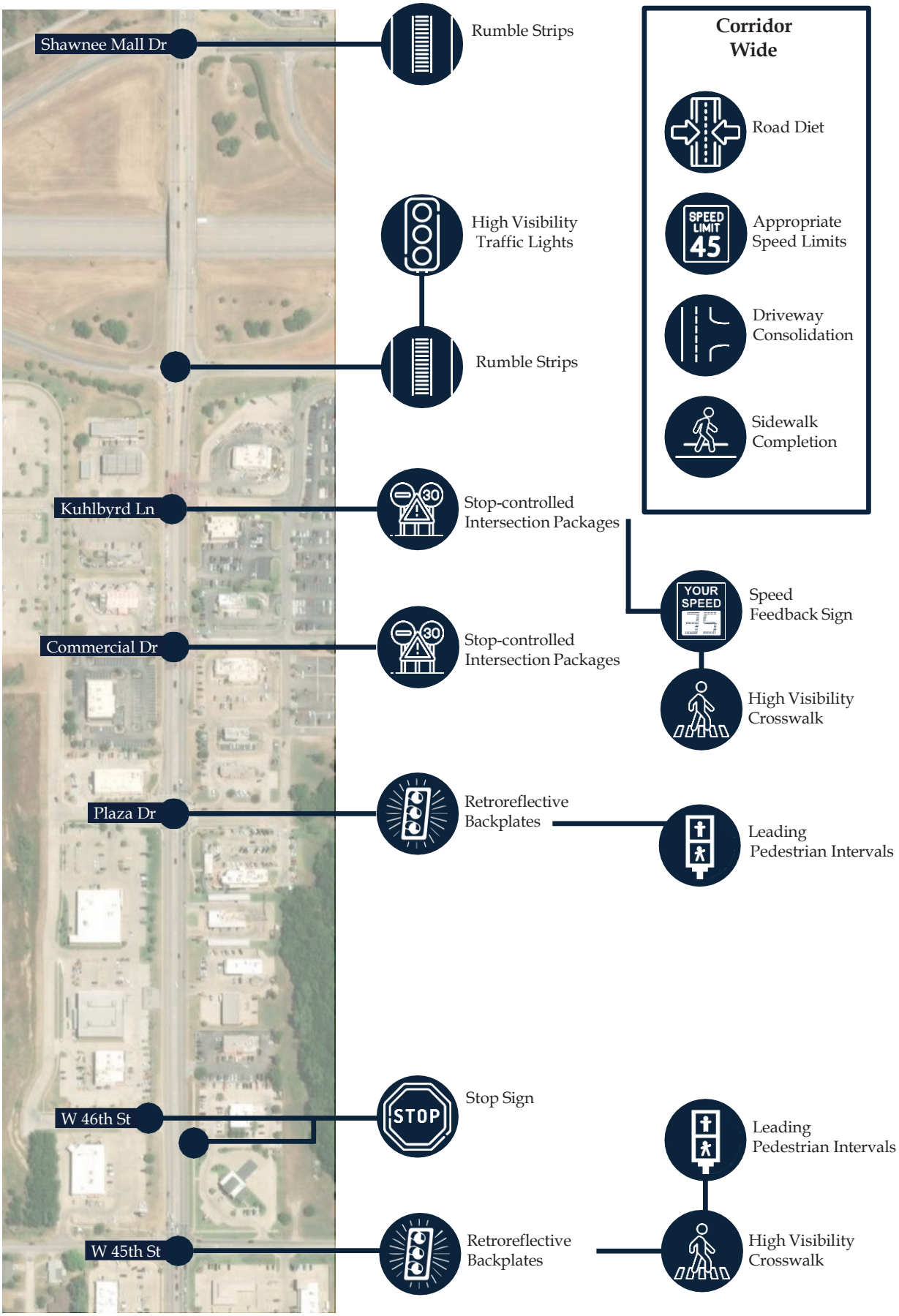
- Signal timing and visibility upgrades to improve driver awareness and reduce rear-end crashes
- Turn lane modifications or channelization to better manage high-volume movements
- Enhanced pedestrian crossing treatments, including marked crosswalks, signal upgrades, and lighting
- Improved signage and pavement markings to clarify lane use and reduce last-second maneuvers

Together, these corridor-level and intersection-specific improvements support a Safe System approach by reducing exposure to risk, lowering crash severity, and improving safety outcomes along one of Shawnee's most critical arterial corridors.

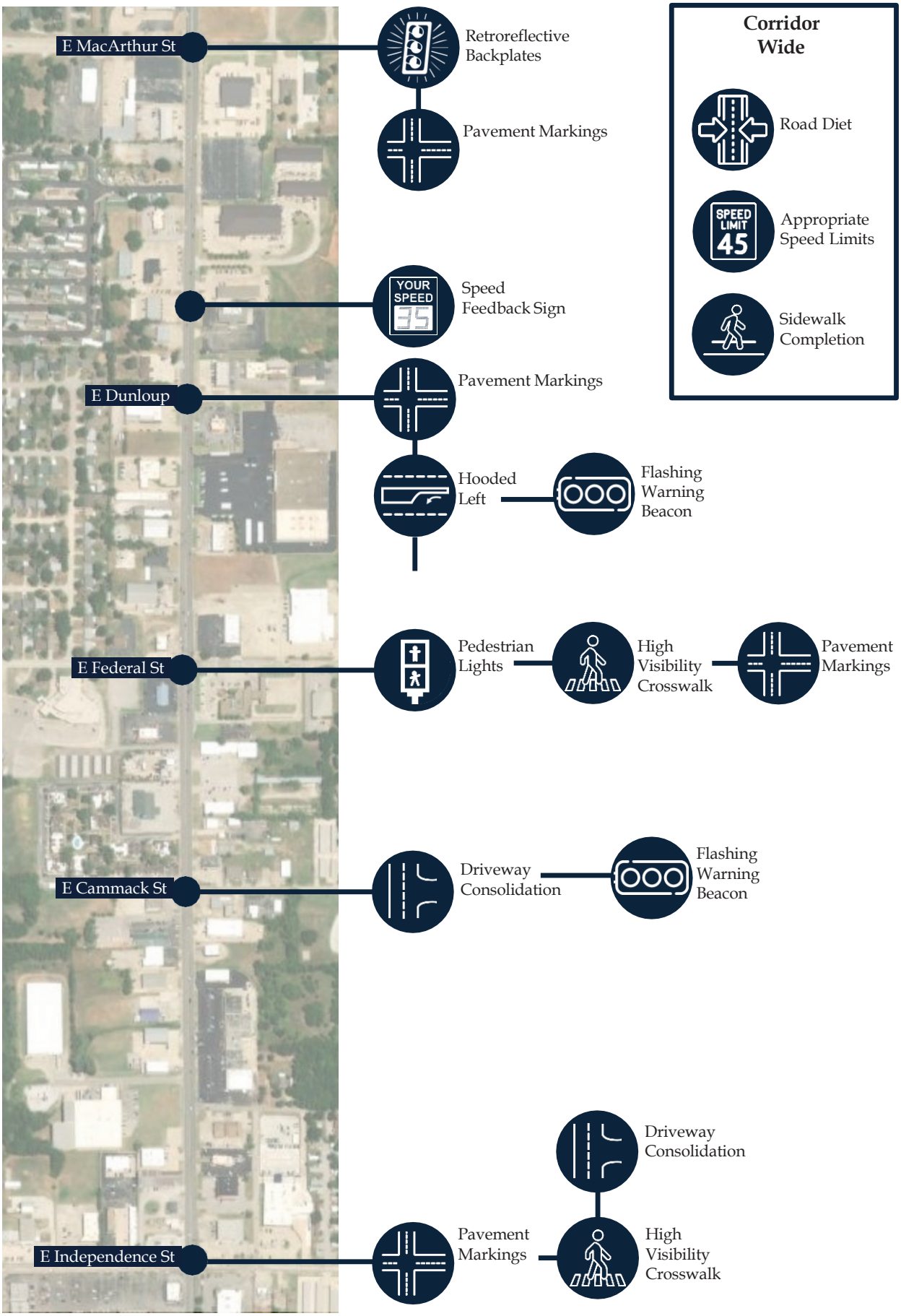
Harrison Avenue Corridor Map



Kickapoo Avenue Corridor – Shawnee Mall Drive to Independence Ave.



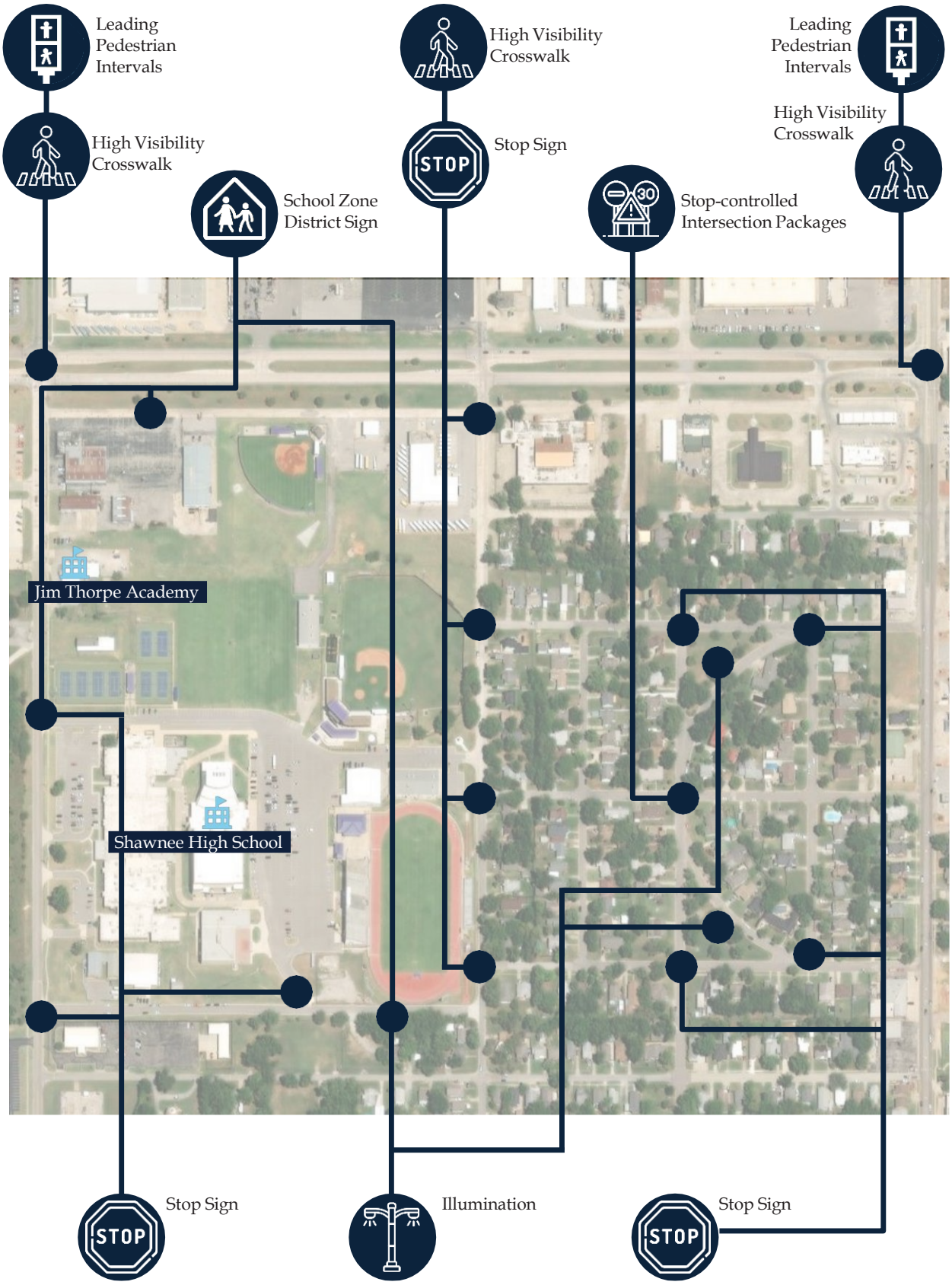
Harrison Avenue Corridor – Macarthur to Independence



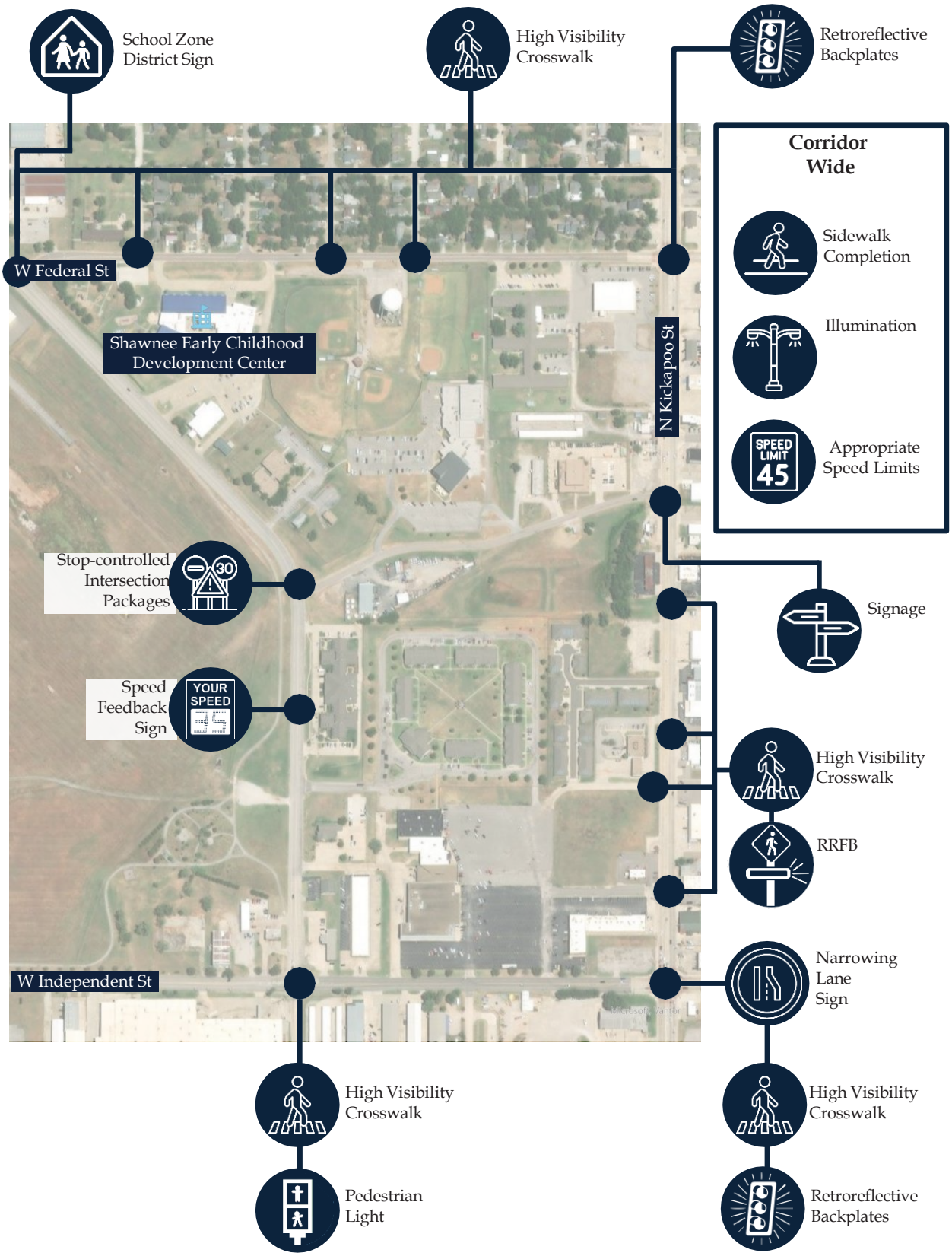
City-Wide Prioritized Neighborhood Safety Projects (Schools and Parks Focus) Implementation Table

Action	Timeline	Partners	Potential Funding Sources	Which of the 7Es of Safety
High-visibility crosswalks, advanced stop bars, and intersection markings	0-3 years	Shawnee Public Schools, Shawnee Police Department, Dept. of Parks and Recreation	RAISE, SS4A, INFRA	Education, Engineering, Enforcement, Exposure
Traffic calming striping treatments				
Pavement restriping and lane reconfiguration				
Enhanced regulatory and warning signage				
Targeted lighting enhancements		Shawnee Public Schools, Shawnee Dept. of Parks and Recreation, OG&E	SS4A	
Sidewalk improvements	3-5 years	Shawnee Public Schools, Shawnee Police Department, Dept. of Parks and Recreation	SS4A, Multimodal Projects Discretionary Grant	Education, Engineering, Exposure, Examination
Bicycle access, connectivity, and wayfinding improvements	5-7 years	Shawnee Public Schools, Shawnee Police Department, Dept. of Parks and Recreation, Central Oklahoma Regional Transportation Planning Organization	SS4A, Multimodal Projects Discretionary Grant	

Improvements Around Shawnee High School



Improvements around Sister City Park and Shawnee Early Childhood Development Center



City-Wide Improvement Recommendations Implementation Table

Action	Timeline	Partners	Potential Funding Sources	Which of the 7Es of Safety
Street Lighting Safety Improvements	0-3 years	OG&E	RAISE, SS4A, INFRA	Exposure, Examination
Update city policies to allow speed limit reductions without requiring state approval or excessive studies where safety risks are documented		City Commission		Examination, Exposure
Prioritize targeted enforcement of high-risk behaviors, particularly: • **speeding** • **impaired driving** • **red-light running** • **failure to yield to pedestrians.**		Shawnee Police Department		Enforcement, Education, Examination, Emergency Response
Improve data collection practices during crash investigations to support safety analysis and prevention efforts			SS4A, TSET Healthy Living Program	Education, Enforcement, Evaluation
Establish a citywide, sidewalk and ADA maintenance program		Shawnee Residents		Examination, Evaluation
Establish routine vegetation management programs along sidewalks and rights-of-way				
Create a fatal crash review team to systematically analyze serious crashes and identify prevention strategies				Examination, Evaluation, Education
Integrate speed management goals into city transportation planning and street design standards	0-5 years	City of Shawnee Planning Commission		Examination, Exposure, Engineering
Reduce the number of north-south residential, one-way corridors on Beard and Market	3-5 years	City of Shawnee Planning Commission, City of Shawnee Commission, Police Department		Engineering, Exposure
Establish Bike Path corridors moving north-south and east-west throughout the city			SS4A, Multimodal Projects Discretionary Grant	Engineering, Exposure

Modifying the Plan

The Shawnee Safety Action Plan reflects the community's current priorities and crash trends at the time of adoption. As the city grows and travel patterns change, the plan should remain flexible and responsive to new safety challenges. To maintain its effectiveness, the City of Shawnee will periodically review progress on implementation activities and monitor crash trends to identify emerging high-risk locations or shifting safety needs. Updates to priority corridors and strategies may be made as conditions evolve. In addition, a comprehensive review and update of the Safety Action Plan should occur approximately every five years to ensure the plan remains aligned with current data, community needs, and best practices in traffic safety. The table below outlines the recommended schedule for reviewing and updating key components of the plan.

Plan Update Level	Recommended Frequency	Approved by
Minor Revision – text or wording changes, not affecting the recommendations	As Needed	Safe Streets Advisory Board
Major Revision – any change substantively changing a recommendation	As Needed	Safe Streets Advisory Board
Safe Streets Implementation Progress Report	Annually	City Commission
Full Plan Update	Every Five years	City Commission

Implementing the Plan

To ensure the Safety Action Plan is actively implemented and remains aligned with its intended goals, the City should use clear performance criteria and regularly track progress on priority actions. Monitoring these measures helps confirm that recommended strategies are being carried out and allows the City to adjust implementation efforts as needed to improve safety outcomes. The table below outlines key performance criteria for reviewing progress.

Goal	Performance Criteria	Data Source
Reduce the number of fatalities resulting from traffic collisions	Number of Traffic Fatalities	Oklahoma Highway Safety Office
Reduce the number of serious injuries resulting from traffic collisions	Number of Serious Injuries	Oklahoma Highway Safety Office
Implement the recommended corridor-wide and intersection countermeasures per the Shawnee Safety Action Plan	Number of Study Corridors with Safety Upgrades Received	Shawnee Safety Action Plan
Adopt the recommended policy provisions and updates per the Shawnee Safety Action Plan	Number of Safety Action Plan Policies Adopted	Shawnee Safety Action Plan

Appendix: City of Shawnee Walking Audits (May 2025 – February 2026)

Overview of All Walk Audits

Between May 2025 and February 2026, the City of Shawnee conducted seven walking audits across key corridors connecting schools, parks, community facilities, and residential neighborhoods. Collectively, these audits reveal a systemic pattern of pedestrian infrastructure failure that creates unsafe conditions for residents (particularly children, seniors, and people with disabilities) and undermines the city's investments in schools, parks, and trails.

The Problem

Across all audited areas, pedestrians are routinely forced into traffic due to missing sidewalks, faded or absent crosswalks, inadequate lighting, and widespread ADA non-compliance. These conditions are most severe near schools and along routes used daily by children and residents without access to a vehicle. The issues are not isolated or incidental; they are recurring and citywide.

Key Findings

Five critical deficiencies were identified repeatedly across corridors:

1. **Missing and Discontinuous Sidewalks**
   Large gaps force pedestrians (including school children) to walk in travel lanes, with zero ADA-compliant alternatives in many locations.
2. **Unsafe and Unmarked Crossings**
   Crosswalks are frequently missing or so faded they are functionally invisible, including at high-traffic intersections near schools.
3. **Inadequate Lighting**
   Long stretches lack street lighting, creating unsafe conditions during early mornings, evenings, and winter months, and compounding existing safety and crime concerns.
4. **ADA Non-Compliance**
   Missing curb ramps and inaccessible crossings prevent safe travel for wheelchair users and others with mobility challenges, exposing the city to accessibility and legal risks.
5. **Absent Street Markings and Traffic Control**
   Missing centerlines, stop bars, and reflective markings reduce driver awareness and increase crash risk on both residential and arterial streets.

Highest-Risk Areas

Several corridors require **immediate action** due to the concentration of vulnerable users and severity of conditions, including:

- The Shawnee High School area and surrounding neighborhood streets
- Wallace Street (Jefferson to Harrison)

- Farrall & Beard intersection

In these locations, students and residents routinely walk in the roadway, cross multi-lane streets without markings, and travel in darkness.

Safety and Economic Implications

The findings highlight significant accessibility and connectivity gaps. Residents living within blocks of parks, trails, schools, and community facilities are unable to safely access them on foot. Low-income households relying on walking (particularly for basic needs like groceries) are disproportionately affected. These conditions also harm property values, weaken first impressions for visitors and investors, and reduce the return on public infrastructure investments.

Immediate Actions Recommended

The most urgent needs can be addressed through quick, affordable interventions:

1. Repaint and install crosswalks at critical intersections, especially near schools
2. Add and upgrade street lighting in high-risk corridors and pedestrian bridges
3. Install school zone pavement markings, signage, and appropriate timing
4. Stripe missing centerlines and stop bars to improve driver awareness
5. Add ADA-compliant curb ramps at priority intersections

Conclusion

The walking audits make clear that Shawnee's pedestrian infrastructure does not currently meet the needs of its residents.
Immediate action on a focused set of low-cost improvements can significantly improve safety while laying the groundwork for longer-term sidewalk and ADA investments. The infrastructure exists to serve residents—the question is whether it will be safe enough for them to use.

Shawnee High School Walk Audit Findings

Corridor Function: School-centered neighborhood and park access network
Key Destinations: Shawnee High School, Jefferson Circle Parks, Larch-Miller Park, Jim Thorpe Stadium, nearby bus stops
Primary Users: Students, families, event attendees, older adults, residents with limited mobility

Summary

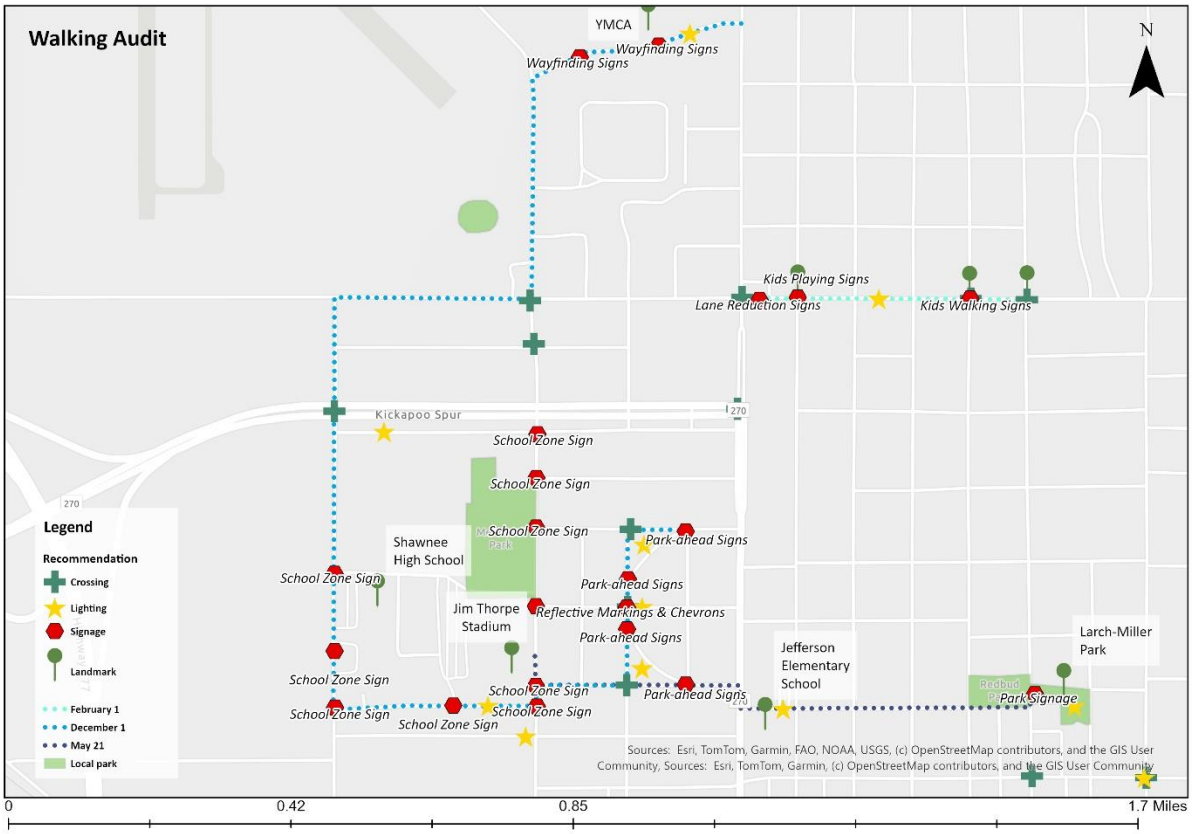
This combined walking audit evaluated pedestrian conditions across the Shawnee High School area and adjacent park-serving neighborhood streets, including connections to Jefferson Circle Parks and Larch-Miller Park. Together, these corridors form one of the city's most important daily walking networks, serving students traveling to and from school, residents accessing parks and recreation facilities, and families attending school and athletic events. Despite their central role, the network lacks the basic infrastructure needed to support safe and accessible pedestrian movement.

Sidewalk infrastructure across the network is highly fragmented and often unusable. Continuous sidewalks are present only in isolated locations, such as directly in front of

the high school, while surrounding residential streets frequently have no sidewalks at all or contain severe gaps. Where sidewalks do exist, they are commonly obstructed by overgrown vegetation, debris, or tree root heaving that creates cracked, uplifted, or eroded surfaces. In some areas, sidewalks abruptly transition between materials or end without warning, forcing pedestrians (often groups of students) to walk in the middle of the street. These conditions make the network functionally inaccessible for wheelchair users, strollers, and others with mobility limitations.

ADA accessibility deficiencies are widespread and systemic. Many intersections lack curb ramps entirely, while others include damaged or poorly graded ramps without detectable warning strips. Drainage problems cause water pooling at crossings, increasing slip and fall risks and further degrading accessibility. Students with disabilities are effectively excluded from independent travel within the school's immediate surroundings, and the city faces ongoing ADA compliance exposure as a result.

Marked pedestrian crossings and school-zone treatments are largely absent throughout the network. Crosswalks are missing at many near-school intersections and park access points, and where markings exist, they are often faded or incomplete. Stop bars, yield lines, and school-zone pavement markings such as "SCHOOL" and "SLOW" are notably lacking. As a result, drivers receive little visual indication that they are traveling through a high-pedestrian environment, even during peak school arrival, dismissal, and event times.



Lighting conditions further compound safety concerns. Residential approaches to the high school, park-facing corners, and internal neighborhood streets are poorly lit, with

long gaps between streetlights. These deficiencies are particularly problematic during early morning hours, winter months, and evening school events, when large numbers of students and families are walking in darkness. Limited lighting interacts with known crime concerns and reduces both real and perceived safety.

Driver behavior within the network reflects these infrastructure gaps. Narrow, unmarked streets without traffic calming encourage higher speeds, particularly among young drivers and during event-related traffic surges. Parked vehicles frequently block sidewalks or reduce sightlines at intersections, further increasing risk for pedestrians attempting to cross.

Recommended near-term improvements focus on highly visible, low-cost interventions that can quickly improve safety. These include installing high-visibility ladder-style crosswalks and stop bars at school access points and park crossings, adding school-zone pavement markings and advance warning signage, and improving lighting along primary walking routes at regular intervals. Correcting misleading signage, enforcing sidewalk clearance, and implementing routine vegetation management are also critical to restoring usable pedestrian space. Together, these actions would significantly reduce risk, improve accessibility, and signal community investment in one of Shawnee's most important pedestrian networks.

North Kickapoo, Beard Street, and Independence Scattered Walk Audits

Audit Date: February 1, 2026
Corridor Function: Arterial and neighborhood connector with commercial access and crash history
Key Destinations: Commercial services, neighborhood streets, industrial areas, Planet Fitness, Highway-adjacent connections
Primary Users: Residents, pedestrians accessing services, drivers transitioning between arterials and neighborhoods

Summary

This walking audit evaluated pedestrian and traffic safety conditions along the Beard Street, Independence Street, and Kickapoo corridor, an area characterized by high traffic volumes, frequent access points, and a mix of residential, commercial, and industrial land uses. The corridor functions as a major vehicular route but lacks the infrastructure and design features necessary to safely accommodate pedestrians and manage vehicle speeds.

Beard Street's one-way configuration was identified as a significant contributor to unsafe conditions. The one-way design encourages higher vehicle speeds, creates confusion at transition points where traffic patterns change, and appears to contribute to crash occurrences when drivers attempt incorrect or last-minute turns. Similar issues were previously identified on Wallace Street, suggesting a broader pattern of one-way

configurations failing to manage speed or safety effectively in Shawnee's street network.

Sidewalk availability along the corridor is inconsistent and incomplete. Beard Street lacks a sidewalk on one side, while Independence Street includes long stretches (particularly along industrial areas) where no sidewalks exist at all. This limits pedestrian access to destinations such as Planet Fitness and other businesses along Kickapoo and forces people to walk along the roadway or avoid walking entirely. Marked crosswalks are also largely absent along Beard Street and at key intersections, leaving pedestrians without safe crossing points on wide, high-speed streets.

Crash history and intersection performance are major concerns. The Broadway and Independence intersection was identified as a crash cluster, with traffic volumes that may warrant signalization. Additional crash patterns were observed at Wallace and Beard and along Louisa Street, which has the highest reported crash frequency in the corridor. At Kickapoo and Independence, drivers frequently violate signal indications, and lane reductions occur without adequate warning, contributing to confusion and collision risk.

Lighting deficiencies exacerbate safety issues throughout the corridor. While portions of Kickapoo near major intersections are well lit, east–west movements on Independence and north–south segments lack sufficient lighting. Poor visibility discourages sidewalk use and increases crash risk during evening hours. These issues are particularly concerning given the corridor's arterial scale and turning movements.

Driver behavior along the corridor reflects these design shortcomings. Speeding, distracted driving, and failure to anticipate lane drops or turning movements were consistently observed. Multiple driveways (particularly near commercial clusters such as 45th Street and North Kickapoo) create frequent conflict points between vehicles and pedestrians, increasing crash potential. Rear-end collisions and fender benders appear common, likely driven by stop-and-go conditions combined with inattention and excessive speed.

Recommended near-term improvements emphasize speed management, visibility, and access clarity. These include adding lighting along dark segments, installing lane reduction and yield signage approaching neighborhood transitions, deploying speed feedback signs, and adding marked crosswalks where pedestrian access to services is expected. Longer-term strategies include evaluating the removal or modification of one-way street configurations, implementing road diets, consolidating driveways where feasible, and improving access management at high-conflict intersections. Together, these actions would significantly reduce crash risk and improve safety for both pedestrians and drivers along this critical corridor.

KidSpace Walk Audit

Audit Date: June 11, 2025
Corridor Function: Park-to-community facility route with transit access

Summary

The KidSpace to Community Market of Pottawatomie County (CMPC) walking audit examined Center Street and adjacent connections serving children, families, transit riders, and residents accessing community facilities. The audit found that Center Street lacks the most basic elements of a safe pedestrian network and presents severe accessibility barriers for people with disabilities.

For much of the corridor, sidewalks are entirely absent, forcing pedestrians to walk directly in vehicle travel lanes. Where sidewalks exist, they appear only in isolated segments associated with new development requirements and do not form a continuous or accessible route. The corridor exhibits zero ADA compliance, making it effectively unusable for wheelchair users or individuals with mobility limitations. Pedestrians walking alongside traffic experience little physical or perceived separation from vehicles, particularly at higher speeds.

Critical intersections along the route lack safe crossing infrastructure. At Center and Main, a known bus stop location where children wait, no crosswalks exist, leaving students without a safe way to cross the street. Similarly, the intersection of Wayne and Center, adjacent to KidSpace Park, has no crosswalks, signals, or stop signs despite high child activity. Participants identified this location as the most significant safety concern due to frequent, unsupervised crossings during events and daily use.

Drivers' behavior further exacerbates safety risks. Speed routinely exceeds posted limits, drivers fail to yield to pedestrians, and compliance with stop signs is inconsistent. Transit stop conditions are also poor, with no signage, shelter, or defined waiting area at key stops. Many school bus stops are located on private property, complicating infrastructure improvements and contributing to confusion about stop locations.

Additional barriers include vehicles parked across sidewalks, blocked curb ramps, inadequate pedestrian signal timing, and the absence of audible signals for visually impaired users. Together, these conditions create a hostile walking environment and expose the city to significant ADA compliance risks.

Recommended actions prioritize installing crosswalks at Center and Main and Wayne and Center, improving pedestrian signal timing and accessibility features, and formalizing transit stop locations with signage. Near-term strategies should emphasize quick-build, paint-based solutions and vertical separation to create a safer walking environment while longer-term corridor redesign is considered.

Wallace Corridor Walk Audit

Audit Date: October 16, 2025
Corridor Function: Residential connector with school-related walking demand

Summary

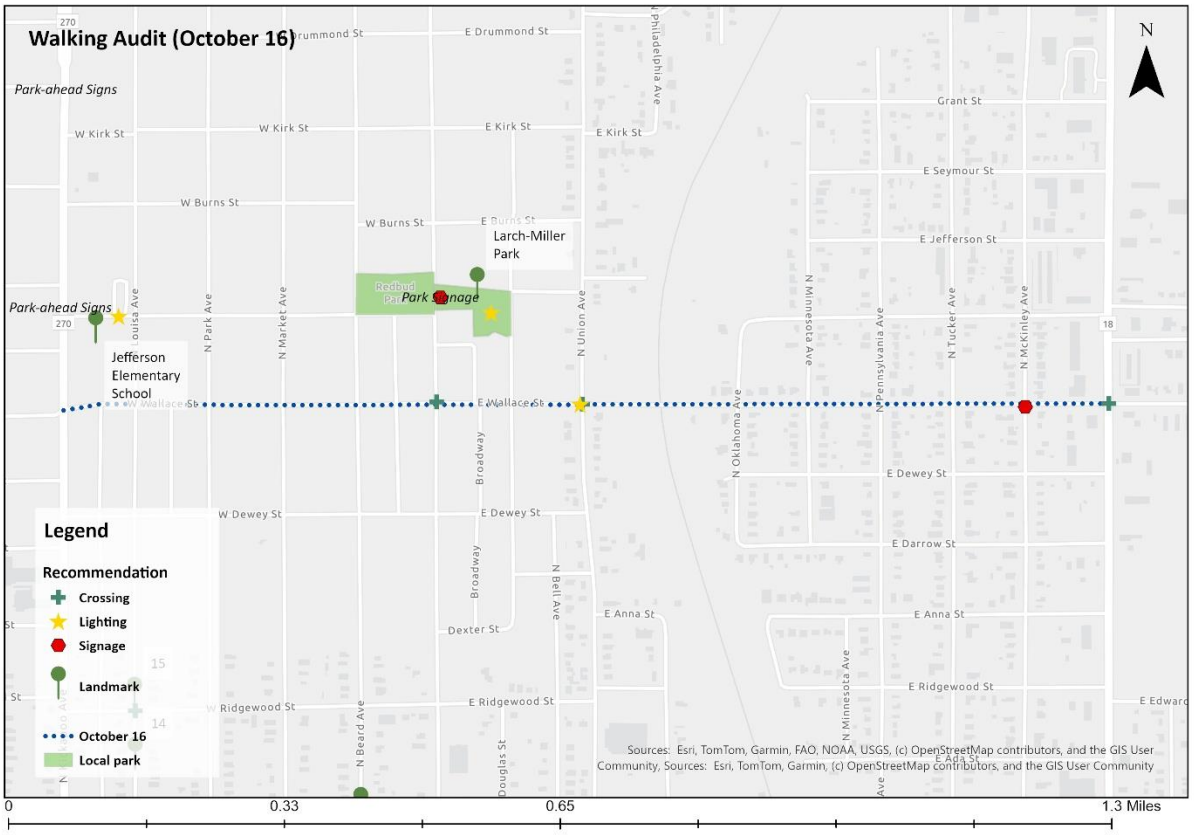
The Wallace Street walking audit covered approximately one mile between Jefferson and Harrison Streets, a route used by neighborhood residents and children walking within one mile of school.

While portions of the corridor contain sidewalks, overall pedestrian conditions are fragmented, inaccessible, and unsafe. Sidewalk continuity deteriorates significantly along the corridor, with the first half-mile providing limited infrastructure and the second half lacking functional pedestrian facilities altogether. Changes in terrain, steep elevation differences, and drainage issues create uneven walking surfaces and cause water to flow from yards into the roadway. Overgrown vegetation and unmaintained easements further force pedestrians into traffic, while hidden holes in tall grass present serious tripping hazards.

Accessibility barriers are widespread. Curb ramps are improperly aligned or missing entirely, some directing wheelchair users into traffic rather than across intersections. In several areas, elevation changes make the route unusable for wheelchairs, strollers, or grocery carts. Storm grates are wide enough to trap bicycle wheels, and some sidewalk segments terminate in steps rather than ramps, violating ADA standards.

Driver behavior presents a consistent safety concern. Vehicles regularly exceed posted speed limits, roll through stop signs, and accelerate quickly from major intersections. Distracted driving was observed throughout the audit. Despite the presence of police vehicles during the audit, driver behavior did not noticeably improve, indicating that enforcement alone is insufficient to address safety issues.

Crosswalk infrastructure along Wallace Street is largely absent or nonfunctional. At Union and Wallace, crosswalk markings are completely faded on all four corners despite heavy traffic volumes. School-related crossings are inconsistently marked, leaving children exposed during daily travel. Lighting conditions compound these risks, with long, dark stretches between intersections and poor visibility at key crossing points.



Near-term recommendations emphasize repainting and installing high-visibility crosswalks, particularly at Union and Wallace and other school-related crossings, adding lighting between intersections, and deploying signage and markings that increase driver awareness. These quick-build interventions can significantly improve safety while longer-term solutions, such as road diets and buffered sidewalks, are evaluated.

Farrall Walk Audit

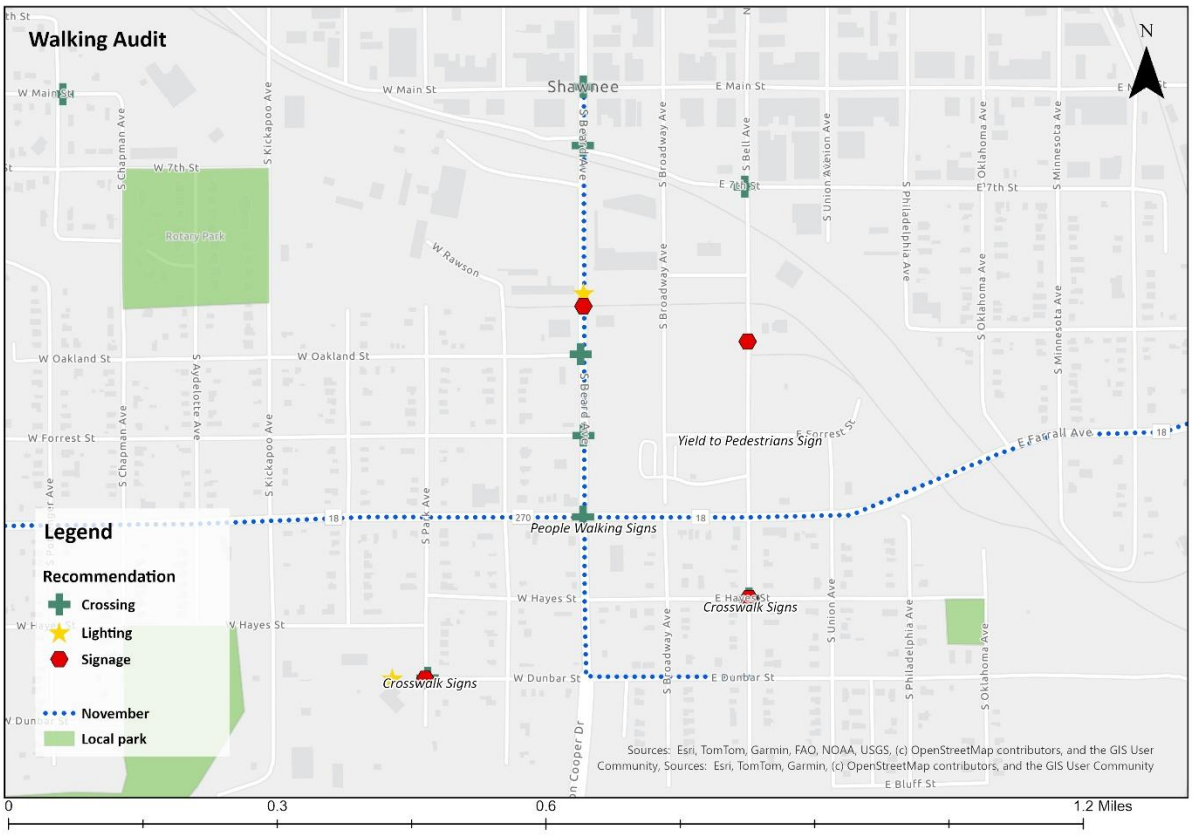
Audit Date: November 2025
Corridor Function: Neighborhood, community center, and industrial-edge network

Summary

The South Shawnee walking audit applied the AARP Walk Audit Toolkit and Congress for the New Urbanism street design principles to evaluate a multi-corridor network serving residential neighborhoods, a community center, parks, and industrial areas. The audit revealed a stark mismatch between roadway design and surrounding land uses, particularly along Farrall Drive.

Farrall Drive functions as a four-lane, high-speed, undivided roadway despite serving residential neighborhoods and community destinations. Pedestrians are routinely not yielded at crossings; sightlines are compromised by rolling topography and faded or nonfunctional crosswalks provide little protection. The corridor's configuration is incompatible with pedestrian activity and presents one of the highest safety risks identified during the audits.
Sidewalk gaps and ADA compliance issues are prevalent throughout the network. In Dunbar Heights and along Bell Street, sidewalks appear only in isolated segments or pass through parking lots with inconsistent grades. Overgrown vegetation reduces effective sidewalk width, and curb ramps are frequently missing. Lighting deficiencies are particularly severe under the Bell Street trestle and along Beard Street, where darkness contributes to fear and discourages walking.

Several site-specific hazards were identified, including unprotected drop-offs near the Bell Street trestle, pedestrian-truck conflicts in industrial areas, and unsafe railroad crossings for strollers, wheelchairs, and bicycles. Maintenance issues, such as overgrown vegetation and lack of trash receptacles, further degrade walkability and comfort.



Near-term recommendations focus on repainting and installing crosswalks near community assets, restoring lighting in critical dark segments, and deploying signage and speed feedback to manage driver behavior. These actions represent low-cost opportunities to immediately improve safety while aligning with medium- and long-term plans for corridor redesign and complete streets implementation.

January 2026 Walk Audit

Audit Date: January 16, 2026
Corridor Function: Mixed residential–commercial pedestrian network and neighborhood connectors
Primary Users: Residents, older adults, people using wheelchairs or mobility aids, pedestrians accessing local services

Summary

This walking audit evaluated pedestrian conditions across a multi-street network including Highland Street, Beard Avenue, Market Avenue, Union Avenue, Bell Avenue, Louisa Avenue, and Kickapoo Street. Unlike audits focused on a single destination, this corridor scan examined the everyday pedestrian environment experienced by residents accessing nearby services, homes, and neighborhood connections. The audit revealed widespread and systemic pedestrian infrastructure deficiencies that pose immediate safety risks and create significant ADA compliance concerns.

Sidewalk continuity throughout the corridor is severely compromised. In many locations, sidewalks abruptly end at parking lot entrances, disappear under grass

overgrowth, or are missing entirely on one or both sides of the street. Several residential segments have no sidewalks at all, forcing pedestrians, wheelchair users, and cyclists into the roadway. Even where sidewalks are present, continuity is frequently broken, making it impossible to travel safely along the corridor without repeatedly entering traffic.

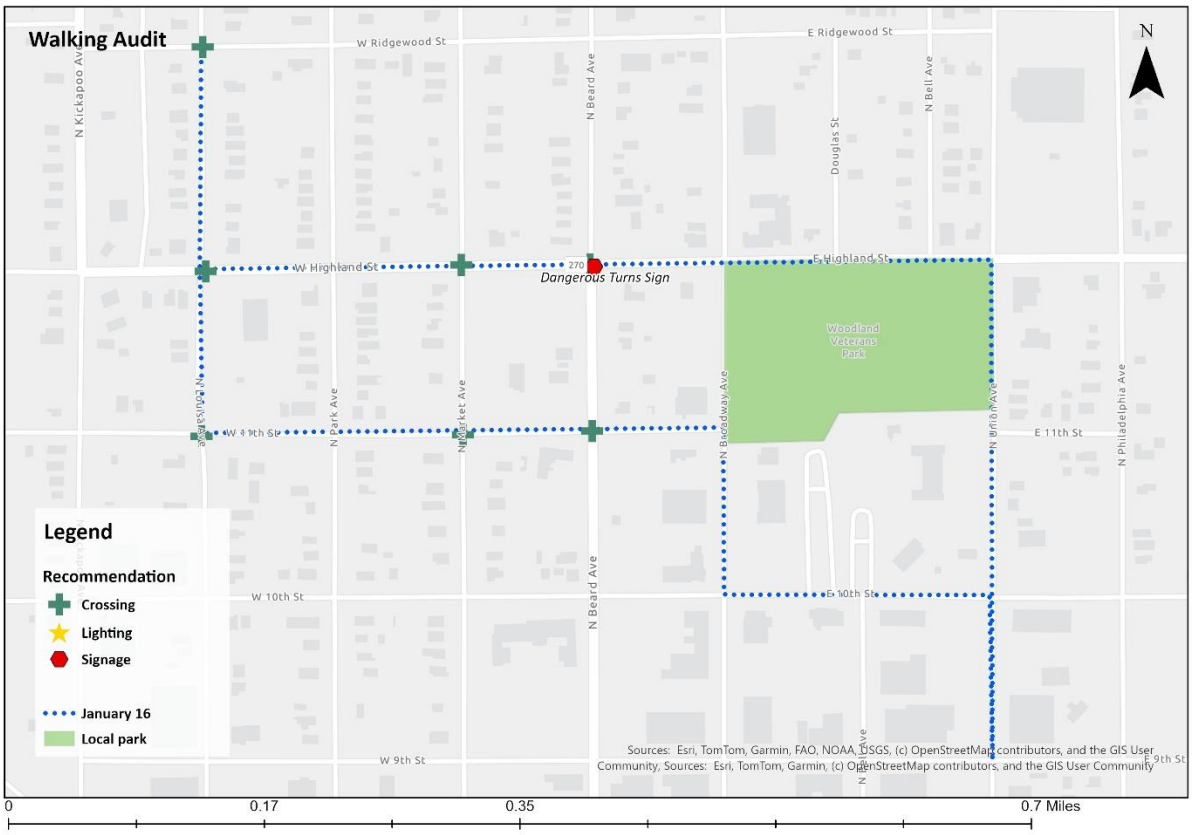
Sidewalk and pavement conditions are poor across much of the network. Cracked concrete, uneven slabs, settlement, broken curb ramps, and deteriorated asphalt were observed at numerous locations. These failures create tripping hazards and make mobility-aid use difficult or impossible in some areas. In several cases, extreme sidewalk failures present clear fall risks that could lead to preventable injuries, particularly for older adults and people with disabilities.

ADA infrastructure deficiencies are widespread and inconsistent. Many intersections lack curb ramps altogether, while others include damaged or nonfunctional ramps without push buttons, tactile warning strips, or accessible alignment. In several locations, ADA-compliant infrastructure is provided on only one side of the street, creating uneven access and forcing pedestrians with disabilities to cross at unsafe locations or not at all. These conditions represent both a safety concern and a clear exposure to ADA compliance risk for the city.

Marked crosswalks and pedestrian warning treatments are largely absent throughout the corridor. Numerous intersections lack any crosswalk markings, pedestrian signage, or stop bars, leaving drivers without visual cues to anticipate pedestrian crossings. Faded pavement markings further reduce visibility where markings once existed. These conditions increase the likelihood of crashes and discourage walking, even for short trips.

Traffic control and driver behavior further undermine pedestrian safety. Several intersections operate as two-way stops where four-way control may be warranted based on observed conflicts. In multiple locations, vehicles failed to stop properly or traveled at excessive speeds through residential areas. Unsafe driveway and parking lot access points with limited visibility create additional conflict zones between vehicles and pedestrians.

A notable finding of this audit is the inconsistency in maintenance and investment across street sides. In several locations, one side of the street is well maintained and accessible, while the opposite side is severely deteriorated or inaccessible. This uneven approach to maintenance results in inaccessible pedestrian access and degrades the overall functionality of the network.



Recommended actions for this corridor emphasize a phased approach aligned with Safe Streets for All principles. Immediate actions include vegetation trimming, temporary pedestrian warning signage, patching of extreme sidewalk failures, and visibility improvements at parking lot entrances. Short-term actions focus on installing ADA-compliant curb ramps, restoring sidewalk continuity, adding marked crosswalks and signage, and upgrading stop control at high-conflict intersections. Long-term actions include completing sidewalk networks on both sides of streets, implementing permanent traffic calming measures, redesigning unsafe access points, and establishing a citywide, sidewalk and ADA maintenance program.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF SHAWNEE ADOPTING A ZERO ROADWAY FATALITIES POLICY

WHEREAS, the life and health of all persons living and traveling within the Shawnee are our utmost priority, and no one should die or be seriously injured while traveling on our city streets;

WHEREAS, traffic deaths and serious injuries on our roadways are unacceptable;

WHEREAS, the City will work employ a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while increasing safe, healthy, mobility for all;

WHEREAS, the city aims to design streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, and motorcyclists, as well as drivers and passengers of motor vehicles;

WHEREAS, it is recognized that people will sometimes make mistakes, so the road system and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities; therefore, transportation planners and engineers and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes;

WHEREAS, 32 people in the Shawnee lost their lives to traffic deaths in between 2017-2023, and traffic crashes are among the leading cause of deaths in the United States;[6]

WHEREAS, the Shawnee's transportation infrastructure serves an increasing number of vulnerable road users such as pedestrians and bicyclists;

WHEREAS, speed is recognized as a major determining factor of survival in a crash;[7]

WHEREAS, the City of Shawnee [is working/will work] toward reducing vehicle speeds because the likelihood of a pedestrian surviving a crash is 10 percent if hit by a vehicle moving 40 mph;[8]

WHEREAS, children, older adults, people of color, people with disabilities, people who are unhoused, and people with low income face a significantly disproportionate risk of traffic injuries and fatalities;[9]

WHEREAS, making streets safer for all people using all modes of transportation will encourage people to travel on foot, by bicycle, and by public transit, which supports a healthier, more active lifestyle and reduces environmental pollution;

WHEREAS, successful safe streets programs are a result of both a complete government approach (i.e., interdepartmental, coordinated initiatives) and community support of Zero Roadway Fatalities objectives and action plans;

DRAFT

WHEREAS, zero traffic fatality resolutions have been adopted by many jurisdictions across the United States; and

WHEREAS, the City of Shawnee has already adopted [*other pedestrian safety–related policies or programs the jurisdiction has already adopted*],

NOW, THEREFORE, BE IT RESOLVED, by the City Commission of the City of Shawnee, State of Oklahoma, as follows:

1. The City Commission of Shawnee adopts the goal of zero traffic deaths and serious injuries, stating that no loss of life or serious injury is acceptable on our streets.

2. The City of Shawnee adopts the goal of eliminating traffic deaths and serious injuries by 2036 and endorses a Safe System Approach as a comprehensive and holistic approach to achieving this goal.

4. The City of Shawnee adopts the Safe Streets policy attached hereto as Exhibit A and makes it part of this Resolution, effective immediately.

5. The City of Shawnee Clerk shall certify the adoption of this Resolution, effective immediately, by the City Commission.

PASSED AND ADOPTED by the City Commission of the City of Shawnee, State of Oklahoma, on 16th day of March, 2026, by the following vote: [_____].

_____
ERIC STEPHENS, MAYOR

ATTEST:

_____
LISA LASYONE, MMC, CITY CLERK

DRAFT

Exhibit A.

SAFE STREETS POLICY OF THE CITY OF SHAWNEE

A. PURPOSE

The purpose of this Zero Roadway Fatalities Policy ("Policy") is to eliminate all traffic fatalities and traffic-related severe injuries by using data-driven policy changes and equity-focused community engagement of diverse and necessary stakeholders to design and implement a transportation system that provides safe, healthy, and equitable mobility for all. This Policy seeks to achieve this purpose by (1) establishing that zero traffic fatalities is a priority goal for the City of Shawnee and (2) creating a Safe Streets task force of senior city officials (or their designees) that is responsible for gathering data and working with the community – including traditionally underrepresented groups – to develop an action plan for achieving the goals of a Safe System Approach through safety-focused strategies that establish safe speeds, create safe streets, and improve safety culture and collaboration.

B. DEFINITIONS

1. "Community Engagement" means the various methods of informing, consulting, collaborating with, involving, or empowering community members with respect to government decisions.

2. "Fatal Injury" means [*definition, perhaps one from an existing local or state traffic data collection policy or from, for example,* Model Minimum Uniform Crash Criteria (5th ed., 2017) *or* KABCO Injury Classification Scale and Definitions].

3. "High-Injury Networks" means specific streets or roads (or portions thereof) and/or intersections within the boundaries of the City of Shawnee that have a high concentration of traffic fatalities and/or severe injuries, according to Traffic Safety Data.

5. "Priority Populations" means youth, older adults, people with low income, people with disabilities, people with limited English proficiency, people who are unhoused, or others who have a higher risk of Severe or Fatal Injury resulting from a collision with a motor vehicle, due to limited access to efficient and affordable transportation options; unsafe neighborhood transit infrastructure; or population-specific risk factors.

6. "Severe Injury" means [*definition, perhaps one from an existing local or state traffic data collection policy or from, for example,* Model Minimum Uniform Crash Criteria (5th ed., 2017) *or* KABCO Injury Classification Scale and Definitions].

7. "Traffic Safety Data" means data collected for each traffic collision that results in a Fatal or Severe Injury and, to the extent possible, shall include but are not limited to the following data elements: (a) exact location; (b) date and time of day; (c) category of each road user involved (e.g., pedestrian, bicyclist, scooter rider, driver of motor vehicle); (d) type of vehicle(s) involved, if applicable (e.g., motorcycle, car, bus, commercial truck);

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(e) whether any road users were fatally or severely injured; (f) ages of people involved; (g) collision factors (e.g., unsafe speed, driver distraction, poor lighting); and (h) the movement preceding the collision (e.g., left turn, changing lanes).

8. "Vulnerable Road Users" means pedestrians, bicyclists, people using mobility devices, scooter riders, and any other road users who are at high risk of Severe or Fatal Injury resulting from a collision with a motor vehicle.

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Exhibit B -

1. What is Vision Zero? Vision Zero Network website: visionzeronetwork.org/about/what-is-vision-zero/.

2. *An Analysis of Traffic Fatalities by Race and Ethnicity.* Washington, DC: Governors Highway Safety Association; 2021. ghsa.org/sites/default/files/2021-06/An%20Analysis%20of%20Traffic%20Fatalities%20by%20Race%20and%20Ethnicity.pdf.

3. Baumgartner FR, Epp DA, Shoub K. *Suspect Citizens: What 20 Million Traffic Stops Tell Us About Policing and Race.* Cambridge, United Kingdom: Cambridge University Press; 2018.

4. Social determinants of traffic fatality: a health disparity exposed on our roadways. Long Island Health Collaborative website: lihealthcollab.org/news-and-blog/social-determinants-of-traffic-fatality-a-health-disparity-exposed-on-our-roadways. July 9, 2021.

5. Barajas JM. Biking where Black: connecting transportation planning and infrastructure to disproportionate policing. *Transportation Res Part D: Transportation Environ.* 2021;99:103027. doi.org/10.1016/j.trd.2021.103027.

6. 10 leading causes of death, United States, 2020, both sexes, all ages, all races. Centers for Disease Control and Prevention website: wisqars.cdc.gov/data/lcd/home.

7. Institute of Transportation Engineers; Road to Zero Coalition; and RTZ Safe System Working Group. Safe System. Institute of Transportation Engineers website: ite.org/technical-resources/topics/safe-systems/.

8. Ferrier K. Landmark national study urges safety over speed. Vision Zero Network website: visionzeronetwork.org/safety-over-speed. July 25, 2017.

9. Fox J, Shahum L. *Vision Zero Equity Strategies for Practitioners.* Oakland, CA: Vision Zero Network; 2017.

10. Rodriguez JF. Homeless residents at high risk of death in traffic collisions. *San Francisco Examiner.* September 3, 2019. sfexaminer.com/news/homeless-residents-at-high-risk-of-death-in-traffic-collisions/.

11. *The Safe System Approach.* Washington, DC: Federal Highway Administration, US Department of Transportation; 2017. safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf.

12. Ferrier K. Landmark national study urges safety over speed. Vision Zero Network website: visionzeronetwork.org/safety-over-speed. July 25, 2017.

13. Speed. Insurance Institute for Highway Safety & Highway Loss Data Institute website: iihs.org/topics/speed. Updated May 2021.

14. Bellis R. *Dangerous by Design 2021.* Washington, DC: Smart Growth America; 2021. smartgrowthamerica.org/wp-content/uploads/2021/03/Dangerous-By-Design-2021-update.pdf.

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Community Development Department
16 W. 9th St.
Shawnee, OK 74801
ShawneeOK.org

Date: March 16, 2026

To: Board of City Commissioners

From: Petya Stefanoff, Community Development Director

Subject: Public hearing for an amendment to the Shawnee Unified Development Code, Section 22-216 exempting Real Estate Signs from the Sign regulations.
Case No. UDC01-26 | Applicant: City of Shawnee

Background: The Community Development Department is requesting an amendment to the Shawnee Unified Development Code (UDC), Sec. 22-216, regarding temporary signs. The current code classifies Real Estate signs as temporary, and are subject to all the regulations in that section. Temporary signs may only be displayed for a maximum of 90 days per calendar year, and Sec. 22-216.C prohibits signs on properties with no primary structure.

Community Input: Multiple local real estate businesses met with staff, discussing these obstacles imposed by current code (UDC) requirements. Real Estate signs in particular often need to be in place for longer periods of time than the UDC currently allows, and also occasionally requires signs on lots that do not have a primary structure. Staff has taken the time to listen to these concerns and drafted an ordinance to address the issue.

Analysis: Based on received feedback and community involvement, staff researched how surrounding communities, including the Oklahoma City Metro area and Tulsa Metro area, are treating this subject. Currently, signs in general are forbidden on lots that do not have a primary structure, which affects the ability of Real Estate firms to advertise the land. The time limitation of 90 days similarly may negatively impact the ability to advertise a property. The Community Development Department is committed to attracting and retaining businesses in town and supporting local ones, and thus works toward minimizing/eliminating obstacles.

- Staff and the City Attorney have reviewed the amendment and are satisfied with the quality and content.
- Public notice was served in a newspaper publication with the County Democrat, as required by both the municipal code and State Statute.
- Planning Commission recommended approval with some edits. The previous draft stated the sign must be removed once the purchase or lease agreement was signed, and has been changed to “must be removed upon the closing of the transaction or the termination of the marketing effort, whichever comes first.”

Options

- Approve of the amendment
- Deny the requested amendment
- Approve with certain modifications
- Defer to a date certain and request more information

Financial Impact: None

Attachments: PC to CC Record of Action UDC01-26, Sec._22_216.D and N

Staff Recommendation: Based on the data collected and community input, staff recommends approval of the proposed amendment to the Shawnee Unified Development Code (UDC), Sec. 22-216-D discussing Exempt signs.

RECORD OF ACTION

DATE: March 16, 2026

TO: Mayor and Board of City Commissioners -- City of Shawnee, OK

FROM: Diana Hood, City Planner

SUBJECT: **Record of Action by Planning Commission**

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CASE NO: UDC01-26

REQUEST: Public Hearing and Consideration of a request for an amendment to the Shawnee Unified Development Code, Section 22-216 exempting Real Estate Signs from the Sign regulations.

Applicant: City of Shawnee

Subject Property Address: N/A

Legal Description:
N/A

Current Zoning: N/A **Requested Zoning:** N/A

Staff Recommendation: Staff recommends approval of the request.

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Planning Commission Meeting Date: February 4, 2026

PC Recommendation: Approval with edits.

Conditions: N/A

Vote: 6 -- 0 -- 0 Members Present: 6

Members:	Motion	2nd	Aye	Nay	Abstain	Comments
ALEXANDER			X			
PORTER						ABSENT
REESE	X		X			
BARRETT (CHAIR)			X			
HAYES			X			
JOHNSON		X	X			
BURRELL			X			

Sec. 22-216. Signs.

D. *Exempt signs.* The following signs and related objects are generally allowed to be erected and publicly displayed at any location within the city's corporate limits, except as otherwise specifically proscribed within this section, and a city-issued sign permit is not required in order to erect and display any of the following signs unless specifically set forth in this section. This section shall not apply to:

1. Any signs and signals properly authorized by law, signs authorized by statute or a state agency, and other traffic signals, public warnings, or legal notices provided that such objects are installed in a location and in a manner and condition required by federal or state statute, a state agency, or a city ordinance or authorized authority.
2. Nonconforming signs as defined in division 7, except that each such sign must be permitted by the city as a nonconforming sign under the procedures set forth in division 7.
3. Existing billboards, except that each such sign must be permitted by the city as a nonconforming sign under the procedures set forth in division 7.
4. Signs required by governmental bodies or agencies having proper jurisdiction for a public purpose by law, statute, or ordinance. This also includes any signs the city commission decides by ordinance or resolution to erect within its corporate limits or any real property that it may own or control.
5. Signs on vehicles, trailers, or equipment are exempted only to the extent such signs are incidental to the primary use of the vehicle, trailer, or equipment, provided that the vehicle, trailer, or equipment is in good mechanical repair and is not left in one place for more than 72 hours without being moved.
6. Signs erected by the city that direct vehicular or pedestrian traffic, which may display arrows, words, or other symbols to indicate directions of facilities.
7. Address numerals and other similar information required to be maintained by law or governmental order, rule or regulation, provided that the size of the sign may not exceed the requirements of such law, order, rule or regulation.
8. Signs contained within a walled, fenced, or secured property or area.
9. Signs that are interior facing and not visible from public right-of-way.
10. Signs erected by governmental bodies or agencies serving the public, that are less than 32 square feet in area.
11. Decorations, lights, pennants, and similar devices on public property with the permission and under the supervision of the city.
12. Seasonal lights and decorations customarily displayed during federally, state, local, or tribal recognized holidays.
13. Burglar/security alarms and signs that are less than four square feet in area.
14. Signs in plaza or public space structures located in the city's right-of-way, that are installed and maintained by the city or a contractor authorized by the city.

N. *Temporary signs.* Temporary signs are classified into one of the following sign types: general temporary signs, sidewalk signs, attached banners, or ground banners. Their associated regulations are established in this subsection. A building or lot may have multiple temporary signs as allowed in this subsection. A temporary sign shall not be used as a placeholder for ground and attached signs unless specified elsewhere in this section.

1. *General temporary signs.*

a. *Definition.* A sign constructed of cloth, canvas, light fabric, cardboard, wood, wallboard, metal, or other light materials, with or without frames, which is intended to be displayed for a limited period of time only. Examples of typical general temporary signs include feather signs, political signs, inflatable devices, public demonstrations, grand opening signs, contractor signs, real estate signs, garage sale signs, and signs that announce an event such as a carnival, circus, or similar event. The list of examples is not exhaustive and is provided to clarify the regulations and does not limit the content of general temporary signs. The city will not review the content of general temporary signs.

b. *Standards.*

i. *Generally.* Table IV.26: General Temporary Sign Standards establishes the standards for general temporary signs not specified in subsections 2.—4.

Zoning District → Requirement ↓	**TA R-1 R-2**	**R-3**	**C-1 C-2**	**MU**	**DT**	**I-1 I-2**	**TL**
General							
Allowed?	✓	✓	✓	✓	✓	✓	✓
Permit Required?	✗	✗	✓	✓	✓	✓	✗
Number per Lot (max.)	2	2	4	2	2	4	2
Dimensions							
Sign Height (max.)	6 ft	6 ft	8 ft	6 ft	6 ft	8 ft	6 ft
Sign Area (max. per sign)	25 sf	25 sf	50 sf	25 sf	25 sf	50 sf	25 sf
Distance							
From All Property Lines	10 ft	10 ft	10 ft	10 ft	10 ft	10 ft	10 ft
From Other Ground and Incidental Signs	10 ft	10 ft	10 ft	10 ft	10 ft	10 ft	10 ft
Features							
Electronic Message Center	✗	✗	✗	✗	✗	✗	✗
Changeable Copy	✗	✗	✓	✓	✓	✗	✗
Internal Illumination	✗	✗	✗	✗	✗	✗	✗
External Illumination	✗	✗	✗	✗	✗	✗	✗
Halo Illumination	✗	✗	✗	✗	✗	✗	✗
Additional Information							
Key	✓ = yes, a permit is required or the feature is allowed; ✗ = no/not allowed; NR = the sign type or characteristic is allowed for nonresidential uses only; sf = square feet; ft = feet; "—" = the standard does not apply						

ii. *Duration.* A general temporary sign may be displayed for:

(A) Ninety consecutive days over one calendar year; or

(B) Thirty consecutive days three times during a calendar year, with each 30-day period separated by at least 14 calendar days.

iii. *Design and installation.*

(A) A detached general temporary sign shall be securely and firmly embedded in or on the ground.

(B) A detached general temporary sign shall not use sandbags or other weighted objects to secure the sign to or in the ground.

(C) A general temporary sign shall not use an adhesive (tape, glue, etc.) to affix the sign to any surface.

2. *Sidewalk signs.*

a. *Definition.* A temporary and portable sign that is ordinarily in the shape of an "A" or inverted "T" with back-to-back sign faces, an easel, or a similar configuration to be located on a sidewalk or walkway.

b. *Standards.*

i. *Generally.* Table IV.27: Sidewalk Sign Standards establishes the standards for sidewalk signs.

Table IV.27: Sidewalk Sign Standards

Zoning District → Requirement ↓	**TA R-1 R-2**	**R-3**	**C-1 C-2**	**MU**	**DT**	**I-1 I-2**	**TL**
General							
Allowed?	✗	✗	✓	✓	✓	✗	NR
Permit Required?	—	—	✗	✗	✗	—	✗
Number per Storefront (max.)	—	—	1	1	1	—	1
Dimensions							
Sign Height (max.)	—	—	3 ft	3 ft	3 ft	—	3 ft
Sign Width (max.)	—	—	3 ft	3 ft	3 ft	—	3 ft
Sign Area (max.)	—	—	6 sf	6 sf	6 sf	—	6 sf
Distance							

From Another Sidewalk Sign	10 ft	10 ft	10 ft	10 ft	10 ft	10 ft	10 ft
Features							
Electronic Message Center	✗	✗	✗	✗	✗	✗	✗
Changeable Copy	✗	✗	✓	✓	✓	✗	NR
Internal Illumination	✗	✗	✗	✗	✗	✗	✗
External Illumination	✗	✗	✗	✗	✗	✗	✗
Halo Illumination	✗	✗	✗	✗	✗	✗	✗
Additional Information							
Key	✓ = yes, a permit is required or the feature is allowed; ✗ = no/not allowed; NR = the sign type or characteristic is allowed for nonresidential uses only; sf = square feet; ft = feet; "—" = the standard does not apply						

ii. *Duration.* All sidewalk signs shall only be displayed during a use's business hours.

iii. *Design and installation.*

(A) Sidewalk signs are not allowed in planter beds.

(B) Sidewalk signs are allowed only where a building is within a build-to-zone or maximum setback, or where a front facade that includes an entryway open to the general public during normal business hours is within ten feet of the edge of a public sidewalk.

(C) Sidewalk signs shall leave a five-foot minimum, unobstructed sidewalk clearance or as otherwise required by the ADA and city fire lane requirements, whichever is greater.

(D) Sidewalk signs shall have no permanent attachments to the sidewalk.

(E) Sidewalk signs shall be composed of wood, medium-density fiberboard, metal (iron or steel) frames, or other materials with equivalent weight and density. Sidewalk signs shall not be composed of plastic or similar materials.

(F) The sign face of a sidewalk sign may include a chalkboard or dry-erase board.

3. *Attached banners.*

a. *Definition.* A temporary sign made of fabric, cloth, bunting, plastic, paper, or any other non-rigid material with no enclosing framework that is attached, mounted, tied, or otherwise placed on a building or pole attached to a building. This definition does not include flags, pennants, or streamers.

b. *Standards.*

i. *Generally.* Table IV.28: Attached Banner Standards establishes the standards for attached banners.

Table IV.28: Attached Banner Standards

Zoning District → Requirement ↓	**TA R-1 R-2**	**R-3**	**C-1 C-2**	**MU**	**DT**	**I-1 I-2**	**TL**
General							
Allowed?	NR	NR	✓	✓	✓	✓	NR

Permit Required?	✓	✓	✓	✓	✓	✓	✓
Number per Storefront (max.)	1	1	1	1	1	1	1
Dimensions							
Sign Height (max.)	4 ft	4 ft	8 ft	6 ft	6 ft	8 ft	4 ft
Sign Area (max.)	50 sf	50 sf	100 sf	75 sf	50 sf	100 sf	50 sf
Distance							
From Another Attached Sign	5 ft	5 ft	10 ft	10 ft	10 ft	10 ft	5 ft
Features							
Electronic Message Center	✗	✗	✗	✗	✗	✗	✗
Changeable Copy	✗	✗	✗	✗	✗	✗	✗
Internal Illumination	✗	✗	✗	✗	✗	✗	✗
External Illumination	✗	✗	✗	✗	✗	✗	✗
Halo Illumination	✗	✗	✗	✗	✗	✗	✗
Additional Information							
Key	✓ = yes, a permit is required or the feature is allowed; ✗ = no/not allowed; NR = the sign type or characteristic is allowed for nonresidential uses only; sf = square feet; ft = feet; "—" = the standard does not apply						

ii. *Duration.* All attached banners shall meet the requirements established in subsection 1. above.

iii. *Design and installation.*

(A) Attached banners shall not be attached to any window, door, or other sign.

(B) Attached banners shall not use an adhesive (tape, glue, etc.) to affix the attached banner to any surface.

4. *Ground banners.*

a. *Definition.* A temporary, freestanding sign made of fabric, cloth, bunting, plastic, paper, or any other non-rigid material with no enclosing framework that affixes to the ground. This definition does not include flags, pennants, or streamers.

b. *Standards.*

i. *Generally.* Table IV.29: Ground Banner Standards establishes the standards for ground banners.

Table IV.29: Ground Banner Standards

Zoning District → Requirement ↓	**TA R-1 R-2**	**R-3**	**C-1 C-2**	**MU**	**DT**	**I-1 I-2**	**TL**
General							
Allowed?	NR	NR	✓	✓	✓	✓	NR
Permit Required?	✓	✓	✓	✓	✓	✓	✓
Number per Lot (max.)	1	1	1	1	1	1	1
Dimensions							
Sign Height (max.)	4 ft	4 ft	6 ft	6 ft	6 ft	6 ft	4 ft
Sign Area (max.)	25 sf	25 sf	75 sf	50 sf	50 sf	75 sf	25 sf

Distance							
From Front Property Line	5 ft	5 ft	10 ft	5 ft	5 ft	10 ft	5 ft
From Adjacent Property Lines	5 ft	5 ft	10 ft	5 ft	5 ft	10 ft	5 ft
From Another Ground Sign	20 ft	20 ft	20 ft	20 ft	10 ft	20 ft	20 ft
Features							
Electronic Message Center	✗	✗	✗	✗	✗	✗	✗
Changeable Copy	✗	✗	✗	✗	✗	✗	✗
Internal Illumination	✗	✗	✗	✗	✗	✗	✗
External Illumination	✗	✗	✗	✗	✗	✗	✗
Halo Illumination	✗	✗	✗	✗	✗	✗	✗
Additional Information							
Key	✓ = yes, a permit is required or the feature is allowed; ✗ = no/not allowed; NR = the sign type or characteristic is allowed for nonresidential uses only; sf = square feet; ft = feet; "—" = the standard does not apply						

ii. *Duration.* All ground banners shall meet the requirements established in subsection 1. above.

iii. *Design and installation.* All ground banners shall meet the requirements established in subsection 1. above.

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE SHAWNEE UNIFIED DEVELOPMENT CODE BY AMENDING CHAPTER 22 "PLANNING AND DEVELOPMENT," ARTICLE VII "UNIFIED DEVELOPMENT CODE," DIVISION 4 "DEVELOPMENT STANDARDS," SECTION 22-216 "SIGNS," LETTER D "EXEMPT SIGNS."

(AMENDMENTS HIGHLIGHTED BY UNDERLINING)

WHEREAS, pursuant to notice duly given as required by law, a public hearing conducted by the Board of Commissioners of the City of Shawnee, Oklahoma, on the 16th the day of March, 2026.

WHEREAS, the Planning Commission of the City of Shawnee has conducted one or more public hearings on said application pursuant to notice as required by law and has submitted its final report and recommendation upon said application to the Board of Commissioners; and,

WHEREAS, it appears to be in the best interest of the City of Shawnee and the inhabitants thereof for said amendment to the Unified Development Code

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF THE CITY OF SHAWNEE, OKLAHOMA:

Section 1: That Shawnee Code of Ordinances, Chapter 22 "Planning and Development," Article VII "Unified Development Code," Division 4 "Development Standards," Section 22-216 "Signs," Letter D "Exempt Signs," be amended to read as follows:
Sec. 22-216.D - *Exempt signs.*

D. *Exempt signs.* The following signs and related objects are generally allowed to be erected and publicly displayed at any location within the city's corporate limits, except as otherwise specifically proscribed within this section, and a city-issued sign permit is not required in order to erect and display any of the following signs unless specifically set forth in this section. This section shall not apply to:

1. Any signs and signals properly authorized by law, signs authorized by statute or a state agency, and other traffic signals, public warnings, or legal notices provided that such objects are installed in a location and in a manner and condition required by federal or state statute, a state agency, or a city ordinance or authorized authority.
2. Nonconforming signs as defined in division 7, except that each such sign must be permitted by the city as a nonconforming sign under the procedures set forth in division 7.
3. Existing billboards, except that each such sign must be permitted by the city as a nonconforming sign under the procedures set forth in division 7.
4. Signs required by governmental bodies or agencies having proper jurisdiction for a public purpose by law, statute, or ordinance. This also includes any signs the city commission decides by ordinance or resolution to erect within its corporate limits or any real property that it may own or control.
5. Signs on vehicles, trailers, or equipment are exempted only to the extent such signs are incidental to the primary use of the vehicle, trailer, or equipment, provided that the vehicle, trailer, or equipment is in good mechanical repair and is not left in one place for more than 72 hours without being moved.
6. Signs erected by the city that direct vehicular or pedestrian traffic, which may display arrows, words, or other symbols to indicate directions of facilities.
7. Address numerals and other similar information required to be maintained by law or governmental order, rule or regulation, provided that the size of the sign may not exceed the requirements of such law, order, rule or regulation.
8. Signs contained within a walled, fenced, or secured property or area.
9. Signs that are interior facing and not visible from public right-of-way.
10. Signs erected by governmental bodies or agencies serving the public, that are less than 32 square feet in area.
11. Decorations, lights, pennants, and similar devices on public property with the permission and under the supervision of the city.

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12. Seasonal lights and decorations customarily displayed during federally, state, local, or tribal recognized holidays.
13. Burglar/security alarms and signs that are less than four square feet in area.
14. Signs in plaza or public space structures located in the city's right-of-way, that are installed and maintained by the city or a contractor authorized by the city.
15. Real Estate signs, pertaining to the lot on which the sign is located. This includes, but is not limited to: signs regarding the sale of the property, signs regarding the sale of a property and any buildings located there, or the rental of the property and any buildings located there. The sign must be removed upon the closing of the transaction or the termination of the marketing effort, whichever comes first.

PASSED AND APPROVED this 16th day of March, 2026.

ATTEST (SEAL):

ERIC STEPHENS, MAYOR

LISA LASYONE, MMC, CITY CLERK

Approved as to form and legality this 16th day of March, 2026.

JOSEPH M. VORNDRAN,
CITY ATTORNEY

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Community Development Department
16 W. 9th St.
Shawnee, OK 74801
ShawneeOK.org

Date: March 16, 2026

To: Board of City Commissioners

From: Petya Stefanoff, Community Development Director

Subject: Public hearing for an amendment to the Shawnee Unified Development Code, Section 22-197 allowing for Single Family Uses in the R-3 (High Density Residential) zoning district, and correcting a scribner's error regarding the allowance of Triplexes in the R-1 (Low Density Residential) zoning district.
Case No. UDC02-26 | Applicant: City of Shawnee

Background: The Community Development Department is requesting an amendment to the Shawnee Unified Development Code (UDC), Sec. 22-197, regarding the allowed uses in the R-1 and R-3 zoning districts. First and foremost, this amendment adds Single Family residences as an allowed use in the R-3 zoning district. Second, this amendment seeks to correct a scribner's error to reflect that Triplexes are an allowed use in the R-1 zoning district.

Community Input: Local home construction businesses met with staff regarding the fact that R-3 does not currently allow for Single Family residences, and yet most of the dwelling units in the areas zoned R-3 are Single Family homes. This places them under strict regulations regarding nonconformity and their ability to renovate or expand the existing homes.

Analysis: Based on received feedback and community involvement, staff researched how surrounding communities, including the Oklahoma City Metro area and Tulsa Metro area, are treating this subject. In an effort to allow a large diversity of housing options as well as alleviate this burden, staff has drafted an amendment to allow Single Family residences in the R-3 zoning district.

Findings:

- Staff and the City Attorney have reviewed the amendment and are satisfied with the quality and content.
- Public notice was served in a newspaper publication with the County Democrat, as required by both the municipal code and State Statute.
- Planning Commission recommended approval as-is.

Options:

- Approve of the amendment
- Deny the suggested edits

- Approve with certain modifications
- Defer to a certain date and request more information

Financial Impact: None

Attachments: PC to CC Record of Action UDC02-26, Current Use Table

Staff Recommendation: Based on the data collected and community input, staff recommends approval of the proposed amendment to the Shawnee Unified Development Code (UDC), Sec. 22-197 regarding Single Family residences in R-3 and Triplexes in R-1.

RECORD OF ACTION

DATE: March 16, 2026

TO: Mayor and Board of City Commissioners -- City of Shawnee, OK

FROM: Diana Hood, City Planner

SUBJECT: **Record of Action by Planning Commission**

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CASE NO: UDC02-26

REQUEST: Public Hearing and Consideration of a request for an amendment to the Shawnee Unified Development Code, Section 22-197 allowing for Single Family Uses in the R-3 (High Density Residential) zoning district, and correcting a scribner's error regarding the allowance of Triplexes in the R-1 (Low Density Residential) zoning district.

Applicant: City of Shawnee

Subject Property Address: N/A

Legal Description:
N/A

Current Zoning: N/A **Requested Zoning:** N/A

Staff Recommendation: Staff recommends approval of the request.

==========

Planning Commission Meeting Date: February 4, 2026

PC Recommendation: Approval.

Conditions: N/A

Vote: 6 -- 0 -- 0 Members Present: 6

Members:	Motion	2nd	Aye	Nay	Abstain	Comments
ALEXANDER		X	X			
PORTER						ABSENT
REESE	X		X			
BARRETT (CHAIR)			X			
HAYES			X			
JOHNSON			X			
BURRELL			X			

Land Use	Zoning District													
	TA	R-1	R-2	R-3	C-1	C-2	MU	DT			I-1	I-2	TL	
								C	E	T			R	C
Residential Uses														
Household Living														
Detached Single-Family Dwelling	P	P	P				P			P			P	
Townhouse			P	P			P		P	P			P	
Duplex		P	P	P			P			P			C	
Triplex		C	P	P			P			P				
Fourplex		C	P	P			P			P				
Courtyard Apartment			C	P			P			P				
Bungalow Court			P	P			P			P				
Multiplex			C	P			P		P	P				
Manufactured Home	P	C											C	
Mobile Home	C			C										
Modular Home	P	C	C											
Tiny Home	C	C	C										C	
Multi-Family Dwelling (Apartment)				P			P	P	P					P
Live-Work Unit			C	P			P	P	P				C	
Mixed-Use Building				C		C	P	P	P				C	P
Barndominium	C	C											C	

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE SHAWNEE UNIFIED DEVELOPMENT CODE BY AMENDING CHAPTER 22 "PLANNING AND DEVELOPMENT," ARTICLE VII "UNIFIED DEVELOPMENT CODE," DIVISION 3 "USES," SECTION 22-197 "USE TABLE," TO ALLOW SINGLE FAMILY USES IN THE R-3 (HIGH DENSITY RESIDENTIAL) ZONING DISTRICT, AND CORRECTING A SCRIBNER'S ERROR REGARDING THE ALLOWANCE OF TRIPLEXES IN THE R-1 (LOW DENSITY RESIDENTIAL) ZONING DISTRICT.

(AMENDMENTS HIGHLIGHTED BY STRIKETHROUGH AND CIRCLED BY A RED BOX)

WHEREAS, pursuant to notice duly given as required by law, a public hearing conducted by the Board of Commissioners of the City of Shawnee, Oklahoma, on the 16th day of March, 2026.

WHEREAS, the Planning Commission of the City of Shawnee has conducted one or more public hearings on said application pursuant to notice as required by law and has submitted its final report and recommendation upon said application to the Board of Commissioners; and,

WHEREAS, it appears to be in the best interest of the City of Shawnee and the inhabitants thereof for said amendment to the Unified Development Code

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF THE CITY OF SHAWNEE, OKLAHOMA:

Section 1: That Shawnee Code of Ordinances, Chapter 22 "Planning and Development," Article VII "Unified Development Code," Division 3 "Uses," Section 22-197 "Use Table," be amended to read as follows:

Sec. 22-197. Use table.

A. *Applicability.* This article shall follow the requirements established in Table III.2: Use Table.

B. *Use-specific standards.* Use-specific standards are established in the following sections:

1. Section 22-198.
2. Section 22-199.
3. Section 22-200.
4. Section 22-201.
5. Section 22-202.
6. Section 22-203.
7. Section 22-204.

C. *Accessory uses.* Accessory uses standards are established in section 22-205.

D. *Temporary uses.* Temporary uses standards are established in section 22-206.

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E. *Use table.* Uses are established in Table III.2: Use Table.

Table III.2: Use Table

Land Use	Zoning District														Use-Specific Regulations	Parking
	TA	R-1	R-2	R-3	C-1	C-2	MU	DT			I-1	I-2	TL			
								C	E	T			R	C		
Residential Uses																
Household Living																
Detached Single-Family Dwelling	P	P	P	P			P			P			P			1/DU
Townhouse			P	P			P		P	P			P		Sec. 22-198.E.	1/DU
Duplex		P	P	P			P			P			C			1.5/DU
Triplex		~~C~~ P	P	P			P			P						1/DU
Fourplex		C	P	P			P			P						1/DU
Courtyard Apartment			C	P			P			P						1/DU
Bungalow Court			P	P			P			P						1/DU
Multiplex			C	P			P		P	P						1/DU
Manufactured Home	P	C											C		Sec. 22-198.A.	2/DU
Mobile Home	C			C												2/DU
Modular Home	P	C	C													2/DU
Tiny Home	C	C	C										C		Sec. 22-198.D.	1/DU
Multi-Family Dwelling (Apartment)				P			P	P	P					P	Sec. 22-198.B.	1.25/1 BRU 1.75/2 BRU 2/3 BRU
Live-Work Unit			C	P			P	P	P				C		Sec. 22-198.C.	1/DU
Mixed-Use Building				C		C	P	P	P				C	P	Sec. 22-198.F.	2.5/1,000 sf

Barndominium	C	C											C			—
Group Living																
Assisted Living Center				P	P		P		P	P						2/1,000 sf
Community Group Home		P	P	P						P						1.5/1,000 sf
Dormitory			P	P											Sec. 22-198.G.	0.5/guest room
Emergency and Protective Shelter				C	P	P			C	C	C				Sec. 22-198.H.	2/1,000 sf
Life Care Retirement Center				P	P		P		P	P						2/1,000 sf
Re-Entry Facility				P						P	C	C				2/1,000 sf
Residential Treatment Center				C	C	P	P		P	P						1.5/1,000 sf
Rooming/Boarding House				P						P			C		Sec. 22-198.I.	0.5/guest room
Commercial Uses																
Afterlife Service																
Cemetery/Mausoleum	P	C	C	C	P	P					C					4/acre
Funeral Services					C	P			C		C				Sec. 22-199.A.	2/1,000 sf
Animal Service																
Kennel	C				P	P	P			P	C				Sec. 22-199.B.	2/1,000 sf
Veterinary	C				P	P	C				C				Sec. 22-199.C.	2/1,000 sf
Assembly and Entertainment																
Assembly Hall				C	P	P	P	P	P					C		5/1,000 sf
Broadcast or Recording Studio					P	P		P	P							1.5/1,000 sf

Commercial Amusement (indoor)	C					P	P	P	P		P			P		4/1,000 sf
Commercial Amusement (outdoor)	C					P	C				C			P	Sec. 22-199.D.	5/acre
Nightclub						P	C	P	C		C				Sec. 22-199.E.	5/1,000 sf
Commercial Service																
Building Service						P					P	P				1.5/1,000 sf
Business Support Service					P	P	P	P	P		P					1.5/1,000 sf
Personal Services				C	P	P	P	P	P	C	P			P		1.5/1,000 sf
Research Service					C	C	C		C		P	P				1.5/1,000 sf
Heavy Equipment Services and Sales						C					P	P			Sec. 22-199.F.	1.5/1,000 sf
Financial Service																
Alternative Financial Services					C	P	P		P							2/1,000 sf
Pawnshop						P		C	C						Sec. 22-199.G.	2/1,000 sf
Bail Bond						C			C		C					1.5/1,000 sf
Financial Institution					P	P	P	P	P							2/1,000 sf
Lodging																
Bed and Breakfast	C	C		P	P					P			C		Sec. 22-199.H.	1 + (0.50) bedrooms
Hotel/Motel						P	P	C	C	C	C					4 + (0.75) guestrooms
Recreational Vehicle Park/Campground	C				C						C		C			1/RV space
Short Term Rental	C	C	C	C			C	C	C	C			C		Sec. 22-199.I.	1/every 4 beds

Office																
Artist Studio	C				P		P	P	P	P	P			P		1/1,000 sf
Professional Office					P	P	P	P	P	P	P					2.5/1,000 sf
Medical Office					P	P	P		P							3.5/1,000 sf
Restaurants and Bar																
Bar					C	P	P	P	P		C			C	Sec. 22-199.J.	5/1,000 sf
Hookah Lounge						P	P		P							4/1,000 sf
Brewpub					C	P	P	P	P		P			C	Sec. 22-199.K.	4/1,000 sf
Restaurant					P	P	P	P	P		C			C	Sec. 22-199.L.	4/1,000 sf
Food Preparation and Sales					P	P	P	P	P		P					2/1,000 sf
Food Truck Park						P	P		P		P			P		5/acre
Retail Sale																
Convenience Store	C			C	P	P	P		P		C			C		3/1,000 sf
Retail Store	C				P	P	P	P	P					C		3/1,000 sf
Building Supplies and Equipment						P					P	C				2.5/1,000 sf
Grocery Store					C	P	C	P	C						Sec. 22-199.M.	3/1,000 sf
Adult Entertainment																
Sexually Oriented Business											C	C				5/1,000 sf
Vehicle Sales and Service																
Car Wash					C	P					C				Sec. 22-199.N.	2/site

Commercial Vehicle Repair and Maintenance											P	P				1.5/1,000 sf
Commercial Vehicle Sales and Rentals						C					P	C				1.5/1,000 sf
Heavy Personal Vehicle Repair and Maintenance											P	P			Sec. 22-199.O.	1.5/1,000 sf
Light Personal Vehicle Repair and Maintenance	C				C	P	C		P		P	C			Sec. 22-199.P.	1.5/1,000 sf
Personal Vehicle Sales and Rentals						P					C	C		C	Sec. 22-199.Q.	2/1,000 sf
Vehicle Equipment and Supplies Sales and Rentals						P					P	P				1.5/1,000 sf
Service Station					P	P			P		P	C			Sec. 22-199.R.	2/1,000 sf
Marijuana Uses																
Medical Marijuana Commercial Grower	C										P	P			Sec. 22-200	1/1,000 sf
Medical Marijuana Dispensary	C				C	P	P		P						Sec. 22-200	2/1,000 sf
Medical Marijuana Education Facility	C					P					P	P				1.5/1,000 sf
Medical Marijuana Processor	C										P	P				1.5/1,000 sf
Medical Marijuana Research Facility	C					P					P	P				1.5/1,000 sf

Medical Marijuana Testing Laboratory	C										P	P				1.5/1,000 sf
Industrial Uses																
Wholesale, Distribution, and Storage																
Contractor's Shop and Storage Yard											P	P				2/site
Equipment and Materials Storage, Outdoor											P	P				2/site
Freight Terminal											C	P				—
Warehouse											P	P				0.5/1,000 sf
Warehouse, Distribution, and Wholesale											P	P				0.5/1,000 sf
Self-Service Storage Facility	C					P				C	P			C	Sec. 22-201.A.	2/site
Wholesale Showroom Facility						C					P	P				1/1,000 sf
Low-Impact Manufacturing and Industry																
Craft Manufacturing					P	P	P	P	P	P	P					1/1,000 sf
Small Brewery						P	C		P		P	C		C		1.5/1,000 sf
Wine and Spirits Wholesaler/Distributor											P	P				1/1,000 sf
Industrial and Manufacturing, Light						C					P	C				1.25/1,000 sf
Moderate to High-Impact Manufacturing & Industry																
Industrial and Manufacturing, Heavy												C				1/1,000 sf
Large Brewery						C					P	P				1/1,000 sf

Mining or Mineral Processing	C											C				—
Recycling																
Consumer Material Drop-off Station											P	P				2/site
Recycling Facility	C										P	P			Sec. 22-201.B.	2/site
Salvage Yard	C										C	P			Sec. 22-201.C.	2/site
Solid Waste Facility												P			Sec. 22-201.D.	2/site
Solid Waste Transfer Station												P				2/site
Transportation Uses																
Airport	C										C	C				—
Bus Terminal						P					P					2/site
Parking Facility						C	C	C	C					C		—
Railroad Station							C		C							—
Transit Station						P	P	C	C		P					—
Trucking and Transportation Terminals	C										P	C				—
Public, Civic, and Institutional Uses																
Child Care Facilities																
Child Care Center				C	P	P	P		P							2/1,000 sf
Family Child Care Home	C		P	P						P						1.5/1,000 sf
Foster Family Home	P	P	P	P						P						1.5/1,000 sf
Part-day Child Care Program				C	P	P	P			P						2/1,000 sf

Residential Child Care Facility			P	P			P			P						1.5/1,000 sf
Institutional																
College or University					C	C	C									—
Correctional Facility									C		C	C				2/1,000 sf
Hospital					C	P					C					4/1,000 sf
Governmental Service	C			C	P	P	P	P	P		P	C	P	P		2/1,000 sf
Library, Museum, or Cultural Exhibit		C	C	C	P	P	P	P	P	C						2.5/1,000 sf
Natural Resource Preservation	P												P	P		—
Postal Service					P	P	P		P		P			P		2/1,000 sf
Religious Land Use	C	C	C	C	C	P	P	P	P	P	P	P	C	P		4/1,000 sf
Safety Service		P	P	P	P	P	P	P	P	P	P	P	P	P		1/1,000 sf
School		C	C	C	C	C	C									1.5/classroom
Technical School					C	P	P		P		P					2.5/1,000 sf
Infrastructure																
Utilities and Public Service Facility, Minor	P	C	C	C	C	C	C		C	C	P	P	C	P		—
Utilities and Public Service Facility, Major	C					C					C	C	C	C		—
Wireless Communication Facility	C	P	P	P	P	P	P	P	P	P	P	P	C	C	Sec. 22-202.A.	—
Freestanding Towers	C	C	C	C	C	C					C	C		C	Sec. 22-202.B.	—
Building or Tower-Mounted Antennas	C	P	P	P	P	P	P	P	P	P	P	P	C	C	Sec. 22-202.C.	—
Recreation Uses																
Amphitheater		C	C			C	C			C				C		20/acre

Civic Club or Lodge					P	C	P		P	P				P		2/1,000 sf
Community Center		P	P	P	P	P	P	P	P				C			5/1,000 sf
Country Club	C	C	C										C			2.5/1,000 sf
Health Club					P	P	P		P		P			P		3/1,000 sf
Firearm Range	C					C					P	P		C	Sec. 22-203.A.	2/1,000 sf
Marina	C												C	C		—
Parks and Recreation	P	P	P	P	P	P	P	P		P	P	C	P	P		—
Agricultural Uses																
Animal Husbandry	P															1/1,000 sf
Community Garden	P	P	P	P	P		P		P	P			C			—
Farm, Market or Community-Supported	P				C		C	P	P	P			C			—
Horticulture Nursery	P															1.5/1,000 sf
Feed and Farm Supply						P					P					2/1,000 sf
Agriculture	P															—
Agritainment	P												P		Sec. 22-204.A.	—
Feedlot	C															—
Commercial Stable	P												C			—
Small Farm Winery	P												C			—
Oil or Gas Well	C															—
Accessory Uses																
Accessory Building	P	P	P	P	P	P	P	P	P	P	P	P	C	P		—
Accessory Dwelling Unit	C	P	P	P			C			P			C		Sec. 22-205.E.1.	1/DU
Apiary	P	C	C	C									C			—
Automatic Teller Machine (ATM)					P	P	P		P							—
Carport	P	P											C			—

Donation and Collection Bin	C	C	C	C	C	C	C	C	C	C	C	C	C	C		—
Drive-thru					P	P	P							C	Sec. 22-205.E.3.	—
Fuel Pump					P	P	P		P		P	P		P	Sec. 22-205.E.4.	—
Home Occupation	P	P	P	P			P	P	P	P			P		Sec. 22-205.E.5.	1/DU
Garage	P	P	P	P			P			P	P	P	P			—
Marina	P												C	C		—
Outdoor Dining					P	P	P	P	P					P		4/1,000 sf
Outdoor Display						P	P	P	P		P			C	Sec. 22-205.E.6.	—
Outdoor Storage						C					P	P			Sec. 22-205.E.7.	—
Private Stable	P												C			—
Personal Storage								P	P	P						—
Personal Swimming Pool	P	P	P	P						P			C			—
Satellite Tasting Room	P										P		C			2/1,000 sf
Service Bay	P				P	P	P	P	P		P	P		P	Sec. 22-205.E.8.	—
Storm Shelter	P	P	P	P	P	P	P	P	P	P	P	P	P		Sec. 22-205.E.9.	—
Transit Stop	P	P	P	P	P	P	P	P	P	P	P					—
Wind Energy System	P	P	P	P	P	P	P				P			P	Sec. 22-205.E.10.	—
Temporary Uses																
Batching Plant	P	P	P	P	P	P	P	P	P	P	P	P		P		—

Construction Yard	P	P	P	P	P	P	P	P	P	P	P	P				—
Field or Sales Office	P	P	P	P	P	P	P	P	P	P	P	P				—
Flea Market	P					P					P					—
Itinerant Merchant/ Transient Street Vendor						P	P	P	P		P			C	Sec. 22-206.D.2.	—
Seasonal Roadside Stand	P					C					C			P	Sec. 22-206.D.3.	—

DRAFT

PASSED AND APPROVED this 16th day of March, 2026.

(SEAL)
ATTEST:

ERIC STEPHENS, MAYOR

LISA LASYONE, MMC, CITY CLERK

Approved as to form and legality this 16th day of March, 2026.

JOSEPH M. VORNDRAN,
CITY ATTORNEY

DRAFT

Community Development Department
16 W. 9th St.
Shawnee, OK 74801
ShawneeOK.org

Date: March 16, 2026

To: Board of City Commissioners

From: Petya Stefanoff, Community Development Director

Subject: Public hearing for a request to rezone the property addressed as 4411 North Aydelotte Street from R-1 (Low Density Residential District) to C-1 (Local Commercial District). Case No. RZ01-26 | Applicant: Dao & Cynthia Nguyen c/o Landes Engineering

Background: Landes Engineering has submitted a rezoning request on behalf of Dao and Cynthia Nguyen to rezone from R-1 (Low Density Residential) to C-1 (Local Commercial) to build a parking lot at the property addressed as 4411 N Aydelotte, more particularly described as:

> *A TRACT OF LAND LOCATED IN BLOCK ONE (1) LOT ONE (1), BISON ADDITION TO THE CITY OF SHAWNEE ALSO BEING A PART OF THE NORTHEAST QUARTER (NE/4) OF SECTION ONE (1), TOWNSHIP TEN NORTH (T-10-N), RANGE THREE EAST (R-3-E) OF THE INDIAN MERIDIAN (1.M.), BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF LOT 1 BLOCK 1 BISON ADDITION; THENCE S00°43'57"E ALONG THE WEST LINE OF SAID LOT 1 A DISTANCE OF 12.00 FEET TO THE POINT OF BEGINNING; THENCE N89°24'00"E A DISTANCE OF 72.84 FEET; THENCE S00°43'57"E A DISTANCE OF 5.00 FEET; THENCE N89 °24'00"E A DISTANCE OF 62.16 FEET TO A POINT ON THE EAST LINE OF SAID LOT 1; THENCE S00° 43'57"E ALONG SAID EAST LINE A DISTANCE OF 65.19 FEET TO A POINT ON THE SOUTH LINE OF SAID LOT 1; THENCE S89° 24'00"W ALONG SAID SOUTH LINE A DISTANCE OF 135.00 FEET TO A POINT ON THE WEST LINE OF SAID LOT 1; THENCE N00° 43'57"W ALONG SAID WEST LINE A DISTANCE OF 70.19 FEET TO THE POINT OF BEGINNING. CONTAINING 0.21 ACRES OR 9,165 SQUARE FEET MORE OR LESS.*

Analysis: The proposed zoning will serve as a buffer between the high intensity commercial zone along Norh Kickapoo street and residential subdivision to the west. The current property has been used as a residential space, and the change in use is intended to serve Lifestyle Plaza directly to the east. As the City acquires property and plans to widen 45th Street, parking will be removed from Lifestyle Plaza, and the solution City staff proposes is to purchase this property and convert it into parking to replace the space that will be lost with the widening of 45th Street. The Comprehensive Plan encourages High Density Residential District on that land. However, the proposed rezoning will address critical public needs for safe parking and will enhance commercial activities in the area. Offering additional parking spots will help maintain the surrounding neighborhoods by reducing street congestion and parking issues. It will also prevent increased noise and unusual mobility patterns in the residential areas. When the construction of the parking lot occurs, screening and landscaping will be required to ensure that there is not an adverse effect on the nearby neighborhood. All work will meet City standards. The proposed

zoning will benefit the public health, safety, and welfare of the community. The current zoning of the land is **Low Density Residential** (R-1).

Adjacent Land Uses

North	**South**	**East**	**West**
Regional Commercial (C-2)	Low Density Residential (R-1)	Regional Commercial (C-2)	Low Density Residential (R-1)

Current Zoning:

UDC Sec. 22-182 "*Purpose.* The **Low-Density Residential (R-1)** District is designed to primarily accommodate low-density single-family residential development supported by parks, open space, cultural, and educational amenities. This district represents the character and intent of the large lot residential and low density residential future land use categories.

Requested Zoning:

UDC Sec. 22-187 "*Purpose.* The **Local Commercial (C-1)** District provides for a range of commercial activities, including the development of small-scale neighborhood offices, low-intensity retail and service businesses, restaurants, and public spaces. This district offers a transition between neighborhoods and intensive commercial areas, providing a critical commercial function that serves nearby residential areas. Development in this district is primarily pedestrian-scaled to help improve vehicular circulation and safely accommodate residents and pedestrians. This district represents the character and intent of the low intensity commercial future land use category.

- Public Comments: Staff has received no written objections to this rezoning request.
- Planning Commission Recommendation: Planning Commission deferred the item for additional discussion, however the City Commission may choose to make a decision regardless.

Options:

- Approve the request as presented
- Deny the request
- Approve with certain modifications or conditions
- Defer the item to a certain date for additional discussion

Financial Impact: None

Attachments: RZ01-26 PC to CC Record of Action, RZ01-26 Zoning Map

Staff Recommendation: Staff recommends approval of the request.

RECORD OF ACTION

DATE: March 16, 2026

TO: Mayor and Board of City Commissioners -- City of Shawnee, OK

FROM: Diana Hood, City Planner

SUBJECT: **Record of Action by Planning Commission**

==========

CASE NO: RZ01-26

REQUEST: Public Hearing for a request to rezone the property addressed as 4411 N Aydelotte Street from R-1 (Low Density Residential) to C-1 (Local Commercial) to construct a parking lot to serve Lifestyle Plaza.

Applicant: Dao & Cynthia Nguyen c/o Landes Engineering

Subject Property Address: 4411 N Aydelotte Street

Legal Description: A TRACT OF LAND LOCATED IN BLOCK ONE (1) LOT ONE (1), BISON ADDITION TO THE CITY OF SHAWNEE ALSO BEING A PART OF THE NORTHEAST QUARTER (NE/4) OF SECTION ONE (1), TOWNSHIP TEN NORTH (T-10-N), RANGE THREE EAST (R-3-E) OF THE INDIAN MERIDIAN (1.M.), BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF LOT 1 BLOCK 1 BISON ADDITION; THENCE S00°43'57"E ALONG THE WEST LINE OF SAID LOT 1 A DISTANCE OF 12.00 FEET TO THE POINT OF BEGINNING; THENCE N89°24'00"E A DISTANCE OF 72.84 FEET; THENCE S00°43'57"E A DISTANCE OF 5.00 FEET; THENCE N89 °24'00"E A DISTANCE OF 62.16 FEET TO A POINT ON THE EAST LINE OF SAID LOT 1; THENCE S00° 43'57"E ALONG SAID EAST LINE A DISTANCE OF 65.19 FEET TO A POINT ON THE SOUTH LINE OF SAID LOT 1; THENCE S89° 24'00"W ALONG SAID SOUTH LINE A DISTANCE OF
135.00 FEET TO A POINT ON THE WEST LINE OF SAID LOT 1; THENCE N00° 43'57"W ALONG SAID WEST LINE A DISTANCE OF 70.19 FEET TO THE POINT OF BEGINNING. CONTAINING 0.21 ACRES OR 9,165 SQUARE FEET MORE OR L ESS

Current Zoning: R-1 (Low Density Residential) **Requested Zoning:** C-1 (Local Commercial)

Staff Recommendation: Staff recommends approval of the request.

==========

Planning Commission Meeting Date: March 4, 2026

PC Recommendation: Deferred to the April 1, 2026 regular meeting.

Conditions: N/A

Vote: 5 -- 0 -- 0 Members Present: 5

Members:	Motion	2nd	Aye	Nay	Abstain	Comments
ALEXANDER		X	X			
PORTER			X			
REESE	X		X			
BARRETT (CHAIR)						ABSENT
HAYES			X			
JOHNSON						ABSENT
BURRELL			X			

PUD - P.U.D.

Zoning

- TA - Transitional Agriculture
- TL - Twin Lakes
- R-1 - Low Density Residential
- R-2 - Medium Density Residential
- R-3 - High Density Residential
- C-1 - Local Commercial
- C-2 - Regional Commercial
- DT - Downtown
- MU - Mixed Use
- I-1 - Light Industrial
- I-2 - Heavy Industrial

ORDINANCE NO. _____

AN ORDINANCE CONCERNING THE ZONING CLASSIFICATION OF THE FOLLOWING DESCRIBED PROPERTY LOCATED WITHIN THE CORPORATE LIMITS OF THE CITY OF SHAWNEE, POTTAWATOMIE COUNTY, OKLAHOMA, TO-WIT: A TRACT OF LAND LOCATED IN BLOCK ONE (1) LOT ONE (1), BISON ADDITION TO THE CITY OF SHAWNEE ALSO BEING A PART OF THE NORTHEAST QUARTER (NE/4) OF SECTION ONE (1), TOWNSHIP TEN NORTH (T-10-N), RANGE THREE EAST (R-3-E) OF THE INDIAN MERIDIAN (I.M.), BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF LOT 1 BLOCK 1 BISON ADDITION; THENCE S00°43'57"E ALONG THE WEST LINE OF SAID LOT 1 A DISTANCE OF 12.00 FEET TO THE POINT OF BEGINNING; THENCE N89°24'00"E A DISTANCE OF 72.84 FEET; THENCE S00°43'57"E A DISTANCE OF 5.00 FEET; THENCE N89 °24'00"E A DISTANCE OF 62.16 FEET TO A POINT ON THE EAST LINE OF SAID LOT 1; THENCE S00° 43'57"E ALONG SAID EAST LINE A DISTANCE OF 65.19 FEET TO A POINT ON THE SOUTH LINE OF SAID LOT 1; THENCE S89° 24'00"W ALONG SAID SOUTH LINE A DISTANCE OF 135.00 FEET TO A POINT ON THE WEST LINE OF SAID LOT 1; THENCE N00° 43'57"W ALONG SAID WEST LINE A DISTANCE OF 70.19 FEET TO THE POINT OF BEGINNING. CONTAINING 0.21 ACRES OR 9,165 SQUARE FEET MORE OR LESS, FROM ZONING CLASSIFICATION R-1 (LOW DENSITY RESIDENTIAL) TO C-1 (LOCAL COMMERCIAL DISTRICT), AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF SHAWNEE ACCORDINGLY.

WHEREAS, pursuant to notice duly given as required by law, a public hearing conducted by the Board of Commissioners of the City of Shawnee, Oklahoma, on the 16th day of March, 2026 upon an application to rezone certain properties located in the City of Shawnee, Oklahoma, from zoning classification R-1 (Low Density Residential) to C-1 (Local Commercial District).

WHEREAS, the Planning Commission of the City of Shawnee has conducted one or more public hearings on said application pursuant to notice as required by law and has submitted its final report and recommendation upon said application to the Board of Commissioners; and,

WHEREAS, it appears to be in the best interest of the City of Shawnee and the inhabitants thereof for said properties to be rezoned to C-1 (Local Commercial District).

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF THE CITY OF SHAWNEE, OKLAHOMA:

SECTION 1: That the following described property located in the City of Shawnee, Oklahoma, to-wit: A TRACT OF LAND LOCATED IN BLOCK ONE (1) LOT ONE (1), BISON ADDITION TO THE CITY OF SHAWNEE ALSO BEING A PART OF THE NORTHEAST QUARTER (NE/4) OF SECTION ONE (1), TOWNSHIP TEN NORTH (T-10-N), RANGE THREE EAST (R-3-E) OF THE INDIAN MERIDIAN (1.M.), BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF LOT 1 BLOCK 1 BISON ADDITION; THENCE S00°43'57"E ALONG THE WEST LINE OF SAID LOT 1 A DISTANCE OF 12.00 FEET TO THE POINT OF BEGINNING; THENCE N89°24'00"E A DISTANCE OF 72.84 FEET; THENCE S00°43'57"E A DISTANCE OF 5.00 FEET; THENCE N89 °24'00"E A DISTANCE OF 62.16 FEET TO A POINT ON THE EAST LINE OF SAID LOT 1; THENCE S00° 43'57"E ALONG SAID EAST LINE A DISTANCE OF 65.19 FEET TO A POINT ON THE SOUTH LINE OF SAID LOT 1; THENCE S89° 24'00"W ALONG SAID SOUTH LINE A DISTANCE OF 135.00 FEET TO A POINT ON THE WEST LINE OF SAID LOT 1; THENCE N00° 43'57"W ALONG SAID WEST LINE A DISTANCE OF 70.19 FEET TO THE POINT OF BEGINNING. CONTAINING 0.21 ACRES OR 9,165 SQUARE FEET MORE OR L ESS, FROM ZONING CLASSIFICATION R-1 (LOW DENSITY RESIDENTIAL) TO C-1 (LOCAL COMMERCIAL DISTRICT), AND AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF SHAWNEE ACCORDINGLY.

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DRAFT

PASSED AND APPROVED this _____day of _____, 2026.

(SEAL)
ATTEST:

_____
ERIC STEPHENS, MAYOR

_____
LISA LASYONE, MMC, CITY CLERK

Approved as to form and legality this ____day of _____, 2026.

_____
JOSEPH M. VORNDRAN,
CITY ATTORNEY

DRAFT

Community Development Department
16 W. 9th St.
Shawnee, OK 74801
ShawneeOK.org

Date: March 16, 2026

To: Board of City Commissioners

From: Petya Stefanoff, Community Development Director

Subject: Public hearing for a request to rezone the property addressed as 541 West Poplar Street from R-1 (Low Density Residential District) to MU (Mixed Use District).
Case No. RZ02-26 | Applicant: Joseph Marshall

Background: Joseph Marshall has submitted a request to rezone the subject property from R-1 (Low Density Residential District) to MU (Mixed Use District) to bring the property into compliance with current zoning code and allow for Mixed Uses at the address 541 W Poplar and 1120 N Kickapoo St, more particularly described as:

> *THE NORTH FIFTY (50) FEET OF LOTS TWENTY-ONE (21), AND TWENTY-TWO (22), AND ALL OF LOT TWENTY-FIVE (25), LESS THE EAST 7 FEET THEREOF IN BLOCK TEN (10), REASOR PARK ADDITION, TO THE CITY OF SHAWNEE, POTTAWATOMIE COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF.*

Analysis: The property has two addresses as a remnant from when they were two separate properties, merged in May of 2022. MU (Mixed Use), as a zoning district, does not currently exist on the City's Zoning Map, but is an allowed zoning district per the City's Zoning Code. The applicant is requesting this zoning district to bring the property into compliance with the current Ordinance, and as a way to allow the current use to continue in the future. Also, this property lies at the intersection of Kickapoo Street and Poplar Street, just south of Kickapoo Spur, which is a high-traffic area.

The Comprehensive Plan encourages a Medium Density Residential District in the area. However, the Mixed Use zoning would create a nice transition for the Low Density Residential zone to the west and the high traffic, high intensity Commercial uses to the east along Kickapoo Street. The proposed zoning will elevate future economic activities along the major business corridor, Kickapoo Street, and, at the same time, will shield the residential area from unwanted traffic patterns. The proposed zoning district will benefit the public health, safety and community welfare. The current zoning of the land is **Low Density Residential District** (R-1).

Adjacent Land Uses

North	South	East	West
Regional Commercial (C-2)	Regional Commercial (C-2) & Low Density Residential (R-1)	Regional Commercial (C-2) & Low Density Residential (R-1)	Low Density Residential (R-1)

Current Zoning:

UDC Sec. 22-182 "*Purpose.* The **Low-Density Residential (R-1)** District is designed to primarily accommodate low-density single-family residential development supported by parks, open space, cultural, and educational amenities. This district represents the character and intent of the large lot residential and low-density residential future land use categories.

Requested Zoning:

UDC Sec. 22-189 "*Purpose.* The **Mixed Use (MU) District** provides for medium to high-density residential development comingled with localized medium-to-high-intensity commercial activity for retail, restaurant, and office uses. This district encourages use variety and "missing middle housing" options, emphasizing a cohesive development pattern to achieve housing diversity, accessibility, walkability, and equity. This district represents the character and intent of the comprehensive plan's mixed use and high density residential future land use categories."

- Public Comments: Staff has received no written objections to this rezoning request.
- Planning Commission: Planning Commission recommended approval of the request as-is

Options:

- Approve of the request as presented
- Deny of Case No RZ02-26
- Approve with certain modifications or conditions
- Defer the item to a certain date for additional discussion

Financial Impact: None

Attachments: RZ02-26 PC to CC Record of Action, RZ02-26 Zoning Map

Staff Recommendation: Staff recommends approval of the request.

RECORD OF ACTION

DATE: March 16, 2026

TO: Mayor and Board of City Commissioners -- City of Shawnee, OK

FROM: Diana Hood, City Planner

SUBJECT: **Record of Action by Planning Commission**

==========

CASE NO: RZ02-26

REQUEST: Public Hearing and Consideration of a request to rezone the property addressed as 541 W Poplar Street & 1120 N Kickapoo Street from R-1 (Low Density Residential) to MU (Mixed Use).

Applicant: Pokes Property Partners LLC c/o Joseph Marshall

Subject Property Address: 541 W Poplar Street & 1120 N Kickapoo Street

Legal Description: THE NORTH FIFTY (50) FEET OF LOTS TWENTY-ONE (21), AND TWENTY-TWO (22), AND ALL OF LOT TWENTY-FIVE (25), LESS THE EAST 7 FEET THEREOF IN BLOCK TEN (10), REASOR
PARK ADDITION, TO THE CITY OF SHAWNEE, POTTAWATOMIE COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF

Current Zoning: R-1 (Low Density Residential) **Requested Zoning:** MU (Mixed Use)

Staff Recommendation: Staff recommends approval of the request.

==========

Planning Commission Meeting Date: March 4, 2026

PC Recommendation: Approval as-is.

Conditions: N/A

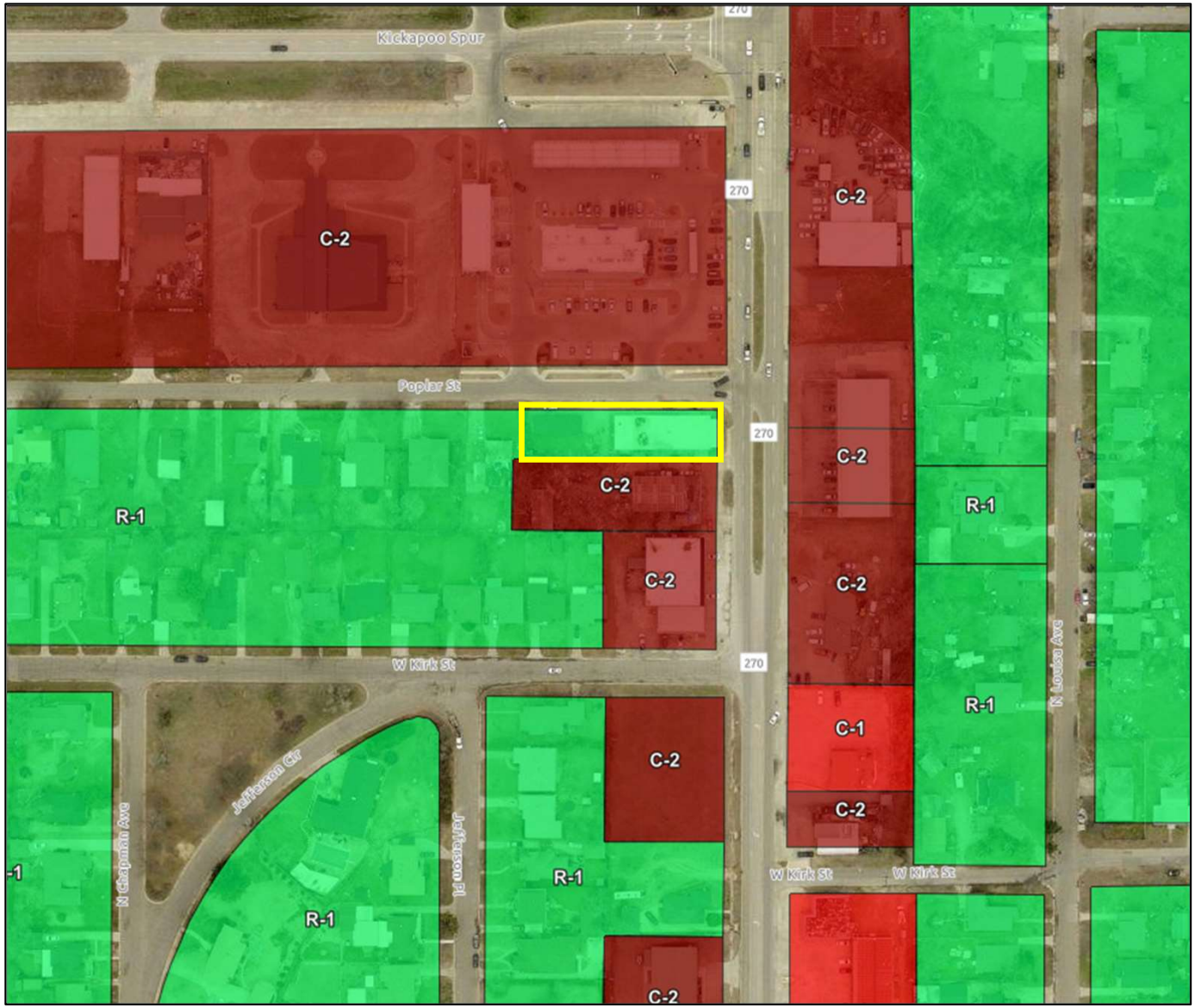
Vote: 5 -- 0 -- 0 Members Present: 5

Members:	Motion	2nd	Aye	Nay	Abstain	Comments
ALEXANDER			X			
PORTER			X			
REESE	X		X			
BARRETT (CHAIR)						ABSENT
HAYES			X			
JOHNSON						ABSENT
BURRELL		X	X			

PUD - P.U.D.

Zoning

- TA - Transitional Agriculture
- TL - Twin Lakes
- R-1 - Low Density Residential
- R-2 - Medium Density Residential
- R-3 - High Density Residential
- C-1 - Local Commercial
- C-2 - Regional Commercial
- DT - Downtown
- MU - Mixed Use
- I-1 - Light Industrial
- I-2 - Heavy Industrial



ORDINANCE NO. _____

AN ORDINANCE CONCERNING THE ZONING CLASSIFICATION OF THE FOLLOWING DESCRIBED PROPERTY LOCATED WITHIN THE CORPORATE LIMITS OF THE CITY OF SHAWNEE, POTTAWATOMIE COUNTY, OKLAHOMA, TO-WIT: THE NORTH FIFTY (50) FEET OF LOTS TWENTY-ONE (21), AND TWENTY-TWO (22), AND ALL OF LOT TWENTY-FIVE (25), LESS THE EAST 7 FEET THEREOF IN BLOCK TEN (10), REASOR PARK ADDITION, TO THE CITY OF SHAWNEE, POTTAWATOMIE COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF FROM ZONING CLASSIFICATION R-1 (LOW DENSITY RESIDENTIAL) TO MU (MIXED USE DISTRICT), AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF SHAWNEE ACCORDINGLY.

WHEREAS, pursuant to notice duly given as required by law, a public hearing conducted by the Board of Commissioners of the City of Shawnee, Oklahoma, on the 16th day of March, 2026, upon an application to rezone certain properties located in the City of Shawnee, Oklahoma, from zoning classification R-1 (Low Density Residential) to MU (Mixed Use District).

WHEREAS, the Planning Commission of the City of Shawnee has conducted one or more public hearings on said application pursuant to notice as required by law and has submitted its final report and recommendation upon said application to the Board of Commissioners; and,

WHEREAS, it appears to be in the best interest of the City of Shawnee and the inhabitants thereof for said properties to be rezoned to MU (Mixed Use District).

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF THE CITY OF SHAWNEE, OKLAHOMA:

SECTION 1: That the following described property located in the City of Shawnee, Oklahoma, to-wit: THE NORTH FIFTY (50) FEET OF LOTS TWENTY-ONE (21), AND TWENTY-TWO (22), AND ALL OF LOT TWENTY-FIVE (25), LESS THE EAST 7 FEET THEREOF IN BLOCK TEN (10), REASOR PARK ADDITION, TO THE CITY OF SHAWNEE, POTTAWATOMIE COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF, FROM ZONING CLASSIFICATION R-1 (LOW DENSITY RESIDENTIAL) TO MU (MIXED USE DISTRICT), AND AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF SHAWNEE ACCORDINGLY.

PASSED AND APPROVED this _____day of _____, 2026.

(SEAL)
ATTEST:

_____
ERIC STEPHENS, MAYOR

_____
LISA LASYONE, MMC, CITY CLERK

Approved as to form and legality this ____day of _____, 2026.

_____
JOSEPH M. VORNDRAN,
CITY ATTORNEY

DRAFT

Finance Department
16 W. 9th St.
Shawnee, OK 74801
ShawneeOK.org

Date: March 16, 2026

To: Mayor and City Commission

From: Kimberly Hoover, Finance Director

Subject: March Sales and Use Tax Deposit

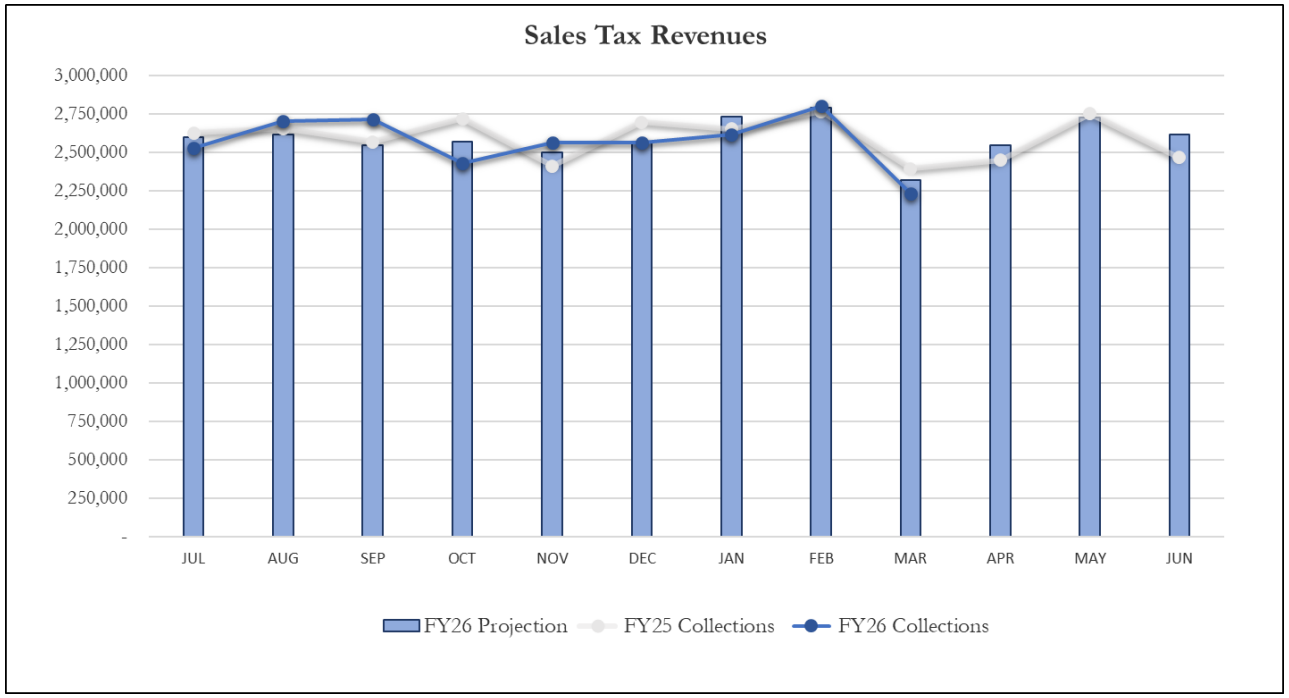
Background: The Oklahoma Tax Commission (the "OTC") collects and enforces collection of sales and use taxes, including special earmarked taxes such as alcohol and tobacco, for the entities responsible for remitting taxes to the City of Shawnee. Entities with monthly tax liabilities exceeding $2,500 are required to remit tax estimates each month by the 20th; in addition, entities are required to report their final tax collections for the previous month along with a final payment of taxes for the previous month on the 20th. To summarize, tax collections remitted to the City of Shawnee by the OTC in March consist of February estimates and January final reported collections. Any taxes collected for months prior to March will include late penalties and interest accrued.

- Sales Tax Collection Allocated by Fund – The March tax deposit was $2,232,263.81 including interest of $2,941.01, to be allocated as follows:

Fund	Allocation
General Fund	$ 1,116,131.91
2018 Capital Improvements Fund	279,032.98
Capital Improvements Fund	216,250.56
Street Improvements Fund	244,153.85
Economic Development Fund	27,903.30
Police Sales Tax Fund	34,879.12
Fire Sales Tax Fund	34,879.12
2023 Capital Improvements Fund	279,032.98
Total Sales Taxes Collected	$ 2,232,263.81

- Finance Department Report - Sales and use tax collections totaled $2,518,269.59 for March 2026. Sales tax projections are based on an average for the most recent three years of sales tax history. For the year, sales tax collections are down $85,167 or 3.68%, below the projected budget year-to-date, across 8 funds. Use tax collections are down $49,459 or 14.74% below the projected budget year-to-date.

    - Fiscal Year 2026 Sales Tax Collections and Performance:

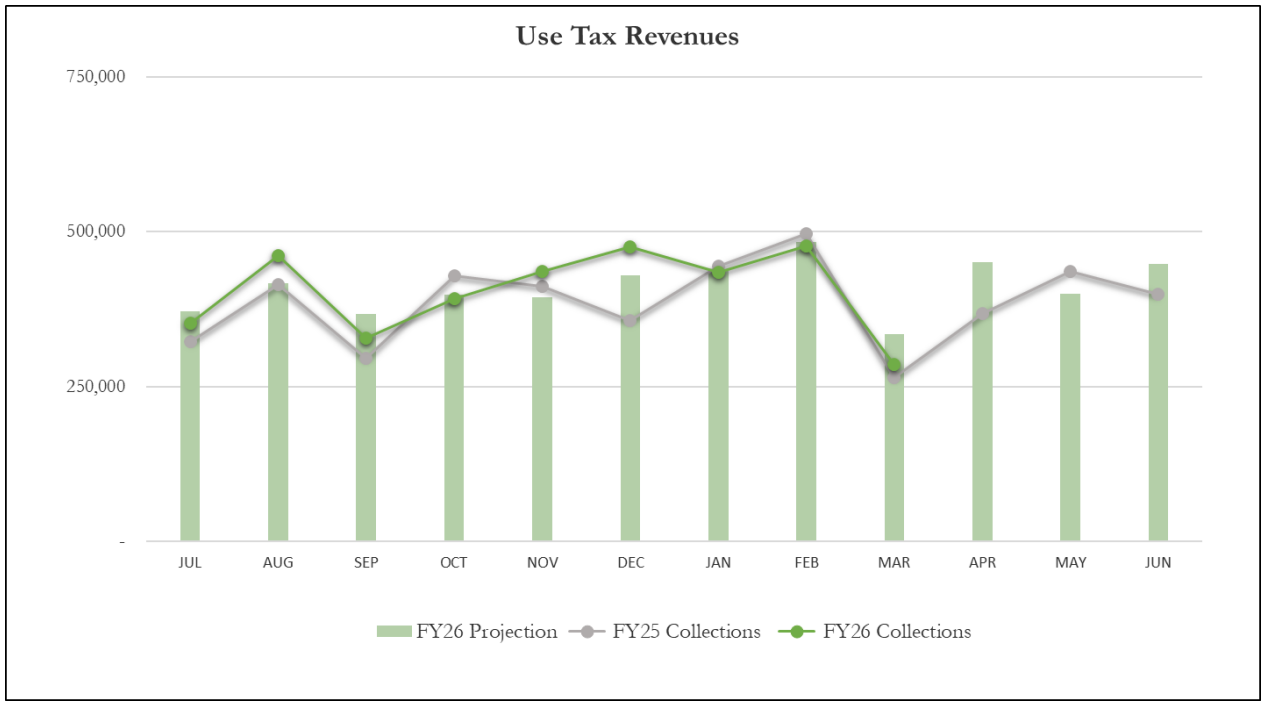


	Projected Budget	Actual	Amount Variance	Percentage Variance
Sales Tax Receipts - March 2026	$ 2,317,431	$ 2,232,264	$ (85,167)	-3.68%
Sales Tax Receipts (year-to-date):	$ 23,231,005	$ 23,159,689	$ (71,316)	-0.31%

	March 2025	March 2026	Amount Variance	Percentage Variance
Sales Tax Receipts (vs Prior Year):	$ 2,277,055	$ 2,392,118	$ 115,063	5.05%

	Year To Date FY 2024	Year To Date FY 2025	Amount Variance	Percentage Variance
Sales Tax Receipts (vs Prior Year):	$ 23,478,327	$ 23,159,689	$ (318,638)	-1.36%

- Fiscal Year 2026 Use Tax Collections and Performance:



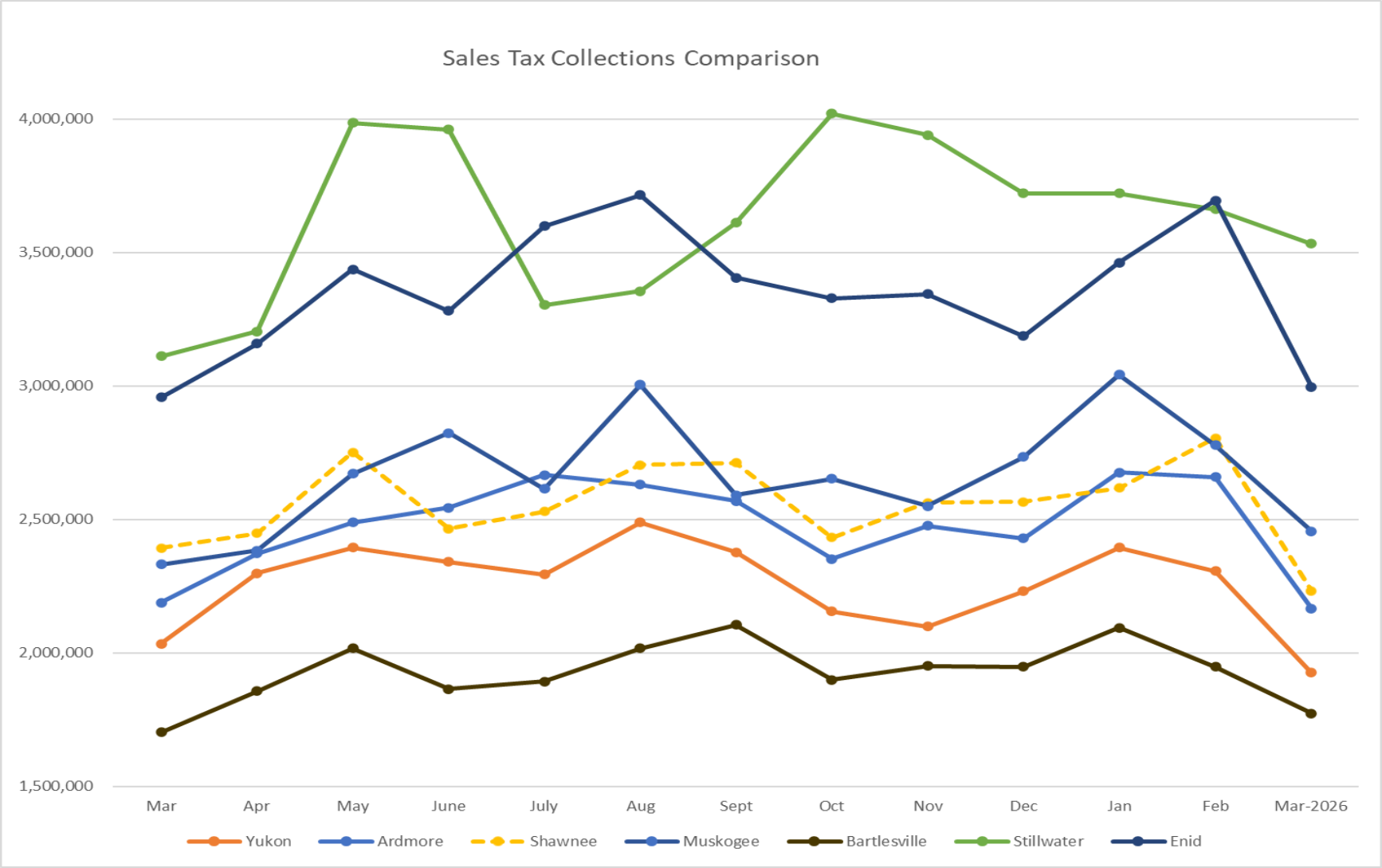
	Projected Budget	Actual	Amount Variance	Percentage Variance
Use Tax Receipts - March 2026	$ 335,465	$ 286,006	$ (49,459)	-14.74%
Uses Tax Receipts (year-to-date):	$ 3,635,894	$ 3,642,309	$ 6,415	0.18%

	March 2025	March 2026	Amount Variance	Percentage Variance
Use Tax Receipts (vs Prior Year):	$ 337,505	$ 264,189	$ (73,316)	-21.72%

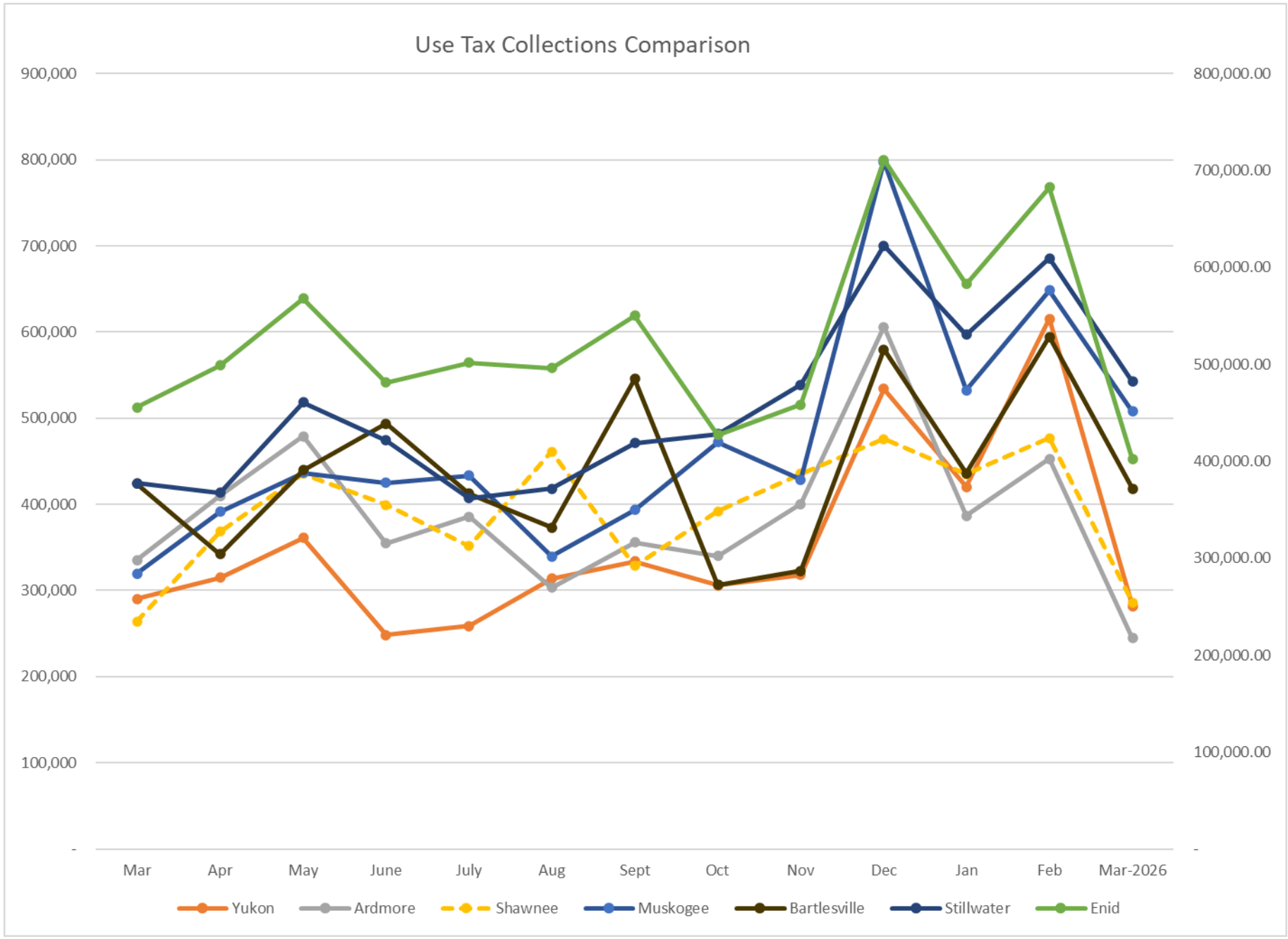
	Year To Date FY 2024	Year To Date FY 2025	Amount Variance	Percentage Variance
Use Tax Receipts (vs Prior Year):	$ 3,435,275	$ 3,642,309	$ 207,034	6.03%

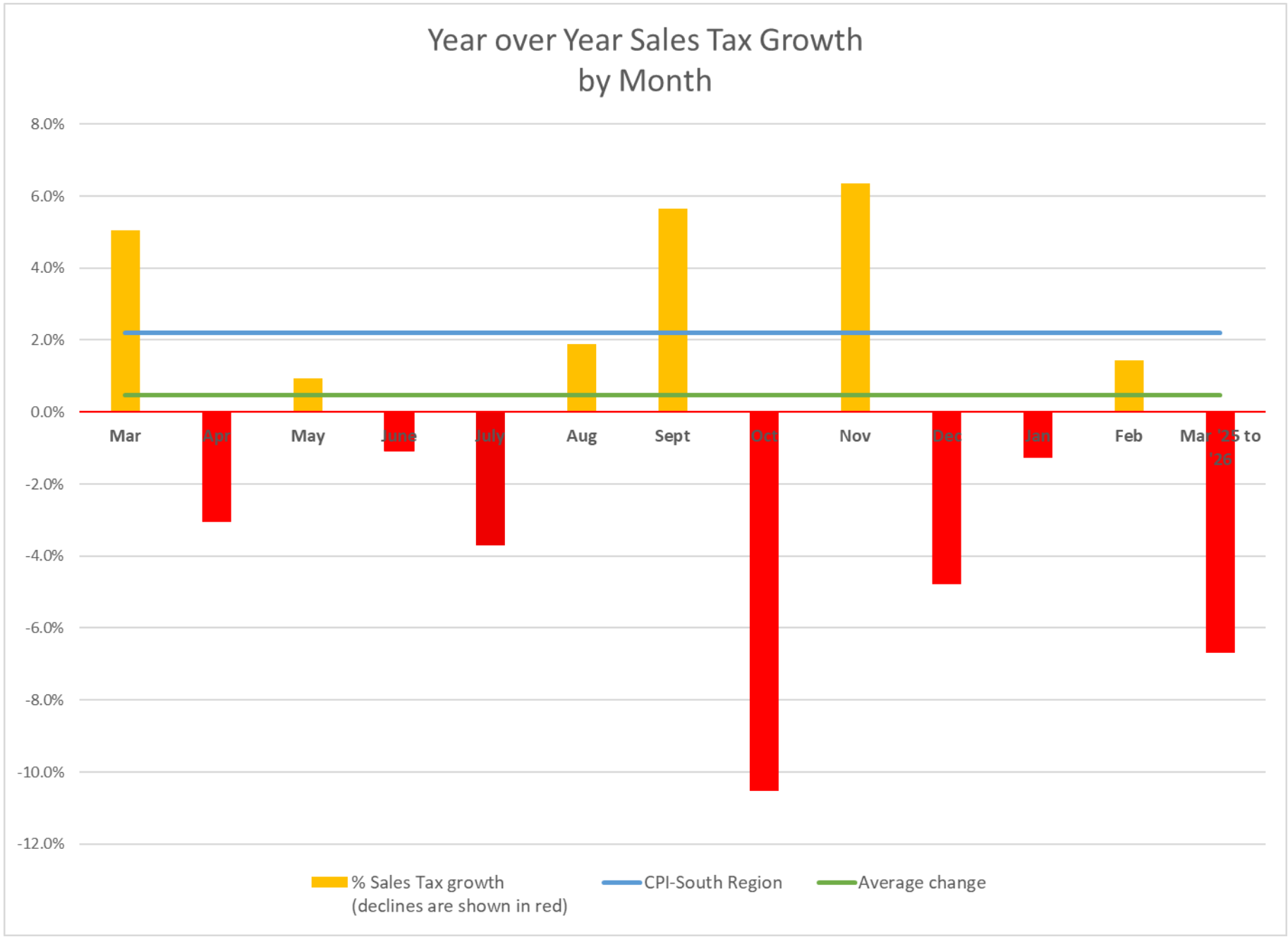
- Fiscal Year 2026 – General Fund Sales & Use Tax – Below Projections:

General Fund Projections (year-to-date)		
Sales Tax Above/(Below) Projections:	$	(35,658)
Use Tax Above/(Below) Projections:	$	6,415
Appropriated:		
Total Appropriated	$	-
Total Unappropriated:	$	(29,243)



	Yukon	Ardmore	**Shawnee**	Muskogee	Bartlesville	Stillwater	Enid
Population	23,630	24,725	**31,377**	36,878	37,290	48,394	51,308
City Tax Rate	4.00%	3.75%	**4.00%**	4.00%	3.40%	3.63%	4.25%
State Rank by Total Collections (Prior Year)	14	13	**15**	12	16	11	10


Use Tax Collections Comparison
900,000
800,000
700,000
600,000
500,000
400,000
300,000
200,000
100,000
-
800,000.00
700,000.00
600,000.00
500,000.00
400,000.00
300,000.00
200,000.00
100,000.00
-
Mar
Apr
May
June
July
Aug
Sept
Oct
Nov
Dec
Jan
Feb
Mar-2026
Yukon
Ardmore
Shawnee
Muskogee
Bartlesville
Stillwater
Enid


Year over Year Sales Tax Growth
by Month
8.0%
6.0%
4.0%
2.0%
0.0%
-2.0%
-4.0%
-6.0%
-8.0%
-10.0%
-12.0%
Mar
Apr
May
June
July
Aug
Sept
Oct
Nov
Dec
Jan
Feb
Mar '25 to '26
% Sales Tax growth
(declines are shown in red)
CPI-South Region
Average change