

BILL NO. A-25-09-06

APPROPRIATION ORDINANCE NO. A-_____

AN ORDINANCE APPROPRIATING MONIES FOR THE PURPOSE OF DEFRAYING THE EXPENSES OF FORT WAYNE PUBLIC TRANSPORTATION, FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2026, AND ENDING DECEMBER 31, 2026, INCLUDING ALL OUTSTANDING CLAIMS AND OBLIGATIONS AND FIXING A TIME WHEN THE SAME SHALL TAKE EFFECT.

NOW, THEREFORE, BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF FORT WAYNE, INDIANA:

SECTION 1. That for the expenses of Fort Wayne Public Transportation for the year ending December 31, 2026, the sums of money shown on Exhibit A are hereby appropriated and ordered set apart out of the several funds herein named and for the purposes herein specified, subject to the laws governing the same. Such sums herein appropriated shall be held to include all expenditures authorized to be made during the year, unless otherwise expressly stipulated and provided by law. In addition, for the purpose of raising revenue to meet the necessary expenses of Fort Wayne Public Transportation, tax rates are shown on Budget Form 4-B and included herein. Exhibit A and Form 4-B for all funds for fiscal 2026 are incorporated herein by reference. Two (2) copies of fiscal 2026 Exhibit A and Form 4-B are on file and available for public inspection in the office of the Clerk of the City of Fort Wayne, as required by I.C. 36-1-5-4.

SECTION 2. That this Ordinance shall be in full force and effect from and after its passage and approval by the Common Council, and any and all necessary approval by the Mayor, legal publication thereof, and is subject to the laws of the State of Indiana governing appropriations.

Council Member

APPROVED AS TO FORM AND LEGALITY

Malak Heiny, City Attorney

Exhibit A



Operating and Capital Budget

2026



Photo: Rachel Von Photography

Fort Wayne Public Transportation Corporation
801 Leesburg Road
Fort Wayne, IN 46808



Introduction

The Operating and Capital Budget is a financial plan to guide Fort Wayne Public Transportation Corporation (Citilink) in achieving its strategic outcomes for 2026. The plan funds goals and tactics to achieve each of three outcomes identified by the Board of Directors. It is a balanced budget and assumes full-service operating levels along with fixed route optimization plans.

Mission, Vision, Values

Our Mission:

Linking People to Life

Citilink connects our community to life's opportunities by empowering human mobility.

Our Vision:

Our customers are proud to ride; Citilink is an esteemed mobility partner in the community.

We strive to create a dignified customer experience and ensure that public transportation is highly valued in the community.

Our CORE Values:

Safety

We prioritize the health and well-being of our customers and the people around us and are careful to protect ourselves and others from danger, injury, or loss.

Equity

We acknowledge and overcome our unconscious biases and always try to be fair and impartial. We lift up and dignify those who are marginalized or oppressed.

Sustainability

We commit ourselves to maintaining Citilink's value and avoiding the depletion of financial, human, and environmental resources. We are stewards of Citilink's assets, including its reputation in the community.

Innovation

We build upon and honor our past and continuously improve by being open to new ideas, policies, procedures, systems, and partnerships that enhance Citilink's value to the community and our customers.

Transparency

We are open and accountable to the public we serve, proactively disclosing information so the community knows in advance and understands what we're doing.

Our TEAMWORK Values:

These values describe how Citilink employees, both union and non-union, work together as one team.

Communication

We maintain a positive and respectful tone in our interactions through self-expression and listening to each other. We bring concerns we have about other people directly to them, listen to the concerns of others, and work together to resolve conflicts. Gossip and spreading misinformation are unwelcome in our workplace culture.

Teamwork

We work together collaboratively to achieve our goals and strive to include everyone who is impacted by our work. We celebrate our successes together. We learn from our mistakes and failures and try again.

Accountability

We are evaluated on our performance and behavior in achieving our responsibilities. We take personal ownership of achieving Citilink's mission, vision, and goals by demonstrating these values when at work.

Integrity

We are truthful and have strong moral principles guiding our work conduct. We do the right thing, even when no one is watching.

Respect

We respect our co-workers' feelings and intrinsic value. We are kind to each other.

Strategic Plan and Goals

Success Outcomes

The Board of Directors has established three outcomes for the organization to achieve that define Citilink's success. These outcomes are listed in the order of the Board's priority.

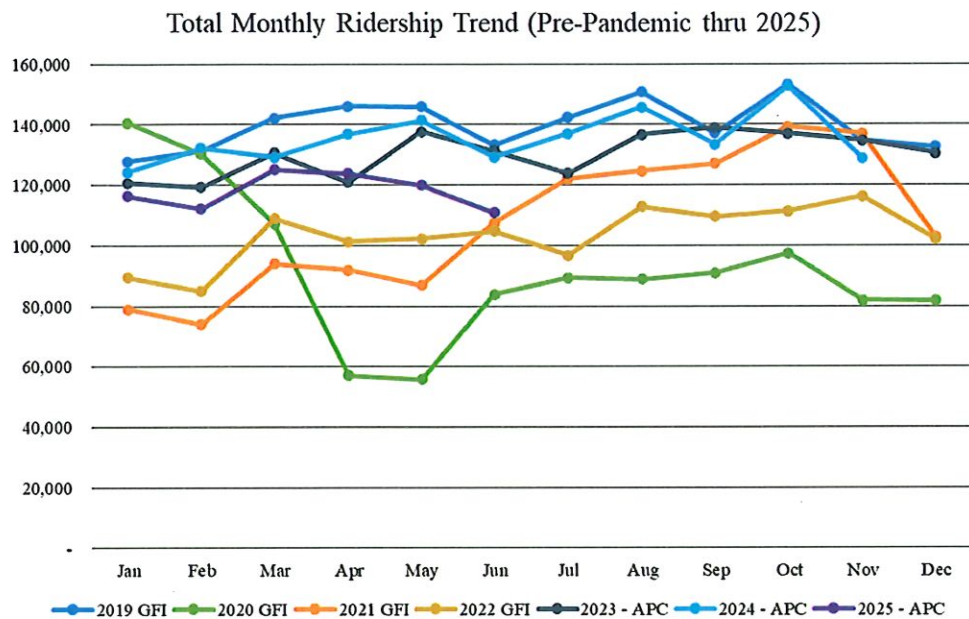
Priority	Success Outcome	Key Performance Indicators	Resources	Tactics
#1	Financial Sustainability	<ul style="list-style-type: none">• Advocate for increased local, state, and federal funding.• Develop local private funding sources.• Total expenditures at or below budget• Grow the number of organizations in advocacy coalition.• Budget for 2026 expenses at level of known revenue OR budget with shortfall and pursue special levy.	<ul style="list-style-type: none">• Citilink budget• Financial Reporting• Coalition database & CRM	<ul style="list-style-type: none">• Legislative strategy• Cost reduction strategies• Revenue growth strategies• Coalition-building strategy

#2	Employee Engagement	<ul style="list-style-type: none"> • Turnover rate below target of 18% • Employee satisfaction at 75% • Employee retention at 84% • Net Promoter Score at 53% 	<ul style="list-style-type: none"> • HR data • Employee survey 	<ul style="list-style-type: none"> • Improvement strategy • Leadership development training • Employee development training
#3	Customer & Community Engagement	<ul style="list-style-type: none"> • Measure baseline for overall customer satisfaction • Net Promoter Score at 38% • Public rates service at good or excellent at 60% • Community members who believe Citilink brings value at 82% • Community members who support additional funding for transit expansion at 75% 	<ul style="list-style-type: none"> • CRM • Customer surveys • Community surveys 	<ul style="list-style-type: none"> • Improvement strategy • Community outreach and education • Marketing Plan • Travel training program

Citilink Ridership

Ridership has recovered significantly from COVID-10 pandemic-related losses in 2020. Annual ridership was at 1.7 million annual passenger trips in 2019, dropped to 1.1 million in 2020, and gradually began rebuilding in 2021 to 1.3 million passenger trips with fare-free rides in the second half of the year. Citilink provided passenger trips of about 1.2 million in 2022, 1.5 million in 2023, 1.6 million in 2024 and 1.4 million projected in 2025. With the continued decrease of pandemic effects, Citilink projects continued ridership growth and recovery to 1.5 million riders in 2026.

Figure 1: 7-Year Historical and Projected Ridership Trend -



Community Value

Citilink's value to the community is measured by more than just ridership. Transit service provides access to jobs, education, healthcare, housing, shopping, and social connections that improve quality of life for all residents of the Fort Wayne area. Public transportation lifts up individuals with disabilities, senior citizens, low-income, and marginalized populations by providing safe and reliable transportation.

2026 Operating Budget

REVENUES

Revenues in the amount of \$20,776,431 are budgeted to support operations and local contributions to capital. This represents a less than 1% decrease over 2025 revenue.

The 2026 revenue budget includes the following assumptions:

- Overall passenger fares will increase 3% compared to 2025 budget based on current ridership trends and fare increases.
- Other operating revenues are expected to increase between 7% and 25% based on 2025 actual revenue results.
- State Operating Assistance is expected to remain flat based on the latest State correspondence.
- Net local taxes are expected to decrease 3% due to increased circuit breaker credit. This credit has fluctuated because of other local city debt issued along with new State legislation (SB1).
- Other Local Revenue includes a one-time city contribution of \$500,000.
- Federal revenue will increase mainly due to 5307 Complementary Paratransit funds.
- Other miscellaneous revenues are flat or decrease slightly based on projected 2025 actual revenue.
- Use of operating reserves is expected to balance the 2026 budget.

Figure 2A: 2026 Overall Revenue Budget

Revenue Category	2025	2026	\$ Variance	% Variance
Passenger Fares	\$ 1,303,852	\$ 1,343,298	\$ 39,447	3%
Other Operating Revenue	501,830	595,147	93,317	19%
State Assistance	2,152,745	2,152,745	-	0%
Local Taxes	9,767,756	10,095,514	327,758	3%
Other Local Revenue (City)	-	500,000	500,000	100%
Federal Funding	5,552,676	6,690,295	1,137,619	20%
Other Revenue	74,667	73,167	(1,500)	-2%
Total Revenue	\$ 19,353,526	\$ 21,450,166	\$ 2,096,640	11%
Property Tax Cap Credit	(500,000)	(1,116,400)	(616,400)	123%
Transfer From Rainy Day Fund/Operating Reserve	1,970,850	442,665	(1,528,185)	-78%
Total Funds Available	\$ 20,824,376	\$ 20,776,431	\$ (47,945)	0%

Figure 2B: 2026 Detailed Revenue Budget

	2025 Budget	2026 Budget	Difference	% Difference
OPERATING REVENUE				
Passenger Fares	1,149,533	1,111,627	(37,907)	-3%
Paratransit (Access) Fares	154,318	231,672	77,353	50%
Contract Revenue/Fare Sales	331,830	413,978	82,148	25%
Advertising Service	168,000	179,169	11,169	7%
ID Cards	2,000	2,000	-	0%
TOTAL OPERATING REVENUE	1,805,682	1,938,445	132,763	7%
NON-OPERATING REVENUE				
State Operating Assistance (PMTF)	\$ 2,152,745	\$ 2,152,745	\$ -	0%
City Contribution		500,000		
Property Taxes	7,930,512	8,310,992	380,480	5%
Excise Taxes	389,662	342,669	(46,993)	-12%
Financial Institution Taxes	47,766	24,364	(23,402)	-49%
COIT (LIT Certified Shares) Taxes	1,356,810	1,377,467	20,657	2%
Commercial Vehicle Excise Taxes	43,006	40,022	(2,984)	-7%
FTA 5307 - Capitalization of Maintenance	1,560,000	1,592,760	32,760	2%
FTA 5307 - Complementary Paratransit	-	900,000	900,000	0%
FTA 5307 - Operations	3,493,689	3,563,790	70,101	2%
FTA - CMAQ	80,000	80,000	-	0%
FTA 5310 - Administration and Operations	15,000	152,758	137,758	100%
FTA 5310 - Operating/Capital Funds Pass Through	393,000	390,000	(3,000)	-1%
FTA 5339 Other	10,987	10,987	-	100%
Sale of Scrap	1,000	1,000	-	0%
Investment Income	15,000	15,000	-	0%
Accident Repair Recovery	36,667	36,667	-	0%
Greyhound Agency Income	13,000	11,500	(1,500)	-12%
Gain/Loss on Sale of Fixed Assets	-	-	-	0%
Other Miscellaneous Income	9,000	9,000	-	0%
TOTAL NON-OPERATING REVENUE	\$ 17,547,844	\$ 19,511,721	\$ 1,963,877	11%
TOTAL REVENUE	\$ 19,353,526	\$ 21,450,166	\$ 2,096,640	11%
PROPERTY TAX CAP/CIRCUIT BREAKER CREDIT	(500,000)	(1,116,400)	(616,400)	123%
TRANSFER FROM/TO RESERVE	1,970,850	442,665	(1,528,185)	
TOTAL FUNDS NEEDED	\$ 20,824,376	\$ 20,776,431	\$ (47,945)	0%

EXPENSES

Operating expenses in 2026 are budgeted at \$20,776,431, a less than 1% decrease in expense from 2025. \$1,123,356 in local funding will be used as a local match with federal grants for capital investments.

The increase in operating expenses is a result of the following factors:

- Cost-of-Living and/or CBA Adjustment included in wages and salaries for Non-union staff and Union employees. Senior management wages are held flat for 2026.
- 132 employees budgeted: 126 Full-time employees and 6 part-time employees; 82 full-time bus drivers. A decrease of 5 full-time drivers from 2025 due to the fixed route optimization plan.
- FICA expense is based on 7.65% and Pension expense on the 12.6% employer contribution required. (up from PY of 10.6%)
- 5-10% inflation projected for healthcare-related benefits
- Decrease projection for the fuel cost per gallon from the 2025 rate by 20%. Diesel cost - \$2.35 - 3.00 per gallon and Gasoline cost - \$3.00 per gallon.
- Decreased materials and supply cost based on three-year historical averages plus 0-10% inflation rates for various supply items.
- Decreased professional services due to absence of Cybersecurity assessment and PTCI study.
- Decreased maintenance contracts due to software licensing costs (i.e. Via Mobility) reclassified as subscription-based IT arrangements (SBITA) or capital assets offset by inflationary increase (~5%) for current contracts.
- 23% increase in corporate insurance for market trends, claims activity, and revenue vehicle coverage changes (increase coverage value and retention limits).
- Increased physical damage and liability self-insurance amounts based on current claim trend and reserve amounts.
- Increase in fuel taxes as a result of actual gasoline fuel purchase trends.
- Higher purchased transportation costs for pass-through capital purchases to Community Transportation Network (CTN) and expected Van Pool activity.

Figure 3A: 2026 Overall Expense Budget

Expense Category	2025	2026	\$ Variance	% Variance
Salaries and Wages	\$ 9,347,053	\$ 9,280,702	\$ (66,351)	-1%
Fringe Benefits	4,869,148	4,961,440	92,292	2%
Materials and Supplies	2,495,603	2,261,588	(234,015)	-9%
Services	1,116,085	999,125	(116,960)	-10%
Utilities	176,577	183,640	7,063	4%
Insurance	719,943	948,652	228,709	32%
Taxes	35,369	42,320	6,951	20%
Purchased Transportation	543,000	555,000	12,000	2%
Miscellaneous Expense	362,051	364,969	2,918	1%
Lease and Rentals	18,200	19,640	1,440	8%
Vehicle Tracking System	36,000	36,000	-	0%
Total Operating Expenses	\$ 19,719,029	\$ 19,653,076	\$ (65,953)	0%
Local Capital Contribution	1,105,347	1,123,356	18,009	2%
Total Budgeted Expenditures	\$ 20,824,376	\$ 20,776,431	\$ (47,944)	0%

Figure 3B: 2026 Detailed Expense Budget

	2025 Budget	2026 Budget	Difference	% Difference
SALARIES AND WAGES				
Operations Supervisor Wages	\$ 379,895	\$ 398,413	\$ 18,518	5%
Driver Wages	5,000,807	5,056,519	55,712	1%
Dispatchers & Other Wages	395,247	392,639	(2,608)	-1%
Maintenance Supervisor Wages	249,744	246,207	(3,537)	-1%
Mechanics & Service Wages	1,097,475	973,983	(123,492)	-11%
General Admin Wages	1,105,543	1,066,401	(39,142)	-4%
Sick Pay	261,172	298,760	37,588	14%
Holiday Pay	283,407	280,169	(3,238)	-1%
Vacation Pay	447,794	442,199	(5,595)	-1%
Other Paid Absence	125,969	125,412	(557)	0%
TOTAL SALARIES AND WAGES	\$ 9,347,053	\$ 9,280,702	\$ (66,351)	-1%
FRINGE BENEFITS				
FICA Taxes	\$ 715,050	\$ 709,974	\$ (5,076)	-1%
Pension	875,231	1,018,709	143,478	16%
Group Medical Insurance	2,721,731	2,777,108	55,377	2%
Group Dental Insurance	109,050	90,226	(18,824)	-17%
Group Life Insurance	36,849	39,929	3,080	8%
Group Disability Insurance	105,423	92,567	(12,856)	-12%
Group Vision Insurance	36,491	16,635	(19,856)	-54%
Separation Expense	-	-	-	-
Unemployment Taxes	11,262	13,741	2,479	22%
Workers' Compensation	206,818	156,308	(50,510)	-24%
Drivers' Uniforms	45,000	40,000	(5,000)	-11%
Employee Recognition	6,243	6,243	-	0%
TOTAL FRINGES	\$ 4,869,148	\$ 4,961,440	\$ 92,292	2%

EXPENSES (Continued)

MATERIALS AND SUPPLIES				
Fuel and Lubricants	\$ 1,198,776	\$ 1,055,236	\$ (143,540)	-12%
Tires and Tubes - Fixed Route	84,500	82,160	(2,340)	-3%
Tires and Tubes - Paratransit	10,000	15,702	5,702	57%
Tickets, Transfers, Schedules	21,000	20,000	(1,000)	-5%
Parts/Supplies - Paratransit	99,704	71,610	(28,094)	-28%
Parts/Supplies - Revenue Equipment	567,023	520,970	(46,053)	-8%
Parts/Supplies - Shop Equipment	48,130	38,440	(9,690)	-20%
Parts/Supplies - Service Equipment	39,835	41,870	2,035	5%
Accident Repairs	65,000	61,420	(3,580)	-6%
Coveralls	38,896	40,410	1,514	4%
Service Supplies	60,000	58,790	(1,210)	-2%
Farebox Repairs	35,000	2,000	(33,000)	-94%
Outside Maintenance	161,953	198,898	36,945	23%
Other Materials & Supplies	65,786	54,082	(11,704)	-18%
TOTAL MATERIALS AND SUPPLIES	\$ 2,495,603	\$ 2,261,588	(234,015)	-9%
SERVICES				
Professional and Technical	\$ 316,575	\$ 214,795	\$ (101,780)	-32%
Maintenance Contracts	298,252	278,825	(19,427)	-7%
Custodial Services	67,942	63,439	(4,503)	-7%
Security Services	121,500	128,658	7,158	6%
Legal Services	280,616	280,960	344	0%
Data Processing	31,200	32,448	1,248	4%
TOTAL SERVICES	\$ 1,116,085	\$ 999,125	\$ (116,960)	-14%
UTILITIES				
Heat, Lights, and Water	\$ 176,577	\$ 183,640	\$ 7,063	4%
INSURANCE				
Physical Damage Insurance	\$ 8,963	\$ 16,462	\$ 7,499	84%
Liability Insurance	100,980	182,190	81,210	80%
Other Corporate Insurance	610,000	750,000	140,000	23%
TOTAL INSURANCE	\$ 719,943	\$ 948,652	\$ 228,709	32%

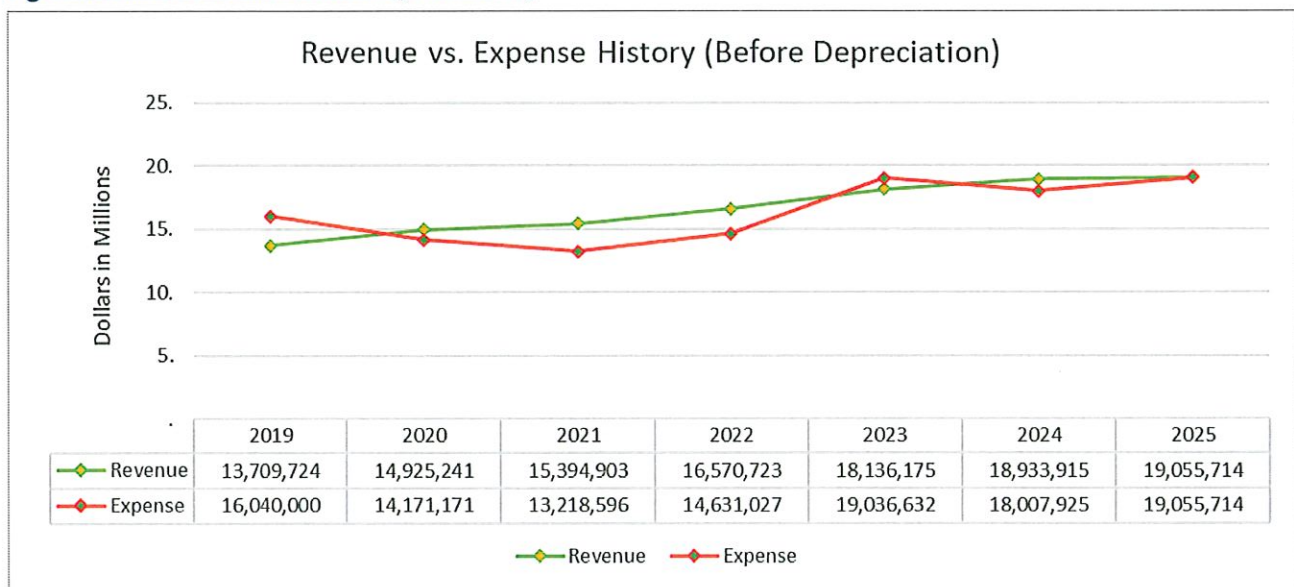
EXPENSES (Continued)

TAXES				
Fuel and Lubricant Taxes	\$ 35,369	\$ 42,320	\$ 6,951	20%
PURCHASED TRANSPORTATION				
Purchased Transportation	\$ 543,000	\$ 555,000	\$ 12,000	2%
MISCELLANEOUS EXPENSE				
Dues and Subscriptions	\$ 27,100	\$ 29,500	\$ 2,400	9%
Travel and Meetings	32,500	48,500	16,000	49%
Bad Debt Expense	-	-	-	0%
Advertising/Media	93,754	95,500	1,746	2%
Communications Expense	89,697	92,197	2,500	3%
Other Miscellaneous Expense	119,000	99,272	(19,728)	-17%
TOTAL MISCELLANEOUS EXPENSE	\$ 362,051	\$ 364,969	2,918	1%
LEASES AND RENTALS				
Equipment Leases	\$ 18,200	\$ 19,640	\$ 1,440	8%
VEHICLE TRACKING SYSTEM				
Vehicle Tracking System	\$ 36,000	\$ 36,000	\$ -	0%
TOTAL OPERATING EXPENSES	\$ 19,719,029	\$ 19,653,076	\$ (65,953)	0%
LOCAL CONTRIBUTION TO CAPITAL	\$ 1,105,347	\$ 1,123,356	\$ 18,009	2%
TOTAL BUDGETED EXPENDITURES	\$ 20,824,376	\$ 20,776,431	\$ (47,944)	0%

Financial State of Citilink

A key priority for Citilink is financial sustainability. From a historical view, Citilink’s operating expenses from 2015 to 2019 exceeded the organization’s revenues (see Figure 4) with significant use of the company’s cash reserves utilized to keep the organization viable. Starting in 2020 as a result of the COVID-19 pandemic, operating expenses declined, and federal grant funding increased providing greater financial stability. Looking forward to 2025 and beyond, federal pandemic-relief operating related funds have been expended while operating expenses are continuing to increase for inflation, cost-of-living wage adjustments and various projects needed to build the company’s infrastructure. In addition, other funding sources such as state or local property taxes remain relatively flat or minimal yearly increases and reliance on Federal 5307 has increased. The State of Indiana recently passed Senate Bill 1 (SB1)) which will significantly impact property tax revenue starting in 2026. It will be imperative for Citilink to focus on identifying other funding sources and/or implement austerity measures due to the Federal 5307 cap (limit) and SB1.

Figure 4: Historical Financial Trend (2016-2025)



**** Audited historical financial data and 2025 information is projected as of June 2025.**

2026 Capital Budget

\$6,240,628 in planned 2026 capital investments to improve state of good repair of Citilink's vehicle, property, and equipment and add corporation asset value. Federal funding will be used for most costs with \$1,143,356 in local property tax funds used for local match. Capital projects include:

- Replacement of (3) three Fixed Route Hybrid Buses using discretionary FTA funding
- Replacement of (1) one FlexLink bus
- Replacement of (5) Service Vehicles
- Potential replacement of hybrid battery replacements and other bus components if needed.
- General building and/or vehicle maintenance equipment
- Underground Storage Tank Replacement
- Leesburg Rd. Facility Improvements
- Facility condition assessment
- Long Range Planning Study
- CAD/AVL Replacement
- Completion of the facility video security system replacement project
- Upgrades to information technology infrastructure and office equipment
- Enhanced accounting software
- Replacement and/or new construction of bus shelters

FIGURE 8: SUMMARY OF 2026 PROJECTS

Project	Total Budget	Percentage of Total
Vehicle Replacements	\$ 3,852,287	62%
Bus Components	150,000	2%
Maintenance Equipment	30,000	0%
Fare Collection Equipment	433,341	7%
Facilities Rehabilitation	1,055,000	17%
Planning Projects	450,000	7%
Hardware & Software	170,000	3%
Passenger Amenities	100,000	2%
Other	-	
Total	\$ 6,240,628	

Figure 9: 2026 Capital Budget Funding Sources

Project	Total Expenditure	Local	5307F	5339F	5339D	CARES	TOTAL
Vehicle Replacements							
Fixed Route Bus Replacement (3)	3,215,400	482,310	-	-	2,733,090	-	3,215,400
FlexLink Bus Replacement (1)	166,887	33,377	133,509	-	-	-	166,887
Access Bus Replacement	-	-	-	-	-	-	-
Service Vehicles (5)	470,000	94,000	-	376,000	-	-	470,000
TOTAL	3,852,287	609,687	133,509	376,000	2,733,090	-	3,852,287
Bus Components							
Bus Components	150,000	30,000	-	120,000	-	-	150,000
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
Maintenance Equipment							
Maintenance Equipment	30,000	6,000	24,000	-	-	-	30,000
Fare Collection Equipment							
Fare Collection Equipment	433,341	86,668	-	346,673	-	-	433,341
Facilities Rehabilitation							
Facilities Rehab	100,000	20,000	80,000	-	-	-	100,000
Exterior Leesburg Shop Tuckpointing & Other Items	110,000	22,000	88,000	-	-	-	110,000
Additional Funds for Generator	125,000	25,000	100,000	-	-	-	125,000
Bus Wash & Generator	220,000	-	-	-	-	220,000	220,000
Underground Storage Tank Replacement	500,000	100,000	-	-	400,000	-	500,000
	-	-	-	-	-	-	-
TOTAL	1,055,000	167,000	268,000	-	400,000	220,000	1,055,000
New Facility							
	-	-	-	-	-	-	-
Planning Projects							
A&E Facility Needs Assessment	250,000	50,000	200,000	-	-	-	250,000
Long Range Planning	200,000	40,000	160,000	-	-	-	200,000
TOTAL	450,000	90,000	360,000	-	-	-	450,000
Hardware & Software							
Computer Hardware & Software	20,000	4,000	16,000	-	-	-	20,000
Facility/Bus Camera Replacement	50,000	10,000	40,000	-	-	-	50,000
Cradepoint Replacement - Large/Small Bus	50,000	10,000	40,000	-	-	-	50,000
AP Software/Coin/Other	50,000	10,000	40,000	-	-	-	50,000
TOTAL	170,000	34,000	136,000	-	-	-	170,000
Passenger Amenities							
Bus Shelters	100,000	100,000	-	-	-	-	100,000
	-	-	-	-	-	-	-
TOTAL CAPITAL BUDGET	6,240,628	1,123,356	921,509	842,673	3,133,090	220,000	6,240,628

Budget Estimate - Financial Statement - Proposed Tax Rate

Taxing Unit: 0800 - FORT WAYNE PUBLIC TRANSPORTATION

Fund Name: 8001 - SPECIAL TRANSPORTATION GEN

County: 02 - Allen County

Year: 2026

July to December - 2025	
Cash Balance and Revenues	
1. June 30th Cash Balance	\$5,034,595
2. Property Taxes To be Collected	\$3,290,730
3. Miscellaneous Revenue	\$4,737,560
4. Total Cash and Revenues	\$13,062,885
Expenses	
5. Necessary Expenditures	\$10,642,948
6. Additional Appropriations	\$0
7. Outstanding Temporary Loans and Transfers	\$0
7a). Transfers Out and Outstanding Temporary Loans	\$0
7b). Reserved	\$0
7c). School Transfers	\$0
8. Total Expenses required	\$10,642,948
9. Estimated December 31st 2025 Cash Balance (Line 4 - 8)	\$2,419,937

Budget Year - 2026		
Revenues	Advertised Amount	Adopted Amount
10. Reserved for DLGF Application of Levy Excess		
11. Property Tax Levy	\$8,310,992	\$8,310,992
12. Property Tax Cap Impact	\$1,116,400	\$1,116,400
13. Miscellaneous	\$12,639,174	\$12,639,174
14. Budget Year Total Revenues	\$19,833,766	\$19,833,766
Expenses	Advertised Amount	Adopted Amount
15. 2026 Budget Estimate	\$20,776,431	\$20,776,431
16. Outstanding Temporary Loans and Transfers	\$0	\$0
16a). Transfers Out and Outstanding Temporary Loans	\$0	\$0
16b). Reserved	\$0	\$0
16c). School Transfers	\$0	\$0
17. Total 2026 Expenses	\$20,776,431	\$20,776,431
18. Operating Balance - Estimated December 31st 2026 Cash Balance (Line 9 + 14 - 17)	\$1,477,272	\$1,477,272

	Advertised Amount	Adopted Amount
Net Assessed Value	\$13,654,637,664	\$13,654,637,664
Property Tax Rate	0.0609	0.0609

Form Signature

NAME

TITLE

SIGNATURE/PIN

DATE

I hereby acknowledge that the submission of this document through the Gateway password and PIN system constitutes an "electronic signature" as defined in IC 5-24-2-2. This submission is intended to, and hereby does, constitute authentication and approval of the submitted document as required by the Indiana Code. I understand that this electronic signature takes the place of my handwritten signature and accomplishes the same purposes as would my handwritten signature in the same circumstance. I further acknowledge that this electronic signature has the same force and effect as my handwritten signature and can and will be used for all lawful purposes. I affirm that I have the real and apparent authority to electronically sign and submit this document on behalf of the unit.

DIGEST SHEET

TITLE OF ORDINANCE: APPROPRIATION

DEPARTMENT REQUESTING ORDINANCE: CONTROLLER'S OFFICE

SYNOPSIS OF ORDINANCE: ON MARCH 19, 2012, GOVERNOR MITCH DANIELS SIGNED INTO LAW HOUSE ENROLLED ACT 1072. SECTION 27 AMENDS IC 6-1.1-17-20, REVISING THE PROCESS BY WHICH TOWN, CITY, AND COUNTY FISCAL BODIES ADOPT THE BUDGETS, TAX LEVY, AND TAX RATES OF CERTAIN UNITS. THE AMENDMENTS TOOK EFFECT JULY 1, 2012.

THIS ORDINANCE SETS A NOT TO EXCEED LEVY AMOUNT FOR 2026 BUDGET YEAR AND MAKES APPROPRIATIONS FOR FORT WAYNE PUBLIC TRANSPORTATION DURING THE 2026 BUDGET YEAR.

EFFECT OF PASSAGE: SETS NOT TO EXCEED LEVY AMOUNT AND MAKES NEW APPROPRIATIONS FOR 2026.

EFFECT OF NON-PASSAGE: NO APPROVED APPROPRIATIONS FOR SPENDING IN 2026

MONEY INVOLVED (DIRECT COSTS, EXPENDITURES, SAVINGS)

ASSIGNED TO COMMITTEE (PRESIDENT) _____