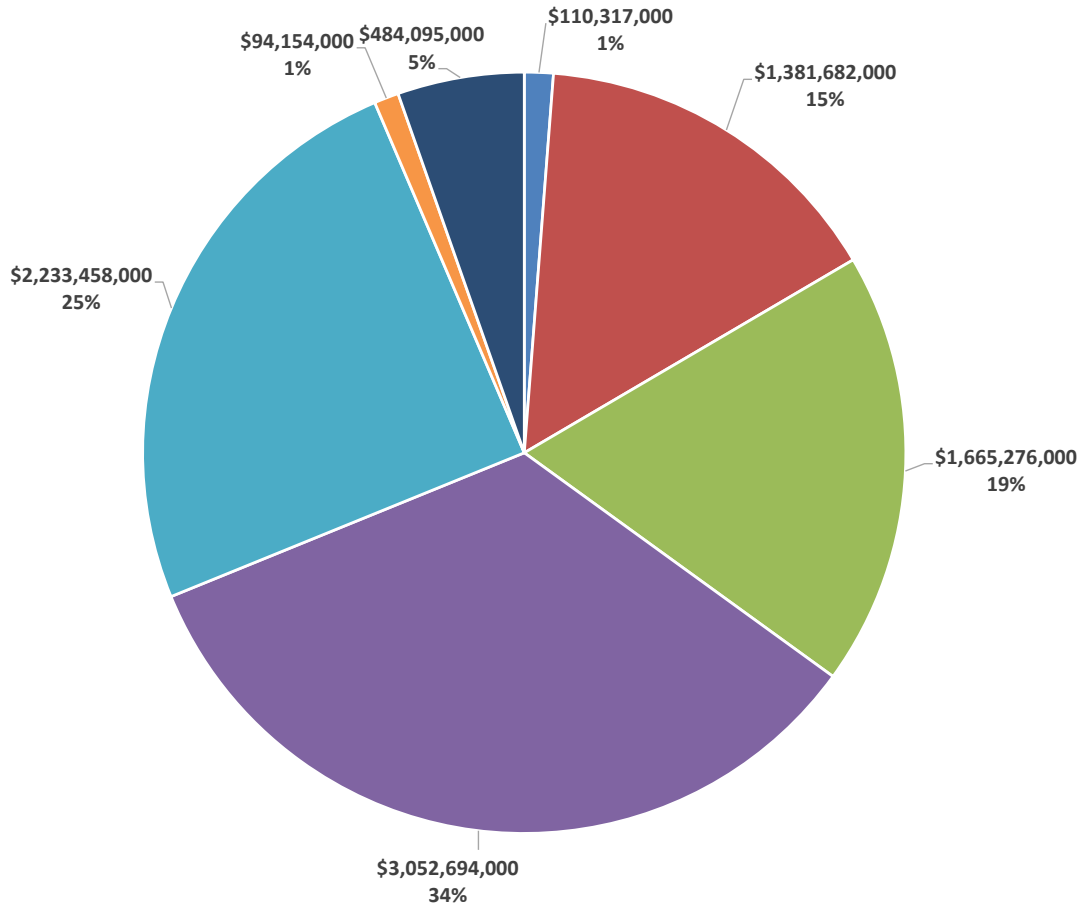


FY 2026-27 Proposed Budget and Multi-Year Capital Plan

EXPENDITURES

Funding Use	Actuals		Actuals		Actuals		Budget			
	FY 2022-23	%	FY 2023-24	%	FY 2024-25	%	FY 2025-26	%	FY 2026-27	%
Policy Formulation	\$ 64,782,000	1	\$ 72,661,000	1	\$ 80,175,000	1	\$ 104,037,000	1	\$ 110,317,000	1
Constitutional Office		0	72,171,000	1	1,137,196,000	15	1,292,838,000	15	1,381,682,000	15
An Economy That Works for All	1,188,523,000	18	1,278,376,000	18	1,450,118,000	19	1,501,491,000	18	1,665,276,000	18
Healthy and Safe Communities	3,409,956,000	52	3,728,331,000	52	2,401,353,000	32	3,264,010,000	38	3,052,694,000	34
Investment in Infrastructure	1,733,327,000	26	1,860,903,000	26	2,106,393,000	28	2,052,748,000	24	2,233,458,000	25
Risk Reduction and Resilience	6,582,000	0	11,904,000	0	10,183,000	0	56,146,000	1	94,154,000	1
Fiscal Responsibility and Efficiency	194,213,000	3	203,320,000	3	414,800,000	5	304,336,000	4	484,095,000	5
Total	\$ 6,597,383,000		\$ 7,227,666,000		\$ 7,600,218,000		\$ 8,575,606,000		\$ 9,021,676,000	



We plan our annual budgets to ensure that our services are sustainable within the expected revenues over a five-year period. While the five-year financial forecast should not be considered a five-year budget, it is a tool we use to determine whether we can sustain current service levels and absorb new costs coming on-line as our capital plans mature. *This forecast is now balanced throughout the five-year period for the Fire and Library taxing jurisdictions. The Countywide and UMSA budget forecasts are not balanced, beginning in FY 2027-28, due to a conservative approach to project recurring revenues that are unable to cover recurring expenditures as well as the beginning of a series of extraordinary transfers for the Department of Transportation and Public Works.*