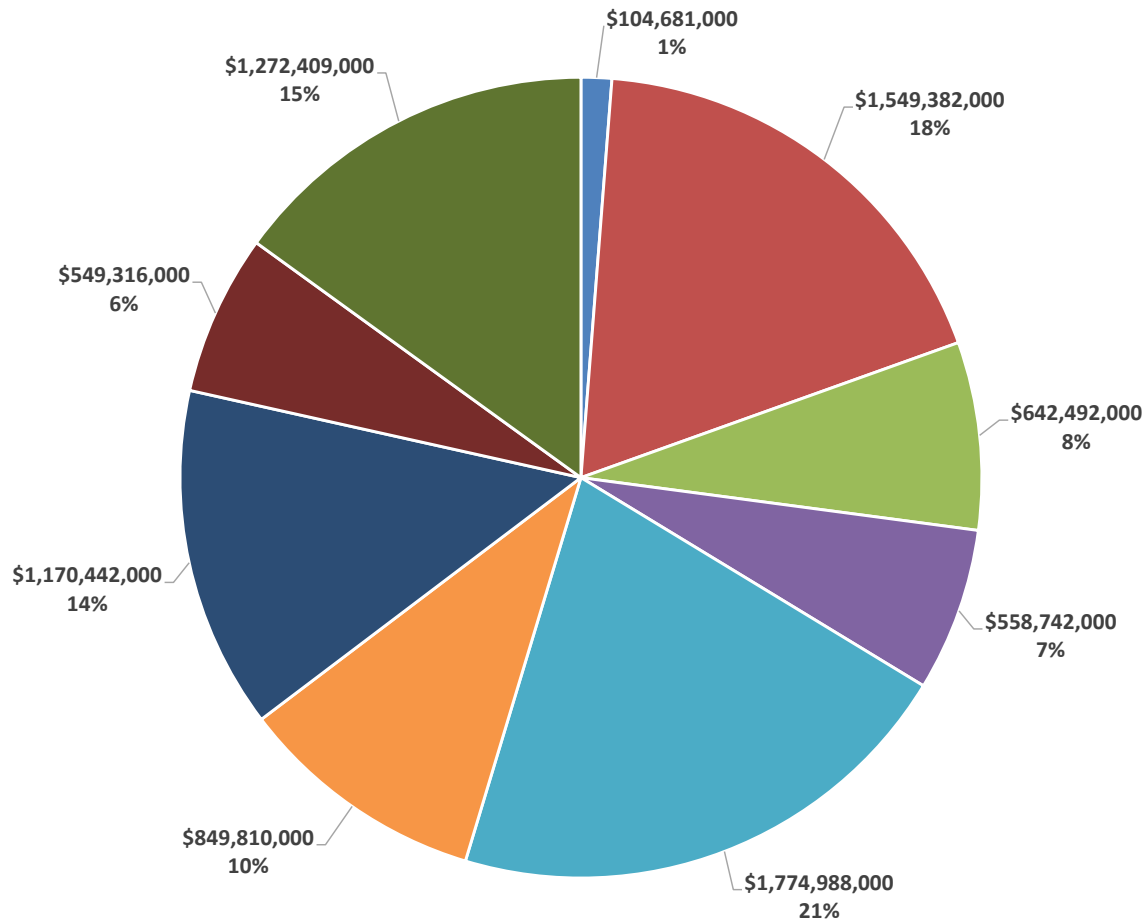


FY 2025-26 Proposed Budget and Multi-Year Capital Plan

EXPENDITURES

Funding Use	Actuals		Actuals		Actuals		Budget	
	FY 2021-22	%	FY 2022-23	%	FY 2023-24	%	FY 2024-25	FY 2025-26
Policy Formulation	\$ 65,201,000	1	\$ 64,782,000	1	\$ 72,661,000	1	\$ 96,354,000	\$ 104,681,000
Public Safety	1,627,909,000	28	1,941,683,000	29	2,226,664,000	31	1,416,765,000	1,549,382,000
Transportation and Mobility	365,975,000	6	489,190,000	7	617,426,000	9	655,504,000	642,492,000
Recreation/Culture	462,764,000	8	501,818,000	8	529,533,000	7	591,043,000	558,742,000
Neighborhood/Infrastructure	1,368,165,000	23	1,492,498,000	23	1,526,626,000	21	1,631,617,000	1,774,988,000
Health and Society	663,442,000	11	735,255,000	11	792,193,000	11	845,480,000	849,810,000
Economic Development	872,493,000	15	922,422,000	14	968,025,000	13	1,226,040,000	1,170,442,000
General Government	418,474,000	7	449,735,000	7	421,647,000	6	436,398,000	549,316,000
Constitutional Office	-	0	-	0	72,171,000	1	1,172,842,000	1,272,409,000
Total	\$ 5,844,423,000		\$ 6,597,383,000		\$ 7,226,946,000		\$ 8,072,043,000	\$ 8,472,262,000



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 2025-26, 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.*