



Citilink's Legislative Priorities

For 2024-2025 Legislative Sessions



Photo: Rachel Von Photography

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



Introduction

Fort Wayne Public Transportation Corporation (“Citilink”) is a special unit of local government formed in 1967 by the Fort Wayne City Council under provisions of I.C. 36-9-4. This enabling legislation authorizes the mayor and City Council to appoint Board Members to govern Citilink. State law grants additional authorities to the City Council to approve the annual operating and capital budget, establish Citilink’s service territory/taxing district within Allen County, and authorize changes to local tax levies.

Citilink Board of Directors

Citilink’s seven-member Board of Directors is appointed by the Mayor and City Council of Fort Wayne. Board members must reside within the taxing district and are appointed to four-year terms. Regular monthly Board Meetings are held on the third Thursday of each month (the second Thursday of September) at 5:30 p.m. at the Allen County Public Library in downtown Fort Wayne. Meetings are open to the public.

Board Member Name	Office	Term Expiration (January 1)
Konrad Urberg	Chair	2028
Sherese Fortriede	Vice Chair	2027
Pone Vongphachanh	Secretary	2026
J. Nelson Coats	Board Member	2027
Melissa Fisher	Board Member	2025
Brenda Niccum	Board Member	2026
Rohli Booker, Councilwoman	Board Member	2025

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.

Citilink's Services



Fixed Route Buses



Access Paratransit



Vanpool Program

Fixed-Route Public Transportation

Citilink's fleet operates on eleven fixed routes and two deviated fixed routes serving the cities of Fort Wayne and New Haven. Service is available weekdays from 5:45 AM to 9:15 PM and Saturdays from 7:45 AM to 6:15 PM; service frequencies and hours vary by route.

- *Citilink fixed-route buses delivered 1.5 million passenger trips in 2023, an 18% increase over 2022 ridership, and nearly recovered pre-pandemic ridership from 2019.*
- *Parkview Regional Medical Center provides financial assistance to Citilink for Route 15 MedLink. It is an excellent example of a private-public partnership to provide access to healthcare.*

Access Paratransit Transportation

Access serves individuals with disabilities who are unable to use the fixed-route bus system. The service is required as an accommodation under the Americans With Disabilities Act (ADA). Access provides on-demand, accessible service to destinations within the City of Fort Wayne and portions of New Haven, mirroring the service hours of the fixed route bus.

- *Access delivered 61,964 passenger trips in 2023, a 5% increase over 2022 ridership.*

Citilink Vanpools (JobLink)

Vanpools are shared rides (similar to carpooling) for regional workforce commutes. Citilink, in partnership with employers, has budgeted to provide a subsidy for the vehicle and operating expenses. The program, managed by Commute and Enterprise, is still in development.

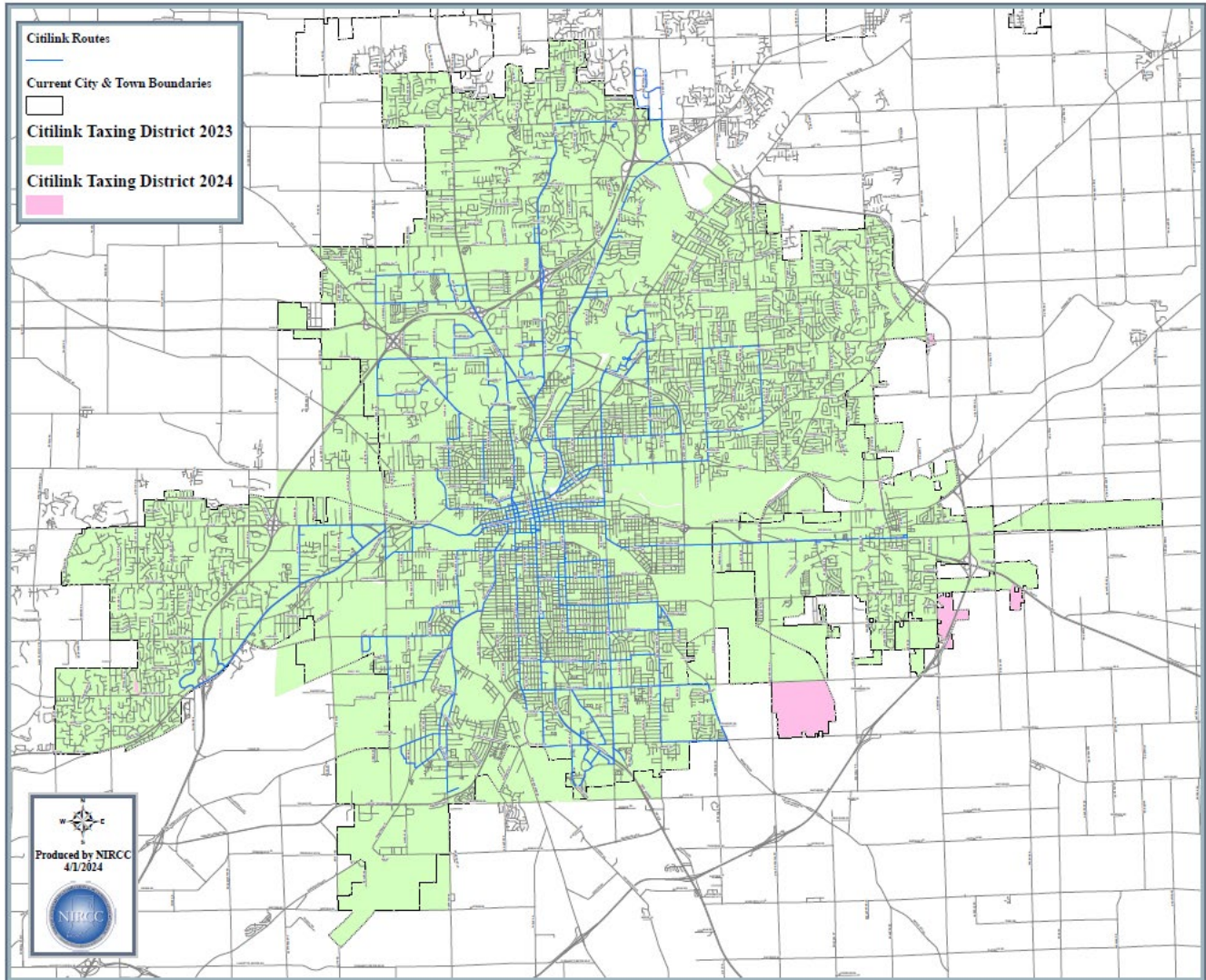
- *Citilink, Enterprise, and employers face a statutory barrier that limits service to Allen County (See I.C. 36-9-4-29.4 (f)). Citilink seeks the legal authority to enter into interlocal cooperative agreements with adjacent counties to operate a regional vanpool program, as was identified in the needs assessment published by CTN this year.*

Other Services

- Citilink assists customers with scheduling trips and purchasing tickets for Greyhound, which serves Citilink Central Station.
- Travel Training provides support to individuals and groups interested in using public transportation, including help with planning trips and riding with first-time riders until they are more confident in using Citilink services.

Citilink's Territory

Local property tax revenue is collected from properties in the taxing district, which aligns with the city boundaries of Fort Wayne and New Haven. Annually, Citilink's district is adjusted to include new city annexations. This map compares the district as of 2023 and 2024, with Citilink routes included.



Funding Sources

Citilink’s operating and capital expenditures are funded by state, local, and federal subsidies and operating revenues. The 2024 budgeted revenues are \$20,588,114, and funding sources are identified below.

	2023 Budget	2024 Budget	Difference
OPERATING REVENUE			
Passenger Fares	\$ 1,435,670	\$ 1,075,200	\$ (360,470)
Paratransit (Access) Fares	155,610	167,030	11,420
Contract Revenue/Fare Sales	304,082	322,165	18,084
Advertising Service	160,000	168,000	8,000
ID Cards	2,100	2,000	(100)
TOTAL OPERATING REVENUE	\$ 2,057,462	\$ 1,734,395	\$ (323,067)
NON-OPERATING REVENUE			
State Operating Assistance (PMTF)	\$ 2,152,745	\$ 2,152,745	\$ -
Property Taxes	7,388,441	7,683,979	295,538
Excise Taxes	425,445	374,675	(50,770)
Financial Institution Taxes	42,622	45,929	3,307
COIT (LIT Certified Shares) Taxes	1,193,848	1,443,638	249,790
Commercial Vehicle Excise Taxes	38,558	41,352	2,794
FTA 5307 - Capitalization of Maintenance	2,510,000	1,500,000	(1,010,000)
FTA 5307 - Complementary Paratransit	-	-	-
FTA 5307 - Operations	3,239,055	6,070,501	2,831,446
FTA - CMAQ	80,000	80,000	-
Private Grants	-	-	-
FTA 5310 - Administration and Operations	130,000	-	(130,000)
FTA 5310 - Operating Funds Pass Through	103,500	153,000	49,500
Sale of Fuel	-	-	-
Sale of Scrap	1,000	1,000	-
Investment Income	3,600	10,000	6,400
Accident Repair Recovery	15,000	6,000	(9,000)
Greyhound Agency Income	30,000	25,000	(5,000)
Gain/Loss on Sale of Fixed Assets	-	-	-
Other Miscellaneous Income	8,000	9,000	1,000
TOTAL NON-OPERATING REVENUE	\$ 17,361,814	\$ 19,596,819	\$ 2,235,005
TOTAL REVENUE	\$ 19,419,276	\$ 21,331,214	\$ 1,911,938
TRANSFER (TO)/FROM RESERVE	(885,470)	(743,100)	142,370
TOTAL FUNDS AVAILABLE	\$ 18,533,806	\$ 20,588,114	\$ 2,054,308

Fiscal Challenges

Citilink’s budget projections predict a \$2.5 million deficit for 2025, which will grow to \$3.1 million by 2028. Contributing factors are flat revenues, cost inflation, and the expiration of federal COVID relief funds. Citilink is engaging with policymakers to address the deficit to avoid service cuts.

REVENUES	2024	2025	2026	2027	2028
Operating Revenue	1,734,395	1,803,771	1,875,922	1,950,959	2,028,997
Non-Operating Revenue	19,596,819	17,270,276	17,773,348	18,294,606	18,834,734
TOTAL REVENUE	21,331,214	19,074,047	19,649,271	20,245,565	20,863,731
Transfer (to)/from Reserves	(743,100)	(772,824)	(803,737)	(835,886)	(869,322)
TOTAL FUNDS AVAILABLE	20,588,114	18,301,223	18,845,534	19,409,678	19,994,410
EXPENSES	2024	2025	2026	2027	2028
Salaries and Wages	8,745,610	9,095,434	9,459,251	9,837,621	10,231,126
Fringe Benefits	5,118,447	5,323,185	5,536,113	5,757,557	5,987,859
Materials and Supplies	2,694,263	2,802,033	2,914,114	3,030,679	3,151,906
Contractual Services	1,164,085	1,210,648	1,259,074	1,309,437	1,361,815
Utilities	211,500	219,960	228,758	237,909	247,425
Insurance	626,446	651,504	677,564	704,666	732,853
Taxes	18,350	19,084	19,847	20,641	21,467
Purchased Transportation	303,000	315,120	327,725	340,834	354,467
Miscellaneous Expenses	374,613	389,598	405,182	421,389	438,245
Equipment Leases	25,000	26,000	27,040	28,122	29,246
Vehicle Tracking System	34,000	35,360	36,774	38,245	39,775
TOTAL OPERATING EXPENSES	19,315,314	20,087,926	20,891,443	21,727,101	22,596,185
Local Contribution to Capital	1,272,800	744,041	866,433	516,094	517,977
TOTAL BUDGETED EXPENDITURES	20,588,114	20,831,967	21,757,876	22,243,195	23,114,162
Net Income/Deficit	-	(2,530,744)	(2,912,342)	(2,833,517)	(3,119,752)

Citilink's Legislative Priorities

Greater Fort Wayne Community leaders have identified public transportation as essential for community and economic development. The City of Fort Wayne and Allen County's *All in Allen* plan, Greater Fort Wayne's *Allen County Together* plan, and Visit Fort Wayne's *Tourism Master Plan* have each identified needs for expanding public transportation to enhance access to jobs, healthcare, housing, education, and other needs. Citilink requests that Northeast Indiana delegates will help champion and advance the following priorities:

1. Recognize public transportation as essential to rural and urban communities throughout the state and avoid the unintended harmful statewide effects of legislation intended for Indianapolis.
2. Modernize legislation to give local governing bodies in Northeast Indiana the flexibility and authority needed to establish well-functioning public transportation services that meet rural, urban, and regional needs.
 - a. Cities and counties, regardless of population size or region of the state, need mechanisms such as city/county ordinances and interlocal agreements to establish public transportation services that overcome barriers created by out-of-date service area boundaries limiting service to county lines.
 - b. Provide public transportation corporations with mechanisms to raise sustainable local funding through referenda in coordination with local governing bodies.
3. Adjust the Public Mass Transit Fund (PMTF) for inflationary cost increases. Since 2013, Citilink's PMTF funding has grown by 9%, while operating expenses have grown by 54%.