



Barrie

2024 Business Plan

**Capital
Plan**

2024

CAPITAL PLAN

Introduction

In order to deliver services to existing and new residents the City of Barrie acquires, operates, maintains and renews assets like roads, sidewalks, sewer and water systems, buses, libraries, recreation facilities and more.

In total, it would cost approximately \$8 billion to replace the assets owned by the City.

To continue providing the services our community relies on, the City must maintain, renew and replace assets as they age, while also continuing to build the new and expanded infrastructure needed to support population growth. There are more needs than there are resources available to do the work, requiring the City to make choices about what to include in the capital plan. To accomplish this, the City uses a risk-based approach to capital planning to prioritize and balance the community's needs within the bounds of the City's financial capacity.

The preparation of the 2024-2033 Capital Plan was guided by leading asset management practices in order to ensure that the most critical needs are addressed in a way that is responsible and sustainable.



Capital Plan Objectives

The 2024 Budget and Business Plan process includes an updated 10-year capital plan, comprising a 1-year budget, 4-year forecast, and 5-year outlook, that addresses the following priorities:

- renewing the City’s most critical infrastructure,
- implementing the growth framework to support development in the secondary plan areas as well as intensification,
- ensuring cost and schedule certainty for all projects,
- maintaining the City’s AA+ credit rating and overall fiscal health in the face of inflationary pressures and the capacity of the City’s financial reserves,
- adhering to the principles of the City’s Financial Policy Framework.

Asset Management

The City’s asset management program uses a pro-active, evidence-based approach that considers both immediate and long-term asset needs. Asset management helps the City make informed decisions on how to deliver services in a way that minimizes risk, is sustainable and makes the most financial sense.

The importance of asset management in municipalities was highlighted in 2017 when a Provincial regulation came into effect requiring municipalities to create Asset Management Plans (AMPs). The City has recently completed updates to its AMPs in accordance with the requirements in Ontario Regulation 588/17: Asset Management Planning for Municipal Infrastructure. These AMPs address the key questions of asset management– what do you own, what is it worth, what do you need to do it, and what will that cost? This basic information provides insight into the municipality’s needs and can help inform decisions about where to direct funding.

AMPs consider quantity, type, age, value and condition of the City’s current assets as well as what new, expanded, and upgraded assets are needed to accommodate growth. The AMPs identify the work we need to do throughout the life cycle of our assets to ensure that the City’s infrastructure can sustainably provide appropriate levels of service to the community. The AMPs also forecast the costs of those activities and the options and risks associated with the City’s current level of investment.



These AMPs are crucial for the City to understand the short, medium, and long-term costs of providing services, and the impacts of funding and asset investment decisions made today. As the City continues to advance its asset management capabilities, staff and Council will benefit from an improved understanding of the City's assets and the work, and funding, needed to provide services to the community.

Of the City's major assets (roads, water, wastewater, facilities, stormwater), 88% are currently considered to be in fair-or-better condition, with 12% considered to be in poor or very poor condition. The City is benefitting from the fact that much of our infrastructure was constructed within the past 30 years. This means these assets are "young" and require limited renewal investment. As this infrastructure continues to age, the need for renewal investment will increase. However, the 12% or \$960 million of the City's assets that are in poor or very poor condition, require renewal investments today. With limited capital funding and staff resources available, much of these renewal needs are being deferred within the City's capital plan. It is important for the City to continue to contribute to capital infrastructure reserves to support the financial resources needed to address both current and future renewal needs.

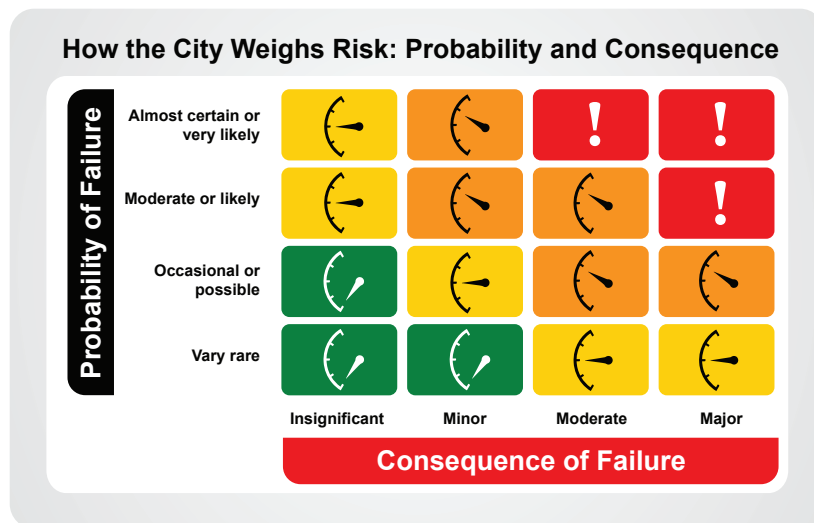
The City has an "infrastructure gap", which means that we are investing less than what is needed to maintain service levels and look after what we own. This trend continues throughout the 10 years of the Capital Plan. In general, increased investment in and renewal of the City's infrastructure will be needed to ensure that core services are provided in a way that is financially sustainable while minimizing risks.

Given the infrastructure gap, it is essential that the City be able to direct funding where it is most needed. A risk-based prioritization method for capital projects ensures that the City is making the best possible decisions with its limited funding.

Capital Needs Prioritization

To create an affordable capital program that addresses the most critical needs, the City must compare competing priorities from across the Corporation. In the context of the infrastructure gap and the City's financial condition, it is imperative that the City direct capital funding where it is most needed. Within the City's capital planning framework, projects are analyzed and assigned scores depending on the factors driving the need for the project.

In general, projects to address existing asset renewal and replacement needs are scored based on Business Risk Exposure and this score is used as one of the factors to prioritize the project when comparing it to other community needs. If the project is being driven by the need to expand existing services and assets, or provide new services and assets, Importance and Urgency are used to score the project so it can be compared to other needs.



In addition to the Business Risk Exposure and Importance/Urgency scoring, the following additional criteria were considered when developing the capital plan:

Affordability

Funding for each year was reviewed to ensure that the use of the Infrastructure Investment Funding and the Canada Community Building Fund (formerly Federal Gas Tax Fund) are maximized, and that draws from reserves and use of debt are manageable.

Resourcing

Each department reviewed their total work plan to ensure that they have the resources to deliver the projects.

Readiness

The status of each project was reviewed to ensure that they are ready to proceed on-time.

Growth principles

Infrastructure projects are reviewed to ensure that they align with the anticipated pace and phasing of development and growth throughout the City.

With the goal of continuous improvement, the intent while preparing the 2024 Capital Plan was to build on the existing capital plan. This means the emphasis was on refining projects in the existing plan and making sure the scope, cost estimates, and timing are accurate, and that any newly identified critical projects are incorporated. Finally, any new projects or phases for 2033 were added to complete the 10-year plan.

As with every year, a high priority was put on cost and schedule certainty. All projects within the capital plan received a rigorous scope, budget, and timing review which in some cases resulted in updated project costs. Inflationary pressures required costs to increase for many projects, and some projects have been deferred to later years or out of the 10-year plan entirely due to affordability challenges.

Projects for which funds are being requested in the 2024-2033 Capital Plan will address only the highest priority and most critical needs that the City of Barrie is facing over the next 10 years. This 10-year plan does not represent a comprehensive list of the City's capital needs. Many projects have been excluded or have been deferred from the plan because of financial constraints and associated resource limitations. These projects may be brought forward in future capital plans as priorities and circumstances change over time.

Implementing the capital plan will create improvements across many service areas, however as noted above, the City has an infrastructure gap and there are numerous critical projects that should proceed but cannot because of financial constraints. If these critical projects were approved by Council to address the infrastructure gap, then additional funding and staff resources would be required to deliver these projects.

2024–2028 Capital Plan

2024 - 2028 Capital Budget	2024	2025	2026	2027	2028	Grand Total
Previously Approved (Committed)	\$ 142,053,360	\$ 90,835,449	\$ 25,280,231	\$ 10,879,940	\$ -	\$ 269,048,979
New Capital Requests	\$ 41,044,087	\$ 78,297,679	\$ 71,209,267	\$ 37,372,621	\$ 24,889,282	\$ 252,812,937
New Investment and Service Recommendations (for Operating Budget requests)	\$ 224,000					\$ 224,000
Total 2024 Capital Budget	\$ 183,321,446	\$ 169,133,128	\$ 96,489,498	\$ 48,252,561	\$ 24,889,282	\$ 522,085,915
Forecast	\$ -	\$ 125,850,219	\$ 185,097,489	\$ 218,460,162	\$ 270,306,601	\$ 799,714,471
Grand Total 2024 - 2028 Capital Budget	\$ 183,321,446	\$ 294,983,347	\$ 281,586,987	\$ 266,712,723	\$ 295,195,883	\$ 1,321,800,386

*Numbers in the table may not add to total due to rounding. The table above does not include estimated capital carry forward from 2023 of \$169 million.

The total recommended capital spending for 2024 is approximately \$183.3 million, which includes new funding requests and funding that was approved through previous capital plans. Over the last number of years, the City has carried a significant unplanned carryover from year to year. Through the 2024 plan, staff are adjusting cash flow on a number of projects, with a goal of eliminating the annual carryover amount.

The City’s Capital Project Financial Control Policy provides for multi-year approvals for capital projects where a phase will be implemented over multiple years. Some of the projects being proposed for 2024 will be in the initial year of a multi-year phase. **For these projects, City Council is approving the related future year budgets as well.** The table above details the amounts recommended for approval for 2024, as well as the amounts that will be committed for 2025-2028 as a result of approving the 2024 Capital Budget. The total funding to be approved through the 2024 capital process, including future year commitments is \$252.8 million.

Prior year approvals intended for future spending amount to \$269 million, which includes significant commitments for the Wastewater Treatment Facility (WwTF) upgrades, the Operations Centre Redevelopment, Allandale and Downtown Transit Mobility Hub and several other major infrastructure projects.

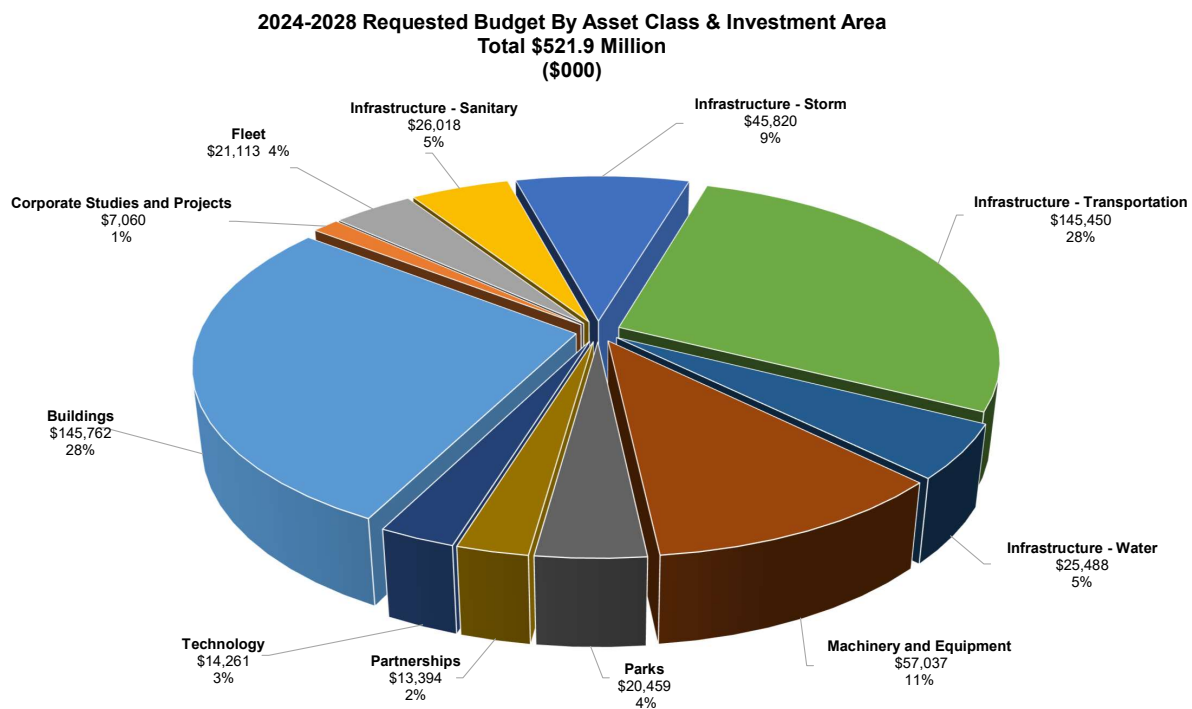
These prior year commitments, combined with new capital requests and a small amount associated with new investment and service recommendations, make up the \$522 million 2024-2028 recommended budget.

Funding associated with project phases starting beyond 2024 is identified as a forecasted amount only and will not be recommended for approval until that phase begins. Forecast amounts and timing will be revisited each year through the annual capital planning process, and are subject to change as new, better information is available. The “Grand Total 2024-2028 Capital Plan” line in the above table represents the anticipated budget totals for the entirety of the first five years of the Capital Plan, including forecast amounts, previously approved funds, and current budget requests.



What's in the Plan?

The pie chart below shows the total capital funding that is being recommended for approval in 2024 along with the previously approved funds planned to be spent between 2024-2028, divided by asset class or major investment area.



**Numbers do not include New Service Recommendation impacts of \$224K which are detailed in the New Investment & Service Recommendations section of the Operating Business Plan. Numbers in the chart may not add to total due to rounding.*

Infrastructure accounts for about three quarters of the City's \$8 billion in assets and approximately half of the recommended capital budget. Major infrastructure construction projects include contribution to MTO projects at Anne St, Bayfield St, Essa Road and Dunlop St (\$23.5 million), Mapleview Dr E Road Expansion (\$20.8 million), Sophia Trunk Storm Sewers (\$19.0 million), Anne Street - New 3N Booster Pump Station & 2N Booster Pump Station Reconstruction (\$16.4 million), and the Bayview Drive New Transmission Watermain & Road Expansion (\$14.3 million).

Local neighbourhood infrastructure is vitally important to residents, and is planned, designed and reconstructed through a program known as the Neighbourhood Reconstruction Projects (NRP). This program addresses some of the oldest infrastructure in the City. The most critical NRPs are in various phases of engineering and construction, ultimately replacing aging, failing infrastructure in some of the City's oldest neighbourhoods. Other priority investment areas will be flood mitigation/stormwater management, and \$9.0 million for the Pavement Management program to look after the City's roads.

A number of City buildings require significant investment to support service delivery in the former City boundary and the secondary plan areas. Nearly 40% of the 2024 budget request allocated to buildings is attributed to three facility projects:

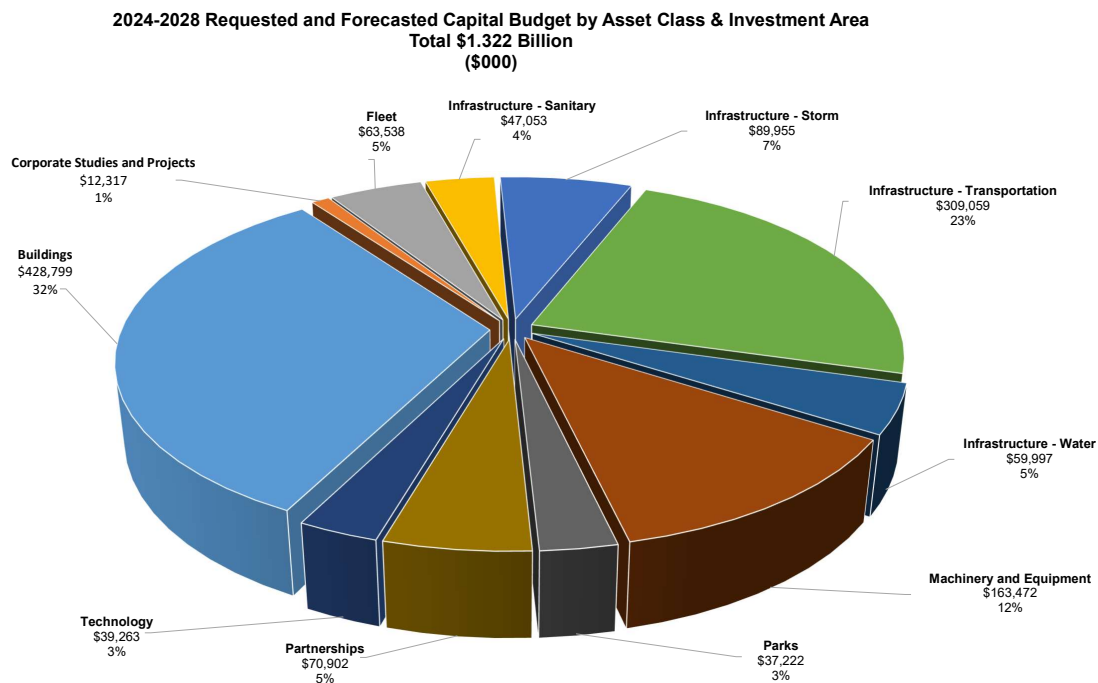
- \$14.5 million for the Operations Centre Master Plan Implementation (the first phase of redevelopment of the existing Operations Centre)
- \$22.8 million for the WwTF Innovation Centre (relocation of the existing administrative, laboratory and garage functions at the WwTF to allow for the expansion of the plant)
- \$19.4 million for the Allandale and Downtown Transit Mobility Hubs

In the 2019 capital plan, the City created a Fleet Management Reserve, to address fleet reinvestment in Light, Medium and Heavy-Duty vehicles that are ready for replacement. The 2024 budget request for the Fleet Replacement Program is \$12.0 million which is spread over 2024 to 2026 and supports operations in various service areas throughout the City. The Fleet Replacement Program does not include Transit fleet replacement costs or acquisition of new fleet vehicles that are required for the primary purpose of servicing growth or new services. In addition to the Fleet Replacement Program request, there is a request for \$2.9 million to replace the conventional transit buses in 2024, which have reached the end of their service life. Further to these budget requests, \$1.6 million has been requested for new fleet vehicles such as pick-up trucks, trailers, lawn mowers and snowplows that will address growth in the Secondary Plan Area. Advanced planning on fleet purchases is critical due to long lead times and supply chain issues in the industry. Purchase of Electric vehicles will be prioritized where feasible subject to market conditions.

Machinery and Equipment make up 11% of the requested budget in the graph above. Over half of the requested budget is attributed to projects at the WwTF, SWTP and the Anne St New 3N and 2N Booster Pump Stations. Many of the projects at the WwTF relate to the capacity expansion.

The majority of the parks investments are attributed to the Heritage Park Redevelopment project as well as the commitment to funding implementation of parks and trails in the Secondary Plan Area over the next five years. The parks and trails construction in the Secondary Plan Area will be completed by developers, and the funding in the capital plan represents repayment. Other important park investments are the Annual Playground Revitalization and Play Court programs.

The pie chart below considers the full 5-year plan from 2024-2028 (current budget requests plus forecasts). When comparing this with the previous pie chart (only current requests), there is a slight change in the proportion of funding that is directed to most asset classes with a 5% decrease in the proportion of funding towards roads, and a 4% increase in the proportion of funding towards buildings. The shift is primarily due to the forecasted funds associated with the Hewitt's and Salem Community Centres. These two projects make up 40% of the value of the first 5 years of the Capital Plan.

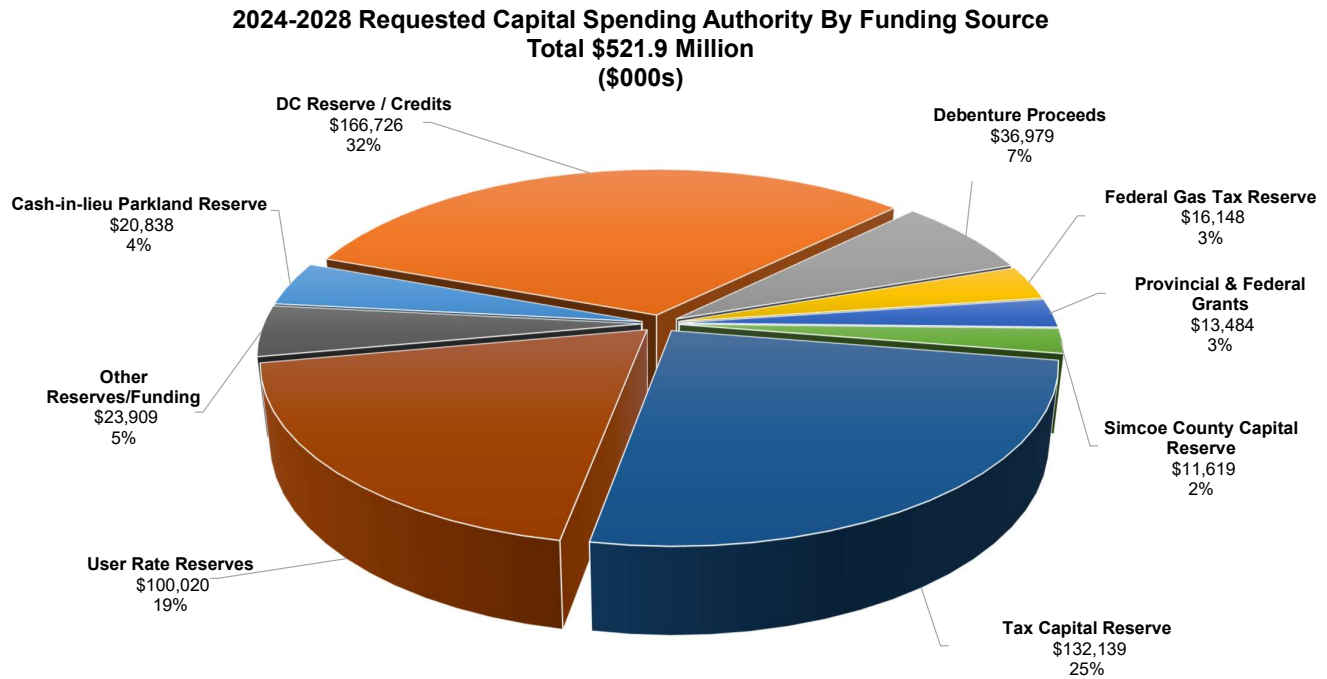


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The Hewitt's Community Centre design and property purchase are to begin in 2024, with a combined \$191.3 million in the first five years of the capital plan (including construction). Property purchase for the Salem Community Centre is forecast for 2028 with construction outside of the first five years.

How is the Plan Funded?

The capital plan is funded from a variety of sources including debt financing, the Tax Capital Reserve, development charges, Provincial and Federal government grant funding and user rates (water, wastewater and parking). The figure below depicts funding sources for the total budget request being recommended through this business planning process, and the proportions of each.



**Numbers do not include New Service Recommendation impacts of \$228K which are detailed in the New Investment & Service Recommendations section of the Operating Business Plan. Numbers in the chart may not add to total due to rounding.*

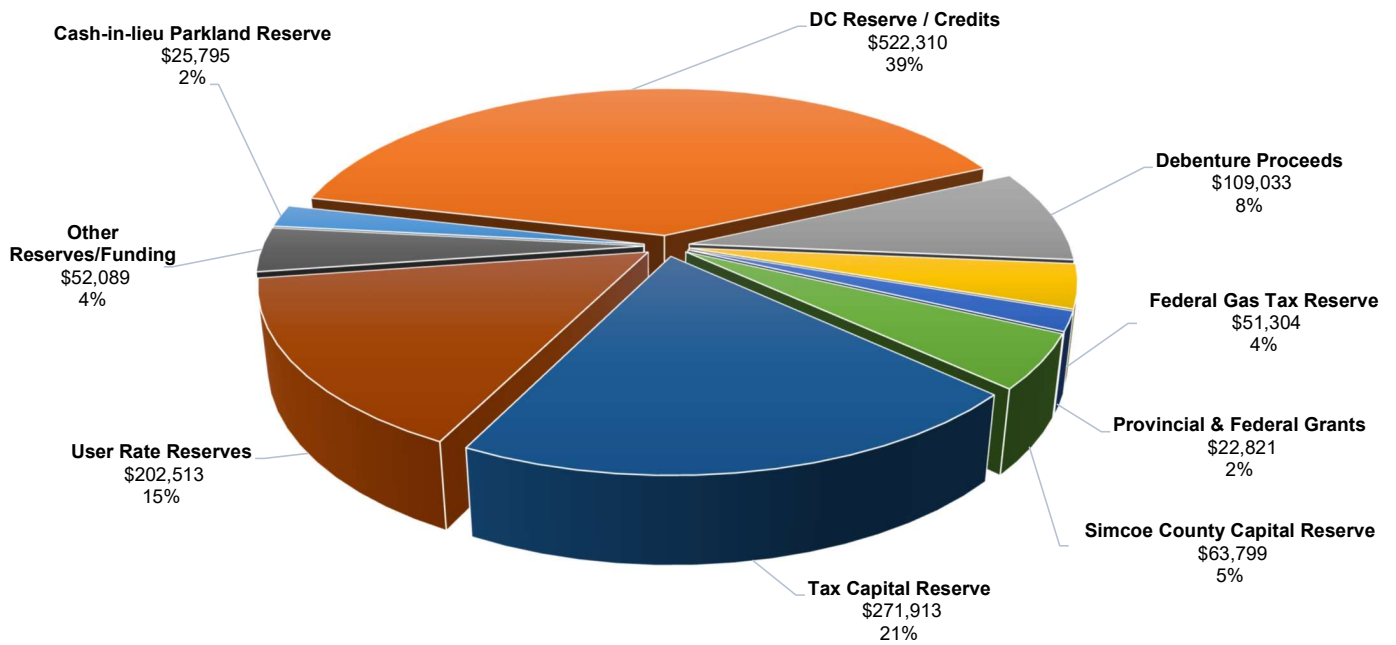
The funding sources provide some insight into the type of projects being advanced in the capital plan. The Memorandum of Understanding (MOU) signed with the Salem and Hewitt's Landowners Group in 2014, included the option to enter into agreements to have developers build and finance some of the growth infrastructure in exchange for Development Charge credits. With the exception of the projects already in construction, future projects will not be delivered by developers. Where applicable, developers would have the opportunity to advance projects, subject to front ending agreements acceptable to both parties.

About \$167 million of the budget requests are funded from the DC reserve/credits. The Capital Spending chart for 2024, shows that 7% of the budget requests will be funded through Debentures. The majority of the \$37.0 million in Debentures are for DCs (\$10 million) and Water (\$19 million). Between the reserves, credits and debt, DC related funding accounts for 33% of the budget requests. This speaks to the amount of investment in growth, particularly in the secondary plan areas that the City needs to cashflow until development revenues are received. Projects which are entirely within and required to support growth in the Secondary Plan Areas are funded almost entirely from these DC-related sources. Although the impacts of Bill 23 are not fully known yet, it reasonable to expect the Bill will significantly impact how the City plans for, and funds, growth in the future.

Projects that address growth needs, but also provide significant benefit to existing areas, are funded more equitably from DC related sources and rates through the tax capital, water and wastewater reserves. The tax capital, water and wastewater reserves are also used to fund renewal work such as road resurfacing, parks, and facility rehabilitation, as well as investment in new assets to add or increase services such as various technology improvements/programs.

Looking at the full 5-year plan, there are a number of growth-related projects which explains the draws from the various DC reserves increasing.

2024-2028 Requested & Forecasted Capital Plan by Funding Source
Total \$1.322 Billion
(\$000s)



**Numbers do not include New Service Recommendation impacts of \$228K which are detailed in the New Investment & Service Recommendations section of the Operating Business Plan. Numbers in the chart may not add to total due to rounding.*



Highlights of Service Impacts of the 2024-2033 Capital Plan

Capital projects result in improvements to services that residents and businesses feel the direct impacts of through their daily lives. Some of the highlights of the 2024-2033 Capital Plan include:

- An average of approximately **\$52 million per year** is budgeted for transportation with construction accounting for approximately 74% of the annual spending; this will mean **improved roads with less congestion**.
- Although the overall condition of the road network is good, 19% of the City's roads require full reconstruction because they are in poor or very poor condition; many of these roads will be addressed within the Capital Plan, however due to financial and resource constraints, not all needs will be funded.
- **The cycling network will increase by approximately 17%**, bringing the total quantity to approximately **84 kilometres**, advancing the City's initiatives to improve active transportation networks and mitigate climate change.
- Barrie residents will greatly **benefit from the additional active transportation infrastructure** and capacity on arterial roads. The City will work with the Province on improvements at Highway 400 crossings and interchanges, and will contribute approximately **\$85 million toward MTO-lead projects at Essa, Dunlop, Anne, Sunnidale and Bayfield**.
- An average annual investment of **\$14 million in flood mitigation projects** will help the City protect public safety and property as well as increase resiliency to the effects of climate change.
- Over the 10-year Capital Plan, investment in major culverts will result in a **3% increase in major culverts that can handle extreme storm events**, thereby reducing the impacts of flooding.
- **Investments in technology of \$40 million** over the 10 years will sustain and modernize existing tools and systems and allow for improved customer service and digitization of our services.
- Parks will be renewed and revitalized, and once complete **availability of recreation and cultural services will nearly double** with the addition of the Hewitt's and Salem community centres and libraries.



2029-2033 Capital Outlook

Over the past several years, the City of Barrie has expended significant effort to ensure that there is a sustainable plan for the future of the City. The City's new Official Plan sets the vision for the community to double in population by 2051, and Master Plans are underway to plan infrastructure to service the growth. Asset management plans have been prepared to guide decision making regarding capital investments required to provide for new, expanded, and upgraded assets to service growth and to manage existing assets to sustain services and service levels to existing residents and businesses. A Long-Range Financial Plan considers the City's needs and how they could be funded from reserves and looks ahead to evaluate affordability and financial condition. All this information together has formed the foundation for the ten-year Capital Plan being presented to City Council. The outer five years of that plan have been prepared as an outlook to provide Council and the community with a high-level view of anticipated works required to expand the City and sustain existing services as outlined in the City's growth management plans, master plans, and asset management plans. The 2029-2033 Capital Outlook is not intended to capture every capital project required but rather to identify planned investment requirements across various asset classes and service areas.

The table below summarizes the expected investment in various asset classes and investment areas. This includes specific projects recommended to begin between 2029 and 2033, and continuation of work begun in the first five years of the Capital Plan. The capital spending peaks in 2031 at approximately \$346 million. After 2031, the capital spending decreases significantly. This drop off is not reflective of a lack of investment needs but is a result of the need to reduce spending following the peak in 2031. The alignment of a number of major projects contribute to the peak in 2031; these projects are the Operations Centre Redevelopment Phase 3 project, the Wastewater Advanced Nutrient Removal project, the Performing Arts Centre Redevelopment, Phase 2 of the Simcoe Emergency Services Campus, the Salem Community Centre/Library New Building Development, and the continuation of various Neighbourhood Reconstruction Projects.

Proposed capital spending in the outer five years is relatively equal to the first five years. This helps to plan and balance funding needs, and the human resources required to deliver the plan. The gross expenditures over the 2029-2033 Capital Outlook window are anticipated to be approximately \$1.4 billion. When combined with the \$1.3 billion 2024-2028 Capital Plan, gross spending for the 10 years is approximately \$2.7 billion.

2029-2033 Capital Outlook

Asset Class	2029	2030	2031	2032	2033	Grand Total
Buildings	\$ 50,550,058	\$ 101,069,610	\$ 175,486,229	\$ 121,493,501	\$ 147,806	\$ 448,747,204
Corporate Studies and Projects	\$ 803,000	\$ 2,327,000	\$ 2,199,000	\$ 2,156,000	\$ 320,000	\$ 7,805,000
Fleet	\$ 16,617,451	\$ 17,818,449	\$ 15,335,213	\$ 15,012,749	\$ 19,252,762	\$ 84,036,624
Infrastructure	\$ 126,786,675	\$ 109,722,657	\$ 89,655,380	\$ 73,813,668	\$ 109,365,497	\$ 509,343,877
Machinery and Equipment	\$ 32,556,493	\$ 36,495,880	\$ 27,497,875	\$ 40,291,580	\$ 28,609,900	\$ 165,451,728
Parks	\$ 4,270,240	\$ 18,865,445	\$ 15,766,870	\$ 4,623,000	\$ 2,842,000	\$ 46,367,555
Partnerships	\$ 12,119,336	\$ 12,089,546	\$ 11,996,896	\$ 15,845,934	\$ 8,954,389	\$ 61,006,102
Technology	\$ 11,035,488	\$ 7,425,769	\$ 8,147,000	\$ 8,143,200	\$ 11,505,000	\$ 46,256,457
Grand Total	\$ 254,738,741	\$ 305,814,356	\$ 346,084,463	\$ 281,379,632	\$ 180,997,354	\$ 1,369,014,546

Ongoing Risks and Unaddressed Needs

The City has an infrastructure gap, and as such there are many needs which will not be addressed through the capital plan due to affordability. The gap will continue to grow and become increasingly difficult to close unless the City increases the level of investment in its infrastructure.

As mentioned previously, the projects included in the capital plan are the most critical needs that are currently identified. The City has extensive needs in addition to these projects, and the need to invest and address infrastructure gaps still exists. Although all needs identified through master plans, condition assessments and asset management plans are important, the City unfortunately does not have the financial or staff resources to complete all work that is required. The impact of not investing in these needs may include reduced levels of service and increased risks.

No asset class is exempt from this challenge. Parks investment decreased in this capital plan in comparison to the 2023 plan, as affordability is a major factor. Renewal investment is still low as was the case in 2023, and the addition of services like rugby and cricket pitches have been excluded due to funding and resource constraints. Aging, deteriorated pipes and roads persist, and facilities requiring major renovations are continuing with emergency repairs.

Some projects are excluded from the plan as there are insufficient details available about scope, costs and timing. Further study and decisions are required to support project planning work and these projects will be included in future capital plans. Examples include implementation of a new waste management solution after the City's current landfill closes, and the downtown market precinct (permanent market).

Other major projects not included in the capital plan, which have been discussed but require further direction include Sadlon Arena expansion, Downtown Market construction, Sea Cadets relocation, and the expanded scope of the Performing Arts Centre.

There is a need to continue to build healthy reserves to address these needs in the future. The City can expect additional risks and taxpayers can expect reduced service levels as the infrastructure gap continues to grow. This will increase unplanned service interruptions and emergency repairs, such as water main breaks, and put greater pressure on the City's operating budgets.

Net Operating Impacts of the Capital Plan

The Capital Budget includes growth and renewal capital assets and infrastructure that have a direct impact on future operating budgets when these assets are completed and placed into service. Any combination of increased revenues, increased expenditure and/or cost savings may be the result associated with maintaining the operation and use of these new or expanded assets.



Operating impacts should be a critical consideration when deliberating whether or not the City proceeds with a capital project given that the result may be an additional burden on the annual operating budget. If the additional burden is not levied in future operating budgets, the result is a service level decrease which results in unintended consequences felt by residents across the city.

The City has begun to implement a phased in approach to quantify the net operating impact of the capital plan. Process guidelines have been developed and will be expanded and updated annually through engagement with departments that have specific knowledge on different types of operating costs.

Table A summarizes the proposed annual incremental net operating impact of new facilities and renovations. Table B summarizes the proposed annual incremental net operating impact of consolidated linear infrastructure assets.

Table A: City Facilities and Other

Project	2025	2026	2027	2028	2029	2030	2031	2032	2033
000613 - Salem Community Centre New Building Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,393,163	\$ 1,414,060
FC1084 - BFES Station 6 New Building Development	\$ 2,057,121	\$ 2,351,611	\$ 2,604,449	\$ 2,866,916	\$ 3,187,876	\$ 3,250,997	\$ 3,315,370	\$ 3,481,138	\$ 3,585,573
FC1085 - Hewitt's Community Centre New Building Development	\$ -	\$ -	\$ -	\$ 2,117,417	\$ 2,075,069	\$ 2,053,894	\$ 2,032,720	\$ 1,917,315	\$ 1,911,765
FC1138 - Performing Arts Centre Redevelopment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 534,438	\$ 542,455
Total Net Operating Impact	\$ 2,057,121	\$ 2,351,611	\$ 2,604,449	\$ 4,984,332	\$ 5,262,944	\$ 5,304,891	\$ 5,348,090	\$ 7,326,054	\$ 7,453,852
Annual Impact on the Tax Rate	\$ 2,057,121	\$ 294,490	\$ 252,839	\$ 2,379,883	\$ 278,612	\$ 41,946	\$ 43,199	\$ 1,977,964	\$ 127,798

Table B: Linear Infrastructure Assets by Class

Operating Costs	2025	2026	2027	2028	2029	2030	2031	2032	2033
Watermain	\$ 20,672	\$ 36,556	\$ 48,640	\$ 48,640	\$ 64,220	\$ 64,220	\$ 66,272	\$ 68,304	\$ 68,304
Stormwater	\$ 5,408	\$ 17,160	\$ 23,608	\$ 33,124	\$ 44,564	\$ 55,900	\$ 80,548	\$ 80,548	\$ 89,440
Sanitary	\$ 4,147	\$ 8,091	\$ 8,091	\$ 12,760	\$ 12,760	\$ 12,760	\$ 12,760	\$ 33,144	\$ 33,144
Sidewalk	\$ 35,800	\$ 103,701	\$ 148,062	\$ 151,710	\$ 172,686	\$ 192,636	\$ 221,782	\$ 226,567	\$ 226,567
Streetlights	\$ 7,709	\$ 20,660	\$ 33,673	\$ 33,673	\$ 33,673	\$ 41,303	\$ 46,308	\$ 64,814	\$ 64,814
Roads	\$ 8,632	\$ 42,496	\$ 118,358	\$ 118,358	\$ 164,506	\$ 243,522	\$ 291,579	\$ 294,904	\$ 294,904
Total Net Operating Impact	\$ 82,369	\$ 228,664	\$ 380,433	\$ 398,266	\$ 492,410	\$ 610,342	\$ 719,250	\$ 768,282	\$ 777,174
Annual Impact on Water Rate	\$ 20,672	\$ 15,884	\$ 12,084	\$ -	\$ 15,580	\$ -	\$ 2,052	\$ -	\$ -
Annual Impact on Wastewater Rate	\$ 4,147	\$ 3,944	\$ -	\$ 4,669	\$ -	\$ -	\$ -	\$ 4,785	\$ -
Annual Impact on Tax Rate	\$ 57,550	\$ 126,468	\$ 139,685	\$ 13,164	\$ 78,564	\$ 117,932	\$ 106,856	\$ 65,870	\$ 8,892

Total Impact on Tax Rate for Both Facilities and Linear Infrastructure

Operating Costs	2025	2026	2027	2028	2029	2030	2031	2032	2033
Total Net Operating Impact on Tax Rate	\$ 2,114,670	\$ 2,535,628	\$ 2,928,151	\$ 5,321,198	\$ 5,678,374	\$ 5,838,253	\$ 5,988,308	\$ 8,032,142	\$ 8,168,832
Annual Impact on the Tax Rate	\$ 2,114,670	\$ 420,958	\$ 392,523	\$ 2,393,047	\$ 357,176	\$ 159,878	\$ 150,055	\$ 2,043,834	\$ 136,690
Incremental Tax Rate Increase	0.69%	0.14%	0.13%	0.78%	0.12%	0.05%	0.05%	0.67%	0.04%

2024 Capital Budget by Project Phase



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GIS Branch, 10/25/2023

Project Site 2024	Project Linear 2024
● Capital Purchase	█ Capital Purchase
● Pre-Design	█ Pre-Design
● WwTF	█ WwTF
● EA	█ EA
● Design	█ Design
● Property	█ Property
● Utilities	█ Utilities
● Construction	█ Construction

11

Little Lake

Kempfenfelt Bay

PUBLIC

