

2026 Capital Plan



Introduction

The City of Barrie owns a wide range of assets that support the delivery of services to the community including roads, sidewalks, sewage and water systems, buses, libraries, recreation facilities, and more. Building all of these assets today would cost over \$11 billion.

To maintain the services that our community depends on, the City must continually maintain, renew, and replace its assets as they age, while also building new and expanded infrastructure needed to support population and employment growth. In order to support the services our community needs while keeping tax increases low, the City must make strategic choices about which projects to undertake and when. To guide these decisions, the City uses a risk-based approach to balance the community's needs with the City's financial capacity.

The 2026-2035 Capital Plan has been guided by asset management principles to ensure that critical infrastructure needs are addressed in a responsible manner that considers risks, service levels, and affordability.

Capital Plan Objectives

The updated 10-year capital plan includes a 1-year budget, a 4-year forecast, and a 5-year outlook. This plan addresses several key priorities:

- renewing the City's most critical infrastructure
- supporting housing and employment growth through projects that enable new development and intensification
- ensuring cost and schedule certainty for all projects
- maintaining the City's AAA credit rating and overall fiscal health amid rising construction costs and financial reserve limitations
- adhering to the principles outlined in the City's Financial Policy Framework

Asset Management

A proactive and rational approach is needed to achieve the City's goals while maintaining affordability for taxpayers. The City's asset management program provides evidence-based tools, data, and analysis to help inform decisions on how to deliver services in a way that is sustainable, financially efficient, and that maintains acceptable levels of risk.

In 2017, the Province of Ontario introduced Ontario Regulation 588/17: Asset Management Planning for Municipal Infrastructure, requiring municipalities to develop Asset Management (AM) Plans. The City has recently completed updates to its AM Plan to meet these requirements. The AM Plan considers the City's existing assets, as well as the new and expanded infrastructure needed for growth, and identifies the investments required to deliver appropriate levels of service to the community.

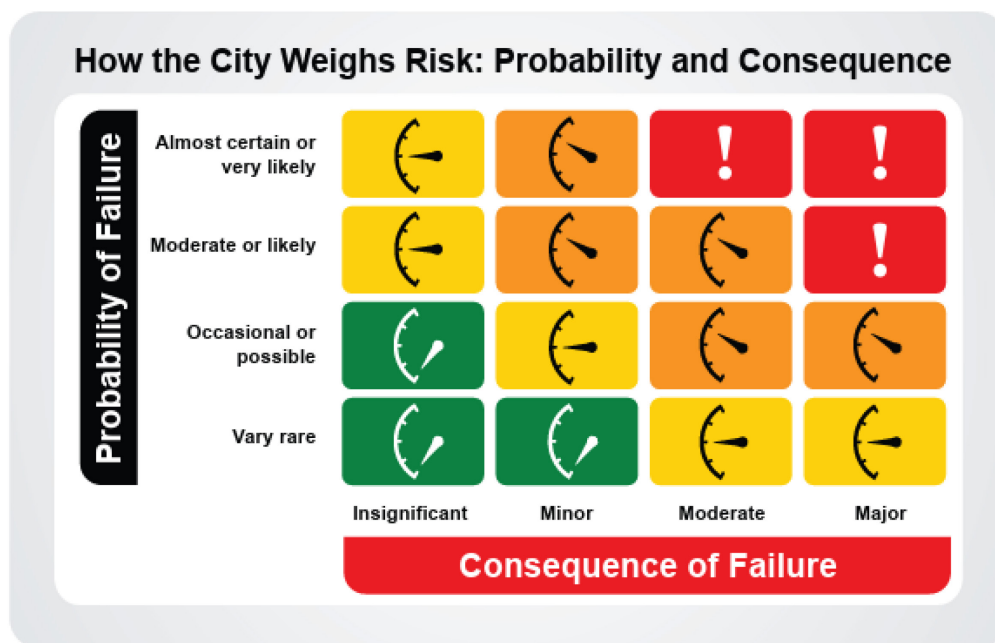
While most of the City's assets are currently in fair or better condition, the City must continue to prioritize investment to take care of what we own. Many of the City's assets were built during relatively recent periods of rapid growth and have not yet required major renewal. As this large quantity of assets begins to age, the City will face growing pressure to keep up with renewal needs.

To navigate this challenge, the City will continue to adapt its strategies to ensure that the right projects are prioritized at the right time.

Capital Needs Prioritization

Due to resources being limited, only the most critical projects are included in the capital plan. The City faces an “infrastructure gap,” meaning there is insufficient funding available to complete all the projects needed to take care of the infrastructure the community relies on. To create an affordable capital program that addresses the most critical needs, the City compares competing priorities from across the City’s services. When developing the capital plan, projects are analyzed and ranked based on the factors driving the need for the project.

Projects to address renewal and replacement needs of existing assets are rated based on the risk of asset failure, while projects driven by the need to provide new or expanded assets are rated based on the importance and urgency of the project. These ratings provide an objective basis to compare each project to other needs.



In addition to risk-based prioritization, several other criteria are considered when developing the capital plan:

Affordability

Funding is reviewed to ensure optimal use of external sources like the Canada Community Building Fund, the Municipal Housing Infrastructure Program, and other grants and revenue streams. Reserve draws and debt levels are carefully managed to ensure financial sustainability.

Resourcing

Departments assess their capacity to deliver the proposed projects.

Readiness

Projects are evaluated to ensure they are ready to proceed within the planned timeframe.

Growth principles

Infrastructure projects are aligned with the anticipated pace and timing of development across the City.

The 2026-2035 Capital Plan prioritizes the highest-need projects to ensure the City can meet its most pressing challenges over the next decade. While the plan represents the most critical investments, it is not exhaustive. Many projects have been deferred due to financial limitations. As conditions change, these projects may be advanced or reintroduced in future capital plans.

Continuous Improvement

This year's capital plan builds on the previous plan, with an emphasis on refining project scope, cost estimates, and timelines to ensure accuracy. Newly identified critical projects have been incorporated, and new projects for 2035 were added to complete the 10-year outlook.

As in prior years, the focus remains on cost and schedule certainty. All projects have undergone a review to confirm scope, budget, and timing. Inflation has impacted project costs, though to a lesser extent than in recent years, and some projects have been deferred or removed from the plan due to affordability.

Looking ahead, the City will continue to refine its approach to ensure accuracy, resilience, and value for the community.

2026 – 2030 Capital Plan

2026 - 2030 Capital Budget	2026	2027	2028	2029	2030	Grand Total
Previously Approved (Committed)	\$ 171,399,590	\$ 110,090,170	\$ 67,174,183	\$ 41,978,418	\$ -	\$ 390,642,361
New Capital Requests	\$ 36,198,132	\$ 92,073,127	\$ 80,258,164	\$ 54,283,775	\$ 31,503,789	\$ 294,316,988
New Investment and Service Recommendations (for Operating Budget requests)	\$ -					\$ -
Total 2026 Capital Budget	\$ 207,597,723	\$ 202,163,297	\$ 147,432,347	\$ 96,262,193	\$ 31,503,789	\$ 684,959,349
Forecast	\$ -	\$ 80,529,503	\$ 200,118,346	\$ 346,556,770	\$ 320,371,852	\$ 947,576,471
Grand Total 2026 - 2030 Capital Budget	\$ 207,597,723	\$ 282,692,800	\$ 347,550,693	\$ 442,818,964	\$ 351,875,641	\$ 1,632,535,820

**Numbers in the table may not add to total due to rounding. The table above does not include estimated capital carry forward from 2025 of \$215.9 million.*

The total recommended capital spending for 2026 is \$207.6 million, which includes new funding requests and funding that was approved through previous capital plans and for multi-year projects. This does not include estimated capital carryforward from 2025 in the amount of \$215.9 million. Over the last several years, the City has carried a significant unplanned carryover from year to year. Through the 2026 plan, staff are continuing to adjust the timing and cash flow on a number of projects, with the goal of reducing 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 2026 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 2026, as well as the amounts that will be committed for 2027-2030 as a result of approving the 2026 Capital Budget. The total new funding to be approved through the 2026 capital process, including future year commitments, is \$294.3 million.

Prior year approvals intended for future spending amount to \$390.6 million, which includes significant commitments for the Wastewater Treatment Facility (WwTF) upgrades, the Heritage Park Redevelopment, the Performing Arts Centre, and several other major infrastructure projects such as stormwater projects and Neighbourhood Reconstruction Projects.

These prior year commitments, combined with new capital requests and a small amount associated with new investment and service recommendations, make up the \$685.0 million 2026-2030 recommended budget.

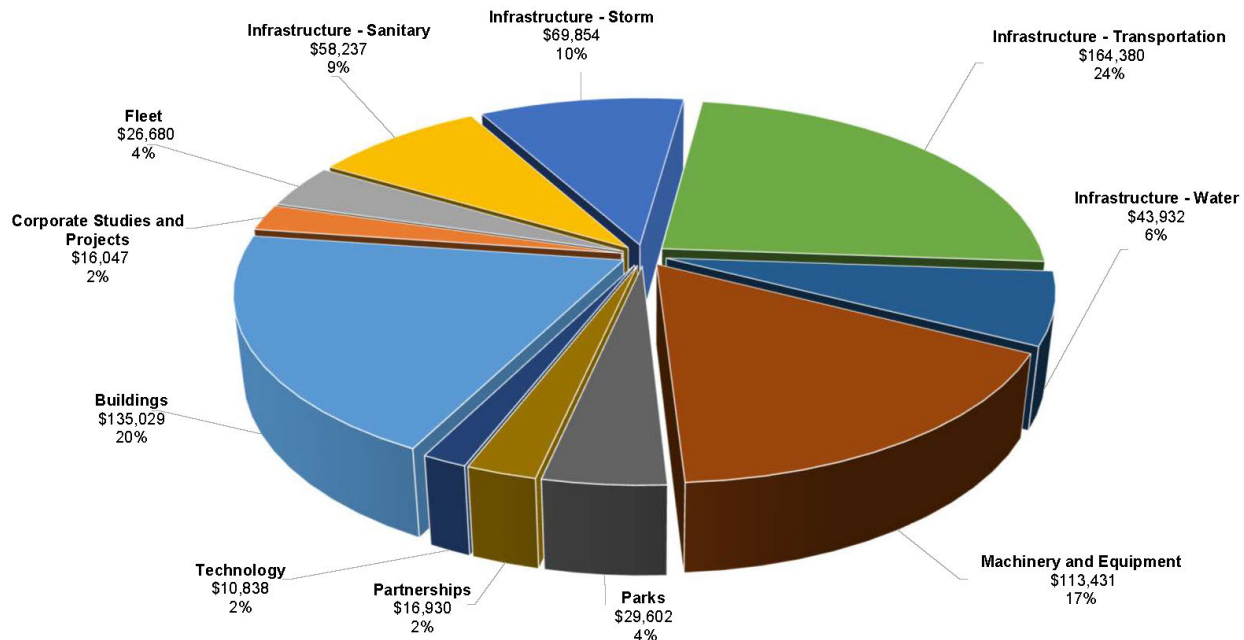
Funding associated with project phases beyond 2026 is identified as a forecasted amount only and will not be recommended for approval until that phase begins. Forecast amounts and timing will be revisited each year through the annual capital planning process, and are subject to change as new, better information is available.

The "Grand Total 2026-2030 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 recommended for approval in 2026 along with the previously approved funds planned to be spent between 2026-2030, divided by asset class or major investment area.

2026-2030 Requested Budget by Asset Class Investment Area | Total \$685 Million (\$'000)



Core infrastructure accounts for over three quarters of the City's \$11.5 billion in assets and approximately half (49%) of the recommended capital budget. Major infrastructure construction projects include:

- McKay Road Improvements (\$35.6 million)
- Contribution to Ministry of Transportation (MTO) projects at Bayfield Street and Dunlop Street (\$24.6 million)
- Sophia Trunk Storm Sewers (\$20.6 million)
- Mapleview Drive E. Road Expansion (\$16.7 million)
- Bunkers Creek Culvert and Watercourse Improvements from Innisfil to Lakeshore (\$10.9 million)
- Bayview Drive New Transmission Watermain & Road Expansion (\$10.2 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, with approximately \$41.3 million requested to replace aging, failing infrastructure in some of the City's oldest neighbourhoods. Other priority investment areas will be flood mitigation/stormwater management, and \$9.4 million for the Pavement Management program to look after the City's roads.

A number of existing and new City buildings require significant investment to support service delivery across the City. Over 86% of the 2026 budget request allocated to buildings is attributed to five facility projects:

- \$75 million for the Performing Arts Centre
- \$26.1 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)
- \$5.5 million for the Sea Cadets Relocation
- \$5.3 million for the STEM Hub Campus for Lakehead University
- \$4.8 million for the Barrie Northwest Boutique Library

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 2026 budget request for the Fleet Replacement Program is \$12.4 million which is spread over 2026 and 2027 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 \$11.9 million to replace the conventional transit buses in 2026 and 2027, which have reached the end of their service life. Further to these budget requests, \$1.2 million has been requested for new fleet vehicles such as pick-up trucks, trailers, lawn mowers and fire trucks that will address growth in the Secondary Plan Areas. Advanced planning on fleet purchases is critical due to long lead times. Purchase of electric vehicles will be prioritized where feasible and economical, subject to market conditions.

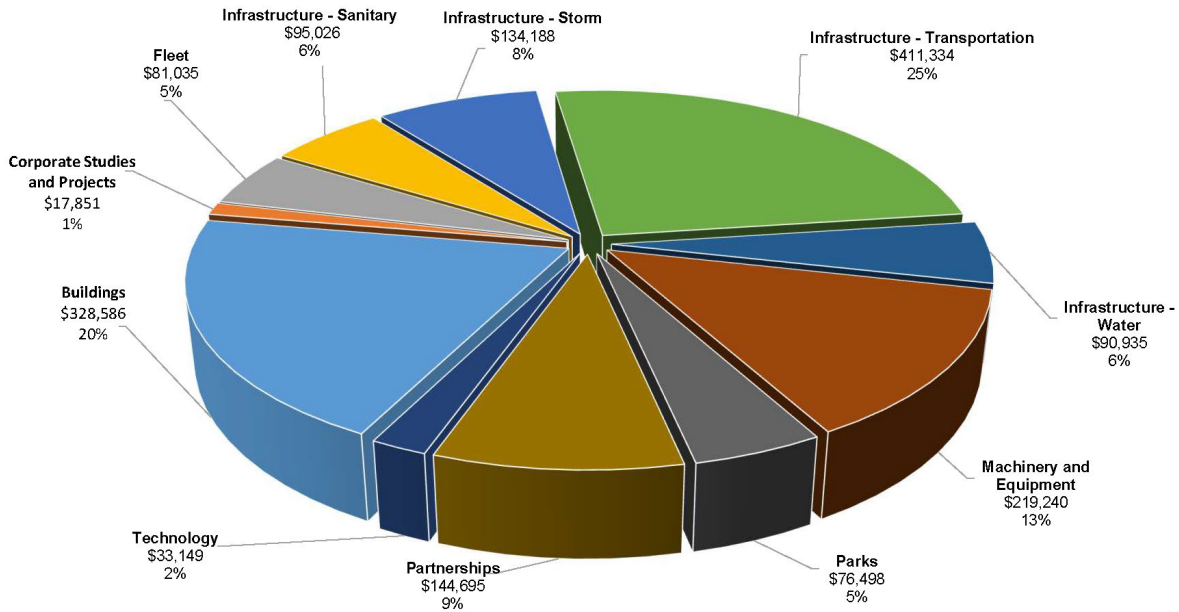
The Machinery and Equipment category make up 17% of the requested budget. Almost 90% of the requested budget (\$100.3 million) is attributed to projects at the Wastewater Treatment Facility, Surface Water Treatment Plant and the Little Lake Pump Station and Anne Street Booster Pump Station. Many of the projects at the Wastewater Treatment Facility relate to capacity expansion and treatment enhancements required to meet the requirements of the Lake Simcoe Protection Plan.

Approximately 80% of the parks investments are attributed to seven projects which include the Heritage Park Redevelopment project, the Implementation of Sam Cancilla Park and the Performing Arts Centre Park, 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 a number of annual programs vital to keeping existing playgrounds, play courts, parks pathways and other park amenities in good working order.

The pie chart below considers the full 5-year plan from 2026-2030 (current budget requests plus forecasts). When comparing this with the previous pie chart (only current requests), there are a couple outliers, however, most categories have only a slight change in the proportion of funding that is directed to each asset class. Significant changes include a 7% increase in the proportion of funding for the City's contributions to Partnerships, and a 4% decrease in the proportion of funding towards Machinery and Equipment. The shift in Partnership contributions is primarily due to the forecasted funds associated with the Georgian College Downtown Campus, County of Simcoe Long Term Care & Senior Service, Social Housing & Community Services and Paramedic Services as well as the contribution to the RVH Expansion. These five initiatives make up 90.5% of the value of the first 5 years of the Capital Plan (\$130.9 million).

The South Barrie Mixed Use Recreation Complex and Library project accounts for \$120.0 million within the first five years of the capital plan, representing approximately 37% of the total funding allocated to the Buildings section.

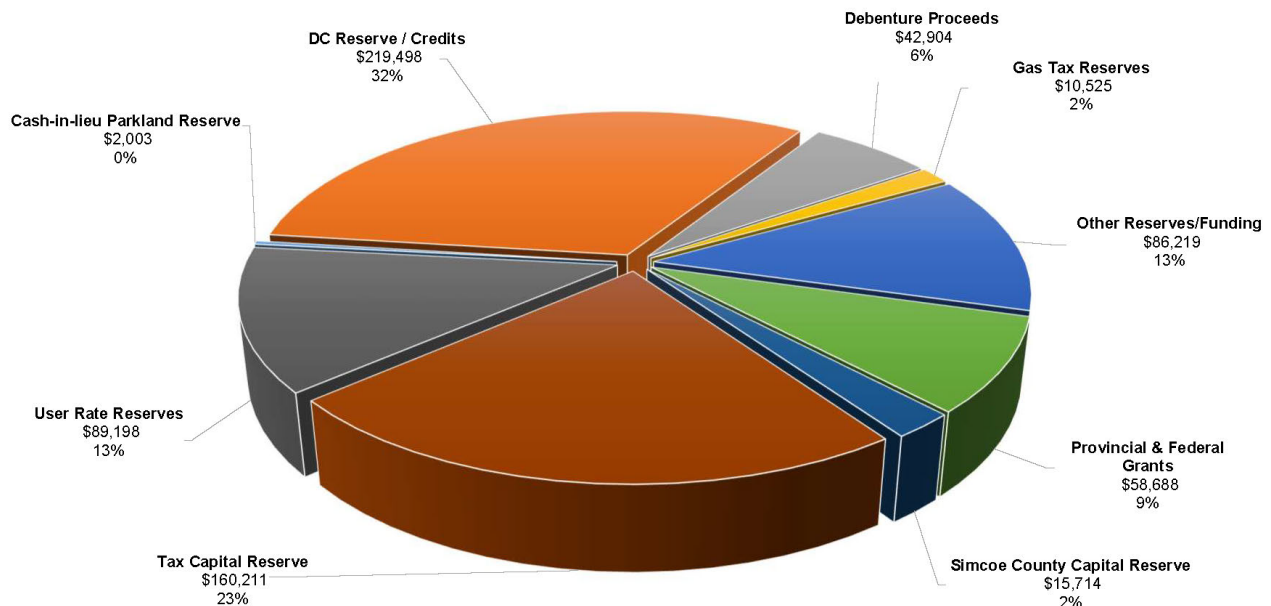
2026-2030 Requested and Forecasted Capital Budget by Asset Class & Investment Area
Total \$1.633 Billion
(\$000)



How is the Plan Funded?

The capital plan is funded from a variety of sources including the tax levy (Tax Capital Reserve), Development Charges, Provincial and Federal grants, user rate (water, wastewater and parking), and debt. The amount of funding projected to be available determines the size of the capital plan. The figure below depicts funding sources for the total capital plan budget request being recommended through this business planning process, and the proportions of each.

2026-2030 Requested Capital Spending Authority by Funding Source | Total \$685 Million
(\$000)



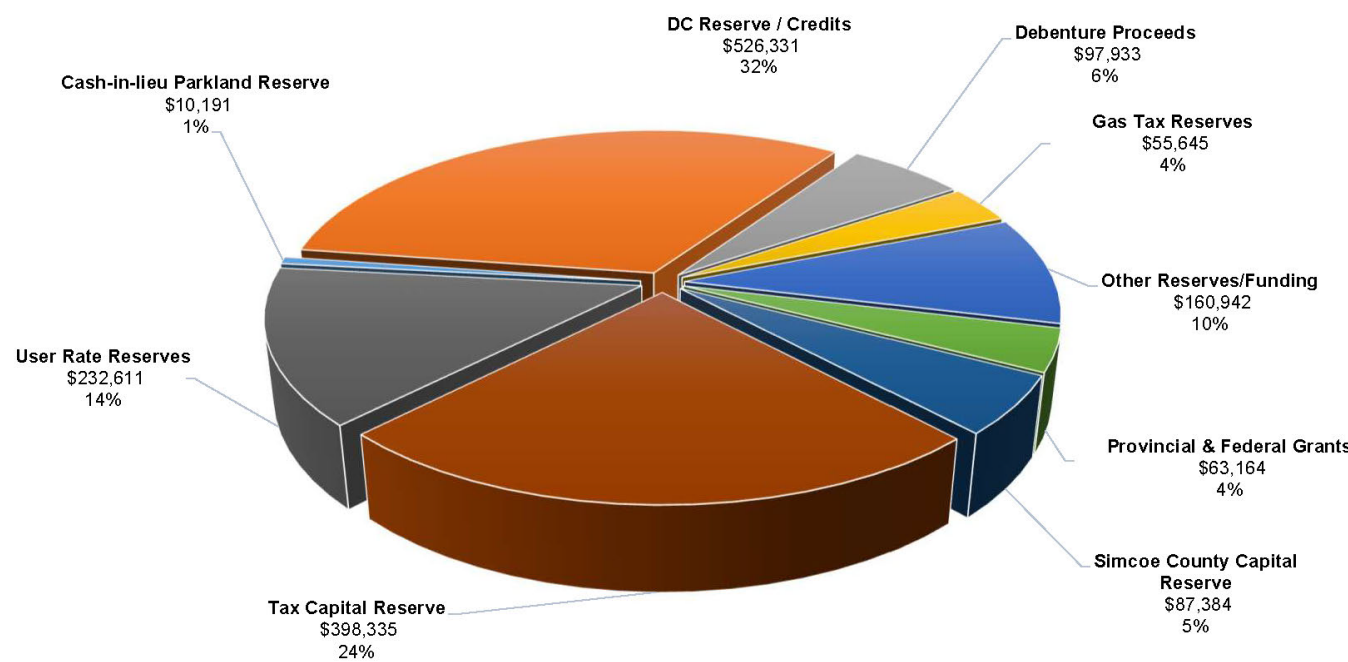
The City’s capital request for the next five years, totaling \$685 million, is significantly funded through Development Charges, which make up 32% (\$219 million) of the total. These funds are collected from developers to help pay for infrastructure that supports new growth. This highlights the City’s significant ongoing investment in growth-related projects, particularly in the Hewitt and Salem Secondary Plan Areas, where many projects are fully funded through development charges.

The second largest funding source is the Tax Capital Reserve, contributing 23% (\$160 million). This reserve supports the renewal and improvement of tax-funded existing infrastructure, including road resurfacing, park upgrades, and facility rehabilitation, as well as investments in new technology and expanded services.

Together, development charges and the Tax Capital Reserve provide over 55% of the total capital funding requested for 2026 to 2030. The remaining 45% (\$305 million) comes from a variety of sources. The two largest among them are the User Rate Reserves (supporting water, wastewater, and parking infrastructure) and Other Reserves and Funding, each contributing 13% (\$89 million). Of the funding from Other Reserves, \$71 million is allocated from a dedicated reserve established to support the development of the City’s future Performing Arts Centre.

As shown in the pie chart below, the City’s five-year capital plan is projected to grow by \$947 million, reaching a total of \$1.6 billion when forecasted capital works are included. While the overall size of the plan increases, the balance of funding sources remains largely the same. Development Charges and the Tax Capital Reserve continue to provide more than half of the funding. The most notable shifts are a 5% decrease in grant funding and a 3% increase in contributions from Simcoe County.

2026-2030 Requested and Forecast Capital Plan by Funding Source | Total \$1.633 Billion (\$000s)



Service Impact Highlights of the 2026-2035 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 2026-2035 Capital Plan include:

- An average of approximately \$41 million per year is budgeted for transportation with construction accounting for approximately 75% of the annual spending; this will mean improved roads with less congestion.
- Although the overall condition of the road network is good, 18% of the City's roads require full reconstruction because they are in poor or very poor condition. A little over half of these roads will be addressed within the Capital Plan.
- The City will work with the Province on improvements at Highway 400 crossings and interchanges and will contribute approximately \$26.7 million over the 10-year Capital Plan toward MTO-led projects at Dunlop and Bayfield Streets.
- An average annual investment of \$19.8 million in drainage and stormwater projects will help the City protect public safety and property as well as increase resiliency to the effects of climate change.
- The Huronia/McKay Sanitary Sewer Improvements (Highway 400 to Lockhart) and the Yonge/Mapleview Road Expansion (Lockhart to Prince William) have been awarded \$53.3 million in provincial funding through the "Housing Enabling Core Services" and "Housing Enabling Water Systems Fund" programs. These grants are intended to accelerate housing development by supporting critical infrastructure investments and the City has responded by prioritizing the delivery of these projects in the early years of the plan.
- The current 10-Year Capital Plan includes sixteen (16) Neighbourhood Renewal Projects (NRPs) to renew and replace infrastructure in some of the City's historic neighbourhoods. Of these, nine (9) projects are already underway either in design or construction. These projects work to keep the City's overall infrastructure in good condition by replacing some of the oldest and maintenance intensive infrastructure.
- Investments in technology of \$26.3 million over the 10 years will sustain and modernize existing tools and systems and allow for improved customer service and digitization of our services.
- An average investment of \$17.0 million per year is budgeted over the 10 years for fleet which includes replacement transit buses as well as fleet for City staff such as pickup trucks, snowplows, fire trucks, etc.
- The City will continue with the fleet conversion program. In 2026, the City is planning to install additional charging stations and add 5 more electric vehicles, which will bring the total number of electric vehicles to 16 and the total number of ice resurfacers to 10.
- Parks will be renewed and revitalized, including the redevelopment of Heritage Park.
- Once complete, availability of recreation and cultural services will significantly increase with the addition of the South Barrie Mixed Use Recreation Centre and Library.

2031 – 2035 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 of this information 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 2031-2035 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 2031 and 2035, and continuation of work begun in the first five years of the Capital Plan. The capital spending peaks in 2032 at approximately \$502.2 million. After 2032, the capital spending decreases slightly in 2033 and then significantly drops off in 2034 and 2035. This drop off is not reflective of a lack of investment needs and will increase as the amounts in the latter half of the Capital Plan reflect more realistic cash flows in future capital plans. The alignment of a number of major projects contribute to the peak in 2032; these projects are the South Barrie Mixed Use Recreation Complex and Library, the Operations Centre Redevelopment Phase 3 project, the Wastewater Advanced Nutrient Removal project, the Bayfield Transportation Improvements project, contributions to the RVH Expansion, Phase 2 of the Simcoe Emergency Services Campus, and the continuation of various Neighbourhood Reconstruction Projects.

The gross expenditures over the 2031-2035 Capital Outlook window are anticipated to be approximately \$1.9 billion. When combined with the \$1.6 billion 2026-2030 Capital Plan, gross spending for the 10 years is approximately \$3.5 billion.

2031-2035 Capital Outlook

Asset Class	2031	2032	2033	2034	2035	Grand Total
Buildings	\$ 133,550,000	\$ 228,423,000	\$ 191,406,090	\$ 31,109,273	\$ 17,890,087	\$ 602,378,450
Corporate Studies and Projects	\$ 872,000	\$ 2,577,000	\$ 2,532,000	\$ 2,443,000	\$ 191,000	\$ 8,615,000
Fleet	\$ 17,620,377	\$ 15,411,289	\$ 19,156,854	\$ 21,087,871	\$ 15,808,914	\$ 89,085,305
Infrastructure	\$ 132,726,485	\$ 129,351,183	\$ 132,191,613	\$ 152,470,360	\$ 164,904,668	\$ 711,644,308
Machinery and Equipment	\$ 58,952,022	\$ 45,599,506	\$ 48,643,283	\$ 45,617,279	\$ 39,994,472	\$ 238,806,563
Parks	\$ 12,312,300	\$ 8,376,000	\$ 3,582,000	\$ 3,988,000	\$ 704,000	\$ 28,962,300
Partnerships	\$ 22,963,826	\$ 64,324,618	\$ 10,880,415	\$ 7,626,808	\$ 58,960,177	\$ 164,755,843
Technology	\$ 8,227,000	\$ 8,203,200	\$ 7,710,000	\$ 8,280,000	\$ 9,315,000	\$ 41,735,200
Grand Total	\$ 387,224,010	\$ 502,265,796	\$ 416,102,255	\$ 272,622,591	\$ 307,768,318	\$ 1,885,982,969

Ongoing Risks and Unaddressed Needs

The City continues to face a growing infrastructure gap. While the projects in the capital plan represent the most urgent and critical needs, other important infrastructure requirements remain unmet. Master plans, condition assessments, and Asset Management Plans have identified needs beyond the scope of the current plan.

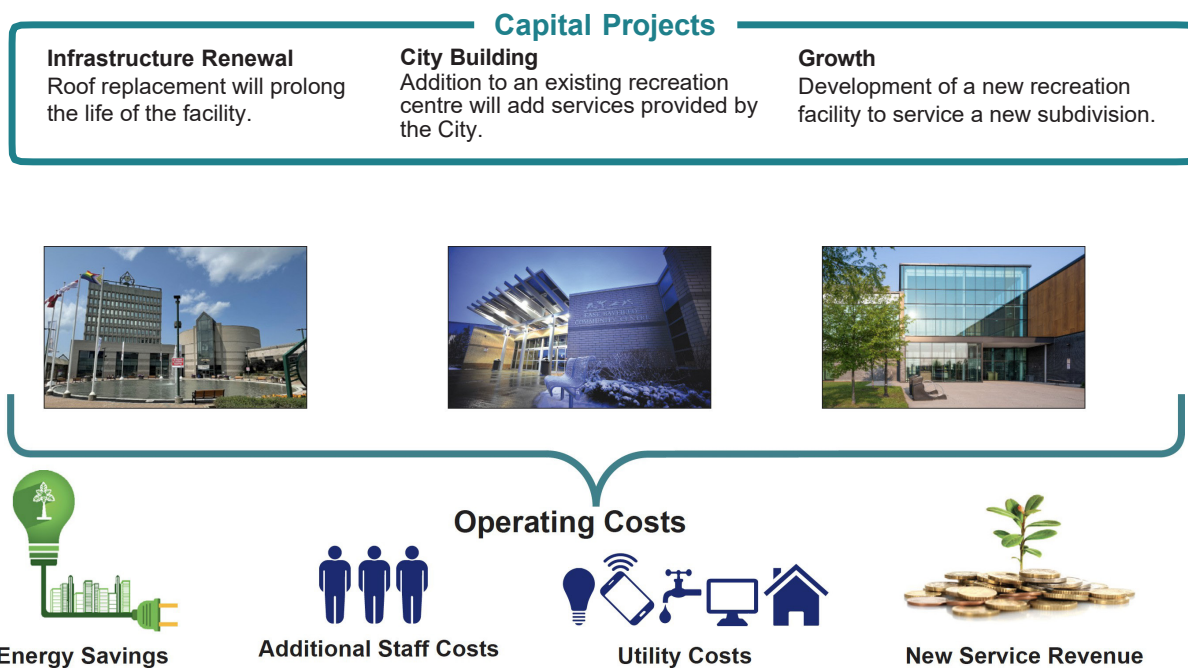
Unfortunately, the City does not have the financial capacity or staff resources to address all of these needs. The consequence of underinvestment could be reduced levels of service and increased risks, with no City service exempt from this challenge. As the gap widens, the likelihood of unplanned service interruptions—such as water main breaks and emergency repairs—will increase. These incidents put further pressure on the operating budget and may compromise service reliability for residents.

At the same time, the City is mindful of economic conditions and the importance of fiscal responsibility. While additional infrastructure investment is critical, it must be pursued in a way that limits the burden on taxpayers. This underscores the need to focus on financial efficiency, innovation, and service delivery models that make the best use of available resources.

Balancing these pressures requires careful planning and discipline. By committing to efficiency, innovation, and responsible decision-making, the City will continue working to manage the infrastructure gap, protect essential services, and strengthen resiliency for the future.

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 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.

Table A summarizes the proposed annual incremental net operating impact of new facilities. Table B summarizes the proposed annual incremental net operating impact of consolidated linear infrastructure assets. Table C shows the total impact of new facilities and consolidated linear infrastructure and the resulting increases to the tax rate that would be required in each year to cover the additional operating costs.

Table A: City Facilities

Project	2027	2028	2029	2030	2031	2032	2033	2034	2035
FC1085 - Hewitt's Community Centre New Building Development	\$ -	\$ -	\$ 2,180,939	\$ 2,224,558	\$ 2,269,049	\$ 2,314,430	\$ 2,360,719	\$ 2,407,933	\$ 2,456,092
FC1138 - Performing Arts Centre Redevelopment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550,471	\$ 558,728	\$ 567,109
Total Net Operating Impact	\$ -	\$ -	\$ 2,180,939	\$ 2,224,558	\$ 2,269,049	\$ 2,314,430	\$ 2,911,190	\$ 2,966,662	\$ 3,023,201
Annual Impact on the Tax Rate	\$ -	\$ -	\$ 2,180,939	\$ 43,619	\$ 44,491	\$ 45,381	\$ 596,760	\$ 55,471	\$ 56,540

Table B: Linear Infrastructure Assets by Class

Operating Costs	2027	2028	2029	2030	2031	2032	2033	2034	2035
Watermain	\$ 13,292	\$ 13,292	\$ 13,292	\$ 59,690	\$ 59,690	\$ 59,690	\$ 59,690	\$ 59,690	\$ 59,690
Stormwater	\$ -	\$ -	\$ 11,474	\$ 29,406	\$ 29,406	\$ 29,406	\$ 39,062	\$ 73,735	\$ 107,844
Sanitary	\$ -	\$ -	\$ -	\$ 22,880	\$ 22,880	\$ 22,880	\$ 22,880	\$ 32,681	\$ 32,681
Sidewalk	\$ 21,560	\$ 58,802	\$ 83,462	\$ 132,100	\$ 138,291	\$ 138,291	\$ 153,629	\$ 190,173	\$ 207,406
Streetlights	\$ 10,725	\$ 23,180	\$ 35,130	\$ 56,500	\$ 56,500	\$ 56,500	\$ 56,500	\$ 66,710	\$ 66,710
Roads	\$ 16,416	\$ 16,416	\$ 16,416	\$ 134,034	\$ 147,047	\$ 147,047	\$ 147,047	\$ 218,518	\$ 218,518
Total Net Operating Impact	\$ 61,993	\$ 111,690	\$ 159,774	\$ 434,610	\$ 453,814	\$ 453,814	\$ 478,808	\$ 641,507	\$ 692,849
Annual Impact on Water Rate	\$ 13,292	\$ -	\$ -	\$ 46,398	\$ -	\$ -	\$ -	\$ -	\$ -
Annual Impact on Wastewater Rate	\$ -	\$ -	\$ -	\$ 22,880	\$ -	\$ -	\$ -	\$ 9,801	\$ -
Annual Impact on Tax Rate	\$ 48,701	\$ 49,697	\$ 48,084	\$ 205,557	\$ 19,204	\$ -	\$ 24,994	\$ 152,899	\$ 51,341

Table C: Total Impact on Tax Rate for Both Facilities and Linear Infrastructure

Operating Costs	2027	2028	2029	2030	2031	2032	2033	2034	2035
Total Net Operating Impact on Tax Rate	\$ 48,701	\$ 98,398	\$ 2,327,421	\$ 2,576,597	\$ 2,640,292	\$ 2,685,673	\$ 3,307,427	\$ 3,515,798	\$ 3,623,678
Annual Impact on the Tax Rate	\$ 48,701	\$ 49,697	\$ 2,229,023	\$ 249,176	\$ 63,695	\$ 45,381	\$ 621,754	\$ 208,370	\$ 107,881
Incremental Tax Rate Increase	0.02%	0.02%	0.70%	0.08%	0.02%	0.01%	0.19%	0.07%	0.03%

2026 Capital Budget by Project Phase



The City of Barrie does not warrant the accuracy, completeness, content, or currency of the information provided.

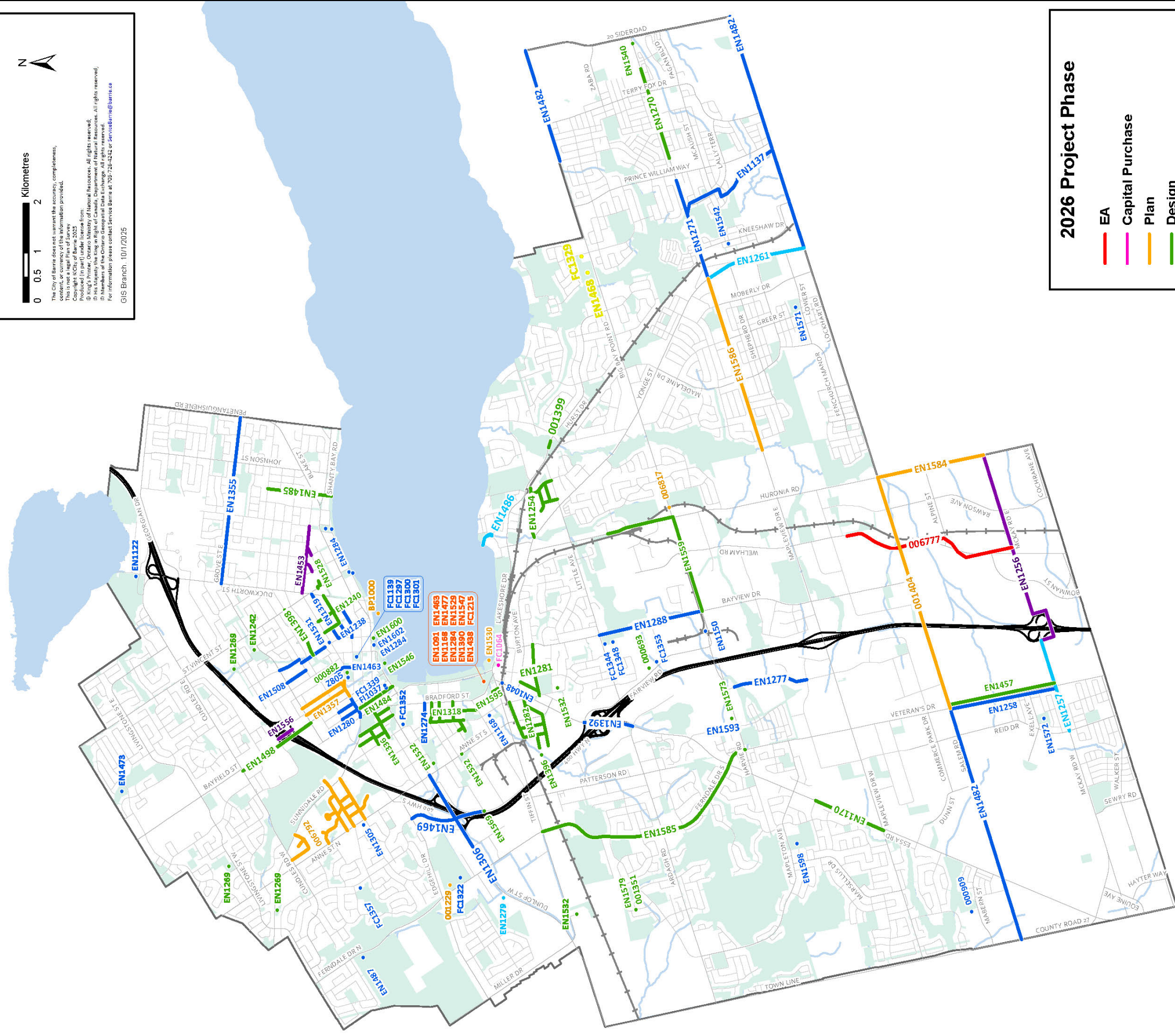
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GIS Branch, 10/1/2025



2026 Project Phase

- EA
- Capital Purchase
- Plan
- Design
- Property
- Utilities
- Construction
- Projects at the WwTF (various phases)
- Projects at the SWTP (various phases)

*Labels are references to Project Numbers, as noted on Capital Project Detail Reports.